

Enclosure 1
2021 Prop K Strategic Plan
Proposed 5YPP Amendments and Project Information Forms
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2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network Category (EP 1)
Programming and Allocations to Date
 Pending November 16, 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Carry Forward From 2014 5YPP									
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2) ¹	PS&E	Programmed	\$27,400,207					\$27,400,207
Any Eligible	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed	\$0		\$300,000			\$300,000
Transit Rapid Network - Bus Rapid Transit									
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2) ¹	PS&E	Programmed		\$2,064,919				\$2,064,919
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2) ¹	CON	Programmed			\$626,185			\$626,185
SFMTA	Muni Forward Placeholder ¹	Any	Planned			\$3,184,360			\$3,184,360
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2) ¹	PS&E	Planned			\$1,000,000			\$1,000,000
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2) ¹	CON	Planned			\$675,000			\$675,000
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2) ¹	CON	Planned				\$8,325,000		\$8,325,000
SFMTA	5 Fulton Transit Improvements ¹	CON	Planned			\$1,950,000			\$1,950,000
SFMTA	14 Downtown Mission Transit Improvements ¹	CON	Planned			\$12,554,233			\$12,554,233
SFMTA	30 Stockton Transit Improvements ¹	CON	Planned			\$2,495,767			\$2,495,767
Total Programmed in 2019 5YPP				\$0	\$0	\$22,159,360	\$8,325,000	\$0	\$30,484,360
Total Allocated and Pending				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated				\$0	\$0	\$22,159,360	\$8,325,000	\$0	\$30,484,360
Total Programmed in 2021 Strategic Plan				\$0	\$0	\$22,159,360	\$8,325,000	\$0	\$30,484,360
Deobligated Funds						\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

¹ 2021 Strategic Plan Update and corresponding 5YPP amendment to reprogram \$20,091,311 in FY2019/20 Geary Boulevard Improvement Project (Geary BRT Phase 2) funds to other Muni Forward projects in FY2021/22 and to update the phases and cash flow for the \$10M that will remain programmed to the Geary project to reflect the updated project cost and schedule.

Add \$3,184,360 for MuniForward - Placeholder in FY2021/22

Add \$1,950,000 for 5 Fulton Transit Improvements construction in FY2021/22.

Add \$12,554,233 for 14 Downtown Mission Transit Improvements construction in FY2021/22.

Add \$2,495,767 for 30 Stockton Transit Improvements construction in FY2021/22.

Reduce Geary Boulevard Improvement Project (Geary BRT Phase 2) by \$20,091,311, leaving \$1M programmed for design and \$675,000 programmed for Quick Build construction in FY2021/22, and \$8,325,000 programmed for full project construction in FY2022/23.

Reprogram \$93,049 in deobligated funds from projects completed under budget to Muni Forward projects in FY2021/22

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2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network Category (EP 1)
Cash Flow (Maximum Annual Reimbursement)
 Pending November 16, 2021 Board

Project Name	Phase	Fiscal Year							Total
		2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	
Carry Forward From 2014 5YPP									
Geary Boulevard Improvement Project (Geary BRT Phase 2) ⁺	PS&E	\$10,500,000	\$10,900,207	\$6,000,000					\$27,400,207
Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	\$0		\$300,000					\$300,000
Transit Rapid Network - Bus Rapid Transit									
Geary Boulevard Improvement Project (Geary BRT Phase 2)	PS&E			\$1,032,460	\$1,032,459				\$2,064,919
Geary Boulevard Improvement Project (Geary BRT Phase 2)	CON				\$626,185				\$626,185
Muni Forward Placeholder ¹	Any				\$1,592,180	\$1,592,180			\$3,184,360
Geary Boulevard Improvement Project (Geary BRT Phase 2) ¹	PS&E			\$0	\$500,000	\$500,000			\$1,000,000
Geary Boulevard Improvement Project (Geary BRT Phase 2) ¹	CON				\$675,000	\$0	\$0	\$0	\$675,000
Geary Boulevard Improvement Project (Geary BRT Phase 2) ¹	CON					\$880,000	\$5,300,000	\$2,145,000	\$8,325,000
5 Fulton Transit Improvements ¹	CON					\$1,950,000			\$1,950,000
14 Downtown Mission Transit Improvements ¹	CON				\$5,485,000	\$5,485,000	\$1,584,233		\$12,554,233
30 Stockton Transit Improvements ¹	CON			\$800,000	\$1,695,767				\$2,495,767
Cash Flow Programmed in 2019 5YPP		\$0	\$0	\$1,100,000	\$9,947,947	\$10,407,180	\$6,884,233	\$2,145,000	\$30,484,360
Total Cash Flow Allocated and Pending		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Cash Flow Unallocated		\$0	\$0	\$1,100,000	\$9,947,947	\$10,407,180	\$6,884,233	\$2,145,000	\$30,484,360
Total Cash Flow in 2021 Strategic Plan		\$0	\$0	\$1,100,000	\$9,947,947	\$10,407,180	\$6,884,233	\$2,145,000	\$30,484,360
Deobligated Funds				\$0	\$0	\$0			\$0
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

Prop K Project Information Form

Project Name:	5 Fulton Transit Improvements
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	
Subcategory:	
EP Line (Primary):	1-Rapid Bus Network
Other EP Line Number/s:	
Fiscal Year of Allocation:	2021/22
Project Information	
Project Location:	The 5 Fulton corridor along Fulton Street between Arguello and 25th Avenue
Supervisorial District(s):	District 01
Project Manager:	Anna Harkman
Phone Number:	1.415.646.2117
Email:	Anna.Harkman@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Engineering changes to reduce travel time and improve reliability on the 5 Fulton corridor along Fulton Street between Arguello and 25th Avenue. The 5 Fulton is a Rapid Network route and an important connector between the Richmond District and Downtown. This project would improve reliability and travel times by implementing various enhancements throughout the corridor, including new bus bulbs, transit stop optimization, and other improvements.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Design and implement engineering changes to reduce travel time and improve reliability on the 5 Fulton corridor along Fulton Street between Arguello and 25th Avenue. The 5 Fulton is a Rapid Network route and an important connector between the Richmond District and Downtown. This project would improve reliability and travel times by implementing new bus bulbs and signal upgrades. As a part of Muni Forward, these improvements seek to improve service reliability, reduce travel time on transit, and improve customer experiences and service efficiency. Transit riders will not only benefit from faster and more reliable trips, but will also experience enhanced transit safety and overall effectiveness.</p> <p>This project will construct one 130-foot "transit bulb" sidewalk extension at Arguello Street in the westbound direction. The project will also construct 5 "transit bulb" sidewalk extensions located on Fulton at 6th (both directions), 8th (westbound), and 10th Avenues (both directions). Transit bulbs along the 5 Fulton line will eliminate the need for buses to pull in and out of traffic to board passengers helping to find time savings for passengers thereby making this mode of transit more desirable when compared to other less sustainable modes such as driving. There will also be traffic signal upgrades at 6th, 8th, and 10th avenues. These signal improvements will, as an integrated system, provide better vehicular visibility for vehicles traveling eastbound, improve pedestrian safety, and increase transit service efficiency.</p> <p>The Muni improvements are part of a larger project, the Fulton Street Safety and Transit Project, that includes a range of improvements for pedestrian safety along a Vision Zero High-Injury Corridor, including "daylighting" removal of parking to improve sightlines at intersections, advance limit lines, "painted safety zone" temporary sidewalk extensions and radar speed signs. Additionally, the project's proposed transit bulbs will serve to shorten crossing distances at key intersections providing access to Golden Gate Park. By improving transit reliability, the project will help maintain consistent headways and improve transit reliability not just for passengers traveling through the project segment, but throughout the 5/5R Fulton trolley bus route, which serves a series of MTC Communities of Concern and SFMTA Equity Strategy Neighborhoods. The project area itself includes numerous senior, low-income and non-English speaking persons.</p>

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<p>Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).</p>	<p>On February 29, 2020, over fifty Fulton Street neighbors joined the SFMTA, Recreation and Parks, and then Supervisor Fewer for a community open house at Argonne Elementary School to learn more about the proposed project and provided over 200 comments on the Fulton Street Safety and Transit Project. By improving transit reliability, the project will help maintain consistent headways and improve transit reliability not just for passengers traveling through the project segment, but throughout the entire 5/5R Fulton trolley bus route, which serves a series of DAC's, MTC Communities of Concern, and SFMTA Equity Strategy Neighborhoods. The project area itself includes numerous senior, low-income and non-English speaking persons.</p>
<p>Partner Agencies: Please list partner agencies and identify a staff contact at each agency.</p>	<p>San Francisco Public Works (Ellen Wong)</p>
<p>Type of Environmental Clearance Required:</p>	<p>EIR/EIS</p>
<p>Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.</p>	

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	100%				Q4-Apr-May-Jun	2019/20
Environmental Studies (PA&ED)	100%				Q4-Apr-May-Jun	2019/20
Right of Way						
Design Engineering (PS&E)	25%	In-house	Q1-Jul-Aug-Sep	2020/21	Q4-Apr-May-Jun	2021/22
Advertise Construction			Q4-Apr-May-Jun	2021/22		
Start Construction (i.e. Award Contract)		Contracted	Q1-Jul-Aug-Sep	2022/23		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct-Nov-Dec	2023/24
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2023/24

Comments/Concerns

Project Name:	5 Fulton Transit Improvements
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Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 920,000	\$ -	\$ 920,000
Construction	\$ 5,500,000	\$ 1,950,000	\$ 3,550,000
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 6,420,000	\$ 1,950,000	\$ 4,470,000
Percent of Total		30%	70%

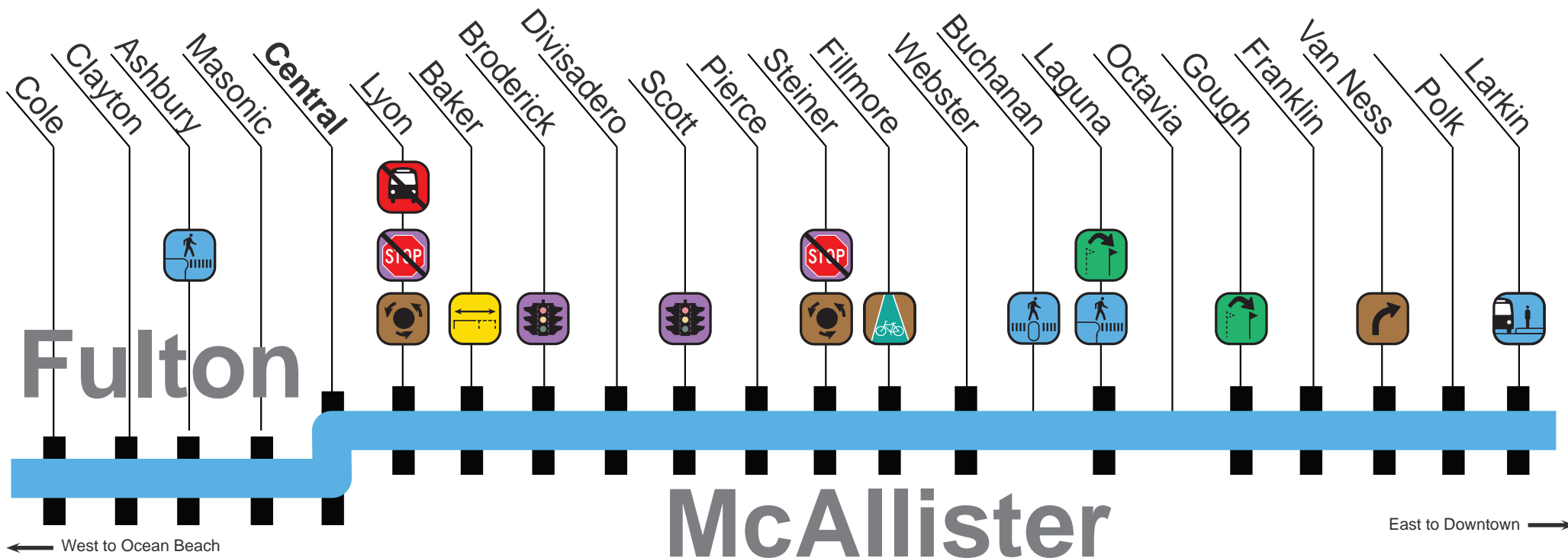
Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2021/22	2022/23	2023/24	2024/25	Cash Flow Total
Prop B General Fund		Design Engineering (PS&E)	Allocated	2020/21	\$ 920,000	\$ 920,000	\$ -	\$ -	\$ -	\$ -	\$ 920,000
Prop K	1-Rapid Bus Network	Construction	Planned	2021/22	\$ 1,950,000	\$ -	\$ -		\$ 1,950,000	\$ -	\$ 1,950,000
State LCTOP TPI		Construction	Programmed	2021/22	\$ 1,219,864	\$ -	\$ 1,219,864	\$ -	\$ -	\$ -	\$ 1,219,864
California State Budget - Transportation Bill		Construction	Programmed	2021/22	\$ 1,630,000	\$ -	\$ -	\$ 1,630,000	\$ -	\$ -	\$ 1,630,000
Local Funds		Construction	Planned	2022/23	\$ 700,136	\$ -	\$ -	\$ 700,136	\$ -	\$ -	\$ 700,136
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 6,420,000	\$ 920,000	\$ 1,219,864	\$ 2,330,136	\$ 1,950,000	\$ -	\$ 6,420,000

Comments

Requires amendment of the Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network Category 5YPP to add the subject project and reprogram \$1,950,000 in FY2019/20 Prop K funds from Geary Boulevard Improvement Project (Geary BRT Phase 2) to the subject project.

Anticipate allocation of Prop K funds in FY2021/22 ahead of contract award in Q1 FY2022/23

Proposal Summary: Cole to Larkin



Segment Location



Summary of Proposals

- | | | |
|---|-----------------------|---------------------|
| Stop Relocation | New Pedestrian Bulbs | Bicycle Improvement |
| New Transit Stop | New Transit Bulbs | New Traffic Signal |
| Remove Transit Stop | New Right Turn Pocket | New Traffic Circle |
| New Pedestrian Island and Flashing Beacon | Extended Bus Zone | Remove Stop Signs |

Prop K Project Information Form	
Project Name:	14 Downtown Mission Transit Improvements
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	
Subcategory:	
EP Line (Primary):	1-Rapid Bus Network
Other EP Line Number/s:	
Fiscal Year of Allocation:	2021/22
Project Information	
Project Location:	The 14 Mission corridor between South Van Ness Avenue and Beale Street.
Supervisorial District(s):	District 06
Project Manager:	Steve Boland
Phone Number:	415-646-2034
Email:	Steve.Boland@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	The project will make the existing temporary full-time transit-only lanes along the 14 Mission line, a major transit corridor, permanent. It will also improve safety by widening substandard transit and travel lanes and reducing the number of traffic lanes off-peak, and increase capacity for transit by lengthening existing bus zones.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>This Muni Forward project will create permanent full-time transit-only lanes on Mission Street between 1st and 11th Streets for two of Muni's busiest routes, the 14 Mission and 14R Mission Rapid, as well as regional express buses (the project will also make minor changes between Beale Street and 1st Street and between 11th Street and South Van Ness Avenue). Prior to COVID, this segment of Mission had part-time transit lanes; temporary full-time transit lanes were implemented during the COVID-19 pandemic. The project also widens narrow transit and travel lanes to reduce the risk of "sideswipe" collisions and allow more efficient transit and traffic operations by removing curbside parking and loading from one side of the street. It increases capacity for transit by lengthening bus zones to accommodate a minimum of two 60-foot buses, or three 60-foot buses at stops likely to be used by Rapid service. Finally, by removing two of four traffic lanes during off-peak periods, it improves pedestrian safety in a Vision Zero High-Injury corridor.</p> <p>Major capital elements will include repaving, bus pad replacement, construction of a transit bulb, construction of two pedestrian bulbs, and colorization of transit-only lanes.</p>

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<p>Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).</p>	<p>The community outreach process for this project occurred in two phases: prior to the Temporary Emergency Transit Lanes implementation and after. Both phases of outreach took place during the COVID-19 pandemic, when restrictions on in-person interactions limited the ability of SFMTA staff to conduct some forms of traditional outreach, such as “door-to-door” surveys and public open houses. As an alternative, new strategies were developed including online open houses featuring narrated presentations and online “office hours” during which project team staff made themselves available to answer questions in real time.</p> <p>Major components of the project’s outreach strategy included: The aforementioned <u>merchant, general public and operator surveys</u>. For the merchant survey, in lieu of in-person visits to businesses and other properties, each business was contacted by phone on at least three different occasions. All business properties were also sent multi-lingual letters providing links to complete surveys in English, Chinese, Filipino, and Spanish either online or via mail-in paper copy. For the general public survey, both text- and online-based versions were offered and publicized using multi-lingual posters in English, Chinese, Filipino, and Spanish posted throughout the corridor and along the entire 14 Mission route.</p> <p><u>Two online open houses</u>: a two-hour virtual meeting conducted via Skype prior to TETL, and a two-week online open house with narrated presentation and two-hour “office hours” via Microsoft Teams conducted in late April 2021. Both events were heavily publicized via a variety of means, ranging from multi-lingual posters and mailed postcards in Chinese, Filipino, and Spanish, to emails, blog posts, and social media ads. Interpreters were available upon advance request.</p> <p><u>Digital platforms</u> including a project website with information including a narrated presentation and diagrams illustrating proposed parking and loading changes, and blog posts on the SFMTA website.</p> <p><u>Project update emails</u> sent to more than 5,000 SFMTA email subscribers and more than 30 community institutions in the corridor, the latter as part of both rounds of outreach, and offering as-needed briefings. Project staff also interacted by email and phone with various businesses and community-based organizations in the corridor.</p> <p><u>Multiple briefings</u> and ongoing communication with the District 6 Supervisor’s office.</p>	
<p>Partner Agencies: Please list partner agencies and identify a staff contact at each agency.</p>	<p>Golden Gate Transit: David Davenport, DDavenport@goldengate.org SamTrans: Alex Lam, ALam@samtrans.com</p>	
<p>Type of Environmental Clearance Required:</p>	<p>EIR/EIS</p>	
<p>Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.</p>	<p>Yes</p>	<p>See attached diagrams of the planned improvements</p>

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	90%		Q1-Jul-Aug-Sep	2020/21	Q1-Jul-Aug-Sep	2021/22
Environmental Studies (PA&ED)	100%		Q4-Apr-May-Jun	2020/21	Q4-Apr-May-Jun	2020/21
Right of Way						
Design Engineering (PS&E)	95%	In-house	Q1-Jul-Aug-Sep	2020/21	Q1-Jul-Aug-Sep	2021/22
Advertise Construction			Q1-Jul-Aug-Sep	2022/23		
Start Construction (i.e. Award Contract)		Contracted	Q2-Oct-Nov-Dec	2022/23		
Operations (i.e. paratransit)						
Open for Use					Q1-Jul-Aug-Sep	2023/24
Project Completion (means last eligible expenditure)					Q1-Jul-Aug-Sep	2023/24

Comments/Concerns

The EIR/EIS that cleared this project was an element of the Transit Effectiveness Project (now Muni Forward) EIR/EIS

E5B-10

Project Name:	14 Downtown Mission Transit Improvements
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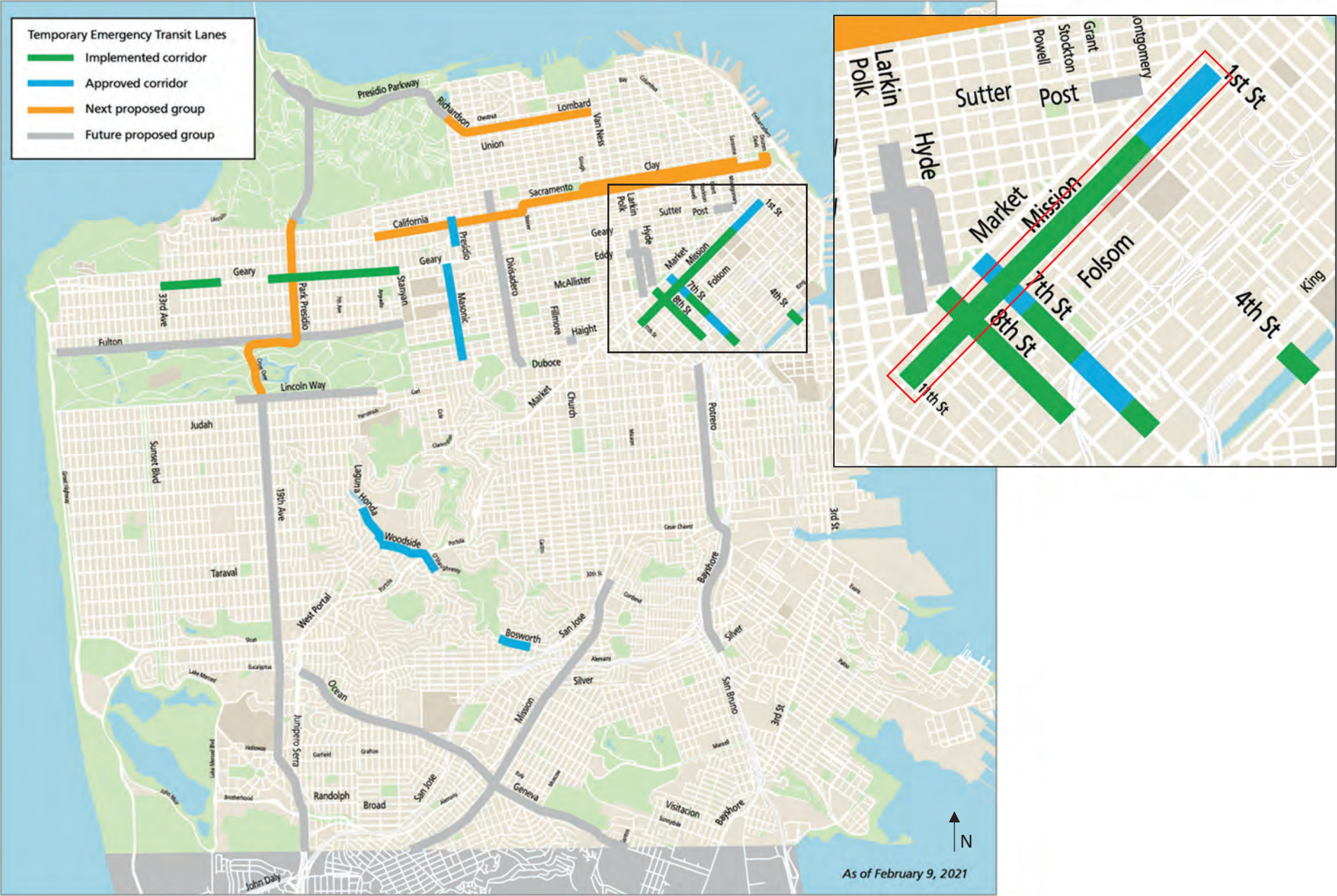
Project Cost Estimate	Funding Source			
	Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ 100,000	\$ -	\$ 100,000	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 1,140,841	\$ -	\$ 1,140,841	
Construction	\$ 12,554,233	\$ 12,554,233	\$ -	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 13,795,074	\$ 12,554,233	\$ 1,240,841	
Percent of Total		91%	9%	

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	2021/22	2022/23	2023/24	2024/25	2025/26
Prop B General Fund		Planning/Conceptual Engineering	Allocated	2021/22	\$ 100,000	\$ 100,000		\$ -	\$ -	\$ -	\$ -
IPIC		Design Engineering (PS&E)	Allocated	2021/22	\$ 490,841	\$ 490,841		\$ -	\$ -	\$ -	\$ -
Prop B General Fund		Design Engineering (PS&E)	Allocated	2021/22	\$ 650,000	\$ 650,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	1-Rapid Bus Network	Construction	Planned	2021/22	\$ 12,554,233	\$ -	\$ -	\$ 5,485,000	\$ 5,485,000	\$ 1,584,233	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 13,795,074	\$1,240,841	\$ -	\$ 5,485,000	\$ 5,485,000	\$1,584,233	\$ -

Comments

Requires amendment of the Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network Category 5YPP to add the subject project and reprogram \$12,554,233 in FY2019/20 Prop K funds from Geary Boulevard Improvement Project (Geary BRT Phase 2) to the subject project.

Temporary Emergency Transit Lane (TETL) Map



E5B-12

**MISSION STREET (IN SOMA)
PRE-TEMPORARY EMERGENCY TRANSIT LANES
TYPICAL LANE WIDTHS**

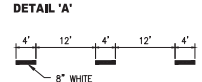
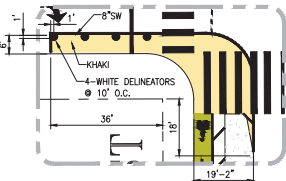
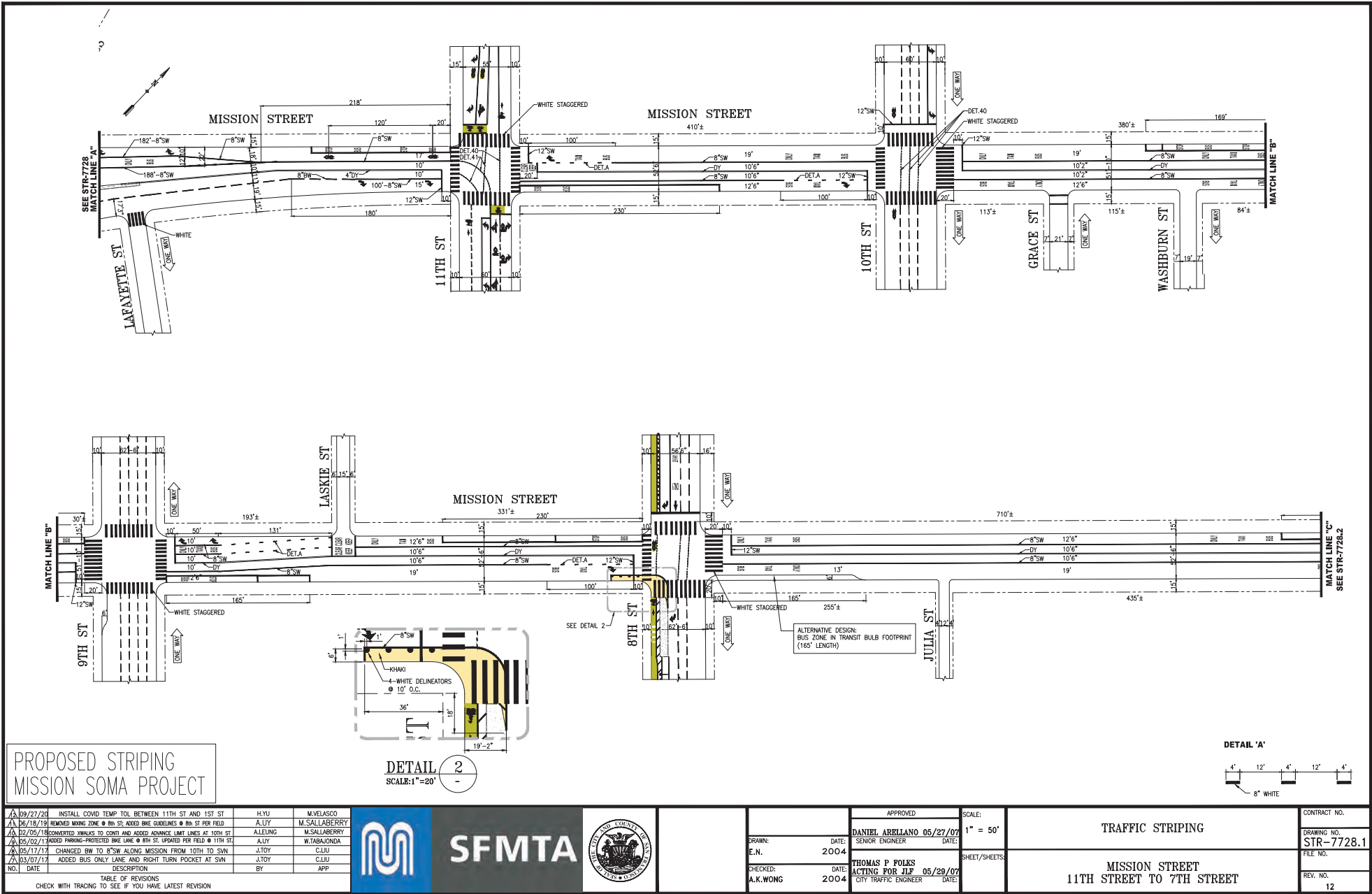


8' PARKING (W/ PEAK TOW)	9'3" TRANSIT LANE (AT PEAK HOURS)	9' TRAVEL LANE	9' TRAVEL LANE	9'3" TRANSIT LANE (AT PEAK HOURS)	8' PARKING (W/ PEAK TOW)
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**MISSION STREET (IN SOMA)
POST-TEMPORARY EMERGENCY TRANSIT LANES
TYPICAL LANE WIDTHS**



8' PARKING (AT ALL TIMES)	11' TRANSIT LANE (AT ALL TIMES)	10'6" TRAVEL LANE	10'6" TRAVEL LANE	12'6" TRANSIT LANE (AT ALL TIMES)
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PROPOSED STRIPING MISSION SOMA PROJECT

DETAIL 2
SCALE: 1" = 20'

NO.	DATE	DESCRIPTION	BY	APP
09/27/20		INSTALL COVID TEMP TOL BETWEEN 11TH ST AND 1ST ST	H.YU	M.VELASCO
06/18/19		REMOVED MING ZONE @ 8th ST; ADDED BIKE GUIDELINES @ 8th ST PER FIELD	A.LUY	M.SALLABERRY
02/05/18		CONVERTED X-WALKS TO CONTI AND ADDED ADVANCE LIMIT LINES AT 10TH ST	A.LEUNG	M.SALLABERRY
05/02/17		ADDED PARKING-PROTECTED BIKE LANE @ 8th ST. UPDATED PER FIELD @ 11TH ST	A.JUY	W.TABAJONDA
05/17/17		CHANGED SW TO 8'SW ALONG MISSION FROM 10TH TO 5TH	J.TOY	CLIU
03/07/17		ADDED BUS ONLY LANE AND RIGHT TURN POCKET AT 5TH	J.TOY	CLIU

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

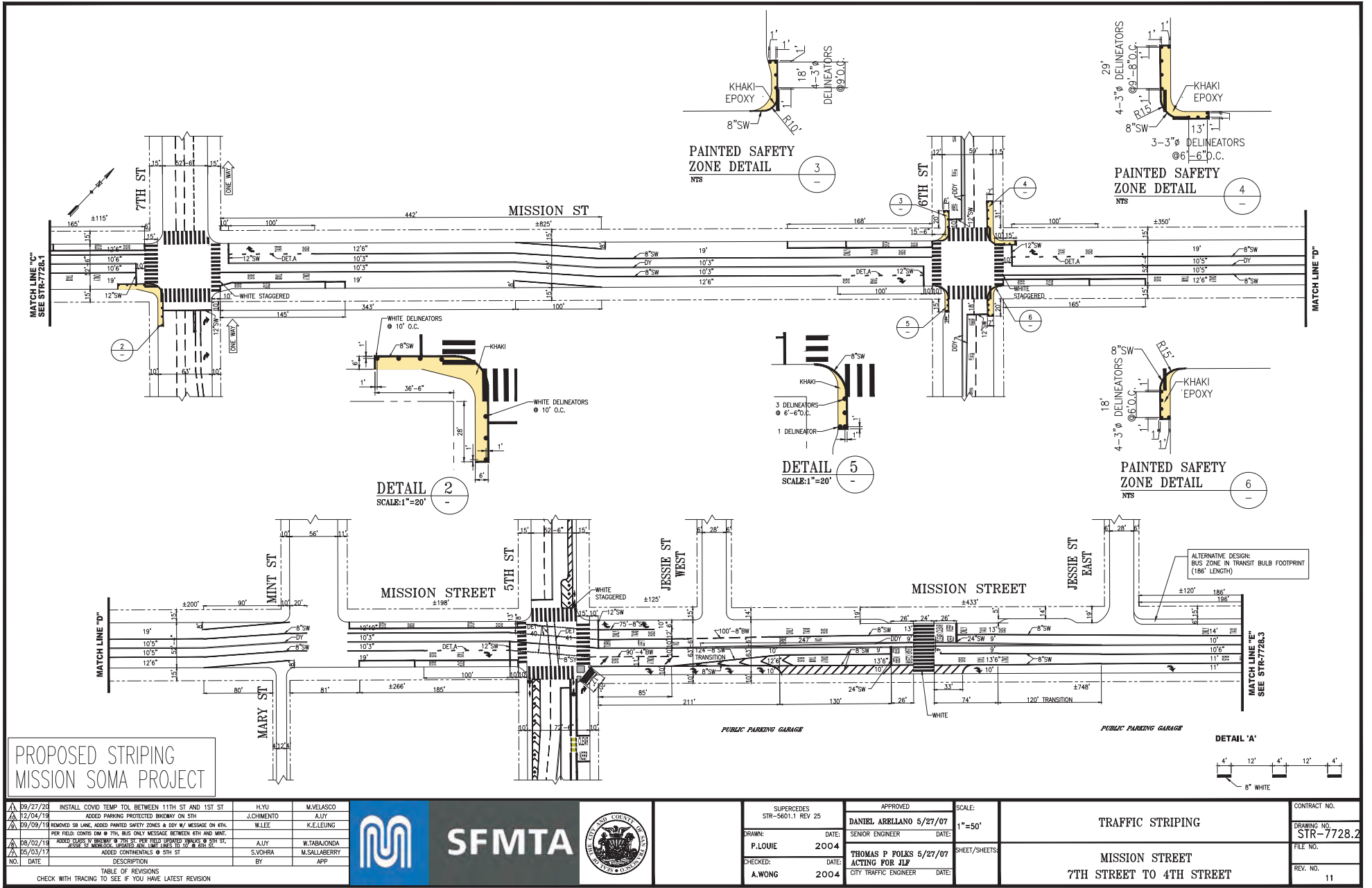


DRAWN: E.N. 2004 CHECKED: A.K.WONG 2004	DATE: 2004 DATE: 2004	APPROVED DANIEL ARELLANO 05/27/07 SENIOR ENGINEER DATE: THOMAS P FOLKS ACTING FOR JLP 05/29/07 CITY TRAFFIC ENGINEER DATE:	SCALE: 1" = 50' SHEET/SHEETS:
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CONTRACT NO. STR-7728.1 DRAWING NO. STR-7728.1 FILE NO. REV. NO. 12	TRAFFIC STRIPING MISSION STREET 11TH STREET TO 7TH STREET
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DATE: 05/27/07

E5B-14



PROPOSED STRIPING MISSION SOMA PROJECT

NO.	DATE	DESCRIPTION	BY	APP
09/27/20		INSTALL COVID TEMP TOL BETWEEN 11TH ST AND 1ST ST	H.YU	M.VELASCO
12/04/19		ADDED PARKING PROTECTED BIKWAY ON 5TH	J.COHMENTO	A.UY
09/09/19		REMOVED SB LANE, ADDED PAINTED SAFETY ZONES & DOY W/ MESSAGE ON 6TH. PER FIELD COMMENTS ON 7TH BUS ONLY MESSAGE BETWEEN 6TH AND 7TH.	W.LEE	K.E.LEUNG
08/02/19		ADDED CROSSING BIKWAY @ 7TH ST. PER FIELD COMMENTS ON 5TH ST.	A.UY	W.TABALONDA
05/03/17		ADDED CONTINENTAL @ 5TH ST	S.VOIRA	M.SALLABERRY

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



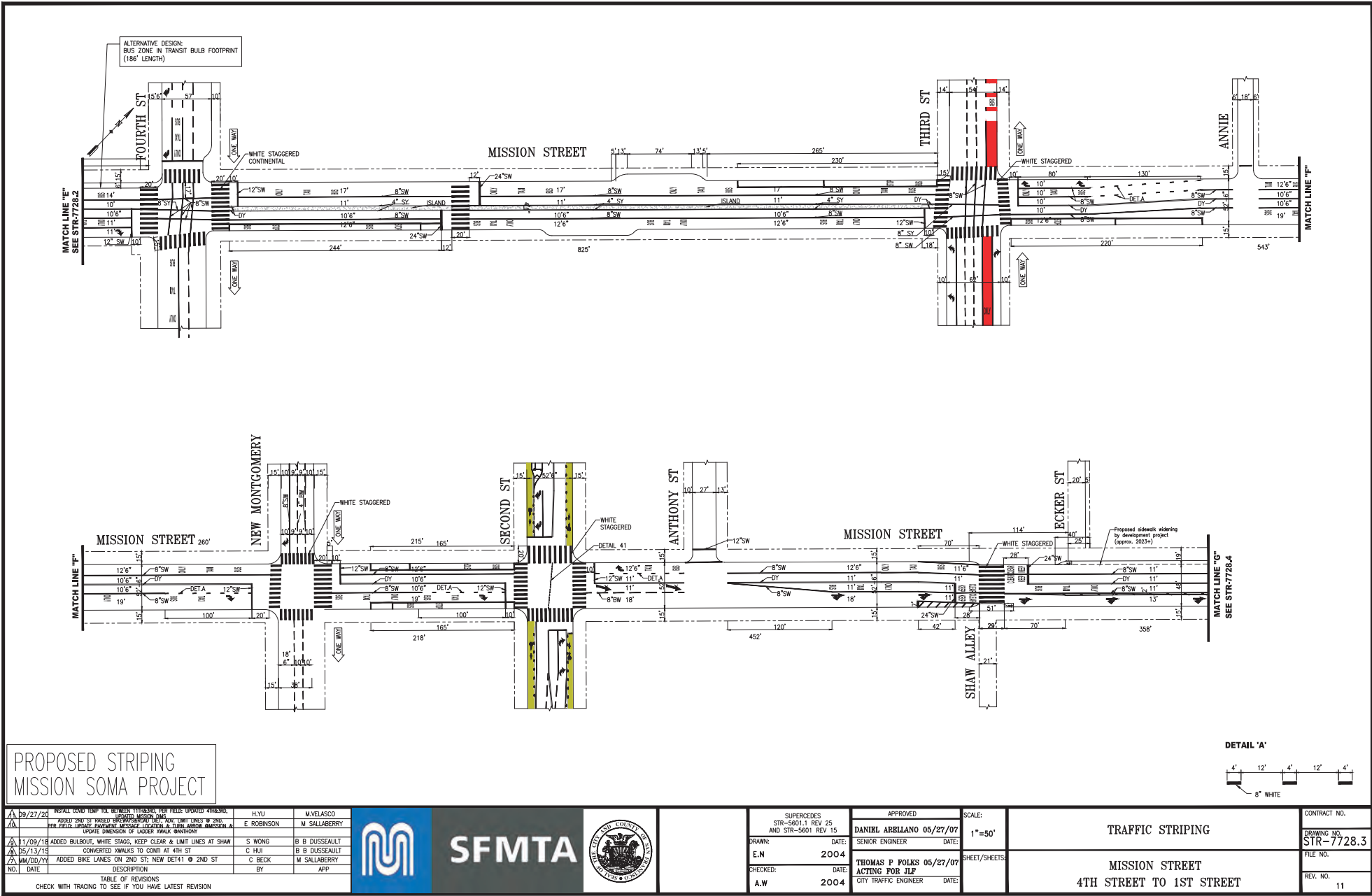
SFMTA



SUPERCEDES STR-5601.1 REV 25	APPROVED DANIEL ARELLANO 5/27/07
DRAWN: P.LOUIE 2004	DATE: SENIOR ENGINEER
CHECKED: A.WONG 2004	DATE: CITY TRAFFIC ENGINEER

SCALE: 1"=50'	SHEET/SHEETS
CONTRACT NO. STR-7728.2	DRAWING NO.
MISSION STREET 7TH STREET TO 4TH STREET	FILE NO.
REV. NO. 11	

EXTERNAL REFERENCES:
POINTS USED:
SCALE FACTOR:
FOOT SCALE:
ORIGIN OPERATIONS
FILE NAME:
DATE:



PROPOSED STRIPING MISSION SOMA PROJECT

NO.	DATE	DESCRIPTION	BY	APP
1	09/27/20	INSTALL CONE TEMP TOL BETWEEN THRESHOLD PER FIELD UPDATED 4/18/20, REPOST MISSON ONE	H.YU	M.VELASCO
2	10/13/20	REPOST 2ND ST VARIOUS SIGNAGE/STRIPE DETAIL AND LIMIT LINES W/ 2ND ST. PER FIELD UPDATE. REPOST SIGNAGE LOCATION & SIGN ABOVE ANIMOSA A	E. ROBINSON	M. SALLABERRY
3	11/09/20	UPDATE DIMENSION OF LADDER WALK BANNOTHY	S. HONG	B. B. DUSSEAULT
4	12/13/20	ADDED BULBOUT, WHITE STAGGS, KEEP CLEAR & LIMIT LINES AT SHAW	C. HUI	B. B. DUSSEAULT
5	01/07/21	CONVERTED WALKS TO CONVI AT 4TH ST	C. BECK	M. SALLABERRY
6	01/20/21	ADDED BIKE LANES ON 2ND ST; NEW DET41 @ 2ND ST	C. BECK	M. SALLABERRY

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



SFMTA



SUPERCEDES
STR-5601.1 REV 25
AND STR-5601 REV 15

DRAWN: E.N. DATE: 2004
CHECKED: A.W. DATE: 2004

APPROVED
DANIEL ARELLANO 05/27/07
SENIOR ENGINEER DATE:

THOMAS P. FOLKS 05/27/07
ACTING FOR JLP
CITY TRAFFIC ENGINEER DATE:

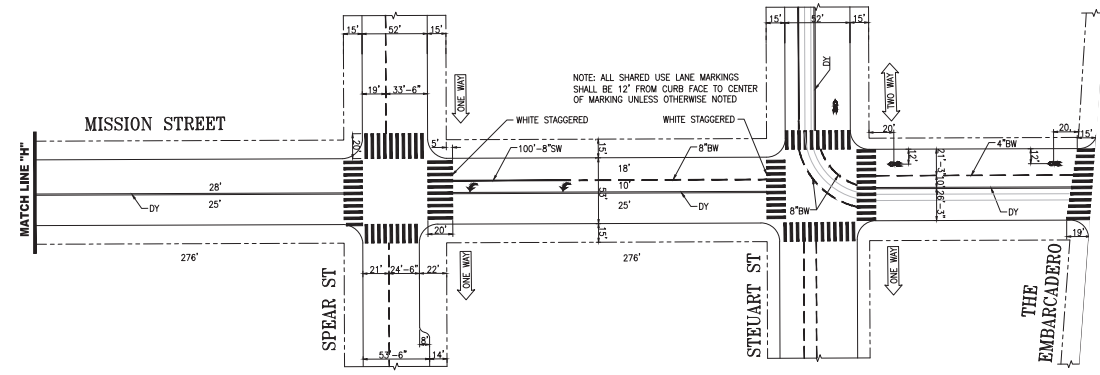
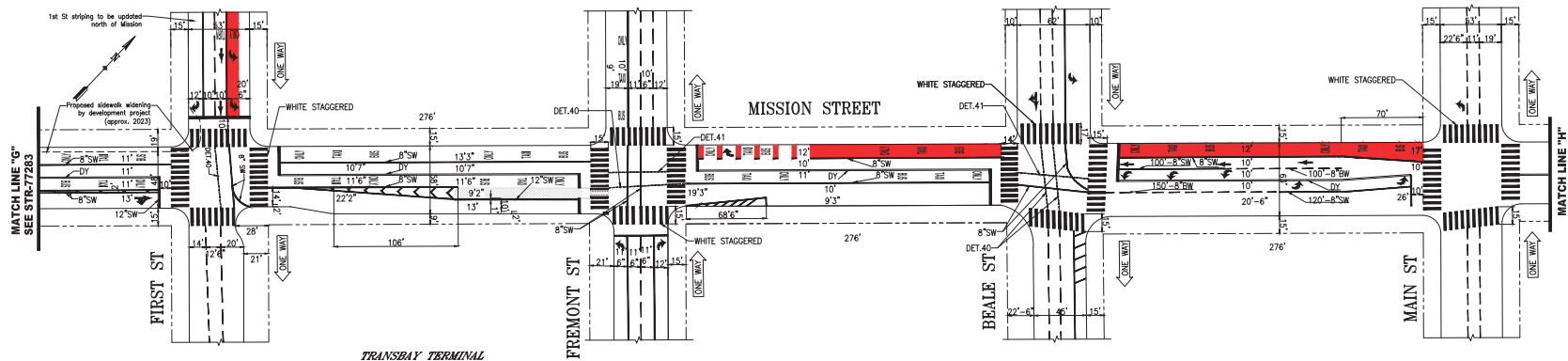
SCALE: 1"=50'
SHEET/SHEETS:

TRAFFIC STRIPING

MISSION STREET
4TH STREET TO 1ST STREET

CONTRACT NO.
DRAWING NO. STR-7728.3
FILE NO.
REV. NO. 11

E5B-16



PROPOSED STRIPING MISSION SOMA PROJECT

PER FIELD UPDATES: CONTI DIMS 1ST TO THE EMBARCADERO;
RE-COOKIE PARALLEL MESSAGE "BUS-AND-ONLY" FROM 1st TO BEALE;
ADD STRIPING, DET.41; REMOVED MOTORCYCLE PARKING LN, BEALE TO
MAIN ADJUST DIMS @ SPEAR; ADD SHARROW @ STEUART; UPDATED
CURBLINE @ EMBARCADERO

NO.	DATE	DESCRIPTION	BY	APP
1	06/23/19	ADDED RED THERMO TO TRANSIT ONLY LANE 1st TO FREMONT	S.VOHRRA	M. SALLABERRY
2	06/03/18	ADDED RED TOL BTRN 1ST & MAIN; SHIFTED LANE LINES, ADDED ALLS	L.TROUT	M. VELASCO
3	08/08/12	UPGRADE TO WHITE STAGGERED CORNS AT STEUART	T. ABDALLAH	B. WOO
4	10/13/16	REMOVED WB 4' BW BETWEEN MAIN AND SPEAR	F. ROBLES	M. VELASCO

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



DRAWN: EN	DATE: 2004
CHECKED: A.K.WONG	DATE: 2004

APPROVED DANIEL ARELLANO 05/27/07	SCALE: 1" = 50'
DATE: 2004	DATE:
THOMAS P. POLKS ACTING FOR JLP 05/27/07	SHEET/SHEETS:
DATE:	

TRAFFIC STRIPING	CONTRACT NO.
MISSION STREET 1ST STREET TO THE EMBARCADERO	DRAWING NO. STR-7728.4
	FILE NO.
	REV. NO. 12

DATE: 05/27/07

Prop K Project Information Form	
Project Name:	30 Stockton Transit Improvements
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	
Subcategory:	
EP Line (Primary):	1-Rapid Bus Network
Other EP Line Number/s:	
Fiscal Year of Allocation:	2021/22
Project Information	
Project Location:	The 30 Stockton corridor between Townsend and Mission streets.
Supervisorial District(s):	District 06
Project Manager:	Steve Boland
Phone Number:	415-646-2034
Email:	Steve.Boland@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	The project is relocating an existing transit-only lane to reduce conflicts with private vehicles, reducing the number of transit stops, and implementing a range of pedestrian safety improvements.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>This Muni Forward project would reduce transit delays by</p> <ol style="list-style-type: none"> 1) relocating the transit-only lane, previously located next to the parking lane or curbside, one lane to the left between Brannan and Howard streets, which creates additional capacity for vehicles making turns or maneuvering into parking spaces to the right of the lane, reducing conflicts between transit and private vehicles, 2) Relocating and consolidating stops to reduce the total number of stops by one, while simultaneously improving access overall by more evenly spacing stops. This includes construction, re-construction and extending the platforms that support buses when they are boarding. 3) Constructing 2 large new "bus bulb" sidewalk extensions, and reconstructing and extending a third bus bulb. 4) Improving pedestrian safety in a variety of ways, primarily by adding 4 "pedestrian bulb" sidewalk extensions to reduce crossing distances and make pedestrians more visible. Also making crosswalks more visible, adding new crosswalks and updating traffic signal phases to separate vehicle from pedestrian movements at busy crossings.

E5B-18

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

<p>Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).</p>	<p>A range of methods was used to engage with the surrounding community, as well as Muni riders, motorists and others from outside the immediate area who might be affected by the changes.</p> <p>Outreach strategies included:</p> <ul style="list-style-type: none"> > More than two dozen stakeholder meetings with and presentations to community and citywide advocacy organizations, institutional stakeholders, residents of senior communities, citizens advisory committees, and the Supervisors offices for Districts 3 and 6. > A variety of surveys, including surveys for Muni passengers, pedestrians and motorists, as well as a door-to-door survey of merchants regarding their loading needs. These were administered both in-person and through digital channels and in multiple languages. An open house attended by approximately 100 participants, with interpreters provided for multiple languages. Approximately 14,000 multi-lingual informational mailers sent to businesses and residents in the SoMa and nearby Mission Bay neighborhoods. > A project website and email updates to more than 4,000 recipients. 		
<p>Partner Agencies: Please list partner agencies and identify a staff contact at each agency.</p>			
<p>Type of Environmental Clearance Required:</p>	Categorically Exempt		
<p>Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.</p>	<table border="1"> <tr> <td data-bbox="446 936 592 1129">Yes</td> <td data-bbox="592 936 1474 1129">Conceptual drawings</td> </tr> </table>	Yes	Conceptual drawings
Yes	Conceptual drawings		

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	100%		Q2-Oct-Nov-Dec	2018/19	Q3-Jan-Feb-Mar	2019/20
Environmental Studies (PA&ED)	100%		Q2-Oct-Nov-Dec	2018/19	Q2-Oct-Nov-Dec	2018/19
Right of Way						
Design Engineering (PS&E)		In-house	Q3-Jan-Feb-Mar	2018/19	Q4-Apr-May-Jun	2019/20
Advertise Construction						
Start Construction (i.e. Award Contract)		Contracted	Q1-Jul-Aug-Sep	2022/23		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2022/23
Project Completion (means last eligible expenditure)		In-house			Q4-Apr-May-Jun	2022/23

Comments/Concerns

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

E5B-19

Project Name:	30 Stockton Transit Improvements
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Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ 88,282	\$ -	\$ 88,282
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 380,000	\$ -	\$ 380,000
Construction	\$ 9,366,893	\$ 2,495,767	\$ 6,871,126
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 9,835,175	\$ 2,495,767	\$ 7,339,408
Percent of Total		25%	75%

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	2021/22	2022/23	2023/24	Cash Flow Total
General fund		Planning/Conceptual Engineering	Allocated	Previous	\$ 88,282	\$ 88,282	\$ -	\$ -	\$ -	\$ 88,282
General fund		Design Engineering (PS&E)	Allocated		\$ 380,000	\$ 380,000	\$ -	\$ -	\$ -	\$ 380,000
Prop K	1-Rapid Bus Network	Construction	Planned	2021/22	\$ 2,495,767	\$ -	\$ 800,000	\$ 1,695,767	\$ -	\$ 2,495,767
General fund		Construction	Planned	2021/22	\$ 1,200,000	\$ -	\$ -	\$ 1,200,000	\$ -	\$ 1,200,000
IPIC SOMA		Construction	Programmed	2021/22	\$ 5,671,126	\$ -	\$ -	\$ 5,671,126	\$ -	\$ 5,671,126
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 9,835,175	\$ 468,282	\$ 800,000	\$8,566,893	\$ -	\$ 9,835,175

Comments

Requires amendment of the Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network Category 5YPP to add the subject project and reprogram \$2,495,767 in FY2019/20 Prop K funds from Geary Boulevard Improvement Project (Geary BRT Phase 2) to the subject project.

3rd St, from Mission to Clementina

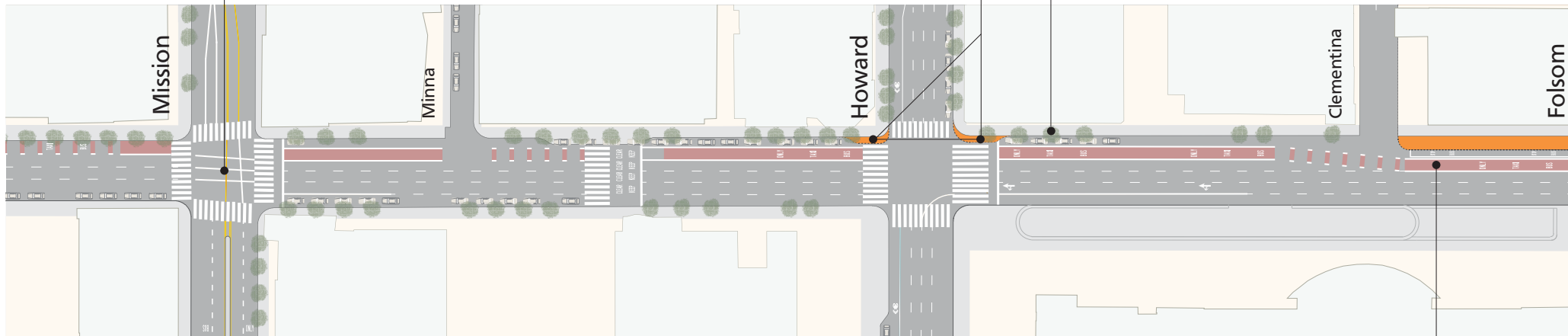


Improved Crosswalks

New Pedestrian Bulbs



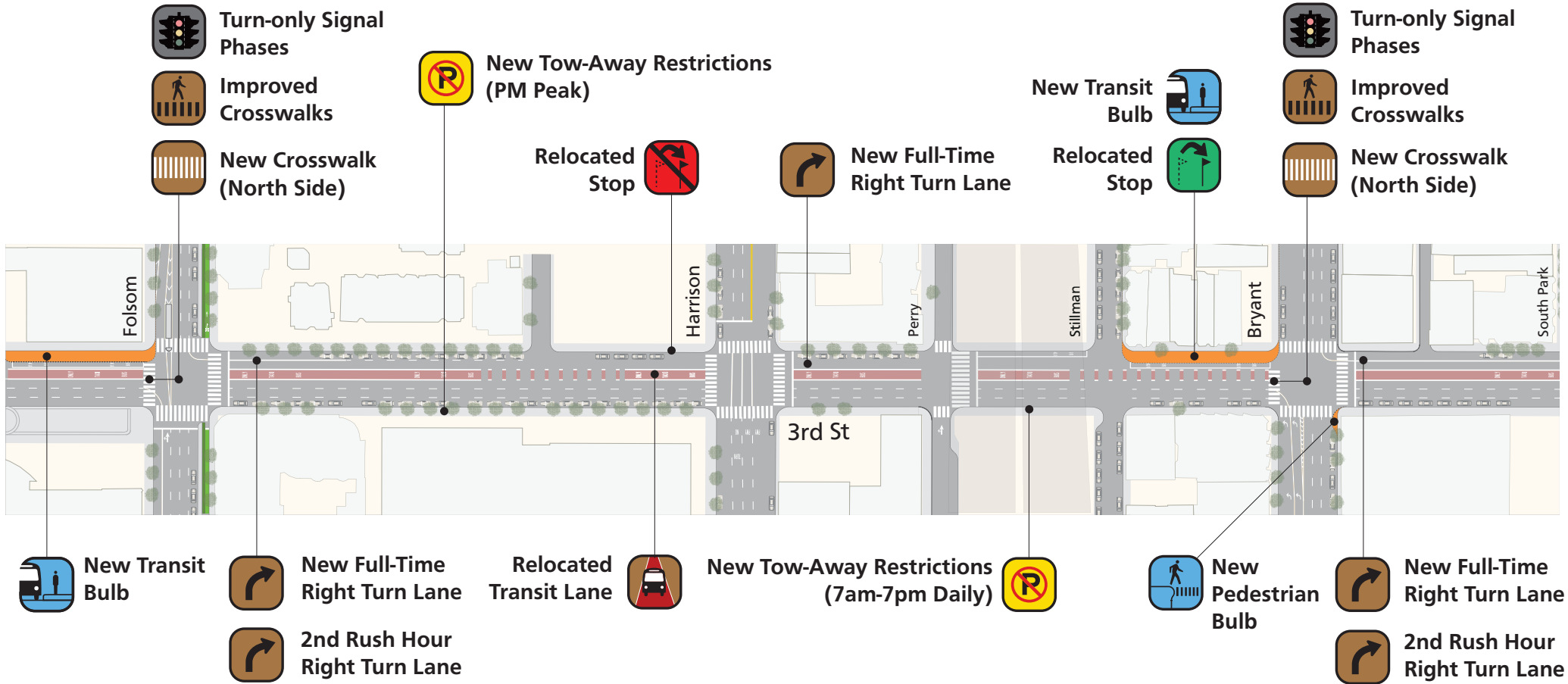
Removed Stop Parking & Loading Added




Relocated Transit Lane



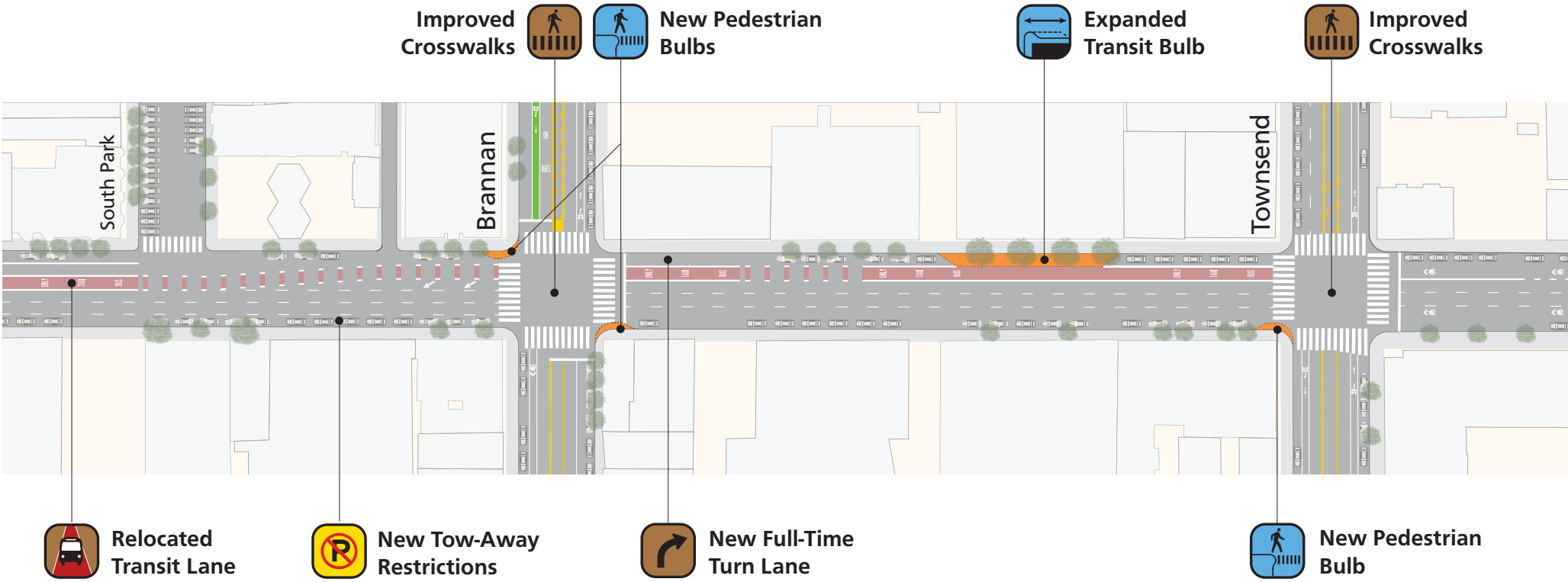
3rd St, from Folsom to Bryant




 Existing Tow-Away Hours Extended
 Some Parking Spaces Removed
 Some Loading Zones Relocated



3rd St, from South Park to Townsend



 Existing Tow-Away Hours Extended
Some Parking Spaces Removed
Some Loading Zones Relocated





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

Prop K Project Information Form			
Project Name:	Geary BRT Phase 2 (Geary Boulevard Improvement Project)		
Implementing Agency:	San Francisco Municipal Transportation Agency		
Prop K Expenditure Plan Information			
Category:	A. Transit		
Subcategory:	i. Major Capital Projects (transit)		
EP Line (Primary):	1-Rapid Bus Network		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2021/22, 2022/23		
Project Information			
Project Location:	Geary Boulevard between 34th Avenue and Stanyan Street		
Supervisory District(s):	District 01, District 02		
Project Manager:	Daniel Mackowski		
Phone Number:	415.646.2572		
Email:	Daniel.Mackowski@SFMTA.com		
Brief Project Description for MyStreetSF (80 words max):	Implement transit and streetscape improvements to reduce travel time and improve reliability for the 38 Geary lines from Stanyan to 34th Avenue. Improvements would include new side-running transit-only lanes and enhancements to existing transit lanes, transit bulbs and pedestrian safety improvements, updated transit signal priority, and optimized transit stop placements. Requested Prop K funds would support final design, construction of a quick-build project, and construction of the full transit and safety project.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	See attached word document.		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	See attached word document.		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFCTA - Dan Tischler		
Type of Environmental Clearance Required:	EIR/EIS		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1" style="width: 100%;"> <tr> <td style="width: 20%; text-align: center;">Yes</td> <td>Visuals included in scope document (Map, Cross-Section, Diagram of Key Scope Features)</td> </tr> </table>	Yes	Visuals included in scope document (Map, Cross-Section, Diagram of Key Scope Features)
Yes	Visuals included in scope document (Map, Cross-Section, Diagram of Key Scope Features)		



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

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	100%	In-house and Contracted	Q4-Apr-May-Jun	2006/07	Q4-Apr-May-Jun	2007/08
Environmental Studies (PA&ED)	95%	In-house and Contracted	Q1-Jul-Aug-Sep	2011/12	Q2-Oct-Nov-Dec	2022/23
Right of Way						
Design Engineering (PS&E)	5%	In-house and Contracted	Q1-Jul-Aug-Sep	2021/22	Q3-Jan-Feb-Mar	2023/24
Advertise Construction	0%	In-house and Contracted	Q3-Jan-Feb-Mar	2023/24		
Start Construction (i.e. Award Contract)	0%	In-house and Contracted	Q4-Apr-May-Jun	2021/22		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2024/25
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2025/26

Comments/Concerns

Start Construction begins before Advertise Construction because initial Quick Build installation of transit lanes, stop changes, and some safety improvements would be done by SFMTA Shops. (Quick Build design: 5/2022, construction 6/2022 - 10/2022)

Advertise Construction begins before Design Engineering concludes because work would be delivered via two construction contracts. See "Draft schedule by project sub-phase" in the attached scope for details.

Project Coordination: There is potential for SFPUC water and sewer and SFPW paving to be coordinated with this project, which could affect the draft schedule milestones shown above, depending on their staffing and funding availability. See "Draft schedule by project sub-phase".

Project Delivery: Two separate contracts are planned to be issued, one for underground utilities (including conduits for fiber-optic cables) and a separate one for surface work, in order to control costs and quality. This means detailed design would continue while the first contract is being advertised. SFCTA to lead remaining environmental work, which is reflected here but not on the Funding Plan/ Cash Flow tables.

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

Project Name: Geary BRT Phase 2 (Geary Boulevard Improvement Project)

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering		\$ 390,000	\$ 390,000	\$ -
Environmental Studies (PA&ED)		\$ 4,597,518	\$ 4,359,764	\$ 237,754
Right of Way		\$ -	\$ -	\$ -
Design Engineering (PS&E)		\$ 9,082,317	\$ 5,427,317	\$ 3,655,000
Construction		\$ 42,335,000	\$ 9,000,000	\$ 33,335,000
Operations (i.e. paratransit)		\$ -	\$ -	\$ -
Total Project Cost		\$ 56,404,835	\$ 19,177,081	\$ 37,227,754
Percent of Total			34%	66%

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	2021/22	2022/23	2023/24	2024/25	2025/26	Cash Flow Total
Prop K	1-Rapid Bus Network	Design Engineering (PS&E)	Allocated	Previous	\$ 4,427,317	\$ 2,659,371	\$ 1,767,946	\$ -	\$ -	\$ -	\$ -	\$ 4,427,317
Prop K	1-Rapid Bus Network	Design Engineering (PS&E)	Programmed	2021/22	\$ 1,000,000	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ 1,000,000
Local Funds (e.g. 2015 Prop A General Obligation Bonds)		Design Engineering (PS&E)	Planned	2021/22	\$ 3,655,000	\$ -	\$ 382,054	\$ 2,500,000	\$ 772,946	\$ -		\$ 3,655,000
Prop K	1-Rapid Bus Network	Construction	Programmed	2021/22	\$ 675,000	\$ -	\$ -	\$ 675,000	\$ -	\$ -	\$ -	\$ 675,000
Prop K	1-Rapid Bus Network	Construction	Programmed	2022/23	\$ 8,325,000	\$ -	\$ -		\$ 880,000	\$ 5,300,000	\$ 2,145,000	\$ 8,325,000
TBD (e.g. TIRCP, OBAG, TPI [LCTOP], AHSC, Local [Prop B General Funds])		Construction	Planned	2022/23	\$ 33,335,000	\$ -	\$ -	\$ 540,000	\$ 5,680,000	\$ 21,200,000	\$ 5,915,000	\$ 33,335,000
Prop K	1-Rapid Bus Network	Planning/Conceptual Engineering	Allocated	Previous	\$ 390,000	\$ 390,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 390,000
Prop K	1-Rapid Bus Network	Environmental Studies (PA&ED)	Allocated	Previous	\$ 4,359,764	\$ 4,359,764	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,359,764
Congestion Management Agency Planning Funds		Environmental Studies (PA&ED)	Allocated	Previous	\$ 237,754	\$ 237,754	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 237,754
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 56,404,835	\$ 7,646,889	\$ 2,150,000	\$ 4,215,000	\$ 7,832,946	\$ 26,500,000	\$ 8,060,000	\$ 56,404,835



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

Comments

The proposed amendments would leave \$10M in Prop K funds programmed for the Geary Boulevard Improvement Project and reprogram a total of \$22,841,311 to Muni Forward and Transit Enhancement projects and placeholders in FYs 21/22 and 22/23. The SFMTA is requesting to update the scope of the project to a side-running alignment, which has a lower cost than the center-running BRT alignment. The reduction in Prop K funds is commensurate with the reduced project cost.

Requires 5YPP amendments to the Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network Category to reduce programming for Geary BRT Phase 2 (Geary Boulevard Improvement Project) from \$30,091,311 to \$10 million and reprogram funds as follows:

- (1) \$9,000,000 from the design phase to the construction phase of the Geary Boulevard Improvement Project.
- (2) \$1,950,000 from Geary design to 5 Fulton Transit Improvements construction in FY21/22.
- (3) \$12,554,233 from Geary design to 14 Downtown Mission Transit Improvements construction in FY21/22.
- (4) \$2,495,767 from Geary design to 30 Stockton Transit Improvements construction in FY21/22.
- (5) \$3,091,311 from Geary design to a Muni Forward Placeholder in FY21/22.

Requires 5YPP amendment to the Transit Enhancements Category to reprogram \$2,750,000 from the Geary BRT Phase 2 (Geary Boulevard Improvement Project) to a Transit Enhancements Placeholder in FY22/23.

NOTE: The Transportation Authority allocated \$6,319,470 in Prop K funds for Geary BRT Phase 2 design in 2015, of which \$2,659,371 has been reimbursed to date. SFMTA is requesting an amendment to use \$1,767,946 from the existing grant to advance the scope of a side-running (instead of center-running) transit lane design and to obtain any necessary federal and state environmental clearances based on the side-running design. This amendment would leave \$4,427,317 in allocated Prop K funds for design, as reflected in the funding plan above. SFMTA will deobligate \$1,892,153.

Funding and cost information shown above for the Planning and Environmental phases reflect 50% of the full Geary BRT project, covering phases 1 and 2.

Geary BRT Phase 2 (Geary Boulevard Improvement Project)

Project Information Form Attachment – 10/21/2021

Background

The Geary Bus Rapid Transit Project is a major transit and safety project. It's two main goals are to:

- Improve transit speed and reliability for the >56,000 daily riders (pre-COVID) of the 38 Geary lines
- Improve pedestrian safety along Geary Boulevard, part of San Francisco's Vision Zero Network and a street where people walking are eight times more likely to be seriously injured by a collision with a vehicle

The project is a partnership between the SFCTA and the SFMTA. It completed environmental clearance in 2018 and is being designed and delivered in two phases as shown in Figure 1 below. The second phase is called the Geary Boulevard Improvement Project and is the subject of this funding request. The project boundaries are on Geary Boulevard between Stanyan Street and 34th Avenue.

New Side-Running Design

Evaluation results of side-running transit lanes along Geary Boulevard (Geary BRT Phase 1 and Geary Temporary Emergency Transit Lanes) have indicated positive and cost-effective transit travel time and reliability improvements, with minimal impacts to vehicle traffic. In addition, Geary BRT Phase 1 (the Geary Rapid Project) is poised to be completed on-time and on-budget in September 2021 and has had minimal construction impacts to adjacent residences and businesses. As a result, the SFMTA is now recommending pursuing side-running transit lanes throughout the entirety of the Geary Bus Rapid Transit Project limits, including in the Phase 2 limits (Stanyan to 34th Avenue). This would include side-running transit lanes along Geary Boulevard between Arguello and 28th Avenue that was envisioned as a center-running transitway in the Locally Preferred Alternative previously selected at the conclusion of the environmental process.

E5B-28



Figure 1 – Geary Bus Rapid Transit Project Phases

Project Benefits

Key project benefits of constructing the project include improved transit travel time and reliability and improved pedestrian safety. Overall, the analysis conducted as a part of the Geary environmental process found the following benefits:

- **Travel time savings:** ~17% improvement in transit travel time for the 38R Rapid and 14% improvement for the 38 local.
- **Transit reliability:** Decrease variability in travel time by 20-40% (depending on direction and service type).
- **Pedestrian safety:** The project would install comprehensive pedestrian traffic safety features, most notably pedestrian bulb-outs at corners with high recorded collision rates and at busy pedestrian destinations, such as transit stops and hospitals. In addition to the pedestrian safety features identified for each alternative's design as a part of the environmental review process, staff would update the collision analysis and consider additional safety treatments based on any new collision patterns and any new best practices as a part of the design process. This could include expanded center median pedestrian refuges. Many safety treatments could be implemented in the near-term before construction, such as daylighting, leading pedestrian intervals and painted safety zones at future bulb locations.

Scope of Work

1. **Concrete Work** for bus bulbs (approx. 7), pedestrian bulbs (approx. 32), enhanced center median refuges (approx. 30), and upgrading curb ramps to ADA standards (approx. 14).

2. ***Traffic Signal Upgrades and Improvements*** including replacing old traffic signals at the end of their useful life (approx. 13 signals), signal upgrades such as adding mast arms, as well as upgrading the existing wireless Transit Signal Priority technology to more reliable fiber-optic technology from Stanyan Street to 25th Ave.
3. ***Transit Lanes*** to provide continuous dedicated transit lanes adjacent to the parking lane wherever feasible. This includes conversion of angled parking to parallel parking along Geary Boulevard through the Central Richmond in order to maintain two general purpose travel lanes per direction plus provide a transit lane. In general, converting from angled parking to parallel parking reduces parking by 1-2 spaces per block face (and additional proposed improvements such as bus and pedestrian bulbs may also decrease available parking on blocks where they are recommended).
4. ***Curb Plan*** to update parking and loading curb designations to reflect existing needs and new curb management tools. SFMTA staff conducted a loading survey in Summer 2021 to understand adjacent merchants' curb needs. Using this input as well as professional expertise, SFMTA staff will recommend designations for the affected curb within the project limits including commercial yellow loading zones, passenger loading zones, green short-term parking zones, and blue ADA parking zones. This curb plan will consider how any new Shared Space parklets affect curb space needs on affected blocks. In addition, new 5-minute general purpose loading zones that were piloted as a part of the Shared Spaces program will allow more flexibility for short-term pick-up and drop-off activities that could help address curb needs generated by food delivery services, Transportation Network Companies, and other short-term pick-up and drop-off needs. A Draft Curb Plan will be developed and shared for input and then refined as a Final Curb Plan as a part of the CER/outreach phase of the project.
5. ***Bus Stop Optimization and Improvements*** at approximately 13 bus stops including re-locating bus stops from near-side to far-side, eliminating closely spaced stops, and lengthening substandard bus stop zones. In addition, bus stop amenity upgrades could include new shelters, bike racks, and decorative treatments.
6. ***Pedestrian Safety Upgrades*** including daylighting, installation of Leading Pedestrian Intervals, and signal re-timing for slower walk speeds

Project Prioritization

The Geary corridor is San Francisco's busiest bus corridor, as well as one of the busiest bus corridors in the country. Transit improvements in this corridor have been a high priority for decades, including in current and past San Francisco countywide transportation plans and Regional Transportation Plans as well as in the SFMTA's capital plans.

E5B-30

Approvals

Needed local and federal approvals will be obtained including:

- a. **Environmental approvals.** Policy actions would be needed by both the SFCTA and SFMTA Board to confirm selection of a new locally preferred alternative consistent with the side-running alternative. In addition, coordination with the Federal Transit Administration would be needed to obtain an amended Record of Decision. SFCTA previously acted as the lead agency for environmental approvals, but SFMTA will now take over this role. SFMTA expects to complete environmental analysis in Spring 2022 and anticipates FTA issuing an Amended Record Of Decision in Fall 2023.
- b. **Parking and traffic legislation.** SFMTA staff will prepare needed documentation, noticing, and presentation materials to seek parking and traffic legislation of the project.

Project Coordination and Delivery

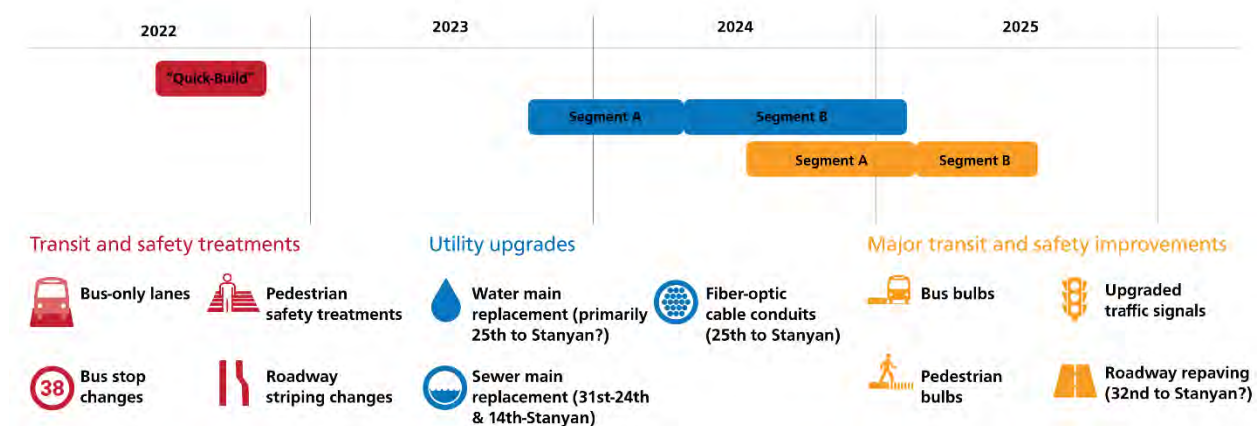
It is likely that there will be work coordinated with other City agencies including potential sewer and water upgrades, and re-paving. The coordination approach will be confirmed during the CER phase of the project. The project is considered both a Muni Forward and Vision Zero project. The Geary Boulevard Improvement Project is anticipated to be delivered through three discrete packages of work:

- 1. **Quick Build** would include items that can be delivered in-house by SFMTA Shops including transit lane installation, bus stop re-locations/removals, parking and loading curb plan implementation, signal re-timing, and safety treatments such as daylighting. There would be no excavation, and work is limited to traffic striping, signage, signals and meters.
- 2. **Utility Contract** would cover the main underground infrastructure work, primarily water and sewer upgrades sponsored by the SFPUC, but is also expected to include SFMTA-sponsored conduits for fiber-optic cables.
- 3. **Surface Contract** would cover the bulk of SFMTA's capital scope including pedestrian and bus bulbs and traffic signal upgrades as well as PW-sponsored repaving. Red colorization of the transit lanes would occur after final repaving.

The below table and figure provide additional details on anticipated project development and delivery milestones although is subject to change once CER phase coordination between SFMTA, SFPUC, and SFPW is finalized.

Draft schedule by project sub-phase

Sub-Phase	Delivery approach	Start Detailed Design	Advertise	Construction	
				Start	End
Quick Build	SFMTA Shops	5/2022	N/A	6/2022	10/2022
Utility contract (including SFMTA fiber)	PUC contract	1/2022	4/2023	10/2023	1/2025
Surface contract	PW contract	6/2022	1/2024	7/2024	6/2025



Prior Community Engagement

Substantial community engagement has been ongoing since the initiation of the Geary Bus Rapid Transit Feasibility Study in 2006. Several rounds of outreach have accompanied major project milestones and a Geary Community Advisory Committee (CAC) has been meeting regularly throughout this time to provide an ongoing source of community outreach. The Geary CAC was convened by the SFCTA through 2017 and has been convened on a bi-monthly basis by the SFMTA ever since.

Type of Environmental Clearance Required

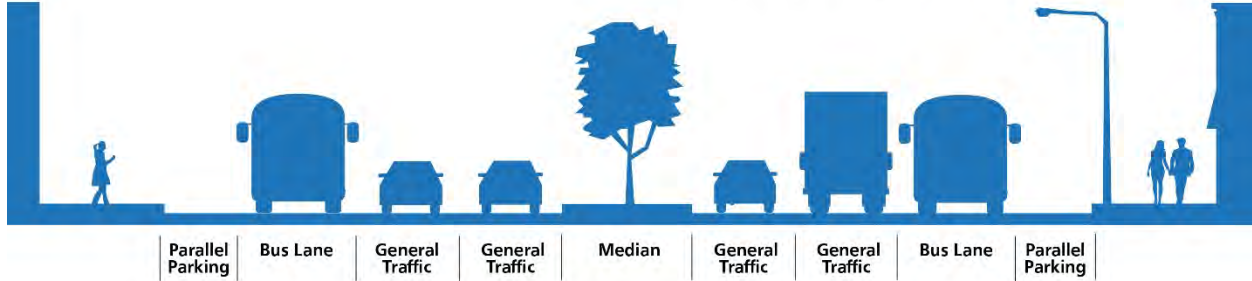
Because of the recommendation to pursue a side-running transit lane design instead of a center-running design, it is anticipated that additional policy actions will be required at the SFCTA and SFMTA Boards to select a new Locally Preferred Alternative and adopt new CEQA Findings; and that the Federal Transit Administration will need to issue an amended ROD. Whereas SFCTA has acted as the environmental lead agency up to this point, SFMTA will now assume the role of lead agency. After the SFMTA finalizes the recommended scope, the SFMTA will work with its consultants to document the scope and to determine what additional documentation is needed to proceed. Because the EIR/EIS evaluated a side-running alternative (Alternative 2) to the same level of detail as the Locally Preferred Alternative, and the final scope is expected to be substantially similar to the already-evaluated side-running alternative, it

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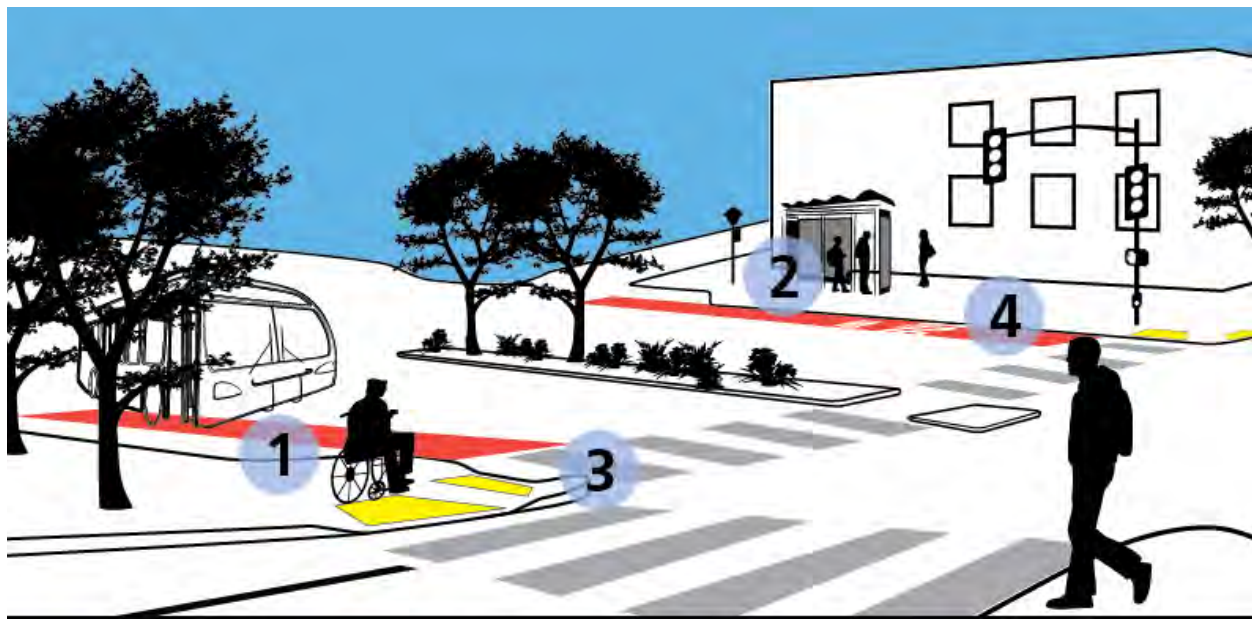
is expected that the level of analysis and documentation needed will be minor. While there is some risk that the time it will take to complete needed policy actions may take longer than anticipated, the project schedule can proceed with some design at-risk activities in parallel, following a similar approach to the Geary Rapid Project.

Project Visuals

Side-Running Transit Lanes



Project Cross-Section



1 Dedicated bus lanes

2 Bus stop changes
Removals/
relocations

3 Pedestrian bulb-outs
and other safety
improvements

4 Bus bulb-outs
sidewalk
extensions at
bus stops

Project diagram of major scope features

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DPW Delivery

Item	Description	Quantity	Unit	Unit Price	Extension
DPW Design and Construction					
Transit and Pedestrian Bulbs					
1.a	New 130-foot Transit Bulb (Sidewalk Extension)	5	EA	\$ 330,000	\$ 1,650,000
1.b	New 120-foot Transit Bulb with Raised Crosswalk	2	EA	\$ 390,000	\$ 780,000
2	Extend Transit Bulb		EA	\$ 170,000	\$ -
3	New Transit Island		EA	\$ 110,000	\$ -
4	New 100' Concrete Bus Pad		EA	\$ 60,000	\$ -
5.a	New Single Pedestrian Bulb (specific locations pending updated analysis)	32	EA	\$ 90,000	\$ 2,880,000
5.b	New Dual Pedestrian Bulb		EA	\$ 110,000	\$ -
5.c	New Mid-Block 20-foot Pedestrian Bulb		EA	\$ 100,000	\$ -
5.d	Median Thumbnail Upgrade	30	EA	\$ 30,000	\$ 900,000
5.e	Curb Ramp Upgrades to ADA Standards	14	EA	\$ 60,000	\$ 840,000
6	Miscellaneous Concrete Improvements		LS	\$ -	\$ -
7	Remove Transit Bulb		EA	\$ 170,000	\$ -
8	Remove Pedestrian Bulb		EA	\$ 60,000	\$ -
Traffic Signals					
9	New Traffic Signal		EA	\$ 400,000	\$ -
10	Signal Upgrade	12	EA	\$ 450,000	\$ 5,400,000
11	Signal Modification (add mast arms)	1	EA	\$ 100,000	\$ 100,000
12	Fiber Optic Conduits and Cables (Stanyan-25th Ave)	1	LS	\$ 2,500,000	\$ 2,500,000
Streetscaping					
13	Streetscaping on Transit Bulbs	7	EA	\$ 20,000	\$ 140,000
MTA Design and Installation					
Transit Stop Improvements					
14	Stop Change	13	EA	\$ 5,000	\$ 70,000
15	Miscellaneous Work (benches, bike racks, trenching for shelter power, etc)	1	LS	\$ 100,000	\$ 100,000
Traffic Improvements					
16	Transit-Only Lane (red)	182,600	SQ FT	\$ 25	\$ 4,570,000
17	Remove Red Transit-Only Lane		SQ FT	\$ 5	\$ -
18	Parking Configuration Changes	13	BLK	\$ 15,000	\$ 200,000
19	Turn Pocket or Turn Restriction		EA	\$ 5,000	\$ -
20	OCS Modifications		LS	\$ -	\$ -
Bike and Pedestrian Improvements					
21	Bike Lane		BLK	\$ 100,000	\$ -
22	Daylighting & LPI/Signal Timing	35	INT	\$ 5,000	\$ 180,000
Soft Costs					
PLN	Environmental Review				\$ -
PE	MTA: Outreach (Labor and Collateral) and Conceptual Design	8%	of all hard costs		\$ 1,630,000
PE	PW: Notice of Intent (NOI) and Control Drawings	2%	of PW hard costs		\$ 310,000
DD	MTA: Design Support and Review	10%	of all hard costs		\$ 2,040,000
DD	PW: Detailed Design (100% PS&E Package) and Advertisement	16%	of PW hard costs		\$ 2,440,000
DD	Fees: City Attorney Office, Sidewalk Legislation, General Plan Referral	35	intersections	\$ 5,000	\$ 175,000
CON	MTA: Engineering Support	3%	of all hard costs		\$ 610,000
CON	PW: Engineering Support and Administration	20%	of PW hard costs		\$ 3,040,000
CON	Construction Mitigation Program	0.7%	of total project budget		\$ 340,000
CON	Art Enrichment Allowance		LS	2% of hard	\$ 310,000
CON	MTA: Transit Support		LS	\$ 100,000	\$ 100,000
TOTAL COST					\$ 31,310,000
Transit Cost Estimate: \$18,100,000					Contingency (35%) \$ 10,960,000
Pedestrian Safety Cost Estimate: \$11,560,000					Subtotal \$ 42,270,000
<u>Signals + Fiber Cost Estimate: \$19,270,000</u>					Inflation (5% /year for 3 years)* \$ 6,660,000
Total Project Cost: \$48,930,000					MUNI FORWARD ESTIMATE \$ 48,930,000

Does not include CER costs to date. Total cost including costs to date is \$51,207,317

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

Prop K Project Information Form	
Project Name:	Muni Forward Placeholder
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	i. Major Capital Projects (transit)
EP Line (Primary):	1-Rapid Bus Network
Other EP Line Number/s:	
Fiscal Year of Allocation:	2021/22
Project Information	
Project Location:	TBD
Supervisory District(s):	Citywide
Project Manager:	
Phone Number:	
Email:	
Brief Project Description for MyStreetSF (80 words max):	This is a placeholder for one or more Muni Forward projects.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The SFCTA has funded planning for a future round of 11 Muni Forward projects through a Proposition K grant issued in 2018 (Project #101-907061). Any of these 11 Muni Forward projects listed below could be selected to use these placeholder funds for design or construction phases.</p> <p>In addition, the SFMTA identifies Muni Forward capital projects for funding through its Muni Service Equity Strategy, which is updated every two years. Corridors identified for improvement in this strategy, such as the 29 Sunset, could also be selected to use these funds. Further, the project prioritization will consider the Connect SF Statement of Needs and Transit Investment Strategy, and public outreach feedback on the Transit Investment Strategy.</p> <p>Among the projects that meet the criteria above, projects would be prioritized based on funding need (e.g. to fill a gap or to leverage other funds), project readiness, route ridership, and equity considerations such as route demographics and communities of concern that would benefit from the improvements. Existing Muni Forward projects that are under construction or beginning construction may also be identified and prioritized based on funding needs.</p> <p>The 11 projects with planning phases previously funded by Prop K funds include:</p> <ul style="list-style-type: none"> •5 Fulton – Arguello to 25th Avenue Rapid Project (Fulton Street from Arguello Boulevard to 25th Avenue) •14 Mission – Downtown Rapid Project (Mission Street from 11th Street to Steuart Street) •22 Fillmore – Fillmore Street Transit Priority Project (22 Fillmore line from Church and Hermann to northern terminal) •30 Stockton – 3rd Street Transit Priority Project (3rd Street from Townsend Street to Market Street) •30 Stockton – 4th Street Transit Priority Project (4th Street from Townsend Street to Market Street) •J-Church Rapid Project (J Church line from Church and 16th Streets to Balboa Park Station) •K Ingleside Rapid Project (K Ingleside line from Balboa Park Station to St. Francis Circle) •M Oceanview Rapid Project (M Oceanview line from SF State to Balboa Park Station) •N Judah – Judah Street Rapid Project (Judah Street from 9th Avenue to La Playa) •1 California Transit Priority Project (Entire 1 California line except California from Spruce to Laurel) •7 Haight-Noriega – West of Stanyan Transit Priority Project (7 Haight line west of Stanyan)
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	

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



Partner Agencies: Please list partner agencies and identify a staff contact at each agency.		
Type of Environmental Clearance Required:	TBD	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No	

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

Comments/Concerns

This is a placeholder. SFMTA will need to identify specific scopes(s) of work and project delivery milestones prior to seeking allocation of funds.

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

Project Name:	Muni Forward Placeholder
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Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ -	\$ -	\$ -	\$ -
Construction	TBD	\$ 3,184,360		TBD
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 3,184,360	\$ 3,184,360	\$ -	\$ -
Percent of Total		100%		0%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)			
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2021/22	2022/23	2023/24	2024/25
Prop K	1-Rapid Bus Network	Any	Planned	2021/22	\$ 3,184,360	\$ -	\$ 1,592,180	\$ 1,592,180	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 3,184,360	\$ -	\$ 1,592,180	\$ 1,592,180	\$ -

Comments

Proposed programming is a placeholder. At time of allocation, the SFMTA will provide specific project schedule, cost, and funding, and an updated list of the next generation of MuniForward projects. Future allocation request(s) will be expected to have appropriate leveraging. TBD funds may include General Funds, General Obligation bonds, and Transit Sustainability Fees.

Requires an amendment to the Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5YPP to reprogram \$3,091,311 from the Geary Boulevard Improvement Project (Geary BRT Phase 2) to the subject project.

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**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
 BART Station Access, Safety and Capacity Category (EP 8)
 Programming and Allocations to Date**

Pending November 16, 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
BART	Powell Station Modernization	CON	Allocated	\$672,975					\$672,975
BART	BART Accessibility Improvement Program ¹	CON	Programmed			\$700,000			\$700,000
BART	BART Accessibility Improvement Program ¹	CON	Planned			\$400,000			\$400,000
BART	BART Station Wayfinding ⁴	CON	Programmed	\$400,000					\$400,000
Total Programmed in 2019 5YPP				\$672,975	\$0	\$1,100,000	\$0	\$0	\$1,772,975
Total Allocated and Pending				\$672,975	\$0	\$0	\$0	\$0	\$672,975
Total Unallocated				\$0	\$0	\$1,100,000	\$0	\$0	\$1,100,000
Total Programmed in 2021 Strategic Plan				\$672,975	\$0	\$1,100,000	\$0	\$0	\$1,772,975
Deobligated Funds						\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

¹ 5YPP amendment to reprogram \$400,000 from BART Station Wayfinding to the BART Accessibility Improvement Program in FY2021/22.

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**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
BART Station Access, Safety and Capacity Category (EP 8)
Cash Flow (Maximum Annual Reimbursement)**

Pending November 16, 2021 Board

Project Name	Phase	Fiscal Year					Total
		2019/20	2020/21	2021/22	2022/23	2023/24	
Powell Station Modernization	CON	\$200,000	\$472,975				\$672,975
BART Accessibility Improvement Program ¹	CON			\$0	\$400,000	\$300,000	\$700,000
BART Accessibility Improvement Program ¹	CON					\$400,000	\$400,000
BART Station Wayfinding ⁴	CON	\$100,000	\$200,000	\$100,000			\$400,000
Cash Flow Programmed in 2019 5YPP		\$200,000	\$472,975	\$0	\$400,000	\$700,000	\$1,772,975
Total Cash Flow Allocated and Pending		\$200,000	\$472,975	\$0	\$0	\$0	\$672,975
Total Cash Flow Unallocated		\$0	\$0	\$0	\$400,000	\$700,000	\$1,100,000
Total Cash Flow in 2021 Strategic Plan		\$200,000	\$472,975	\$0	\$400,000	\$700,000	\$1,772,975
Deobligated Funds				\$0	\$0	\$0	\$0
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation							
Board Approved Allocation/Appropriation							

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

Prop K Project Information Form	
Project Name:	BART Accessibility Improvement Program
Implementing Agency:	Bay Area Rapid Transit District
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	i. Major Capital Projects (transit)
EP Line (Primary):	8-BART Station Access, Safety & Capacity
Other EP Line Number/s:	
Fiscal Year of Allocation:	2021/22
Project Information	
Project Location:	Embarcadero, Powell, 24th St Mission Stations.
Supervisory District(s):	District 06
Project Manager:	AR Rassai
Phone Number:	510-464-6499
Email:	arassai@bart.gov
Brief Project Description for MyStreetSF (80 words max):	Accessibility improvements to improve station safety and accessibility, particularly for those with special needs. Based upon available funds for the program the accessibility improvements include public address system improvements at Powell Street station and hearing loops at station agent booths in San Francisco BART stations.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	BART has implemented Universal Design principles in this prioritized plan of accessibility improvements. The system was evaluated and BART reached out to the various impaired communities and special users in order to collect feedback on which improvements are important to these users and used this information to create a prioritized list of improvements. Based upon available funds for the program the accessibility improvements will include improvements to handrails, lighting at elevator lobbies, detectable wall protrusion features, public address system, accessible TTY phones, and hearing loops at agent booths. These improvements improve safety, accessibility and station access for all users, especially for seniors; travelers with luggage and small children; and users with impaired vision, impaired cognitive ability, impaired mobility and impaired hearing. The overall systemwide BART Accessibility Improvement Program will be implemented in phases. This phase focuses on the public address system improvements at Powell Street station and hearing loops at station agent booths in San Francisco BART stations. The project is scheduled for construction between June 2022 and June 2024 and will cover all San Francisco County stations.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	The Accessibility Improvement Program Evaluation and Phasing Plan included outreach (via online survey) to the program defined user groups (which were based upon APTA Universal Design Guidelines). These user groups were asked to score improvements based upon level of importance. Scores were tabulated and a priority list of 44 improvements was created. The user groups who participated in the survey included BART Accessibility Task Force, BART Limited English Proficiency Group, Hearing Loss Association of America, and Lighthouse for the Blind, among others. Surveys were received from seniors; travelers with luggage and young children; and users with limited english proficiency, vision impairments, cognitive impairments, height and weigh impairments, mobility and hearing impairments and others. Accessibility improvements are capital improvement priorities identified in BART's 2017 Short Range Transit Plan and Capital Improvement Plan, and will continue to be in the 2019 plan.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

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



Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	100%	In-house and Contracted	Q4-Apr-May-Jun	2017/18	Q3-Jan-Feb-Mar	2018/19
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	100%	Contracted	Q2-Oct-Nov-Dec	2018/19	Q1-Jul-Aug-Sep	2021/22
Advertise Construction			Q2-Oct-Nov-Dec	2021/22		
Start Construction (i.e. Award Contract)			Q4-Apr-May-Jun	2021/22		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2023/24
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2023/24

Comments/Concerns

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

Project Name:	BART Accessibility Improvement Program
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Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering	\$ 200,000	\$ -	\$ 200,000	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 400,000	\$ -	\$ 400,000	
Construction	\$ 3,150,000	\$ 1,100,000	\$ 2,050,000	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 3,750,000	\$ 1,100,000	\$ 2,650,000	
Percent of Total		29%	71%	

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2021/22	2022/23	2023/24	Cash Flow Total
FTA Funds		Planning/Conceptual Engineering	Allocated	Previous	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -
BART Funds		Design Engineering (PS&E)	Programmed	2019/20	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	8-BART Station Access, Safety & Capacity	Construction	Programmed	2021/22	\$ 700,000	\$ -	\$ -	\$ 400,000	\$ 300,000	\$ 700,000
Prop K	8-BART Station Access, Safety & Capacity	Construction	Planned	2021/22	\$ 400,000	\$ -	\$ -	\$ -	\$ 400,000	\$ 400,000
BART Funds		Construction	Planned	2021/22	\$ 2,050,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 3,750,000	\$ -	\$ -	\$ 400,000	\$ 700,000	\$ 1,100,000

Comments

Requires a 5YPP amendment to reprogram \$400,000 in BART Station Wayfinding, which is delayed, to the BART Accessibility Improvement Program (increased to \$1,100,000). BART has determined that Phase IV of the Station Wayfinding Project cannot move forward until other priority projects are implemented. Additionally, Phase IV work in San Francisco includes wayfinding signage at the Glen Park station, which was listed on the National Register of Historic Places in 2019. BART anticipates it will need additional time to implement wayfinding work at the station to comply with potential National Register requirements.

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2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Programming and Allocations to Date
 Pending November 16, 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Other Transit Enhancements (EP 16)									
Carry Forward From 2014 5YPP									
Any Eligible	NTIP Placeholder ³	Any	Programmed	\$0		\$1,000,000			\$1,000,000
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2) ⁴	CON	Programmed			\$2,750,000			\$2,750,000
TBD	Transit Enhancements - Placeholder ⁴	CON	Programmed			\$2,750,000			\$2,750,000
BART	Market St. / Balboa Park New Elevator Master Plan ⁵	PLAN/ CER	Programmed	\$500,000					\$500,000
BART	Elevator Renovation Program ⁵	PLAN/ CER	Programmed	\$0		\$500,000			\$500,000
SFMTA	Muni Subway Expansion Project Development ^{4,6}	PLAN/ CER	Programmed		\$1,778,352				\$1,778,352
SFCTA, SFMTA	Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail) ⁶	PLAN/ CER	Planned			\$1,500,000			\$1,500,000
SFCTA, SFMTA	Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail) ⁶	PLAN/ CER	Planned				\$2,027,710		\$2,027,710
SFMTA	Muni Subway Expansion Project Development ¹	PLAN/ CER	Allocated	\$965,948					\$965,948
Total Programmed in 2019 5YPP				\$965,948	\$0	\$5,750,000	\$2,027,710	\$0	\$8,743,658
Total Allocated and Pending				\$965,948	\$0	\$0	\$0	\$0	\$965,948
Total Unallocated				\$0	\$0	\$5,750,000	\$2,027,710	\$0	\$7,777,710
Total Programmed in 2021 Strategic Plan				\$965,948	\$0	\$5,750,000	\$2,027,710	\$0	\$8,743,658
Deobligated Funds						\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

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2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24) Programming and Allocations to Date

Pending November 16, 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	

FOOTNOTES:

- ¹ Strategic Plan and 5YPP amendments to accommodate allocation of \$965,948 for Muni Subway Expansion Project Development (Resolution 20-009, 09/24/2019).
 Muni Subway Expansion (19th Ave M-line): Reduced by \$965,948 in FY2020/21 planning funds from \$2,744,300 to \$1,778,352
 Muni Subway Expansion Project Development: Added project with \$965,948 in FY2019/20 and advanced cash flow from FY2021/22 to FYs 2019/20 and 2020/21.
- ² Strategic Plan and 5YPP amendments to the Purchase Additional Light Rail Vehicles category (EP-15) to accommodate allocation of \$96,661 for Light Rail Vehicle Procurement (Resolution 20-040, 4/14/2020).
 Light Rail Vehicle Procurement: Advance \$96,661 in cash flow from FY2023/24 to FY2021/22; funds must be used for LRV fleet expansion, which will be complete in
- ³ 2021 Strategic Plan Update and corresponding 5YPP amendment to delay programming and cash flow to reflect updated project delivery schedule (Resolution XX-XX, date).
- ⁴ 5YPP amendment to reprogram \$2,750,000 from Geary Boulevard Improvement Project (Geary BRT Phase 2) to Transit Enhancements - Placeholder in FY2021/22.
- ⁵ 5YPP amendment to reprogram \$500,000 from Market St. / Balboa Park New Elevator Master Plan to the Elevator Renovation Program in FY2021/22
- ⁶ 5YPP amendment to accommodate funding for Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail)
 Muni Subway Expansion Project Development: Reduce \$1,778,352 to \$0 in FY2020/21
 Reprogram \$1,749,358 in deobligated funds from Geneva Harney BRT environmental phase
 Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail): Add project with \$1,500,000 in FY2021/22 and \$2,027,710 in FY2022/23 planning funds.

**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Cash Flow (Maximum Annual Reimbursement)**

Pending November 16, 2021 Board

Project Name	Phase	Fiscal Year						Total
		2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	
Other Transit Enhancements (EP 16)								
Carry Forward From 2014 5YPP								
NTIP Placeholder ³	Any	\$0	\$0	\$1,000,000				\$1,000,000
Geary Boulevard Improvement Project (Geary BRT Phase 2) ⁴	CON			\$2,750,000				\$2,750,000
Transit Enhancements - Placeholder ⁴	CON				\$1,375,000	\$1,375,000		\$2,750,000
Market St. / Balboa Park New Elevator Master Plan ⁵	PLAN/ CER	\$250,000	\$250,000					\$500,000
Elevator Renovation Program ⁵	PLAN/ CER	\$0	\$0		\$500,000			\$500,000
Muni Subway Expansion Project-Development ^{4,6}	PLAN/ CER			\$534,052	\$1,244,300			\$1,778,352
Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail) ⁶	PLAN/ CER			\$600,000	\$900,000	\$0	\$0	\$1,500,000
Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail) ⁶	PLAN/ CER			\$0	\$200,000	\$1,100,000	\$727,710	\$2,027,710
Muni Subway Expansion Project Development ¹	PLAN/ CER	\$482,974	\$482,974					\$965,948
Cash Flow Programmed in 2019 5YPP		\$482,974	\$482,974	\$1,600,000	\$2,975,000	\$2,475,000	\$727,710	\$8,743,658
Total Cash Flow Allocated and Pending		\$482,974	\$482,974	\$0	\$0	\$0	\$0	\$965,948
Total Cash Flow Unallocated		\$0	\$0	\$1,600,000	\$2,975,000	\$2,475,000	\$727,710	\$7,777,710
Total Cash Flow in 2021 Strategic Plan		\$482,974	\$482,974	\$1,600,000	\$2,975,000	\$2,475,000	\$727,710	\$8,743,658
Deobligated Funds				\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation								
Board Approved Allocation/Appropriation								

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

Prop K Project Information Form

Project Name:	Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail)	
Implementing Agency:	San Francisco County Transportation Authority, San Francisco Municipal Transportation Agency	
Prop K Expenditure Plan Information		
Category:	A. Transit	
Subcategory:	ii. Transit Enhancements	
EP Line (Primary):	16-Other Transit Enhancements	
Other EP Line Number/s:		
Fiscal Year of Allocation:	2021/22, 2022/23	
Project Information		
Project Location:	West Side of San Francisco, inclusive of the broad 19th Ave & Geary Corridors, extending to Downtown	
Supervisory District(s):	District 01, District 04, District 07, District 05, District 06, District 03, District 02, District 11	
Project Manager:	SFCTA: Jesse Koehler; SFMTA: Liz Brisson, Kansai Uchida	
Phone Number:	SFCTA: 415-522-4823; SFMTA: 415-646-2358, 415-646-2632	
Email:	jesse.koehler@sfcta.org ; liz.brisson@sfmta.com ; kansai.uchida@sfmta.com	
Brief Project Description for MyStreetSF (80 words max):	Development of an integrated strategy, program definition, and initial alternatives analysis for the development of a Geary-19th Avenue Subway on the West Side of San Francisco.	
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	The Transit Corridors Study from the multi-agency ConnectSF initiative prioritized the long-term development of rail rapid transit for the West Side of San Francisco, centering on the the development of a rail subway serving the combined Geary and 19th Avenue Corridors. This project will support multiple sub-phases of planning and initial project development, including strategy and framework, program definition, and initial alternatives analysis.	
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Project is identified in the ConnectSF Transit Corridor Study (TCS). Development of the TCS was guided by a public engagement process.	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFCTA -- Jesse Koehler SFMTA -- Liz Brisson, Kansai Uchida SF Planning -- Doug Johnson	
Type of Environmental Clearance Required:	EIR/EIS	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No	

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



Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	0%		Q2-Oct-Nov-Dec	2021/22	Q2-Oct-Nov-Dec	2025/26
Environmental Studies (PA&ED)	0%					
Right of Way	0%					
Design Engineering (PS&E)	0%					
Advertise Construction	0%					
Start Construction (i.e. Award Contract)	0%					
Operations (i.e. paratransit)	0%					
Open for Use	0%					
Project Completion (means last eligible expenditure)	0%					

Comments/Concerns

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

Project Name:	Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail)
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Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ 3,527,710	\$ 3,527,710	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 3,527,710	\$ 3,527,710	\$ -
Percent of Total		100%	0%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2021/22	2022/23	2023/24	2024/25	2025/26	Cash Flow Total
Prop K	16-Other Transit	Planning/Conceptual Engineering	Planned	2021/22	\$ 1,500,000	\$ 600,000	\$ 900,000	\$ -	\$ -	\$ -	\$ 1,500,000
Prop K	16-Other Transit	Planning/Conceptual Engineering	Planned	2022/23	\$ 2,027,710	\$ -	\$ 200,000	\$ 1,100,000	\$ 727,710	\$ -	\$ 2,027,710
Total By Fiscal Year					\$ 3,527,710	\$ 600,000	\$ 1,100,000	\$ 1,100,000	\$ 727,710	\$ -	\$ 3,527,710

Comments

Requires a 5YPP amendment to reprogram \$1,749,358 in deobligated funds from the Geneva Harney BRT and combine those funds with \$1,778,352 in Muni Subway Expansion (19th Ave M-line) existing programming to program \$3,527,710 to Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail).

Includes programming for two planning phase allocations for distinct sub-phase tasks. Each allocation to be split into sub-projects to accommodate an appropriation for SFCTA-led tasks.

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



Prop K Project Information Form	
Project Name:	Transit Enhancements Placeholder
Implementing Agency:	TBD
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	ii. Transit Enhancements
EP Line (Primary):	16-Other Transit Enhancements
Other EP Line Number/s:	
Fiscal Year of Allocation:	2021/22
Project Information	
Project Location:	TBD
Supervisory District(s):	TBD
Project Manager:	TBD
Phone Number:	
Email:	
Brief Project Description for MyStreetSF (80 words max):	
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	This is a placeholder.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	

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

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

Comments/Concerns

This is a placeholder. Schedule will be determined once specific projects are identified.

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



Project Name:	Transit Enhancements Placeholder
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Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ -	\$ -	\$ -	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	TBD	\$ 2,750,000	TBD	
Percent of Total				

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	2021/22	2022/23	2023/24	2024/25	2025/26
Prop K	16-Other Transit	TBD	Planned	2021/22	\$ 2,750,000	\$ -	\$ 1,375,000	\$ 1,375,000	\$ -	\$ -
Total By Fiscal Year					\$ 2,750,000	\$ -	\$ 1,375,000	\$ 1,375,000	\$ -	\$ -

Comments

Proposed programming is a placeholder. Future allocation request(s) will be expected to have appropriate leveraging.

Requires 5YPP amendment to reprogram funds from Geary Boulevard Improvement Project (Geary BRT Phase 2).

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

Prop K Project Information Form

Project Name:	Elevator Renovation Phase 1.3	
Implementing Agency:	Bay Area Rapid Transit District	
Prop K Expenditure Plan Information		
Category:	A. Transit	
Subcategory:	iii. System Maintenance and Renovation (transit)	
EP Line (Primary):	20B-Facilities - BART	
Other EP Line Number/s:	16-Other Transit Enhancements	
Fiscal Year of Allocation:	2021/22	
Project Information		
Project Location:	Embarcadero, Montgomery, Powell, Civic Center, Glen Park Transit Stations	
Supervisory District(s):	District 03, District 06, District 08	
Project Manager:	Jin Cao	
Phone Number:	510 852 5824	
Email:	jcao@bart.gov	
Brief Project Description for MyStreetSF (80 words max):	The Elevator Renovation Program was developed to address the growing needs of aging equipment and components that cause elevator failures in BART stations in a cost-efficient way. This project will complete assessments/plans/designs for eight (8) elevators and renovate at least four (4) elevators with options of up to four (4) additional pending funding allocation for a total goal of renovating eight (8) elevators in San Francisco at BART's highest demand stations.	
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Elevators are an important component of the transit system, providing access to BART and Muni stations for passengers who have physical disabilities, need assistance to transport luggage or strollers, or have limited mobility. Renovations are needed to keep these elevators running reliably. The Elevator Renovation Program was developed to address the growing needs of aging equipment and components that cause elevator failures, in order to reduce the risk of lengthy elevator downtime. The program will improve elevator safety, reliability, performance, aesthetics, comfort, efficiency and sustainability. BART's systemwide Elevator Renovation Program will be implemented through multiple phases. This phase will renovate eight elevators in San Francisco: two each at the Montgomery, Powell and Civic Center stations, one elevator (street level) at the Embarcadero Station and one elevator at the Glen Park Station. These stations have some of the highest levels of ridership in the entire BART system, and elevators at these stations also have the highest demands systemwide.	
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	The need for improved elevator reliability has been cited in numerous plans, including in older assessments of the Embarcadero/Montgomery, Powell St, and Civic Center Modernization Concept Plans and the 2018 Coordinated Public Transit Human Services Transportation Plan, all of which included community outreach components. Elevator modernization, rehabilitation and renovations are capital improvement priorities identified in BART's 2017 Short Range Transit Plan and Capital Improvement Plan, and have continued to be a top priority to now and into the foreseeable future.	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	BART will coordinate closely with the SFMTA on this project.	
Type of Environmental Clearance Required:	Categorically Exempt	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No	



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

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	5%	In-house and Contracted	Q4-Apr-May-Jun	2020/21	Q3-Jan-Feb-Mar	2021/22
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house and Contracted	Q4-Apr-May-Jun	2021/22	Q2-Oct-Nov-Dec	2023/24
Advertise Construction	0%	In-house and Contracted	Q4-Apr-May-Jun	2023/24		
Start Construction (i.e. Award Contract)	0%	Contracted	Q1-Jul-Aug-Sep	2024/25		
Operations (i.e. paratransit)						
Open for Use	0%				Q4-Apr-May-Jun	2027/28
Project Completion (means last eligible expenditure)	0%				Q1-Jul-Aug-Sep	2028/29

Comments/Concerns

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

Project Name:	Elevator Renovation Phase 1.3
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Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 2,651,400	\$ 1,290,000	\$ 1,361,400
Construction	\$ 30,183,153	\$ -	\$ 30,183,153
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 32,834,553	\$ 1,290,000	\$ 31,544,553
Percent of Total		4%	96%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2021/22	2022/23	2023/24	2024/25	2025/26
BART Funds		Design Engineering (PS&E)	Allocated	2021/22	\$ 316,600	\$ -	\$ 316,600	\$ -	\$ -	\$ -	\$ -
BART Funds		Construction	Allocated	2021/22	\$ 725,800	\$ -				\$ 725,800	
Prop K	16-Other Transit Enhancements	Design Engineering (PS&E)	Planned	2021/22	\$ 500,000	\$ -	\$ -	\$ 500,000			
Prop K	20B-Facilities - BART	Design Engineering (PS&E)	Programmed	2021/22	\$ 790,000	\$ -	\$ -	\$ 600,000	\$ 190,000		
FTA Section 5337		Design Engineering (PS&E)	Allocated	2021/22	\$ 1,044,800	\$ -	\$ 1,044,800				
FTA Section 5337		Construction	Allocated	2021/22	\$ 2,024,800	\$ -				\$ 2,024,800	
SFMTA - Joint Use Agreement		Construction	Allocated	2021/22	\$ 2,409,300	\$ -			\$ 2,409,300		
SFMTA - Joint Use Agreement		Construction	Allocated	2021/22	\$ 6,023,253	\$ -				\$ 6,023,253	
FTA Section 5337		Construction	Planned	2022/23	\$ 3,000,000	\$ -			\$ 3,000,000		
FTA Section 5337		Construction	Planned	2023/24	\$ 2,000,000	\$ -			\$ 2,000,000		
FTA Section 5337		Construction	Planned	2024/25	\$ 7,000,000	\$ -				\$ 7,000,000	
FTA Section 5337		Construction	Planned	2025/26	\$ 7,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,000,000
Total By Fiscal Year					\$ 32,834,553	\$ -	\$ 1,361,400	\$ 1,100,000	\$ 7,599,300	\$ 15,773,853	\$ 7,000,000

Comments

Requires a 5YPP amendment for the Other Transit Enhancements category to reprogram \$500,000 in Market St./Balboa Park New Elevator Master Plan funds to the BART Elevator Renovation Program. The funds would be added to the existing programming for the Elevator Renovation Program in the Facilities - BART category. In recent months, SFMTA informed BART of the agency's inability to advance funds for the Market St./Balboa Park New Elevator Master Plan due to the agency's financial constraints. Thus, SFMTA/BART joint study will be delayed and current funds reprioritized for capital projects that are ready to proceed. BART will continue to engage with SFMTA to track relevant progress and jointly secure funding when financial conditions improve.

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2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Vehicles - Muni (EP 17M)
Programming and Allocations to Date
 Pending November 16, 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Carry Forward From 2014 5YPP									
SFMTA	Replace 30 30-foot Hybrid Diesel Motor Coaches ^{2,3}	CON	Programmed	\$0					\$0
SFMTA	Replace 85 40-Foot Trolley Coaches ^{5,6}	CON	Programmed	\$0					\$0
SFMTA	Replace 28 Paratransit Vans ⁵	CON	Allocated		\$1,156,151				\$1,156,151
2019 5YPP Programming and Allocations									
SFMTA	Rehabilitation of 5 Vintage Streetcars ²	CON	Allocated	\$700,788					\$700,788
SFMTA	Transit Vehicle Replacement or Rehabilitation - Placeholder ³	CON	Programmed	\$0					\$0
SFMTA	Replace 30 30-foot Hybrid Motor Coaches ⁶	CON	Allocated		\$16,195,602				\$16,195,602
SFMTA	New Flyer Midlife Overhaul Phase 1 ³	CON	Allocated	\$17,937,483					\$17,937,483
SFMTA	Rehabilitate Historic & Milan Streetcars ⁷	CON	Programmed			\$3,304,749			\$3,304,749
SFMTA	Placeholder - Purchase or Rehab Muni Vehicles ^{4,8}	ANY	Programmed	\$2,035,607					\$2,035,607
SFMTA	Mid-life Overhauls Placeholder ⁸	CON	Programmed			\$2,035,607			\$2,035,607
SFMTA	Mid-life Overhauls Placeholder ⁸	CON	Planned			\$12,309,576			\$12,309,576
SFMTA	Light Rail Vehicle Procurement ^{1,4}	CON	Allocated	\$50,089,416					\$50,089,416
SFMTA	Light Rail Vehicle (LRV) Procurement (151 Replacement + 68 Expansion) - Additional ^{1,4}	CON	Programmed	\$0					\$0
Total Programmed in 2019 5YPP				\$68,727,687	\$17,351,753	\$17,649,932	\$0	\$0	\$103,729,372
Total Allocated and Pending				\$68,727,687	\$17,351,753	\$0	\$0	\$0	\$86,079,440
Total Unallocated				\$0	\$0	\$17,649,932	\$0	\$0	\$17,649,932
Total Programmed in 2021 Strategic Plan				\$68,727,687	\$17,351,753	\$17,649,932	\$0	\$0	\$103,729,372
Deobligated Funds						\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

E5B-60

FOOTNOTES:

- ¹ Deobligation of SGA 117-910055 is required to allocate LRV funds as programmed. EP-17 funds may be used for replacement vehicles only.
- ² 5YPP amendment to accommodate allocation of \$700,788 for Rehabilitation of 5 Vintage Streetcars (Resolution 20-003, 7/23/2019):
 - Replace 30 30-foot Hybrid Diesel Motor Coaches: Reduced by \$700,788 in FY2018/19. SFMTA has deferred the project by at least two years.
 - Rehabilitation of 5 Vintage Streetcars: Added project with \$700,788 in FY2019/20.
- ³ To accommodate allocation of \$17,937,483 for New Flyer Midlife Overhaul Phase 1 (Resolution 20-009, 09/24/2019):
 - Replace 30 30-foot Hybrid Diesel Motor Coaches: Reduced by \$13,446,287 in FY2019/20. SFMTA has deferred the project by at least two years.
 - Transit Vehicle Replacement or Rehabilitation - Placeholder: Reduced from \$4,491,196 to \$0 in FY2019/20.
 - New Flyer Midlife Overhaul Phase 1: Added project with \$17,937,483 in FY2019/20.
- ⁴ Strategic Plan and 5YPP amendments to accommodate allocation of \$50,089,416 for Light Rail Vehicle Procurement (Resolution 20-040, 4/14/2020).
 - Light Rail Vehicle Procurement: Advance \$17,183,425 in cash flow from FY2021/22 to FY2020/21, reduce total amount by \$2,035,607 from \$52,125,023 to \$50,089,416.
 - Placeholder - Purchase or Rehab Muni Vehicles: Add placeholder with \$2,035,607 in FY2019/20 and cash flow in FY2023/24.
- ⁵ 5YPP amendment to accommodate allocation of \$1,156,151 for the Replace 28 Paratransit Vans project (Resolution 21-016, 10/27/2020).
 - Replace 85 40-Foot Trolley Coaches: Reduced by \$1,156,151, from \$7,542,844 to \$6,386,693 in FY2019/20. SFMTA completed the trolley procurement with other funds.
 - Replace 28 Paratransit Vans: Added project with \$1,156,151 in FY2020/21.
- ⁶ 5YPP amendment to accommodate allocation of \$16,195,602 for the Replace 30 30-foot Hybrid Motor Coaches project (Resolution 21-028, 01/26/2021).
 - Replace 85 40-Foot Trolley Coaches: Reduced from \$6,386,693 to \$0. SFMTA completed the trolley procurement with other funds.
 - Cumulative Remaining Capacity: Reduced from \$10,043,397 to \$234,488. The funds were deobligated from two grants for motor coach procurement (a total of \$10,043,397).
 - Replace 30 30-foot Hybrid Motor Coaches: Added project with \$16,195,602 in FY2020/21.
- ⁷ 2021 Strategic Plan Update and corresponding 5YPP amendment to delay programming and cash flow to reflect current project delivery schedule (Resolution XX-2).
- ⁸ 2021 Strategic Plan Update and corresponding 5YPP amendment to accommodate programming \$14,345,183 for the Mid-life Overhauls Placeholder.
 - Placeholder - Purchase or Rehab Muni Vehicles: Reduced from \$2,035,607 to \$0 in FY2019/20.
 - Cumulative Remaining Capacity: Reduced from \$12,309,576 to \$0. Funds were deobligated from projects with reduced scope or completed under budget.
 - Mid-life Overhauls Placeholder: Added placeholder with \$12,309,576 in FY 2021/22.

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Vehicles - Muni (EP 17M)
Cash Flow (Maximum Annual Reimbursement)
 Pending November 16, 2021 Board

Project Name	Phase	Fiscal Year								Total
		2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
Carry Forward From 2014 5YPP										
Replace 30 30-foot Hybrid Diesel Motor Coaches ^{2,3}	CON	\$0								\$0
Replace 85 40-Foot Trolley Coaches ^{5,6}	CON	\$0								\$0
Replace 28 Paratransit Vans ⁵	CON		\$578,076	\$578,076						\$1,156,151
Rehabilitation of 5 Vintage Streetcars ²	CON	\$350,394	\$350,394							\$700,788
Transit Vehicle Replacement or Rehabilitation - Placeholder ³	CON	\$0	\$0							\$0
Replace 30 30-foot Hybrid Motor Coaches ⁶	CON			\$8,097,801	\$8,097,801					\$16,195,602
New Flyer Midlife Overhaul Phase 1 ³	CON	\$1,793,748	\$4,484,371	\$4,484,371	\$4,484,371	\$2,690,622				\$17,937,483
Rehabilitate Historic & Milan Streetcars ⁷	CON			\$304,749	\$900,000	\$900,000	\$600,000	\$300,000	\$300,000	\$3,304,749
Placeholder - Purchase or Rehab Muni Vehicles ⁴⁻⁸	ANY						\$2,035,607			\$2,035,607
Mid-life Overhauls Placeholder ⁸	CON						\$2,035,607			\$2,035,607
Mid-life Overhauls Placeholder ⁸	CON				\$4,781,727	\$4,781,728	\$2,746,121			\$12,309,576
Light Rail Vehicle Procurement ^{1,4}	CON		\$17,183,425			\$32,869,459	\$36,532			\$50,089,416
Light Rail Vehicle (LRV) Procurement (151 Replacement + 68 Expansion) - Additional ^{1,4}	CON					\$0	\$0			\$0
Cash Flow Programmed in 2019 5YPP		\$2,144,142	\$22,596,266	\$13,464,997	\$18,263,899	\$41,241,809	\$5,418,260	\$300,000	\$300,000	\$103,729,372
Total Cash Flow Allocated and Pending		\$2,144,142	\$22,596,266	\$13,160,248	\$12,582,172	\$35,560,081	\$36,532	\$0	\$0	\$86,079,440
Total Cash Flow Unallocated		\$0	\$0	\$304,749	\$5,681,727	\$5,681,728	\$5,381,728	\$300,000	\$300,000	\$17,649,932
Total Cash Flow in 2021 Strategic Plan		\$2,144,142	\$22,596,266	\$13,464,997	\$18,263,899	\$41,241,809	\$5,418,260	\$300,000	\$300,000	\$103,729,372
Deobligated Funds				\$0	\$0	\$0				\$0
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/ Appropriation										
Board Approved Allocation/ Appropriation										

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

Prop K Project Information Form	
Project Name:	Mid-life Overhauls Placeholder
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	17M-Vehicles - MUNI
Other EP Line Number/s:	
Fiscal Year of Allocation:	2021/22
Project Information	
Project Location:	Citywide
Supervisory District(s):	Citywide
Project Manager:	TBD
Phone Number:	
Email:	
Brief Project Description for MyStreetSF (80 words max):	This is a placeholder for funding mid-life overhauls for the 40' & 60' hybrid motor coaches and trolley coaches that were placed into service in 2015-2018.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	SFMTA's rubber tire fleet of 40-foot and 60-foot motor coaches and trolley coaches entered revenue service in 2015 - 2018. These vehicles have an expected useful life of 12 years. This is a placeholder for funding mid-life overhauls for these vehicles.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

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

Comments/Concerns
The proposed programming is a placeholder. SFMTA will need to identify specific scopes of work and project delivery milestones prior to seeking allocation of funds. At that time, the SFMTA will provide specific project schedule information, cost, and a funding plan reflecting appropriate leveraging.

E5B-64



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

Project Name:	Mid-life Overhauls Placeholder
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Project Cost Estimate	Funding Source		
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ -	\$ -	\$ -
Construction	TBD	\$ 14,345,183	TBD
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	TBD	\$ 14,345,183	TBD
Percent of Total			

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	2021/22	2022/23	2023/24	2024/25	2025/26
Prop K	17M-Vehicles - MUNI	Construction	Programmed	2021/22	\$ 2,035,607		\$ -	\$ -	\$ 2,035,607	\$ -
Prop K	17M-Vehicles - MUNI	Construction	Planned	2021/22	\$ 12,309,576	\$ -	\$ 4,781,727	\$ 4,781,728	\$ 2,746,121	\$ -
Total By Fiscal Year					\$ 14,345,183	\$ -	\$ 4,781,727	\$ 4,781,728	\$ 4,781,728	\$ -

Comments

Requires a Prop K Vehicles-Muni 5YPP amendment to add to the existing placeholder \$12,309,576 in funds deobligated from projects with completed under budget. The deobligated funds would increase the placeholder amount from \$2,035,607 to \$14,345,183 in FY2021/22.

**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
 Rehab/Upgrade Existing Facilities - Muni Category (EP 20M)**

Programming and Allocations to Date

Pending November 16, 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Carry Forward From 2014 5YPP									
SFMTA	Potrero Yard Modernization	PLAN/CER	Allocated		\$1,000,000				\$1,000,000
SFCTA	Potrero Modernization - Enhanced Oversight ²	PLAN/CER	Allocated		\$75,000				\$75,000
SFMTA	Building Progress FIX - Placeholder ^{1,3}	CON	Programmed			\$500,000			\$500,000
SFMTA	Muni Metro East Expansion	PS&E	Allocated		\$1,899,677				\$1,899,677
SFMTA	Muni Metro East Expansion ³	CON	Programmed				\$2,800,000		\$2,800,000
SFMTA	Muni Metro East Expansion ⁴	CON	Planned			\$4,240,948			\$4,240,948
SFMTA	New Castro Station Elevator ¹	PS&E	Allocated	\$1,500,000					\$1,500,000
Total Programmed in 2019 5YPP				\$1,500,000	\$2,974,677	\$4,740,948	\$2,800,000	\$0	\$12,015,625
Total Allocated and Pending				\$1,500,000	\$2,974,677	\$0	\$0	\$0	\$4,474,677
Total Unallocated				\$0	\$0	\$4,740,948	\$2,800,000	\$0	\$7,540,948
Total Programmed in 2021 Strategic Plan				\$1,500,000	\$2,974,677	\$4,740,948	\$2,800,000	\$0	\$12,015,625
Deobligated Funds						\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

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FOOTNOTES:

- ¹ 5YPP amendment to accommodate allocation of \$1,500,000 for New Castro Station Elevator (Resolution 20-020, 12/17/2019):
Building Progress FIX - Placeholder: Delay \$127,000 in cash flow from FY 2019/20 to FY 2020/21.
New Castro Station Elevator: Change project phase from construction to design; Prop K amount and year of programming are unchanged and project is fully funded through
- ² 5YPP amendment to accommodate appropriation of \$75,000 for Potrero Yard Modernization - Enhanced Oversight (Resolution 21-030, 2/23/2021):
Cumulative Remaining Programming Capacity: Reduced from \$1,714,312 to \$1,639,312.
Potrero Yard Modernization - Enhanced Oversight: Added project with \$75,000 in planning funds in FY2020/21.
- ³ 2021 Strategic Plan Update and corresponding 5YPP amendment to delay programming and cash flow to reflect current project delivery schedule (Resolution XX-XX, date)
- ⁴ 5YPP amendment to reprogram an \$4,240,948 in deobligated funds to the Muni Metro East Expansion project
Cumulative Remaining Programming Capacity: Reduced from \$4,240,948 to \$0; from funds deobligated from projects completed under budget or with other funds.
- Muni Metro East Expansion: Programmed additional \$4,240,948 for construction in FY2021/22.

**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
 Rehab/Upgrade Existing Facilities - Muni Category (EP 20M)
 Cash Flow (Maximum Annual Reimbursement)**

Pending November 16, 2021 Board

Project Name	Phase	Fiscal Year						Total
		2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	
Carry Forward From 2014 5YPP								
Potrero Yard Modernization	PLAN/CER			\$1,000,000				\$1,000,000
Potrero Modernization - Enhanced Oversight	PLAN/CER			\$45,000	\$30,000			\$75,000
Building Progress FIX - Placeholder	CON	\$0	\$0	\$0	\$500,000			\$500,000
Muni Metro East Expansion	PS&E		\$300,000	\$1,599,677				\$1,899,677
Muni Metro East Expansion	CON				\$0	\$2,800,000		\$2,800,000
Muni Metro East Expansion	CON				\$1,866,667	\$692,462	\$1,681,819	\$4,240,948
New Castro Station Elevator	PS&E	\$500,000	\$1,000,000					\$1,500,000
Cash Flow Programmed in 2019 5YPP		\$500,000	\$1,300,000	\$2,644,677	\$2,396,667	\$3,492,462	\$1,681,819	\$12,015,625
Total Cash Flow Allocated and Pending		\$500,000	\$1,300,000	\$2,644,677	\$30,000	\$0	\$0	\$4,474,677
Total Cash Flow Unallocated		\$0	\$0	\$0	\$2,366,667	\$3,492,462	\$1,681,819	\$7,540,948
Total Cash Flow in 2021 Strategic Plan		\$500,000	\$1,300,000	\$2,644,677	\$2,396,667	\$3,492,462	\$1,681,819	\$12,015,625
Deobligated Funds				\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation								
Board Approved Allocation/Appropriation								

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

Prop K Project Information Form			
Project Name:	Muni Metro East Expansion Phase II - MME & 1399 Marin Interim Improvements		
Implementing Agency:	San Francisco Municipal Transportation Agency		
Prop K Expenditure Plan Information			
Category:	A. Transit		
Subcategory:	iii. System Maintenance and Renovation (transit)		
EP Line (Primary):	20M-Facilities - MUNI		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2021/2022, 2022/23		
Project Information			
Project Location:	601 25th Street & 1399 Marin Street		
Supervisory District(s):	District 10		
Project Manager:	Tess Kavanagh		
Phone Number:	415-646-2428		
Email:	tess.kavanagh@sfmta.com		
Brief Project Description for MyStreetSF (80 words max):	Develop two sites, 1399 Marin and an empty 4-acre lot adjacent to the Muni Metro East (MME) light rail storage and maintenance facility, to provide temporary storage of Muni buses during planned reconstruction of other vehicle maintenance and storage facilities. The project is timed to provide an interim facility for storage and maintenance of trolley coaches during redevelopment of the Potrero trolley coach maintenance yard. The MME site will eventually be redeveloped to provide parking and maintenance infrastructure for an expanded light rail fleet.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Please see the attached scope description		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	<ul style="list-style-type: none"> > Project team presented the project to Dogpatch Neighborhood Association in July 2020. Outreach team developed Project website: https://www.sfmta.com/projects/muni-temporary-trolley-bus-facility-muni-metro-east-and-1399-marin. > Project Manager and SFMTA Real Estate team has been coordinating with nearby neighbors and stakeholders, including the Navigation Center at 25th, the Port and property owners along Cesar Chavez. > A new round of outreach will be initiated in the upcoming quarter once team has Service Plan impacts to share with the community. 		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.			
Type of Environmental Clearance Required:	Categorically Exempt		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1"> <tr> <td>Yes</td> <td>Diagram/ arial photo</td> </tr> </table>	Yes	Diagram/ arial photo
Yes	Diagram/ arial photo		

Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering		Contracted	Q3-Jan-Feb-Mar	2018/19	Q3-Jan-Feb-Mar	2020/21
Environmental Studies (PA&ED)			Q3-Jan-Feb-Mar	2018/19	Q3-Jan-Feb-Mar	2020/21
Right of Way						
Design Engineering (PS&E)	65%		Q1-Jul-Aug-Sep	2020/21	Q3-Jan-Feb-Mar	2021/22
Advertise Construction			Q4-Apr-May-Jun	2021/22		
Start Construction (i.e. Award Contract)			Q2-Oct-Nov-Dec	2021/22		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2023/24
Project Completion (means last eligible expenditure)					Q3-Jan-Feb-Mar	2024/25

Comments/Concerns
 SFMTA anticipates a Categorical Exemption and that an EIR will not be required, as the project was included as part of the EIR for the Eastern Neighborhoods area plan. Project is on an accelerated schedule, with overlapping planning and design phases.

 65% design complete pertains to MME portion of scope.

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Muni Metro East Expansion – Interim Improvements

Scope Description

The Muni Metro East Expansion – Interim Improvements project is part of SFMTA Building Progress Program, a \$1.2 billion multi-year effort to renovate and modernize SFMTA facilities. The first major rebuild project in the Program is the Potrero Yard Modernization Project to replace the obsolete two-story maintenance building and bus yard located at Bryant and Mariposa streets with a three-story, efficient bus maintenance and storage garage. The project is commencing developer procurement and design. Construction is expected to begin in 2023, and will require relocation of the Potrero Yard's fleet, and its operations and maintenance functions.

The Muni Metro East Expansion – Interim Improvements project will develop two sites to provide temporary facilities for bus parking and maintenance during the re-build of Potrero Yard.

1. A vacant 4-acre lot adjacent to the Muni Metro East Facility (MME), will be converted into a bus parking facility to support the temporary operation of the Potrero trolley operations division. In the future, these baseline improvements will be converted for the storage of up to 36 light rail vehicles, and possible construction of a maintenance building for light rail vehicles as the light rail fleet grows and additional fleet storage capacity is needed. Increasing the capacity of the site will provide vehicle storage capacity for future expansion of both the bus and light rail fleets. It will also be a "swing facility" for interim storage of transit vehicles while other vehicle storage/maintenance facilities are reconfigured, expanded and/or rebuilt as planned in SFMTA's 2017 Facilities Framework.
2. All the proposed expansion space at the MME bus yard will be needed for bus storage, leaving no room for maintenance activities and equipment. Therefore, SFMTA is proposing to redevelop space at its bus yard at 1399 Marin. 1399 Marin is currently used for new bus acceptance, where SFMTA receives new buses for inspection, testing and modification before they are placed into service. The facility at 1399 Marin will not later be redeveloped into a future LRV yard and will continue to support the rubber tire fleet after Potrero is re-built.

Planning for expansion of the MME facility began in early 2019, funded by a Prop K allocation of \$3.5 million, and completed in December 2020. The Planning and Design phases of the subject project will overlap to facilitate an accelerated project schedule. SFMTA has finalized the scope of early construction work (i.e. MME expansion site improvements), and will begin final design of those elements while the rest of the project scope (i.e. the 1399 Marin facility improvements) is still being developed. SFMTA also plans to compress the bid-and-award process by including the Early Works scope in the Potrero Developer contract, allowing construction to start in the same fiscal quarter that the contract for the Marin facility improvements will be advertised. Cost estimates prepared as part of conceptual engineering reports earlier in the planning phase will be updated in upcoming preliminary engineering reports. Updated cost estimates are a deliverable of the Prop K grant for the planning phase.

Improvements to the MME expansion site will include:

- Paved bus parking for trolley buses including overhead contact system and yard lighting
- New Bus Wash Building, approximately 3200 square feet
- New Fare Collection Building, approximately 3200 square feet
- Mobile Trailers to house operations staff
- Security/ Muni Meet & Greet Building for general yard security and Muni Operations for the control of incoming/ outgoing buses)

Muni Metro East Expansion – Interim Improvements

Scope Description

- Bio-swale and underground cistern to address the SFPUC storm water management requirements
- Electrical, communication and other miscellaneous work.

The Muni Metro East Expansion project will also renovate the existing SFMTA facility at 1399 Marin to accommodate temporary trolley bus maintenance activities.

Improvements to the 1399 Marin site will include:

- Re-size roll up door openings to allow better clearance for bus movements
- Replace entire floor slab to provide smooth working surface for maintenance operations
- Add new storm drainage features to minimize flooding within building and on site
- Replace existing generator
- Repair existing shed building roof and siding
- Relocate restrooms from interior to staff trailer to clear space for shop and storage
- New canopy structure to provide additional maintenance capacity
- Replace site fencing/ gates
- Re-pave entire site
- New Overhead Catenary System (OCS) to charge trolley buses in a portion of the yard
- New site lighting
- New site utilities (water, electrical, air, CCTV, data)



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

Project Name:	Muni Metro East Expansion Phase II - MME & 1399 Marin Interim Improvements
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Project Cost Estimate	Funding Source			
	Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ 3,487,532	\$ 3,487,532	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 10,300,000	\$ 1,899,677	\$ 8,400,323	\$ -
Construction	\$ 106,542,573	\$ 7,040,948	\$ 99,501,625	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 120,330,105	\$ 12,428,157	\$ 107,901,948	\$ -
Percent of Total		10%	90%	

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)						
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Prop K	20M-Facilities - MUNI	Planning/Conceptual Engineering	Allocated	Previous	\$ 3,487,532		\$ 964,130	\$ 1,062,332	\$ 1,461,070		\$ -	\$ -
Prop K	20M-Facilities - MUNI	Design Engineering (PS&E)	Allocated	2020/21	\$ 1,899,677	\$ -	\$ -	\$ 1,139,806	\$ 759,871			\$ -
Prop B General Fund		Design Engineering (PS&E)	Programmed	2021/22	\$ 2,125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Caltrans-SB1-SGR		Design Engineering (PS&E)	Allocated	2020/21	\$ 3,518,367	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Developer-Mission Rock		Design Engineering (PS&E)	Programmed	2021/22	\$ 2,756,956	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	20M-Facilities - MUNI	Construction	Programmed	2022/23	\$ 2,800,000	\$ -	\$ -	\$ -	\$ -		\$ 2,800,000	\$ -
Prop K	20M-Facilities - MUNI	Construction	Planned	2021/22	\$ 4,240,948	\$ -	\$ -	\$ -	\$ -	\$ 1,866,667	\$ 692,462	\$ 1,681,819
Developer-TSF		Construction	Planned	2021/22	\$ 1,923,169	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Caltrans-SB1-SGR		Construction	Programmed	2021/22	\$ 6,327,331	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Developer-Mission Rock		Construction	Programmed	2022/23	\$ 1,880,821	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Caltrans-SB1-SGR		Construction	Planned	2022/23	\$ 4,749,596	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MTC-RM3-FleetFacility		Construction	Planned	2022/23	\$ 30,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B General Fund		Construction	Planned	2023/24	\$ 3,012,601	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Caltrans-SB1-SGR		Construction	Planned	2023/24	\$ 4,749,596	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MTC-RM3-FleetFacility		Construction	Planned	2023/24	\$ 25,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Developer - Pier 70		Construction	Planned	2024/25	\$ 4,743,044	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Caltrans-SB1-SGR		Construction	Planned	2024/25	\$ 2,115,467	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MTC-RM3-FleetFacility		Construction	Planned	2024/25	\$ 15,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 120,330,105	\$ -	\$ 964,130	\$ 2,202,138	\$ 2,220,941	\$ 1,866,667	\$ 3,492,462	\$ 1,681,819

Comments

SFMTA request includes reprogramming \$4,240,948 in funds deobligated from projects completed under budget to the subject project.

In the event that RM3 funding is blocked by the courts, SFMTA is considering alternative fund sources such as general obligation bonds, SFMTA operating funds, revenue bonds, and developer fees.



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 SAN FRANCISCO PUBLIC WORKS
 CITY & COUNTY OF SAN FRANCISCO

CDR PHASE I
 SFMTA | MME TEMPORARY FACILITY | 06.15.2020

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2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Guideways - BART (EP 22B)
Programming and Allocations to Date
 Pending November 16, 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
BART	Traction Power Substation Replacement ^{1,2}	PS&E	Programmed	\$0		\$1,500,000			\$1,500,000
BART	Tunnel Waterproofing M Line ¹	CON	Planned			\$1,269,471			\$1,269,471
Total Programmed in 2019 5YPP				\$0	\$0	\$2,769,471	\$0	\$0	\$2,769,471
Total Allocated and Pending				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated				\$0	\$0	\$2,769,471	\$0	\$0	\$2,769,471
Total Programmed in 2021 Strategic Plan				\$0	\$0	\$2,769,471	\$0	\$0	\$2,769,471
Deobligated Funds						\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

¹ 2021 Strategic Plan Update and corresponding 5YPP amendment to delay programming and cash flow to reflect current project delivery schedule.
² 5YPP Amendment to fund Tunnel Waterproofing M Line
 Reprogram \$69,471 in funds deobligated from projects completed under budget to the Tunnel Waterproofing M Line project.
 Reduce programming by \$1.2M for the Traction Power Substation Replacement project
 Add Tunnel Waterproofing M Line project with \$1,269,471 for construction in FY2021/22

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2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)

Guideways - BART (EP 22B)

Cash Flow (Maximum Annual Reimbursement)

Pending November 16, 2021 Board

Project Name	Phase	Fiscal Year					Total
		2019/20	2020/21	2021/22	2022/23	2023/24	
Traction Power Substation Replacement ^{1,2}	PS&E			\$200,000	\$650,000	\$650,000	\$1,500,000
Tunnel Waterproofing M Line ¹	CON				\$900,000	\$369,471	\$1,269,471
Cash Flow Programmed in 2019 5YPP		\$0	\$0	\$200,000	\$1,550,000	\$1,019,471	\$2,769,471
Total Cash Flow Allocated and Pending		\$0	\$0	\$0	\$0	\$0	\$0
Total Cash Flow Unallocated		\$0	\$0	\$200,000	\$1,550,000	\$1,019,471	\$2,769,471
Total Cash Flow in 2021 Strategic Plan		\$0	\$0	\$200,000	\$1,550,000	\$1,019,471	\$2,769,471
Deobligated Funds				\$0	\$0	\$0	\$0
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation							
Board Approved Allocation/Appropriation							

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

Prop K Project Information Form	
Project Name:	Tunnel Waterproofing M Line
Implementing Agency:	Bay Area Rapid Transit District
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	22B-Guideways - BART
Other EP Line Number/s:	
Fiscal Year of Allocation:	2021/22
Project Information	
Project Location:	BART M-Line within the San Francisco County
Supervisory District(s):	District 06, District 08, District 09, District 11
Project Manager:	David Greenaway
Phone Number:	510-817-5922
Email:	dgreena@bart.gov
Brief Project Description for MyStreetSF (80 words max):	Repair steel-lined tunnel and concrete tunnel cracks to mitigate water intrusion along M-Line within San Francisco County.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	The project is currently in design phase and will be ready for Construction in Q2 FY2023. The project will provide repair of the leaking steel lining tunnel by Contractor and concrete cracks by BART forces along M-line within San Francisco County. The BART M-Line runs from the Oakland Wye across West Oakland, through the Transbay Tube into downtown San Francisco, through the Market Street Subway, under Mission Street, and along the former Ocean View Branch to Daly City. Due to current corrosion conditions, the repair is critical to the mitigation of water intrusion in the underground structures.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Work is scheduled to be performed during grave yard and therefore minimizes impact to public.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	None.
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes

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



Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	95%	Contracted	Q2-Oct-Nov-Dec	2019/20	Q3-Jan-Feb-Mar	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)						
Open for Use					Q3-Jan-Feb-Mar	2026/27
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2026/27

Comments/Concerns

Construction of concrete repair will be performed by BART forces in and the steel-lined tunnel repair will be contracted. Concrete Repair work will commence in Q2 FY23.

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

Project Name:	Tunnel Waterproofing M Line
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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)	\$ 2,200,000	\$ -	\$ -	\$ 2,200,000
Construction	\$ 37,469,471	\$ 1,269,471	\$ 1,269,471	\$ 36,200,000
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 39,669,471	\$ 1,269,471	\$ 1,269,471	\$ 38,400,000
Percent of Total			3%	97%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2021/22	2022/23	2023/24	2024/25	2025/26
BART Funds		Design Engineering (PS&E)	Allocated	Previous	\$ 2,200,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	22B-Guideways - BART	Construction	Planned	2021/22	\$ 1,269,471		\$ 900,000	\$ 369,471		
BART Funds		Construction	Allocated	Previous	\$ 36,200,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 39,669,471	\$ -	\$ 900,000	\$ 369,471	\$ -	\$ -

Comments
5YPP amendment to add the subject project with \$1.2 million reprogrammed from the Traction Power Substation Replacement project and \$69,471 in funds deobligated from projects completed under budget.

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

Prop K Project Information Form	
Project Name:	Traction Power Substation Replacement
Implementing Agency:	Bay Area Rapid Transit District
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	22B-Guideways - BART
Other EP Line Number/s:	
Fiscal Year of Allocation:	2021/22
Project Information	
Project Location:	Powell St. BART Station on Market St.
Supervisory District(s):	District 11
Project Manager:	Bryant Fields
Phone Number:	510-817-5927
Email:	bfields@bart.gov
Brief Project Description for MyStreetSF (80 words max):	Replace the existing 50 year old BART traction power substation located at the BART Powell St. Station
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	BART's escalating ridership combined with an aging infrastructure created a need for an increase in electrical supply to power higher frequency service. BART must make significant upgrades to its traction power supply to keep up with ridership demand. Replacement of the BART Powell St. Station traction power substation is part of a larger project to replace traction power facilities at 3 locations in San Francisco by 2028. The old facility will be demolished and removed. New equipment will be placed within the existing substation area. This project will help to improve BART system reliability and sustain service in San Francisco.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	BART conducted an extensive outreach initiative called Better BART to educate the Bay Area public about BART's 45 year old system and critical infrastructure investments that it needs. An important component of this outreach was to communicate the need for an increased electrical supply and upgrades to the traction power supply. The outreach process included over 400 presentations to diverse stakeholder groups to educate the public about BART's infrastructure needs. BART distributed survey questionnaires in order to collect feedback from the public and received more than 1500 responses to date. The need for upgrades to BART's traction power system was also documented in MTC's Core Capacity Transit Study (2017), which also included a public outreach component. Traction power substation replacements are capital improvement priorities identified in BART's 2017 Short Range Transit Plan and Capital Improvement Plan.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	BART will coordinate closely with the SFMTA on this project
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

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



Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	100%	In-house	Q1-Jul-Aug-Sep	2015/16	Q1-Jul-Aug-Sep	2016/17
Environmental Studies (PA&ED)	100%	In-house	Q1-Jul-Aug-Sep	2018/19	Q1-Jul-Aug-Sep	2019/20
Right of Way	100%	In-house	Q2-Oct-Nov-Dec	2018/19	Q1-Jul-Aug-Sep	2019/20
Design Engineering (PS&E)	0%	In-house and Contracted	Q3-Jan-Feb-Mar	2021/22	Q2-Oct-Nov-Dec	2022/23
Advertise Construction	0%	In-house	Q3-Jan-Feb-Mar	2022/23		
Start Construction (i.e. Award Contract)	0%	Contracted	Q1-Jul-Aug-Sep	2023/24		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2025/26
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2026/27

Comments/Concerns

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

Project Name:	Traction Power Substation Replacement
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Project Cost Estimate	Funding Source			
	Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ 60,000	\$ -	\$ 60,000	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 2,500,000	\$ 1,500,000	\$ 1,000,000	
Construction	\$ 33,000,000		\$ 33,000,000	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 35,560,000	\$ 1,500,000	\$ 34,060,000	
Percent of Total		4%	96%	

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2021/22	2022/23	2023/24	2024/25	2025/26
BART Funds		Planning/Conceptual Engineering	Allocated	Previous	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -
BART Funds		Design Engineering (PS&E)	Allocated	Previous	\$ 1,000,000	\$ -			\$ -	\$ -
Prop K	22B-Guideways - BART	Design Engineering (PS&E)	Programmed	2021/22	\$ 1,500,000	\$ 200,000	\$ 650,000	\$ 650,000		
BART Funds		Construction	Programmed	2023/24	\$ 33,000,000	\$ -	\$ -			
Total By Fiscal Year					\$ 35,560,000	\$ 200,000	\$ 650,000	\$ 650,000	\$ -	\$ -

Comments
 2021 Strategic Plan Update and corresponding 5YPP amendment to delay programming and cash flow to reflect current project schedule, and reduce programming by \$1,200,000 for construction, which will be funded by non-Prop K sources. The \$1.2M is proposed to be reprogrammed to the Tunnel Waterproofing M Line project.

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2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Guideways - MUNI Category (EP 22M)
Programming and Allocations to Date
 Pending November 16, 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Carry Forward From 2014 5YPP									
TBD	Quint Street Jerrold Avenue Connector Road ²	R/W	Programmed	\$0					\$0
SFMTA	Islais Creek Bridge Catenary Reconstruction	CON	Allocated	\$1,032,072					\$1,032,072
SFMTA	Overhead Lines Rehabilitation - Placeholder ⁺	PS&E/ CON	Programmed		\$2,664,612				\$2,664,612
SFMTA	Overhead Lines Rehabilitation - Placeholder ⁺	PS&E/ CON	Programmed			\$1,135,472			\$1,135,472
SFMTA	Overhead Lines Rehabilitation - Placeholder	PS&E/ CON	Programmed				\$2,324,730		\$2,324,730
SFMTA	Overhead Lines Rehabilitation - Placeholder	PS&E/ CON	Programmed					\$3,094,022	\$3,094,022
SFMTA	Muni Metro Rail Replacement Program - Placeholder	PS&E	Programmed	\$411,398					\$411,398
SFMTA	Muni Metro Rail Replacement Program - Placeholder	CON	Programmed	\$876,309					\$876,309
SFMTA	Muni Metro Rail Replacement Program - Placeholder	CON	Programmed		\$1,703,184				\$1,703,184
SFMTA	Muni Metro Rail Replacement Program - Placeholder	CON	Programmed			\$2,346,264			\$2,346,264
SFMTA	Muni Metro Rail Replacement Program - Placeholder	CON	Programmed				\$2,988,939		\$2,988,939
SFMTA	Muni Metro Rail Replacement Program - Placeholder	CON	Programmed					\$3,978,028	\$3,978,028
SFMTA	Cable Car Infrastructure - Placeholder ⁺	PS&E/ CON	Programmed		\$403,442				\$403,442
SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder ⁺	PLAN/ CER	Programmed	\$555,879					\$555,879
SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder ⁺	CON	Programmed	\$1,061,506					\$1,061,506
SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder ⁺	CON	Programmed		\$1,421,510				\$1,421,510
SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder ⁺	CON	Programmed			\$2,764,575			\$2,764,575
SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder	CON	Programmed				\$1,328,417		\$1,328,417
SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder	CON	Programmed					\$1,768,012	\$1,768,012
TBD	Quint Street Jerrold Avenue Connector Road ²	PS&E	Programmed	\$0		\$750,000			\$750,000
TBD	Quint Street Jerrold Avenue Connector Road ²	CON	Programmed	\$0			\$3,250,000		\$3,250,000
SFMTA	Communications Based Train Control ¹	PLAN/ CER	Planned			\$18,850,785			\$18,850,785

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2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Guideways - MUNI Category (EP 22M)
Programming and Allocations to Date
 Pending November 16, 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Total Programmed in 2019 5YPP				\$1,032,072	\$0	\$21,947,049	\$9,892,086	\$8,840,062	\$41,711,269
Total Allocated and Pending				\$1,032,072	\$0	\$0	\$0	\$0	\$1,032,072
Total Unallocated				\$0	\$0	\$21,947,049	\$9,892,086	\$8,840,062	\$40,679,197
Total Programmed in 2021 Strategic Plan				\$1,032,072	\$0	\$21,947,049	\$9,892,086	\$8,840,062	\$41,711,269
Deobligated Funds						\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- ¹ 2021 Strategic Plan Update and corresponding 5YPP amendment to reprogram \$18,850,784 to the Communications Based Train Control project.
 Overhead Lines Rehabilitation - Placeholder: Reduced from \$2,664,612 to \$0 in FY2020/21 and from \$1,135,472 to \$0 in FY2021/22.
 Muni Metro Rail Replacement Program - Placeholder: Reduced from \$987,707 to \$0 in FY2019/20 and from \$1,703,181 to \$0 in FY2020/21.
 Cable Car Infrastructure - Placeholder: Reduced from \$103,442 to \$0 in FY2020/21.
 Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder: Reduced from \$1,617,385 to \$0 in FY2019/20, from \$1,421,510 to \$0 in FY2020/21, and from \$2,764,575 to \$0 in FY2021/22.
 Cumulative Remaining Programming Capacity: Program program \$6,452,901 in funds deobligated from projects completed under budget to Communications Based Train Control in FY2021/22
- ² 2021 Strategic Plan Update and corresponding 5YPP amendment to delay programming, cash flow, agency and phases to reflect current Quint Street Jerrold Avenue Connector Road project delivery funding plan and schedule (Resolution XX-XX, date)

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Guideways - MUNI Category (EP 22M)
Cash Flow (Maximum Annual Reimbursement)
 Pending November 16, 2021 Board

Project Name	Phase	Fiscal Year						Total	
		2019/20	2020/21	2021/22	2022/23	2023/24	2024/25		2025/26
Carry Forward From 2014 5YPP									
Quint Street Jerrold Avenue Connector Road ²	R/W	\$0							\$0
Islais Creek Bridge Catenary Reconstruction	CON		\$300,000	\$532,072	\$200,000				\$1,032,072
Overhead Lines Rehabilitation - Placeholder ⁺	PS&E/ CON		\$888,204	\$888,204	\$888,204				\$2,664,612
Overhead Lines Rehabilitation - Placeholder ⁺	PS&E/ CON			\$378,491	\$378,491	\$378,490			\$1,135,472
Overhead Lines Rehabilitation - Placeholder	PS&E/ CON				\$700,000	\$1,000,000	\$624,730		\$2,324,730
Overhead Lines Rehabilitation - Placeholder	PS&E/ CON					\$1,200,000	\$1,000,000	\$894,022	\$3,094,022
Muni Metro Rail Replacement Program - Placeholder	PS&E	\$37,133	\$37,133	\$37,132					\$111,398
Muni Metro Rail Replacement Program - Placeholder	CON	\$292,103	\$292,103	\$292,103					\$876,309
Muni Metro Rail Replacement Program - Placeholder	CON		\$567,727	\$567,727	\$567,727				\$1,703,181
Muni Metro Rail Replacement Program - Placeholder	CON			\$782,088	\$782,088	\$782,088			\$2,346,264
Muni Metro Rail Replacement Program - Placeholder	CON				\$996,313	\$996,313	\$996,313		\$2,988,939
Muni Metro Rail Replacement Program - Placeholder	CON					\$1,326,010	\$1,326,009	\$1,326,009	\$3,978,028
Cable Car Infrastructure - Placeholder ⁺	PS&E/ CON		\$34,481	\$34,481	\$34,480				\$103,442
Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder ⁺	PLAN/ CER	\$185,293	\$185,293	\$185,293					\$555,879
Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder ⁺	CON	\$353,836	\$353,835	\$353,835					\$1,061,506
Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder ⁺	CON		\$473,837	\$473,837	\$473,836				\$1,421,510
Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder ⁺	CON			\$921,525	\$921,525	\$921,525			\$2,764,575
Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder	CON				\$442,806	\$442,806	\$442,805		\$1,328,417
Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder	CON					\$589,338	\$589,337	\$589,337	\$1,768,012
Quint Street Jerrold Avenue Connector Road ²	PS&E	\$0			\$750,000				\$750,000
Quint Street Jerrold Avenue Connector Road ²	CON		\$0		\$325,000	\$1,462,500	\$1,462,500		\$3,250,000
Communications Based Train Control ¹	PLAN/ CER					\$10,000,000	\$8,850,785		\$18,850,785

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

Prop K Project Information Form			
Project Name:	Communication-Based Train Control		
Implementing Agency:	San Francisco Municipal Transportation Agency		
Prop K Expenditure Plan Information			
Category:	A. Transit		
Subcategory:	iii. System Maintenance and Renovation (transit)		
EP Line (Primary):	22M-Guideways - MUNI		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2021/22		
Project Information			
Project Location:	SFMTA's entire light rail service		
Supervisory District(s):	District 04, District 05, District 06, District 07, District 08, District 10, District 11		
Project Manager:	Dan Howard, Mark Hansen		
Phone Number:	415-646-4119		
Email:	dan.howard@sfmta.com , mark.hansen@sfmta.com		
Brief Project Description for MyStreetSF (80 words max):	To grow ridership while increasing safety and reliability the SFMTA will install a state-of-the-art Communications-Based Train Control System (CBTC) along 9 bidirectional miles of light rail lines and six transit lines. CBTC benefits		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Design and procure a next-generation communications-based train control (CBTC) system for the rail network, including both surface and subway alignments. Investing in a new CBTC system will bring the train control system into a state of good repair, enable the expansion of rail service, and will result in a more efficient and safe way to manage LRV traffic. The CBTC system will improve transit service reliability by reducing subway congestion, train bunching, and enhancing system safety.</p> <p>The Prop K funded planning/conceptual engineering phase will produce several deliverables. Project staff will develop a set of system requirements based on the needs of Muni Metro, internal stakeholders, and the regulatory environment for train control systems in California. Additionally, several supporting documents and plans are in production which detail how the SFMTA intends the system to be used. These deliverables will feed into the development of the request for proposals (RFP) for a design-build contract for a train control supplier to deliver CBTC to Muni Metro. Once approved, the RFP will result in an awarded contract, negotiation, and notice to proceed (NTP) given to a CBTC system supplier. After NTP, SFMTA staff will oversee conceptual engineering of the new CBTC system by the system supplier. Conceptual engineering will support the expected project phasing, as determined in the early stages of the planning/conceptual engineering phase.</p>		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	TBD		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.			
Type of Environmental Clearance Required:	Categorically Exempt		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1"> <tr> <td>Yes</td> <td>Preliminary project phasing map, detailed schedule</td> </tr> </table>	Yes	Preliminary project phasing map, detailed schedule
Yes	Preliminary project phasing map, detailed schedule		

**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	15%		Q2-Oct-Nov-Dec	2017/18	Q2-Oct-Nov-Dec	2023/24
Environmental Studies (PA&ED)						
Right of Way	0%					
Design Engineering (PS&E)	0%		Q3-Jan-Feb-Mar	2023/24	Q4-Apr-May-Jun	2028/29
Advertise Construction	0%					
Start Construction (i.e. Award Contract)	0%		Q1-Jul-Aug-Sep	2024/25		
Operations (i.e. paratransit)	0%					
Open for Use	0%				Q4-Apr-May-Jun	2029/30
Project Completion (means last eligible expenditure)	0%				Q4-Apr-May-Jun	2029/30

Comments/Concerns

For detailed project schedule, please refer to the attached Phase Level Schedule.

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

Project Name:	Communication-Based Train Control
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Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ 44,085,000	\$ 18,850,785	\$ 25,234,215
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 44,350,000	\$ -	\$ 44,350,000
Construction	\$ 208,584,649	\$ -	\$ 208,584,649
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 297,019,649	\$ 18,850,785	\$ 278,168,864
Percent of Total		6%	94%

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	2021/22	2022/23	2023/24	2024/25
General Fund		Planning/Conceptual Engineering	Allocated	Previous	\$ 340,000	\$ -	\$ -	\$ -	\$ -	\$ -
Operating		Planning/Conceptual Engineering	Allocated	Previous	\$ 2,095,000	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Sustainable Fees		Planning/Conceptual Engineering	Allocated	2019/20	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -
Revenue Bonds		Planning/Conceptual Engineering	Allocated	2021/22	\$ 3,490,000	\$ -	\$ -	\$ -	\$ -	\$ -
Revenue Bonds		Planning/Conceptual Engineering	Programmed	2021/22	\$ 6,500,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	22M-Guideways - MUNI	Planning/Conceptual Engineering	Planned	2021/22	\$ 18,850,785	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 8,850,785
Revenue Bonds		Planning/Conceptual Engineering	Programmed	2023/24	\$ 9,150,000	\$ -	\$ -	\$ -	\$ -	\$ -
Revenue Bonds		Planning/Conceptual Engineering	Programmed	2023/24	\$ 2,301,062	\$ -	\$ -	\$ -	\$ -	\$ -
Caltrans-SB1-SGR		Planning/Conceptual Engineering	Programmed	2023/24	\$ 1,348,153	\$ -	\$ -	\$ -	\$ -	\$ -
FTA-TCP		Design Engineering (PS&E)	Planned	2023/24	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Revenue Bonds		Design Engineering (PS&E)	Programmed	2023/24	\$ 12,425,000	\$ -	\$ -	\$ -	\$ -	\$ -
Caltrans-SB1-SGR		Design Engineering (PS&E)	Planned	2023/24	\$ 1,475,000	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund		Design Engineering (PS&E)	Planned	2024/25	\$ 9,050,000	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Sustainable Fees		Design Engineering (PS&E)	Planned	2025/26	\$ 3,450,000	\$ -	\$ -	\$ -	\$ -	\$ -
FTA-TCP		Design Engineering (PS&E)	Planned	2026/27	\$ 12,250,000	\$ -	\$ -	\$ -	\$ -	\$ -
Caltrans-SB1-SGR		Design Engineering (PS&E)	Planned	2027/28	\$ 4,700,000	\$ -	\$ -	\$ -	\$ -	\$ -
STIP		Construction	Programmed	2022/23	\$ 13,752,000	\$ -	\$ -	\$ -	\$ -	\$ -
Revenue Bonds		Construction	Programmed	2024/25	\$ 7,133,938	\$ -	\$ -	\$ -	\$ -	\$ -
FTA-TCP		Construction	Planned	2024/25	\$ 18,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Sustainable Fees		Construction	Planned	2025/26	\$ 12,937,084	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund		Construction	Planned	2025/26	\$ 8,323,121	\$ -	\$ -	\$ -	\$ -	\$ -
Caltrans-SB1-SGR		Construction	Planned	2025/26	\$ 6,949,192	\$ -	\$ -	\$ -	\$ -	\$ -

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



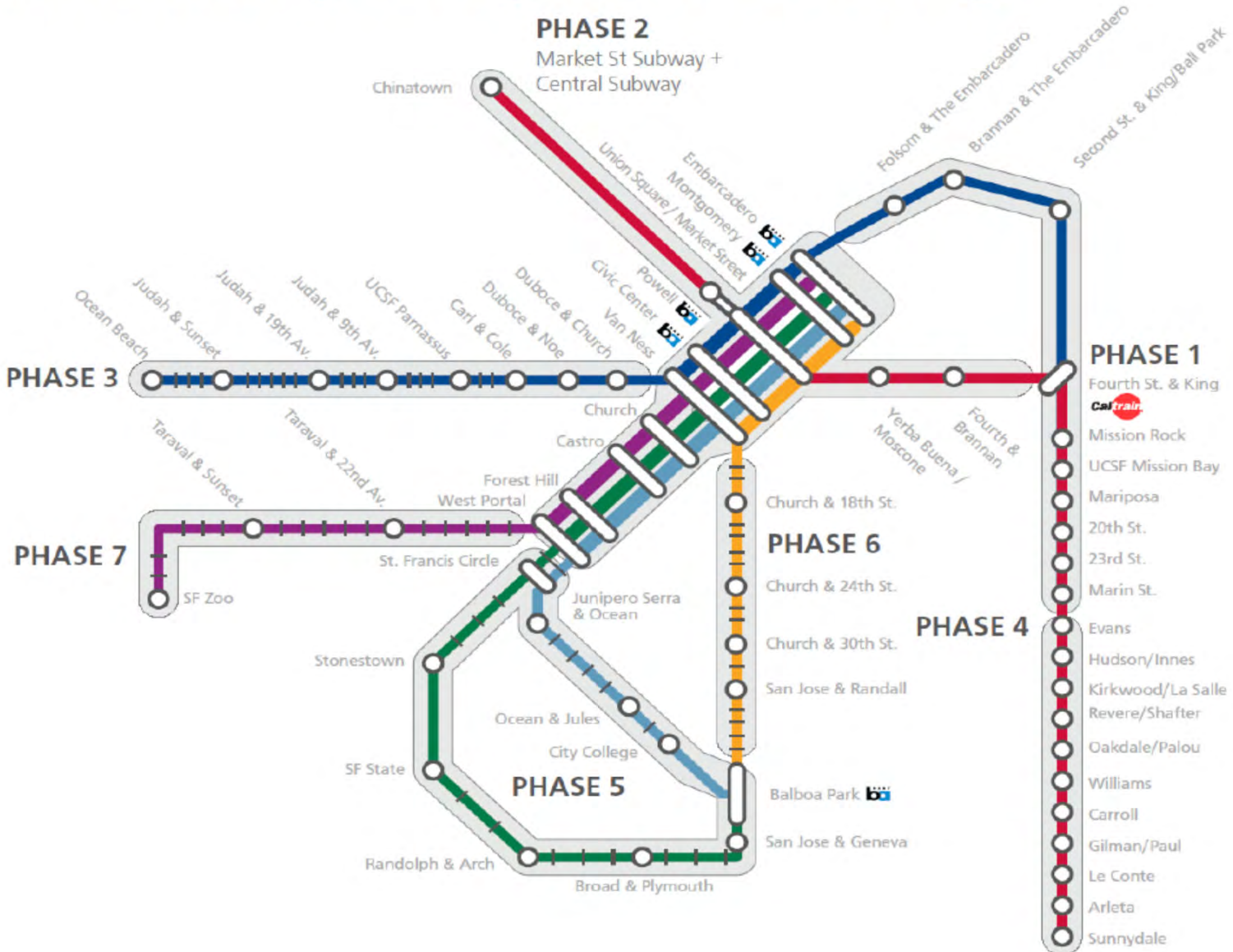
Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2021/22	2022/23	2023/24	2024/25
FTA-TCP		Construction	Planned	2026/27	\$ 36,227,073	\$ -	\$ -	\$ -	\$ -	\$ -
STIP		Construction	Planned	2025/26	\$ 10,642,000	\$ -	\$ -	\$ -	\$ -	\$ -
TIRCP		Construction	Planned	2026/27	\$ 60,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Caltrans-SB1-SGR		Construction	Planned	2027/28	\$ 1,550,210	\$ -	\$ -	\$ -	\$ -	\$ -
FTA-TCP		Construction	Planned	2027/28	\$ 3,070,031	\$ -	\$ -	\$ -	\$ -	\$ -
FTA-TCP		Construction	Planned	2028/29	\$ 30,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total By Fiscal Year	\$ 297,019,649	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 8,850,785

Comments

Requires an amendment of the Guideways-Muni 5YPP to add the subject project and reprogram funds from several multi-year programs to the subject project in FY2021/22 as follows: Reprogram \$3,800,084 from Overhead Lines Rehabilitation - Placeholder in FYs 2021/22 and 2022/23; reprogram \$5,803,470 from Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder in FYs 2019/20 - 2021/22; reprogram \$2,690,888 from Muni Metro Rail Replacement Program - Placeholder in FYs 2019/20 and 2020/21; and reprogram \$103,442 from Cable Car Infrastructure - Placeholder in FY2020/21. Some of the projects for which these placeholder funds were intended were done in-house with other funds. Also, priority was reduced for several traction power projects, and SFMTA has not identified new cable car infrastructure projects.

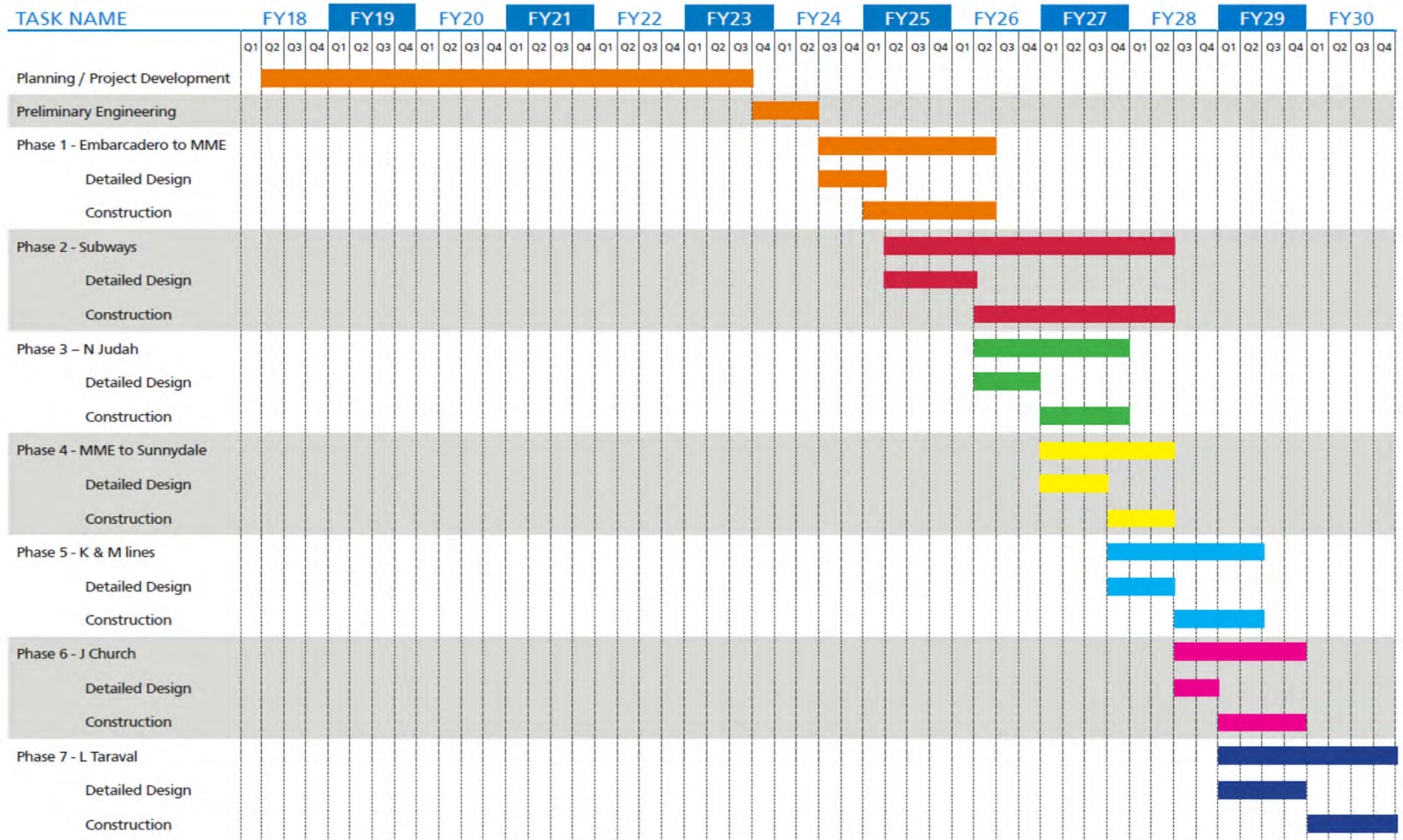
Amendment request also includes programming \$6,452,901 in funds deobligated from projects completed under budget.

Preliminary Project Phasing



E5B-94

Train Control Upgrade Project Schedule (Expected)



2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Programming and Allocations to Date
 Pending November 16, 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Visitation Valley Watershed (EP 27)									
SFMTA	Bayshore Caltrain Pedestrian Connection	CON	Programmed					\$2,000,000	\$2,000,000
Any Eligible	Bi County - Project Development Placeholder ⁺	Any Phase	Programmed			\$2,000,000			\$2,000,000
SFMTA	Southeast Muni Expansion, Harney 101 Transit Crossing (Geneva Harney Bus Rapid Transit) ⁺	PS&E	Programmed			\$4,035,272			\$4,035,272
SFCTA	Candlestick Active Mobility & Transit Crossing ⁺	PA&ED	Planned			\$1,900,000			\$1,900,000
SFCTA	Candlestick Active Mobility & Transit Crossing ⁺	PS&E	Planned				\$3,396,000		\$3,396,000
SFCTA	Candlestick Active Mobility & Transit Crossing ⁺	CON	Planned					\$2,000,000	\$2,000,000
Total Programmed in 2019 5YPP				\$0	\$0	\$1,900,000	\$3,396,000	\$4,000,000	\$9,296,000
Total Allocated and Pending				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated				\$0	\$0	\$1,900,000	\$3,396,000	\$4,000,000	\$9,296,000
Total Programmed in 2021 Strategic Plan				\$0	\$0	\$1,900,000	\$3,396,000	\$4,000,000	\$9,296,000
Deobligated Funds						\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0

E5B-96

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Programming and Allocations to Date
 Pending November 16, 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- ¹ To accommodate funding of Fulton Street Safety [NTIP Capital] (Resolution 2021-009, 09/22/2020):
 NTIP Placeholder: Reduced from \$250,000 in FY2019/20 to \$13,785.
 Fulton Street Safety [NTIP Capital]: Added project with \$236,215 in FY2020/21.
- ² 5YPP amendment to fund Mission Street Excelsior Safety (Resolution 2021-028, 01/26/2021):
 Sloat Skyline Intersection Improvements: Reduced from \$250,000 to \$0 in FY2020/21.
 Deobligated Funds: Reduced from \$101,126 to \$0 in FY2019/20.
 Mission Street Excelsior Safety Project - Additional Funds: Added project with \$351,126 in FY2020/21 for design.
- ³ 2021 Strategic Plan Update and corresponding 5YPP amendment to delay programming and cash flow to reflect current project delivery schedule (Resolution XX-XX, date).
- ⁴ 5YPP amendment to fund the Candlestick Active Mobility & Transit Crossing project.
 Southeast Muni Expansion, Harney-101 Transit Crossing (Geneva-Harney Bus Rapid Transit): Reduced placeholder from \$4,035,272 to \$0 in FY2021/22.
 Bi-County - Project Development Placeholder: Reduced placeholder from \$2,000,000 to \$0 in FY2021/22. Geneva Harney BRT is named in the San Mateo/San Francisco Bi-County Transportation Study for which the Bi-County Placeholder was intended.
 Cumulative Remaining Programming Capacity: Reduced capacity by \$1,260,728 in funds deobligated from projects completed under budget.
 Candlestick Active Mobility & Transit Crossing: Added project with \$1,900,000 in FY2021/22 for environmental phase, \$3,396,000 in FY2022/23 design funds, and \$2,000,000 in FY2023/24 construction funds.

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

Prop K Project Information Form

Project Name:	Candlestick Active Mobility & Transit Crossing
Implementing Agency:	San Francisco County Transportation Authority
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	i. Major Capital Projects (Streets)
EP Line (Primary):	27-Visitation Valley Watershed
Other EP Line Number/s:	1-Rapid Bus Network, 16-Other Transit Enhancements, 44-Transportation/Land Use Coordination
Fiscal Year of Allocation:	2021/22, 2022/23, 2023/24
Project Information	
Project Location:	Harney Way, Alana Way, and Tunnel Avenue from Executive Park to Bayshore Boulevard
Supervisory District(s):	District 10
Project Manager:	Yana Waldman
Phone Number:	415-522-4813
Email:	yana.waldman@sfcta.org
Brief Project Description for MyStreetSF (80 words max):	Dedicated transit lanes and pedestrian/bicycle facilities along Harney Way, Alana Way, and Tunnel Avenue between Executive Park and Bayshore Boulevard. The project aims to reduce travel time, improve transit reliability, and enhance street safety along a major corridor that links multiple new Priority Development Areas into the Muni Rapid Network and strengthens transit connections between existing neighborhoods and major employment and activity centers. Project will implement the eastern segment of the Geneva Harney Bus Rapid Transit (BRT), as recommended in the San Mateo/San Francisco Bi-County Transportation Plan.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>This project would provide dedicated transit lanes and pedestrian/bicycle facilities along Harney Way, Alana Way, and Tunnel Avenue from Executive Park to Bayshore Boulevard, adjacent to the planned Candlestick Interchange. Prop K funds were previously provided for planning and environmental clearance of the Geneva Harney BRT project. The proposed project prioritizes the eastern portion of Geneva Harney BRT. The western portion will be further evaluated through the San Francisco Transportation Plan. Because of delays to the Geneva Avenue Extension through the Brisbane Baylands Development and outreach findings from the SFMTA's Southeast Muni Expansion Plan, near-term focus for the BRT has shifted to the Central Segment between Thomas Mellon Circle and Bayshore Boulevard. The crossing of US-101 developed through this capital project is a critical link in that central segment of the planned BRT and will also benefit other planned Muni services.</p> <p><u>Background</u></p> <p>Multiple large, complex projects converge at the Candlestick Interchange area, including US-101 managed lanes, the Geneva Avenue Extension, Harney Way Widening, Geneva Harney BRT, and an eventual rebuild of the US-101/Candlestick Point Interchange. Significant new residential and commercial developments are also planned for the surrounding area. A near-term crossing is needed for bicycles, pedestrians, and new transit service. Through the Harney 101 Transit Crossing Project, the SFMTA has developed a conceptual design for a near-term crossing solution. This effort will develop a unified vision for how projects will converge at the Candlestick Interchange and ensure compatibility with the long term bi-county plan. The project will advance SFMTA's near-term Harney-101 Transit Crossing based on updated development and traffic assumptions.</p> <p>This capital project is coordinated with improvements being planned and constructed through the 8 Bayshore Muni Forward project and those being constructed by the Candlestick/Hunters Point Shipyard developer. Much of the capital project is centered on providing dedicated transit right-of-way and pedestrian/bicycle access across US-101 in the vicinity of Alana Way, as this is a key connection between Priority Development Areas and major transit services such as Caltrain and Muni downtown routes. Updates will also be made to the transit service plan associated with the Candlestick Point-Hunters Point Shipyard development, to help maximize the transportation benefits gained from the physical infrastructure improvements.</p>

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



Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	The Feasibility Study completed by the Transportation Authority in 2015 included public outreach activities, such as community meetings and a community advisory committee. Since then, SFMTA has met with property owners and other stakeholders throughout 2017 and 2018 using one-on-one meetings, attending community events, and presenting at regularly-scheduled meetings of community organizations. Activities include project updates, inperson questionnaires (in conjunction with the Muni Equity Strategy), and Muni rider surveys delivered via e-mail and text message. Examples of events attended include: Sunnysdale and Hunters Point Backpack Giveaways, Shipyard HOA meetings, Wu Yee Childcare Appreciation Day, Resilient Bayview, Bayview National Night Out, Bayview CAC, Shipyard CAC, and others. Outreach in Summer 2018 was done in conjunction with the Bayview Community Based Transportation Plan and the SFCTA's D10 Mobility Study, with all three projects attending the same community meetings. SFMTA held an update with D10 Supervisor's office staff about the project in June 2018. Further community meetings were held through Fall 2018.	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFMTA: Kansai Uchida, City of Brisbane: Randy Breault	
Type of Environmental Clearance Required:	Categorically Exempt	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes	Conceptual design drawings

Project Delivery Milestones *	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	100%		Q2-Oct-Nov-Dec	2013/14	Q3-Jan-Feb-Mar	2016/17
Environmental Studies (PA&ED)	30%	In-house and Contracted	Q4-Apr-May-Jun	2016/17	Q2-Oct-Nov-Dec	2022/23
Right of Way						
Design Engineering (PS&E)	0%	In-house and Contracted	Q2-Oct-Nov-Dec	2022/23	Q2-Oct-Nov-Dec	2023/24
Advertise Construction	0%		Q3-Jan-Feb-Mar	2023/24		
Start Construction (i.e. Award Contract)	0%	Contracted	Q4-Apr-May-Jun	2023/24		
Operations (i.e. paratransit)						
Open for Use					Q1-Jul-Aug-Sep	2026/27
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2026/27

Comments/Concerns

* Milestones for the planning and environmental phases reflect the full Geneva-Harney BRT project. Milestones for design and construction phases are for the Candlestick Active Mobility & Transit Crossing project segment only.

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

Project Name:	Candlestick Active Mobility & Transit Crossing
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Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering	\$ 904,340	\$ 904,340	\$ -	
Environmental Studies (PA&ED)	\$ 3,085,182	\$ 3,085,182	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 3,396,000	\$ 3,396,000	\$ -	
Construction	\$ 15,000,000	\$ 2,000,000	\$ 13,000,000	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 22,385,522	\$ 9,385,522	\$ 13,000,000	
Percent of Total		42%	58%	

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	2021/22	2022/23	2023/24	2024/25	2025/26
Prop K	1-Rapid Bus Network	Planning/Conceptual Engineering	Allocated		\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	27-Visitation Valley	Planning/Conceptual Engineering	Allocated		\$ 731,462	\$ 731,462	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	44-Transportation/Land Use	Planning/Conceptual Engineering	Allocated		\$ 22,878	\$ 22,878	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	1-Rapid Bus Network	Environmental Studies (PA&ED)	Allocated		\$ 540,000	\$ 540,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	16-Other Transit	Environmental Studies (PA&ED)	Allocated		\$ 233,816	\$ 233,816	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	27-Visitation Valley	Environmental Studies (PA&ED)	Allocated		\$ 411,366	\$ 411,366	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	27-Visitation Valley	Environmental Studies (PA&ED)	Planned	2021/22	\$ 1,900,000	\$ -	\$ 950,000	\$ 950,000	\$ -	\$ -	\$ -
Prop K	27-Visitation Valley	Design Engineering (PS&E)	Planned	2022/23	\$ 3,396,000	\$ -	\$ -	\$ 1,698,000	\$ 1,698,000	\$ -	\$ -
Prop K	27-Visitation Valley	Construction	Planned	2023/24	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
TBD		Construction	Planned		\$ 13,000,000	\$ -	\$ -	\$ -	\$ -	\$ 7,000,000	\$ 6,000,000
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total By Fiscal Year	\$ 22,385,522	\$ 2,089,522	\$ 950,000	\$ 2,648,000	\$ 1,698,000	\$ 8,000,000	\$ 7,000,000

Comments

Requires a 5YPP amendment to reprogram \$1,250,642 in Prop K funds deobligated from the Geneva Harney BRT environmental phase project to the subject project, which comprises the eastern segment of Geneva Harney BRT. 5YPP amendment would also reprogram \$10,086 in other deobligated funds and \$2,000,000 from Bi-County - Project Development Placeholder to the construction phase of the subject project. Geneva Harney BRT is named in the San Mateo/San Francisco Bi-County Transportation Study for which the Bi-County Placeholder was intended.

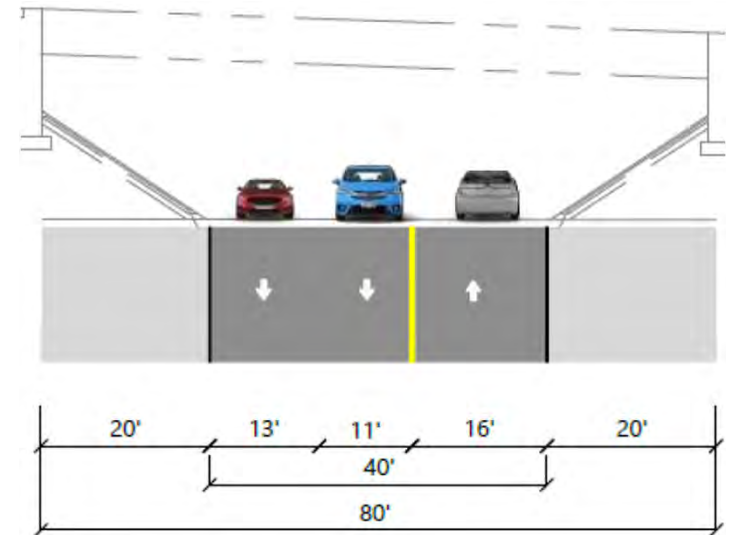
TBD funds may include potential sources such as ATP, LPP and future local sales tax.

Project Area

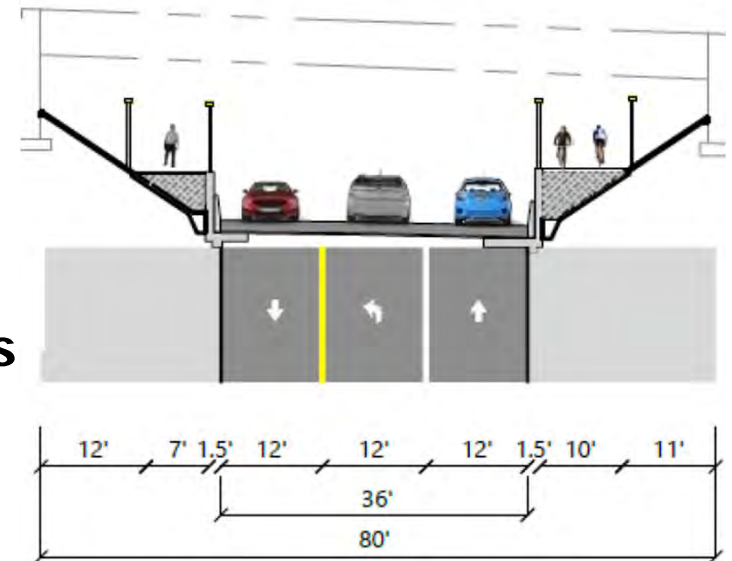


Proposed Bicycle and Pedestrian Undercrossing

Existing Alana Way Cross Section



Potential Improvements



San Francisco
County Transportation
Authority

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2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
New Signals and Signs Category (EP 31)
Programming and Allocations to Date
 Pending November 16, 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Carry Forward From 2014 5YPP									
SFMTA	Great Highway Signal Upgrade - New Pedestrian Signals	PS&E	Allocated	\$65,606					\$65,606
SFMTA	New Traffic Signals (Contract 64) - Additional Funds ²	CON	Programmed	\$0					\$0
SFMTA	District 3 Pedestrian Safety Improvements [NTIP Capital] ¹	CON	Allocated	\$245,000					\$245,000
SFMTA	Neighborhood Transportation Improvement Program ¹	PS&E, CON	Programmed	\$0					\$0
New Traffic Signals									
SFMTA	New Signal Contract 65 ²	CON	Allocated		\$3,126,086				\$3,126,086
SFMTA	New Signal Contract 66	PS&E	Allocated			\$300,000			\$300,000
SFMTA	New Signal Contract 66 ³	CON	Programmed				\$3,300,000		\$3,300,000
SFMTA	New Signal Contract 66 ³	CON	Planned				\$3,450,000		\$3,450,000
Total Programmed in 2019 5YPP				\$310,606	\$3,126,086	\$300,000	\$6,750,000	\$0	\$10,486,692
Total Allocated and Pending				\$310,606	\$3,126,086	\$300,000	\$0	\$0	\$3,736,692
Total Unallocated				\$0	\$0	\$0	\$6,750,000	\$0	\$6,750,000
Total Programmed in 2021 Strategic Plan				\$310,606	\$3,126,086	\$300,000	\$6,750,000	\$0	\$10,486,692
Deobligated Funds						\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- ¹ 5YPP amendment to fund District 3 Pedestrian Safety Improvements [NTIP Capital] (Resolution 2019-0xx, 3/24/2020).
 NTIP Placeholder: Reduced from \$245,000 to \$0
 District 3 Pedestrian Safety Improvements [NTIP Capital]: Added project with \$245,000 in Fiscal Year 2019/20 for construction.
- ² 5YPP amendment to fund New Signal Contract 65 (Resolution 2021-053, 6/22/2021).
 New Traffic Signals (Contract 64) - Additional Funds: Reduced from \$231,250 to \$0; project is substantially complete and will not need the programmed funds.
 Cumulative Remaining Programming Capacity: Reduced from \$472,725 to \$0; funds were deobligated from 3 grants for New Signal Contract 63, which was completed under budget.
 New Signal Contract 65: Increased programming from \$2,422,111 to \$3,126,086 in FY2020/21.
- ³ 2021 Strategic Plan Update and corresponding 5YPP amendment to advance and program \$3,450,000 from the outyears to FY2022/23 to fully fund New Signal Contract 66 construction.

E5B-106

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
New Signals and Signs Category (EP 31)
Cash Flow (Maximum Annual Reimbursement)
 Pending November 16, 2021 Board

Project Name	Phase	Fiscal Year							Total
		2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	
Carry Forward From 2014 5YPP									
Great Highway Signal Upgrade - New Pedestrian Signals	PS&E	\$32,803	\$32,803						\$65,606
New Traffic Signals (Contract 64) - Additional Funds	CON	\$0							\$0
District 3 Pedestrian Safety Improvements [NTIP Capital]	CON		\$245,000						\$245,000
Neighborhood Transportation Improvement Program	PS&E, CON	\$0							\$0
New Traffic Signals									
New Signal Contract 65	CON			\$1,563,043	\$1,563,043				\$3,126,086
New Signal Contract 66	PS&E			\$150,000	\$150,000				\$300,000
New Signal Contract 66	CON					\$1,700,000	\$1,100,000	\$500,000	\$3,300,000
New Signal Contract 66	CON					\$1,800,000	\$1,150,000	\$500,000	\$3,450,000
Cash Flow Programmed in 2019 5YPP		\$32,803	\$277,803	\$1,713,043	\$1,713,043	\$3,500,000	\$2,250,000	\$1,000,000	\$10,486,692
Total Cash Flow Allocated and Pending		\$32,803	\$277,803	\$1,713,043	\$1,713,043	\$0	\$0	\$0	\$3,736,692
Total Cash Flow Unallocated		\$0	\$0	\$0	\$0	\$3,500,000	\$2,250,000	\$1,000,000	\$6,750,000
Total Cash Flow in 2021 Strategic Plan		\$32,803	\$277,803	\$1,713,043	\$1,713,043	\$3,500,000	\$2,250,000	\$1,000,000	\$10,486,692
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

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

Prop K Project Information Form	
Project Name:	New Traffic Signal Contract 66
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	ii. System Operations, Efficiency and Safety
EP Line (Primary):	31-New Signals and Signs
Other EP Line Number/s:	
Fiscal Year of Allocation:	2022/23
Project Information	
Project Location:	4th Ave/Fulton, 4th St/Long Bridge, 4th St/Mission Rock, 10th Ave/Lincoln, 28th St/Guerrero, 39th Ave/Fulton, 41st Ave/Lincoln, Alemany/Cotter, Castro/Divisadero/Waller, Cesar Chavez/Florida, Mission/Mary/Mint
Supervisory District(s):	District 01, District 04, District 05, District 06, District 08, District 09, District 11
Project Manager:	Geraldine De Leon
Phone Number:	(415) 701-4675
Email:	geraldine.deleon@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	New traffic signals at ten intersections and a rectangular rapid flashing beacon at one intersection to improve traffic operations and pedestrian and bicycle safety. Improvements at all new signal locations will include pedestrian countdown signals, accessible (audible) pedestrian signals, controllers, conduit, wiring, poles, and curb ramps. Eight of the eleven locations are on the Vision Zero High Injury Network.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	See attached Allocation Request Form for design funds, approved 9/22/21.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	See attached Allocation Request Form for design funds, approved 9/22/21.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	See attached Allocation Request Form for design funds, approved 9/22/21.
Type of Environmental Clearance Required:	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes Prop K Allocation Request Form for design phase funds.

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



Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)	0%	In-house	Q1-Jul-Aug-Sep	2021/22	Q1-Jul-Aug-Sep	2021/22
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q2-Oct-Nov-Dec	2021/22	Q2-Oct-Nov-Dec	2022/23
Advertise Construction			Q3-Jan-Feb-Mar	2022/23		
Start Construction (i.e. Award Contract)			Q1-Jul-Aug-Sep	2023/24		
Operations (i.e. paratransit)						
Open for Use					Q1-Jul-Aug-Sep	2024/25
Project Completion (means last eligible expenditure)					Q1-Jul-Aug-Sep	2025/26

Comments/Concerns

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

Project Name:	New Traffic Signal Contract 66
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Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering		\$ -	\$ -	\$ -
Environmental Studies (PA&ED)		\$ -	\$ -	\$ -
Right of Way		\$ -	\$ -	\$ -
Design Engineering (PS&E)		\$ 1,300,000	\$ 300,000	\$ 1,000,000
Construction		\$ 7,600,000	\$ 6,750,000	\$ 850,000
Operations (i.e. paratransit)		\$ -	\$ -	\$ -
Total Project Cost		\$ 8,900,000	\$ 7,050,000	\$ 1,850,000
Percent of Total			79%	21%

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	2021/22	2022/23	2023/24	2024/25	2025/26
Prop K	31-New Signals and Signs	Design Engineering (PS&E)	Programmed	2021/22	\$ 300,000	\$150,000	\$150,000	\$ -	\$ -	\$ -
Developer Funding (Mission Rock Development)		Design Engineering (PS&E)			\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -
Developer Funding (5M Development)		Design Engineering (PS&E)			\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -
SFMTA Operating Funds		Design Engineering (PS&E)			\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	31-New Signals and Signs	Construction	Programmed	2022/23	\$ 3,300,000	\$ -	\$ -	\$ 1,700,000	\$ 1,100,000	\$ 500,000
Prop K	31-New Signals and Signs	Construction	Planned	2022/23	\$ 3,450,000	\$ -	\$ -	\$ 1,800,000	\$ 1,150,000	\$ 500,000
Developer Funding (Mission Rock Development)		Construction			\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 8,900,000	\$ 150,000	\$ 150,000	\$ 3,500,000	\$ 2,250,000	\$ 1,000,000

Comments

Requires advancing \$3,450,000 in Prop K funds from outyear programming capacity in the New Signals category to FY2022/23 to fully fund the construction phase of the project.

E5B-110

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	New Traffic Signal Contract 66
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	New Signals and Signs
Current PROP K Request:	\$300,000
Supervisorial Districts	District 01, District 04, District 05, District 06, District 08, District 09, District 11

REQUEST

Brief Project Description

Design new traffic signals at ten intersections and a rectangular rapid flashing beacon at one intersection to improve traffic operations and pedestrian and bicycle safety. Improvements at all new signal locations will include pedestrian countdown signals, accessible (audible) pedestrian signals, controllers, conduit, wiring, poles, and curb ramps. Eight of the eleven locations are on the Vision Zero High Injury Network.

Detailed Scope, Project Benefits and Community Outreach

See attached.

Project Location

4th Ave/Fulton, 4th St/Long Bridge, 4th St/Mission Rock, 10th Ave/Lincoln, 28th St/Guerrero, 39th Ave/Fulton, 41st Ave/Lincoln, Alemany/Cotter, Castro/Divisadero/Waller, Cesar Chavez/Florida, Mission/Mary/Mint

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$300,000

New Traffic Signal Contract 66 Background and Scope

The San Francisco Municipal Transportation Agency (SFMTA) is seeking \$300,000 in Proposition K Sales Tax funds for the design phase of new traffic signals at ten locations, a rectangular rapid flashing beacon (RRFB) at one location, and related bicycle and pedestrian improvements to be constructed under New Traffic Signals Contract 66. Improvements at all project locations will include new pedestrian countdown signals (PCS), accessible pedestrian signals (APS), controllers, conduit, wiring and poles. New curb ramps will be constructed at certain locations where they are missing. Eight of the eleven project locations are on the Vision Zero High Injury Network, and the planned improvements are intended to reduce injuries for pedestrians, cyclists, and motorists in addition to optimizing right-of-way allocation for all users.

The requested Prop K funds will leverage funds from other sources such as SFMTA Operating Funds and developer funding for the indicated locations. SFMTA is working to secure funding for the construction phase of the project; sources may include the TNC Tax and half-cent sales tax funds.

Table 1: Contract 66 Project Locations

INTERSECTION	SUPERVISOR DISTRICT(S)	EXISTING CONTROL	MUNI LINES	PEDESTRIAN IMPROVEMENTS	VISION ZERO LOCATION	DEVELOPER FUNDING
A. 4th Ave and Fulton St	1	Side-Street STOP	5, 5R	PCS, APS		
B. 4th St and Long Bridge St	6	Side-Street STOP		PCS, APS	X	X
C. 4th St and Mission Rock St	6	Side-Street STOP		RRFB, APS	X	X
D. 10th Ave and Lincoln Way	5	Side-Street STOP	7, 7X, NX	PCS, APS, Ramps	X	
E. 28th St and Guerrero St	8	Side-Street STOP		PCS, APS	X	
F. 39th Ave and Fulton St	1	Side-Street STOP	5, 5R	PCS, APS		
G. 41st Ave and Lincoln Way *	1, 4	All-Way STOP		PCS, APS		
H. Alemany Blvd and Cotter St	11	Side-Street STOP		PCS, APS	X	
I. Castro St, Divisadero, St and Waller St	5, 8	Side-Street STOP	24	PCS, APS	X	
J. Cesar Chavez St and Florida St	9	Side-Street STOP	27	PCS, APS	X	
K. Mary St, Mint St, and Mission St	6	Side-Street STOP	14, 14R, 14X	PCS, APS, Ramps	X	X

* If Martin Luther King Junior Drive reopens near Chain of Lakes Drive East, 41st Avenue and Lincoln Way may be proposed for removal from the project scope.

Implementation

The SFMTA Sustainable Streets Division will manage the scope of the detailed design. The San Francisco Public Works (SFPW) Infrastructure Design and Construction (IDC) division will manage the issuance and administration of the contract for construction through a competitively bid contract.

Task

- Signal Design
- Civil Design
- Electrical Design
- Construction Support

Force Account Work Performed By

SFMTA Sustainable Streets Division
SFPW Infrastructure Design and Construction
SFPW Infrastructure Design and Construction
SFPW and SFMTA

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Location Selection Criteria

The intersections in this scope were selected after review by SFMTA staff of traffic operations, constituent complaints, and collision patterns at each location. 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 which allowed cost savings to the project (e.g. scheduled paving projects, corridor improvements). Finally, improvements were included in anticipation/response to an upcoming changing City landscape, particularly work that is tied to large scale and area-wide development projects and often include Developer contributions due to agreed-upon Developer Agreements with the City.

Community Outreach

The proposed locations for Contract 66 are expected to be taken to a public hearing and subsequently to the SFMTA Board of Directors for final approval. In addition, per the TA's requirements, Prop K funding for the proposed locations will be taken to the Community Advisory Committee and Transportation Authority Board meetings.

As many of the locations were chosen to be included on Contract 66 given their collision history and the average daily traffic at each location, the existing intersection deficiencies are fairly apparent to regular users. Indeed, the SFMTA has received numerous constituent complaints and requests for signals at many of these locations which were considered as part of the selection vetting process. In addition, it is rare that the public opposes the installation of signals as it is typically viewed as an investment in public safety and as a mechanism to improve intersection conditions and operations for most users.

Proposed Location Details and Project Benefits

A. 4th Avenue and Fulton Street is a side-street STOP location and is one of only three remaining intersections along the three-mile Fulton Street boundary of Golden Gate Park with a Muni bus stop and no signalized pedestrian crossing. Along the periphery of Golden Gate Park Fulton Street is a four-lane roadway characterized by higher free-flow traffic speeds with limited interruption from cross street traffic. In the course of public outreach for the SFMTA's Fulton Street Safety and Transit Project, the Agency received several public comments requesting a signal at this location to improve pedestrian access to the bus stops and the park. The project team is working closely with the Agency's Transit Division to develop a mutually beneficial design. As the intersection is located on the edge of Golden Gate Park, the project team will also coordinate with the Recreation and Parks Department.

B. 4th Street and Long Bridge Street is a side-street STOP location and is on the City's Vision Zero High Injury Network with four injury collisions reported in the past five years, two of which involved pedestrians. The surrounding Mission-Bay neighborhood has undergone significant development in the past decade and experienced corresponding increase in pedestrian and vehicular traffic. A signal will provide increased benefit to pedestrians by providing signalized crossings and will better clarify right-of-way for motorists and cyclists which is made especially necessary by the offset and skewed geometry of the intersection. The SFMTA has also received a request for signals to improve the pedestrian crossing at this location. To mitigate the impacts of increased vehicle and pedestrian traffic anticipated as a result of the Giants' development of Lot A and the surrounding area they have contributed \$1 million for improvements at this intersection as well as at the intersection of 4th Street and Mission Rock Street described below.

C. 4th Street and Mission Rock Street is the only rectangular rapid flashing beacon (RRFB) location included in the list of project locations. Although the location is on the City's Vision Zero High Injury Network, this intersection has a perfect safety record with no reported injury collisions in the past five years. However, in anticipation of further increased pedestrian and vehicular volumes as a result continued development, the SFMTA recommends installing an RRFB to better alert motorists of pedestrian activity which has historically been shown to increase driver yielding behavior. As mentioned in the description of the 4th Street and Long Bridge Street location above, the Giants have contributed \$1 million in funding toward improvements at both intersections as a condition of their development agreement with the City.

D. 10th Avenue and Lincoln Way is a side-street STOP location along the southern perimeter of Golden Gate Park and adjacent to the San Francisco County Fair building. The location is on the City's Vision Zero High Injury Network with nine injury collisions in the past five years the majority of which involve traffic turning on or off of Lincoln Way, a high volume four-lane roadway. This pattern of collisions indicates that drivers are having difficulty choosing appropriate gaps in Lincoln Way traffic during which to make turns. Signalization of this intersection will provide an opportunity for drivers to make turns and will improve connectivity between the Inner Sunset and Golden Gate Park by providing pedestrians with another opportunity to cross Lincoln Way. As the intersection is located on the edge of Golden Gate Park, the project team will coordinate with the Recreation and Parks Department.

E. 28th Street and Guerrero Street is the last remaining marked pedestrian crossing on Guerrero Street without a traffic signal and is located on the City's Vision Zero High Injury Network. For nearly a decade, residents of the surrounding neighborhood have lobbied SFMTA for traffic calming and pedestrian safety improvements along the Guerrero Street and San Jose Avenue corridor which to date have included reducing traffic lanes on both streets from six lanes to four, installing bike lanes, establishing a buffer zone on both sides of the center median, installing new traffic signals at the intersections of Guerrero with 27th and Duncan streets, transforming peak-hour tow-away lanes into parking, reducing the speed limit from 35 to 25 miles per hour, and scaling back multiple turn lanes. Signalizing this location represents another step towards realizing the vision for which neighbors have advocated. In anticipation of the installation of a traffic signal, underground electrical conduits were installed at this intersection in 2016 in coordination with a San Francisco Public Works repaving project.

39th Avenue and Fulton Street is a side-street STOP location along the northern perimeter of Golden Gate Park and is located near the center of a six-block long segment of Fulton Street with no signalized crossings of this four-lane roadway. This intersection has been prioritized for signalization over neighboring intersections in response to the higher number of injury collisions recorded at this location with six such collisions occurring in the past five years. Signalizing this intersection will reduce the distance between signalized crossings of Fulton Street improving pedestrian access to Golden Gate Park. Additionally, the new signal will be coordinated carefully with neighboring signals so as to better control vehicle speeds on Fulton Street which has been a consistent concern of local residents and park visitors. As the intersection is located on the edge of Golden Gate Park, the project team will coordinate with the Recreation and Parks Department.

F. 41st Avenue and Lincoln Way is an all-way STOP controlled intersection along the southern periphery of Golden Gate Park and is located the terminus of Chain of Lakes Drive, a popular vehicle crossing connecting the Sunset and Richmond districts through Golden Gate Park. Traffic crossing the park in this location has continued to increase in recent years with 2021 traffic volumes measured to be more than

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double those measured in 2018. The intersection is the site of 12 reported injuries in the past five years, five of which involved cyclists or pedestrians. Signalization of this location presents an opportunity to provide noticeable improvements to multiple modes as it is heavily utilized by motorists, cyclists, and pedestrians and will also reduce driver confusion that results from the use of stop signs on multi-lane streets. As the intersection is located on the edge of Golden Gate Park, the project team will coordinate with the Recreation and Parks Department. If Martin Luther King Junior Drive reopens near Chain of Lakes Drive East, 41st Avenue and Lincoln Way may be proposed for removal from the project scope.

G. Alemaný Boulevard and Cotter Street is a side-street STOP location on the City's Vision Zero High Injury Network and has nine reported injury collisions in the past five years. The intersection's existing side-street STOP control poses challenges for drivers and pedestrians wishing to cross four lanes of uncontrolled traffic as evidenced by the seven reported broadside collisions. This location is particularly susceptible to severe injury collisions as the speed limit along Alemaný Boulevard is 35 MPH and the latest recorded 85th percentile speeds are around 40 MPH. Signalizing this location and the crossings will provide substantial benefit to pedestrians and eliminate the need for side-street motorists to manage both pedestrian yielding and finding the appropriate vehicular gap to cross into Alemaný Boulevard.

H. Castro Street, Divisadero Street, and Waller Street is a side-street STOP location on the City's Vision Zero High Injury Network with four injury collisions reported in the past five years, two of which involved a pedestrian. Given the curvature of the roadway as it transitions from Castro Street to Divisadero Street, user awareness of right-of-way and adequate gap spacing can prove challenging. The SFMTA has received numerous requests from residents for signalization which have been strongly supported by Supervisor Mandelman's Office. In response, the Agency has made interim improvements including new daylighting and pedestrian crossing warning signs. Signalizing this location will better clarify right-of-way and provide dedicated crossing time for pedestrians.

I. Cesar Chavez Street and Florida Street is a side-street STOP location on the City's Vision Zero High Injury Network with seven injury collisions reported in the past five years. The Cesar Chavez Street median extends through the intersection and Florida Street traffic is forced to turn right onto Cesar Chavez Street from both approaches. Florida Street is the last remaining unsignalized crossing of four-lane Cesar Chavez Street between Potrero Avenue and Guerrero Street. Signalizing this intersection will provide pedestrian improvements at a Muni bus stop location while clarifying right-of-way at this intersection with multiple lane uncontrolled approaches.

J. Mary Street, Mint Street, and Mission Street is a side-street STOP controlled intersection located in the South of Market Neighborhood and adjacent to the 5M Development which is currently under construction. The intersection is located on the City's Vision Zero High Injury Network with five injury collisions reported in the past five years. As a condition of their Development Agreement, the 5M Developer has contributed \$400,000 towards the construction of a new signalized pedestrian crossing of Mission Street at the Mary and Mint street alleyways in order to mitigate anticipated pedestrian impacts of the development and improve conditions for pedestrians already crossing in this location. Design of the new signal will be coordinated with other improvements constructed by the Developer including the conversion of Mary Street into a pedestrian only alleyway. In addition, the new signal will be carefully coordinated with the nearby signal at the intersection of 5th and Mission streets to prioritize the movement of transit along the Mission Street corridor.

Contract 66 - New Traffic Signals

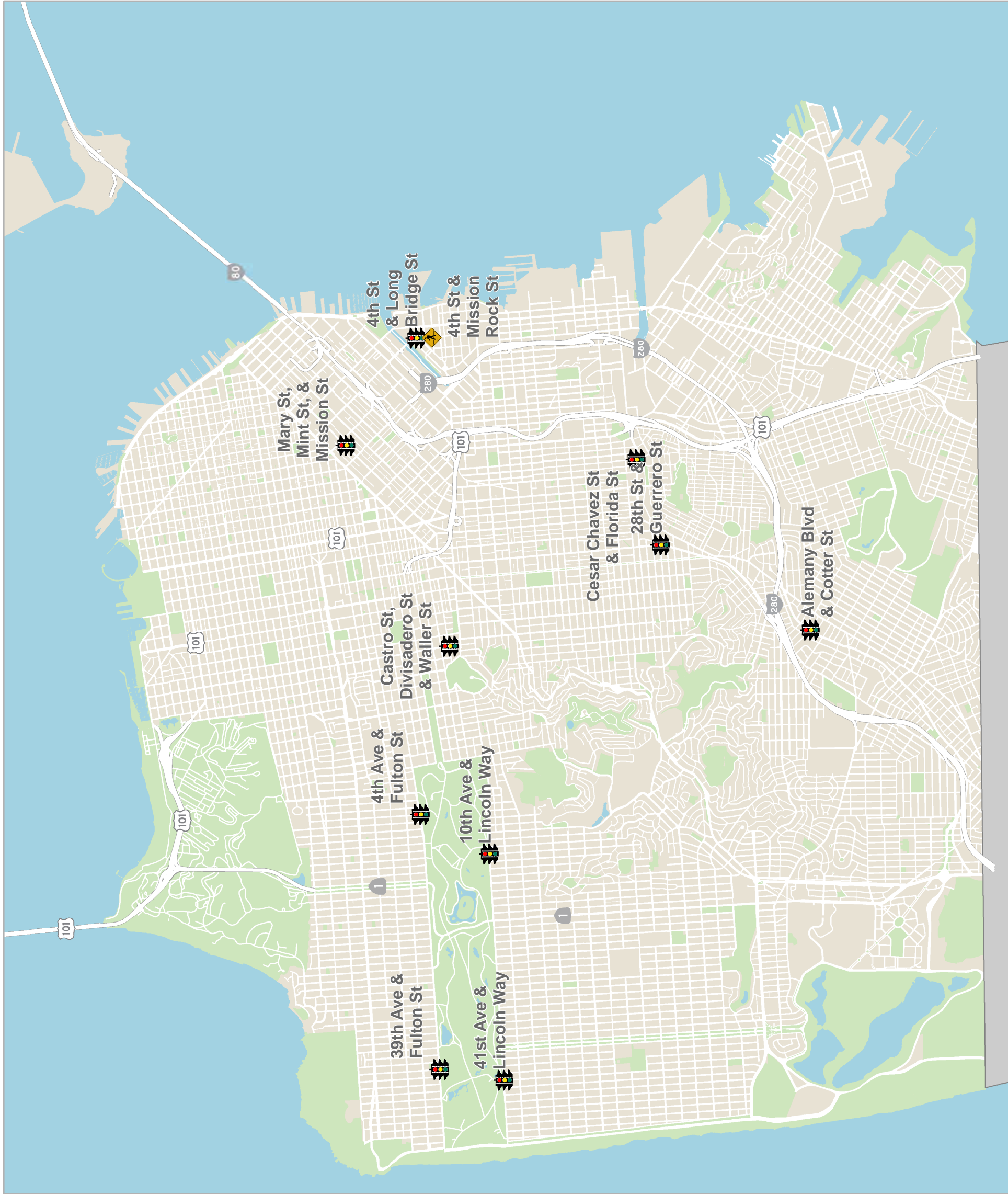
Project Locations

June 2021

This map shows the location of ten new traffic signals and one new rapid rectangular flashing beacon proposed for construction as part of the SFMTA Contract 66 - New Traffic Signals project.

LEGEND

-  New Traffic Signal
-  New RRRFB



Scale 1:51,243

Date Saved: 6/10/2021

For reference contact: Jarrett.Hombostel@sfmta.com

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



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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	New Traffic Signal Contract 66
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)	Jul-Aug-Sep	2021	Jul-Aug-Sep	2021
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2021	Oct-Nov-Dec	2022
Advertise Construction	Jan-Feb-Mar	2023		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2023		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2024
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2025

SCHEDULE DETAILS

At the time of this allocation request submittal, the SFMTA acknowledges that environmental review has not been done. During the design phase, SFMTA will request environmental clearance review under the California Environmental Quality Act (CEQA). SFMTA shall not proceed with the construction of the project until there has been complete compliance with CEQA. Prior to billing for any construction funds, if requested by the Transportation Authority, the SFMTA will provide the Authority with documentation confirming that CEQA review has been completed.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	New Traffic Signal Contract 66
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-131: New Signals and Signs	\$0	\$300,000	\$0	\$300,000
Developer Funding (5M Development)	\$0	\$0	\$400,000	\$400,000
Developer Funding (Mission Rock Development)	\$0	\$150,000	\$0	\$150,000
SFMTA Operating Funds	\$0	\$0	\$450,000	\$450,000
Phases In Current Request Total:	\$0	\$450,000	\$850,000	\$1,300,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$3,600,000	\$0	\$3,600,000
Developer Funding (5M Development)	\$0	\$0	\$400,000	\$400,000
Developer Funding (Mission Rock Development)	\$0	\$1,000,000	\$0	\$1,000,000
SFMTA Operating Funds	\$0	\$0	\$450,000	\$450,000
TBD (e.g. Prop K)	\$3,450,000	\$0	\$0	\$3,450,000
Funding Plan for Entire Project Total:	\$3,450,000	\$4,600,000	\$850,000	\$8,900,000

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COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$1,300,000	\$300,000	Previous New Signals
Construction	\$7,600,000		Previous New Signals
Operations	\$0		
Total:	\$8,900,000	\$300,000	

% Complete of Design:	0.0%
As of Date:	06/02/2021
Expected Useful Life:	30 Years

MAJOR LINE ITEM BUDGET - New Traffic Signal Contract 66		
SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 1,071,500	82.4%
2. Other Direct Costs *	\$ 110,500	8.5%
3. Contingency	\$ 118,000	9.1%
TOTAL PHASE	\$ 1,300,000	

* PG&E Electrical Service Point Costs and City Attorney \$500

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 535,750
SFPW	\$ 535,750
TOTAL	\$ 1,071,500

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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	New Traffic Signal Contract 66
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:	2022-006	Resolution Date:	9/28/2021
Total PROP K Requested:	\$300,000	Total PROP K Recommended	\$300,000

SGA Project Number:	131-907145	Name:	New Traffic Signal Contract 66
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2023
Phase:	Design Engineering	Fundshare:	23.08%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	Total
PROP K EP-131	\$150,000	\$150,000	\$0	\$0	\$0	\$300,000

Deliverables

- Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
- With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.
- Upon completion, SFMTA shall provide evidence of completion of 100% design (e.g., copy of certifications page, copy of workorder, internal design completion documentation, or similar).
- Upon completion, SFMTA shall provide an updated scope, schedule, budget, and funding plan for construction. This deliverable may be met with an allocation request for construction.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	76.92%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	59.55%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	New Traffic Signal Contract 66
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$300,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

MJ

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Geraldine De Leon	Joel C Goldberg
Title:	Lead Engineer	Grants Procurement Manager
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2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Signals and Signs Category (EP 33)
Programming and Allocations to Date
 Pending November 16, 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Carry Forward From 2014 5YPP									
SFMTA	Great Highway Traffic Signal Upgrade	PS&E	Allocated	\$154,394					\$154,394
Follow-the-Paving									
SFMTA	Clay & Grant and Stockton & Sutter Conduits and Signal Upgrades ¹	CON	Allocated		\$420,000				\$420,000
SFMTA	Traffic Signal Conduits ¹	CON	Programmed	\$0					\$0
SFMTA	Traffic Signal Conduits ²	CON	Programmed		\$180,000				\$180,000
SFMTA	Traffic Signal Conduits ³	CON	Programmed			\$300,000			\$300,000
SFMTA	Traffic Signal Conduits	CON	Programmed				\$300,000		\$300,000
SFMTA	Traffic Signal Conduits	CON	Programmed					\$300,000	\$300,000
Traffic Signal Upgrades									
SFMTA	Traffic Signal Upgrade Contract 35 ³	CON	Programmed	\$0		\$1,758,000			\$1,758,000
SFMTA	Traffic Signal Upgrade Contract 35 ³	CON	Planned			\$5,345,910			\$5,345,910
SFMTA	Traffic Signal Upgrade Contract 36	PS&E	Allocated	\$600,000					\$600,000
SFMTA	Traffic Signal Upgrade Contract 36 ³	CON	Programmed		\$0	\$2,367,909			\$2,367,909
SFMTA	3rd Street Traffic Signal Detection Upgrade Phase 3 ³	CON	Programmed	\$550,000					\$550,000
SFMTA	Western Addition Signal Upgrade ⁴	CON	Programmed	\$0		\$1,195,859			\$1,195,859
SFMTA	Great Highway Signal Upgrade ⁴	CON	Programmed	\$0		\$2,180,000			\$2,180,000
SFMTA	Traffic Signal Visibility Upgrades FY20	CON	Allocated	\$330,000					\$330,000
SFMTA	Traffic Signal Visibility Upgrades ²	CON	Programmed		\$0				\$0
SFMTA	Traffic Signal Visibility Upgrades FY22 ²	CON	Allocated			\$660,000			\$660,000
SFMTA	Traffic Signal Visibility Upgrades	CON	Programmed				\$330,000		\$330,000
SFMTA	Traffic Signal Visibility Upgrades	CON	Programmed					\$330,000	\$330,000
SFMTA	Traffic Signal Hardware FY20	CON	Allocated	\$330,000					\$330,000
SFMTA	Traffic Signal Hardware ⁴	CON	Programmed		\$0	\$330,000			\$330,000
SFMTA	Traffic Signal Hardware ⁴	CON	Programmed			\$330,000			\$330,000
SFMTA	Traffic Signal Hardware	CON	Programmed					\$302,000	\$302,000

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2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)

Signals and Signs Category (EP 33)

Programming and Allocations to Date

Pending November 16, 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
SFMTA	Traffic Sign Upgrades FY20	CON	Allocated	\$220,000					\$220,000
SFMTA	Traffic Sign Upgrades ¹	CON	Programmed		\$220,000				\$220,000
SFMTA	Traffic Sign Upgrades ²	CON	Programmed			\$220,000			\$220,000
SFMTA	Traffic Sign Upgrades	CON	Programmed				\$220,000		\$220,000
SFMTA	Traffic Sign Upgrades	CON	Programmed					\$220,000	\$220,000
Total Programmed in 2019 5YPP				\$1,634,394	\$420,000	\$14,167,678	\$850,000	\$1,152,000	\$18,224,072
Total Allocated and Pending				\$1,634,394	\$420,000	\$660,000	\$0	\$0	\$2,714,394
Total Unallocated				\$0	\$0	\$13,507,678	\$850,000	\$1,152,000	\$15,509,678
Total Programmed in 2021 Strategic Plan				\$1,634,394	\$420,000	\$14,167,678	\$850,000	\$1,152,000	\$18,224,072
Deobligated Funds						\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

¹ To accommodate allocation of \$420,000 for Clay & Grant and Stockton & Sutter Conduits and Signal Upgrades (Resolution 21-009, 09/22/2020).

Traffic Signal Conduits (placeholder): Reduced by \$300,000 in FY 2019/20 and \$120,000 in FY2020/21.

Clay & Grant and Stockton & Sutter Conduits and Signal Upgrades: Added project with \$420,000 in FY2020/21.

² To accommodate allocation of \$660,000 for Traffic Signal Visibility Upgrades FY22 (Resolution 21-053, 06/22/2021).

Traffic Signal Visibility Upgrade (placeholder)s: Reduced from \$330,000 to \$0 in FYs 2020/21 and 2021/22

Traffic Signal Visibility Upgrades FY22: Added project with \$660,000 in FY2021/22.

³ 5YPP amendment to reprogram \$5,345,910 in additional funds to Traffic Signal Upgrade Contract 35; revised total \$7,103,190.

Reduce Traffic Signal Conduits from \$180,000 to \$0 in FY2020/21 and from \$300,000 to \$0 in FY2021/22.

Reduce Traffic Signal Upgrade Contract 36 from \$5,246,000 to \$2,367,909.

Reduce 3rd Street Traffic Signal Detection Upgrade Phase 3 from \$550,000 to \$0.

Reduce Traffic Sign Upgrades from \$220,000 to \$0 in FY2020/21 and from \$220,000 to \$0 in FY2021/22.

Reprogram \$997,819 in funds deobligated from projects completed under budget or with other funds to Traffic Signal Upgrade Contract 35.

⁴ 2021 Strategic Plan Update and corresponding 5YPP amendment to delay programming and cash flow to reflect current project schedule (Resolution XX-XX, date)

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)

Signals and Signs Category (EP 33)

Cash Flow (Maximum Annual Reimbursement)

Pending November 16, 2021 Board

Project Name	Phase	Fiscal Year						Total
		2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	
Carry Forward From 2014 5YPP								
Great Highway Traffic Signal Upgrade	PS&E	\$77,197	\$77,197					\$154,394
Follow-the-Paving								
Clay & Grant and Stockton & Sutter Conduits and Signal Upgrades ¹	CON	\$0	\$220,000	\$200,000				\$420,000
Traffic Signal Conduits				\$0				\$0
Traffic Signal Conduits ^{4,3}	CON		\$130,000	\$50,000				\$180,000
Traffic Signal Conduits ³	CON			\$150,000	\$150,000			\$300,000
Traffic Signal Conduits	CON				\$150,000	\$150,000		\$300,000
Traffic Signal Conduits	CON					\$150,000	\$150,000	\$300,000
Traffic Signal Upgrades								
Traffic Signal Upgrade Contract 35 ³	CON	\$0	\$0	\$0	\$1,758,000			\$1,758,000
Traffic Signal Upgrade Contract 35 ³	CON				\$576,667	\$3,908,243	\$861,000	\$5,345,910
Traffic Signal Upgrade Contract 36	PS&E	\$60,000	\$540,000					\$600,000
Traffic Signal Upgrade Contract 36 ³	CON		\$0	\$0	\$2,000,000	\$367,909		\$2,367,909
3rd Street Traffic Signal Detection Upgrade Phase 3 ³	CON		\$275,000	\$275,000				\$550,000
Western Addition Signal Upgrade ⁴	CON		\$0	\$0	\$1,195,859			\$1,195,859
Great Highway Signal Upgrade ⁴	CON	\$0	\$0	\$0	\$726,667	\$726,667	\$726,666	\$2,180,000
Traffic Signal Visibility Upgrades FY20	CON	\$82,500	\$247,500					\$330,000
Traffic Signal Visibility Upgrades ²	CON		\$0					\$0
Traffic Signal Visibility Upgrades FY22 ²	CON			\$330,000	\$165,000	\$165,000		\$660,000
Traffic Signal Visibility Upgrades	CON				\$330,000			\$330,000
Traffic Signal Visibility Upgrades	CON					\$330,000		\$330,000
Traffic Signal Hardware FY20	CON	\$82,500	\$247,500					\$330,000
Traffic Signal Hardware ⁴	CON		\$0	\$330,000				\$330,000
Traffic Signal Hardware ⁴	CON			\$0	\$330,000			\$330,000
Traffic Signal Hardware	CON					\$302,000		\$302,000

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2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)

Signals and Signs Category (EP 33)

Cash Flow (Maximum Annual Reimbursement)

Pending November 16, 2021 Board

Project Name	Phase	Fiscal Year						Total
		2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	
Traffic Sign Upgrades FY20	CON	\$55,000	\$165,000					\$220,000
Traffic Sign Upgrades	CON		\$220,000					\$220,000
Traffic Sign Upgrades	CON			\$220,000				\$220,000
Traffic Sign Upgrades	CON				\$220,000			\$220,000
Traffic Sign Upgrades	CON					\$220,000		\$220,000
Cash Flow Programmed in 2019 5YPP		\$357,197	\$1,497,197	\$860,000	\$7,452,193	\$6,319,819	\$1,737,666	\$18,224,072
Total Cash Flow Allocated and Pending		\$357,197	\$1,497,197	\$530,000	\$165,000	\$165,000	\$0	\$2,714,394
Total Cash Flow Unallocated		\$0	\$0.00	\$330,000	\$7,287,193	\$6,154,819	\$1,737,666	\$15,509,678
Total Cash Flow in 2021 Strategic Plan		\$357,197	\$1,497,197	\$860,000	\$7,452,193	\$6,319,819	\$1,737,666	\$18,224,072
Deobligated Funds				\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation								
Board Approved Allocation/Appropriation								

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

Prop K Project Information Form	
Project Name:	Traffic Signal Upgrade Contract 35
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
EP Line (Primary):	33-Signals and Signs
Other EP Line Number/s:	
Fiscal Year of Allocation:	2021/22
Project Information	
Project Location:	1. 6th Avenue & Irving Street; 2. 25th Avenue & Clement Street; 3. 25th Avenue & Anza Street; 4. 30th Avenue & Fulton Street; 5. 36th Avenue & Fulton Street; 6. 19th Street & Folsom Street; 7. 21st Street and Folsom Street; 8. 22nd Street & Folsom Street; 9. 23rd Street & Folsom Street; 10. 29th Street & San Jose Avenue; 11. 30th Street & San Jose Avenue; 12. Anza Street & Stanyan Street; 13. Baker Street & Hayes Street; 14. Evans Avenue & Phelps Street; 15. Gough Street at Haight & Market Streets; 16. Haight Street & Steiner; 17. Holloway Avenue & Junipero Serra Boulevard; 18. Portola Drive & Twin Peaks Boulevard; 19. 16th Street & Sanchez Street; 20. Alemany Boulevard & Sickles Avenue; 21. California Street & Larkin Street; and 22. Larkin Street & Post Street.
Supervisory District(s):	District 01, District 03, District 05, District 06, District 07, District 08, District 09, District 10, District 11
Project Manager:	Geraldine De Leon
Phone Number:	415-701-4675
Email:	geraldine.deleon@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Traffic-signal related upgrades at 22 locations across the City. Upgrades will include new pedestrian signals, accessible pedestrian signals, higher-visibility traffic signals, new curb ramps where currently missing, and replacement of old infrastructure. Fourteen of the intersections are located on the Vision Zero High Injury Network, which encompasses the pedestrian, bicycle, and vehicle high injury corridors.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Signal improvements at 22 intersections citywide to address safety or operational concerns. Signal visibility improvements will include new poles with larger signal heads. Related pedestrian safety improvements include pedestrian countdown signals, accessible pedestrian signals and curb ramps where missing. Other improvements at signal upgrade locations will include new controllers, conduit and wiring where they are needed to implement the signal modifications.</p> <p>The intersections in this scope were selected after careful review by SFMTA staff of traffic operations and collision patterns on a regular basis. Locations are prioritized based on collision history, traffic volumes, benefits to roadway users including pedestrians, bicyclists, transit and motorists, proximity to schools or senior centers and any joint departmental opportunities (e.g. scheduled paving projects, corridor improvements). All supervisory districts are represented in the Contract 35 scope except Districts 2 and 4. District 4 has only 4% of the City's traffic signals, many of which are relatively new and thus are not in need of upgrades. The Great Highway Signal Upgrade is a future project in District 4 proposed in SFMTA's 5-year capital improvement plan. District 2 has many signal upgrades being implemented by projects currently under design or construction such as Van Ness Bus Rapid Transit, Geary Bus Rapid Transit, Laurel Village Streetscape Improvements, and Gough Street Signal Upgrades.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	Public Works: Kenny Chin, 628-271-2735
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

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



Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)	100%	In-house			Q2-Oct-Nov-Dec	2017/18
Right of Way						
Design Engineering (PS&E)	10%	In-house	Q2-Oct-Nov-Dec	2017/18	Q1-Jul-Aug-Sep	2022/23
Advertise Construction		In-house	Q1-Jul-Aug-Sep	2022/23		
Start Construction (i.e. Award Contract)		In-house and Contracted	Q3-Jan-Feb-Mar	2022/23		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2023/24
Project Completion (means last eligible expenditure)					Q3-Jan-Feb-Mar	2024/25

Comments/Concerns

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

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

Project Name:	Traffic Signal Upgrade Contract 35
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Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 880,000	\$ 840,000	\$ 40,000	
Construction	\$ 10,500,000	\$ 7,103,910	\$ 3,396,090	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 11,380,000	\$ 7,943,910	\$ 3,436,090	
Percent of Total		70%	30%	

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2021/22	2022/23	2023/24	2024/25
Prop K	33-Signals and Signs	Design Engineering (PS&E)	Allocated	Previous	\$ 840,000	\$ 840,000	\$ -	\$ -	\$ -	\$ -
Prop K	33-Signals and Signs	Construction	Programmed	2021/22	\$1,758,000	\$ -	\$ -	\$ 1,758,000	\$ -	\$ -
Prop K	33-Signals and Signs	Construction	Planned	2021/22	\$ 5,345,910	\$ -	\$ -	\$ 576,667	\$ 3,908,243	\$ 861,000
MTA Operating Funds		Construction	Programmed	Previous	\$ 520,000	\$ -	\$ -	\$ 400,000	\$ 120,000	\$ -
Affordable Housing Sustainable Communities Program		Construction	Programmed	Previous	\$ 1,200,000	\$ -	\$ -	\$ 1,000,000	\$ 200,000	\$ -
Capital Contingency from SFMTA Operating Fund Balance		Design Engineering (PS&E)	Allocated	Previous	\$ 40,000	\$ -	\$ 40,000	\$ -	\$ -	\$ -
Capital Contingency from SFMTA Operating Fund Balance		Construction	Programmed	Previous	\$ 1,676,090	\$ -	\$ -	\$ 1,200,000	\$ 476,090	\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 11,380,000	\$ 840,000	\$ 40,000	\$ 4,934,667	\$ 4,704,333	\$ 861,000

47% 83% 100%

Comments
 Requires Signal and Signs 5YPP amendment to reprogram \$4,348,091 from four projects to the subject project. The funds will be reprogrammed from the following four projects: Traffic Signal Conduits (FYs 2020/21 & 2021/22), Traffic Sign Upgrades (FYs 2020/21 & 2021/22), 3rd Street Traffic Detection Phase 3, and Contract 36 (construction). The SFMTA has determined that there is reduced need for the Signal Conduits and Sign Upgrades programs. 3rd Street Traffic Detection Phase 3 and Contract 36 will be funded by non-Prop K sources. Contract 36 which will retain \$2,367,909 in Prop K funds in the funding plan. The required 5YPP amendment also includes reprogramming \$997,819 in funds deobligated from signal upgrade projects completed under budget.

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

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2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Programming and Allocations to Date
 Pending November 16, 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Street Resurfacing (EP 34)									
SFPW	23rd St, Dolores St, York St, and Hampshire St Pavement Renovation	CON	Allocated	\$1,602,871					\$1,602,871
SFPW	23rd St, Dolores St, York St, and Hampshire St Pavement Renovation ³	CON	Programmed	\$1,397,129					\$1,397,129
SFCTA	101/280 Carpool and Express Lane- Fund Exchange ^{1,2}	PA&ED	Appropriated	\$4,100,000					\$4,100,000
SFCTA	I-280 Southbound Ocean Avenue Off-Ramp Realignment ²	PS&E	Appropriated			\$1,050,000			\$1,050,000
SFCTA	I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study ²	PLAN	Appropriated			\$250,000			\$250,000
SFPW	Golden Gate Ave and Laguna St Pavement Renovation	CON	Allocated			\$3,000,000			\$3,000,000
SFPW	Junipero Serra Blvd Pavement Renovation ³	CON	Planned			\$4,397,129			\$4,397,129
SFPW	Mission St and Geneva Ave Improvement Project ⁴	CON	Planned			\$1,093,827			\$1,093,827
SFPW	Sunset Blvd Pavement Renovation ⁵	CON	Programmed				\$3,100,000		\$3,100,000
SFPW	McAllister St, 20th St, and 24th St Pavement Renovation ^{3,5}	CON	Programmed					\$2,927,331	\$2,927,331
SFPW	Claremont, Juanita, and Yerba Buena Pavement Renovation ⁶	CON	Programmed					\$2,927,331	\$2,927,331
Total Programmed in 2019 5YPP				\$5,702,871	\$0	\$9,790,956	\$3,100,000	\$2,927,331	\$21,521,158
Total Allocated and Pending				\$5,702,871	\$0	\$4,300,000	\$0	\$0	\$10,002,871
Total Unallocated				\$0	\$0	\$5,490,956	\$3,100,000	\$2,927,331	\$11,518,287
Total Programmed in 2021 Strategic Plan				\$5,702,871	\$0	\$9,790,956	\$3,100,000	\$2,927,331	\$21,521,158
Deobligated Funds						\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0

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2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24) Programming and Allocations to Date Pending November 16, 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- ¹ Strategic Plan and 5YPP amendments to accommodate \$4,100,000 appropriation for 101/280 Carpool and Express Lane Project - Fund Exchange (Resolution 20-16, 11/19/2019):
101/280 Carpool and Express Lane: Funds programmed pursuant to Board Resolution 19-24 approving a Prop K/ SB-1 Local Partnership Program fund exchange for
- ² 5YPP amendment to fund I-280 Southbound Ocean Avenue Off-Ramp Realignment and I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study (Resolution 21-055,
101/280 Carpool and Express Lane- Fund Exchange: \$1,300,000 deobligated from the \$4,100,000 appropriated in FY2019/20.
I-280 Southbound Ocean Avenue Off-Ramp Realignment: Added project with \$1,050,000 in FY2021/22 design funds.
I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study: Added project with \$250,000 in FY2021/22 planning funds.
- ³ 2021 Strategic Plan Update and corresponding 5YPP amendment to fund the Junipero Serra Blvd Pavement Renovation project
Reduce 23rd St, Dolores St, York St, and Hampshire St Pavement Renovation from \$1,397,129 to \$0.
Reduce Claremont, Juanita, and Yerba Buena Pavement Renovation from \$2,927,331 to \$0
Reduce McAllister St, 20th St, and 24th St Pavement by \$72,669
Add Junipero Serra Blvd Pavement Renovation with \$4,397,129 for construction in FY2021/22.
- ⁴ 2021 Strategic Plan Update and corresponding 5YPP amendment to fund Mission St and Geneva Ave Improvement Project
Reprogram \$1,093,827 in funds deobligated from projects completed under budget
Add Mission St and Geneva Ave Improvement Project with \$1,093,827 in FY2021/22 for construction
- ⁵ 2021 Strategic Plan Update and corresponding 5YPP amendment to increase Sunset Blvd Pavement Renovation by \$100,000
Reduce McAllister St, 20th St, and 24th St Pavement by \$100,000
- ⁶ 2021 Strategic Plan Update and corresponding 5YPP amendment to reprogram \$34,033 in deobligated funds to Street Repair and Cleaning Equipment in FY2022/23.

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

Prop K Project Information Form	
Project Name:	Junipero Serra Blvd Pavement Renovation
Implementing Agency:	Department of Public Works
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
EP Line (Primary):	34-Street Resurfacing, Rehab, & Maintenance
Other EP Line Number/s:	
Fiscal Year of Allocation:	2021/22
Project Information	
Project Location:	On Junipero Serra Blvd from Monterey Blvd to 19th Ave, on Stratford Dr from Junipero Serra Blvd to Junipero Serra Blvd
Supervisory District(s):	District 07
Project Manager:	Ramon Kong
Phone Number:	(628) 271-2581
Email:	ramon.kong@sfdpw.org
Brief Project Description for MyStreetSF (80 words max):	The Prop K funds requested will fund the paving scope of work which includes demolition, pavement renovation of 17 blocks, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>This street resurfacing project includes demolition, pavement renovation of 17 blocks, construction of curb ramps, sidewalk reconstruction, traffic control, and all related and incidental work.</p> <p>The proposed project limits are:</p> <p>On Junipero Serra Blvd from Monterey Blvd to 19th Ave (16 Blocks) On Stratford Dr from Junipero Serra Blvd to Junipero Serra Blvd (1 Block)</p> <p>DPW inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist DPW with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance (i.e., coordination with utilities) and geographic equity. The average PCI score within the project limits is in the low 60's.</p> <p>All candidates shown are subject to substitution and schedule changes pending, visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Blocks are selected for resurfacing based on many factors, such as whether they accommodate transit routes and bike lanes and whether the work can be coordinated with underground utility upgrades to minimize disruptions to residents and businesses. Geographic equity is another consideration to ensure that neighborhoods across San Francisco are represented.

E5B-136

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



Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

Project Delivery Milestones Phase	Status % Complete	Work In-house - Contracted - Both	Start Date		End Date	
			Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	30%	In-house	Q4-Apr-May-Jun	2020/21	Q3-Jan-Feb-Mar	2021/22
Advertise Construction			Q3-Jan-Feb-Mar	2021/22		
Start Construction (i.e. Award Contract)			Q4-Apr-May-Jun	2021/22		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2023/24
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2024/25

Comments/Concerns

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

Project Name: Junipero Serra Blvd Pavement Renovation

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering		\$ -	\$ -	\$ -
Environmental Studies (PA&ED)		\$ -	\$ -	\$ -
Right of Way		\$ -	\$ -	\$ -
Design Engineering (PS&E)		\$ 350,000	\$ -	\$ 350,000
Construction		\$ 4,397,129	\$ 4,397,129	\$ -
Operations (i.e. paratransit)		\$ -	\$ -	\$ -
Total Project Cost		\$ 4,747,129	\$ 4,397,129	\$ 350,000
Percent of Total			93%	7%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)			
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2021/22	2022/23	2023/24	2024/25
Gas Tax		Design Engineering (PS&E)	Allocated		\$ 350,000	\$ -	\$ -	\$ -	\$ -
Prop K	34-Street	Construction	Planned	2021/22	\$ 4,397,129	\$ -	\$ 2,198,565	\$ 2,198,564	\$ -
						\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 4,747,129	\$ -	\$ 2,198,565	\$ 2,198,564	\$ -

Comments
 Requires a 5YPP amendment to add Junipero Serra Blvd Pavement Renovation with \$4,397,129 for construction in FY2021/22. Funding available from \$1,397,129 in funds reprogrammed from 23rd St, Dolores St, York St, and Hampshire St Pavement Renovation which cost less than anticipated, \$2,927,331 reprogrammed from Claremont, Juanita, and Yerba Buena Pavement Renovation which will proceed in Spring 2022 with non-Prop K sources (e.g. gas tax), and \$72,669 from McAllister St, 20th St, and 24th St Pavement which will cost slightly less than anticipated.

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

Prop K Project Information Form

Project Name:	McAllister St, 20th St, and 24th St Pavement Renovation
Implementing Agency:	Department of Public Works
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
EP Line (Primary):	34-Street Resurfacing, Rehab, & Maintenance
Other EP Line Number/s:	
Fiscal Year of Allocation:	2023/24
Project Information	
Project Location:	on 20th St from Castro St to Eureka St, 24th St from Guerrero St to Chattanooga St, Church St to Homestead St, McAllister St from Divisadero St to Masonic Ave.
Supervisory District(s):	District 08
Project Manager:	Ramon Kong
Phone Number:	(628) 271-2581
Email:	ramon.kong@sfdpw.org
Brief Project Description for MyStreetSF (80 words max):	The Prop K funds requested will fund the paving scope of work which includes demolition, pavement renovation of 20 blocks, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>This street resurfacing project includes demolition, pavement renovation of 20 blocks, construction of curb ramps, sidewalk reconstruction, traffic control, and all related and incidental work.</p> <p>The proposed project limits are:</p> <ul style="list-style-type: none"> On 20th St from Castro St to Eureka St (3 Blocks) On 24th St from Guerrero St to Chattanooga St, Church St to Homestead St (12 Blocks) On McAllister St from Divisadero St to Masonic Ave (5 Blocks) <p>DPW inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist DPW with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance (i.e., coordination with utilities) and geographic equity. The average PCI score within the project limits is in the 40's.</p> <p>All candidates shown are subject to substitution and schedule changes pending, visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Blocks are selected for resurfacing based on many factors, such as whether they accommodate transit routes and bike lanes and whether the work can be coordinated with underground utility upgrades to minimize disruptions to residents and businesses. Geographic equity is another consideration to ensure that neighborhoods across San Francisco are represented.

E5B-140

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



Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q1-Jul-Aug-Sep	2021/22	Q4-Apr-May-Jun	2022/23
Advertise Construction			Q1-Jul-Aug-Sep	2023/24		
Start Construction (i.e. Award Contract)			Q2-Oct-Nov-Dec	2023/24		
Operations (i.e. paratransit)						
Open for Use					Q1-Jul-Aug-Sep	2025/26
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2025/26

Comments/Concerns

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

Project Name:	McAllister St, 20th St, and 24th St Pavement Renovation
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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)	\$ 208,000	\$ -	\$ 208,000
	Construction	\$ 3,100,000	\$ 2,927,331	\$ 172,669
	Operations (i.e. paratransit)	\$ -	\$ -	\$ -
	Total Project Cost	\$ 3,308,000	\$ 2,927,331	\$ 380,669
	Percent of Total		88%	12%

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	2021/22	2022/23	2023/24	2024/25	2025/26
Gas Tax		Design Engineering (PS&E)	Programmed		\$ 208,000	\$ -	\$ -	\$ -	\$ -	\$ -
Gas Tax		Construction	Planned		\$ 172,669	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	34-Street Resurfacing, Rehab, & Maintenance	Construction	Programmed	2023/24	\$ 2,927,331	\$ -	\$ -	\$ 731,833	\$ 1,463,665	\$ 731,833
Total By Fiscal Year					\$ 3,308,000	\$ -	\$ -	\$ 731,833	\$ 1,463,665	\$ 731,833

Comments

NOTE: Programming for this project would be reduced from \$3,100,000 to \$2,927,331 reflecting a lower cost estimate as compared to the estimate at the time the project was originally programmed in 2019. SFPW is separately proposing to reprogram funds not needed for this project to other paving projects.

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

Prop K Project Information Form	
Project Name:	Mission St and Geneva Ave Improvement Project - Joined to SFMTA
Implementing Agency:	Department of Public Works
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
EP Line (Primary):	34-Street Resurfacing, Rehab, & Maintenance
Other EP Line Number/s:	
Fiscal Year of Allocation:	2021/22
Project Information	
Project Location:	On Geneva Ave from Mission St to Prague St and on Mission St from Ney St to Geneva Ave
Supervisory District(s):	District 08, District 09, District 11
Project Manager:	Paul Barradas
Phone Number:	(628) 271-2580
Email:	Paul.Barradas@sfdpw.org
Brief Project Description for MyStreetSF (80 words max):	Demolition, pavement renovation of 55 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Geneva Ave from Mission St to Prague St and Mission St from Ney St to Geneva Ave. The average Pavement Condition Index (PCI) score within the project limits is mid 40's.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The Street Resurfacing Program is planning to join the SFMTA Mission/Geneva Safety Project along this corridor.</p> <p>Over 57,000 people rely on the local, rapid and express routes to get where they need to go on the 14 Mission corridor. However, slow and unreliable Muni service results from frequent bus stopping, bus bunching, conflicts between buses and parking cars, and difficulty boarding buses. Some transportation challenges also include conflicts between pedestrians and vehicles, and high volume of people walking.</p> <p>The project goals are to improve safety along the project corridor for people walking and bicycling, eliminate pedestrian and vehicle conflicts, support Vision Zero goals, improve reliability and travel time to the 14, 14R/14X, and 49 bus routes, and improve access via MUNI for local residents to get to work, school, appointments, or shopping.</p> <p>The requested Prop K funds will fund the paving scope of this transit project. Scope includes demolition, pavement renovation of 55 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Geneva Ave from Mission St to Prague St and Mission St from Ney St to Geneva Ave.</p> <p>All candidates shown are subject to substitution and schedule changes pending, visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	SFMTA hosted outreach meetings in 2012 to inform the community that this corridor would be included in the TEP Environmental Impact Report and to get feedback. In 2016, SFMTA participated in a walking audit of the Excelsior segment of Mission Street together with WalkSF and local stakeholders. SFMTA also participated at an SFOMMRA meeting to provide a brief update on some goals for transit improvement and to get resident feedback.

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



Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco Municipal Transportation Agency (SFMTA): Felipe Robles (SFMTA) Jorge Rivas (OEWD)	
Type of Environmental Clearance Required:	Categorically Exempt	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No	

Project Delivery Milestones Phase	Status % Complete	Work In-house - Contracted - Both	Start Date		End Date	
			Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	100%				Q1-Jul-Aug-Sep	2020/21
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	95%	In-House	Q3-Jan-Feb-Mar	2017/18	Q2-Oct-Nov-Dec	2021/22
Advertise Construction	0%	N/A	Q2-Oct-Nov-Dec	2021/22	N/A	N/A
Start Construction (i.e. Award Contract)	0%	Contracted	Q4-Apr-May-Jun	2021/22	N/A	N/A
Operations (i.e. paratransit)						
Open for Use	N/A	N/A	N/A	N/A	Q1-Jul-Aug-Sep	2025/26
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2025/26

Comments/Concerns

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

Project Name:	Mission St and Geneva Ave Improvement Project - Joined to SFMTA
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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)	\$ 960,000	\$ -	\$ 960,000	
Construction	\$ 9,888,085	\$ 1,093,827	\$ 8,794,258	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 10,848,085	\$ 1,093,827	\$ 9,754,258	
Percent of Total		10%	90%	

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2021/22	2022/23	2023/24	2024/25	2025/26
General Fund		Design Engineering (PS&E)	Allocated	2020/21	\$ 960,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop AA		Construction	Programmed	2020/21	\$ 2,397,129	\$ -	\$ -	\$ -	\$ -	\$ -
Prop AA		Construction	Planned	2021/22	\$ 2,397,129	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K (Deobligated Funds)		Construction	Planned	2021/22	\$ 1,093,827	\$ -	\$ -	\$ -	\$ 210,615	\$ 883,212
Gas Tax		Construction	Programmed	2021/22	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 10,848,085	\$ -	\$ -	\$ -	\$ 210,615	\$ 883,212

Comments

Street Resurfacing 5YPP amendment to reprogram \$1,093,827 in funds deobligated from projects completed under budget, to the subject project.

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

Prop K Project Information Form

Project Name:	Sunset Blvd Pavement Renovation	
Implementing Agency:	Department of Public Works	
Prop K Expenditure Plan Information		
Category:	C. Street & Traffic Safety	
Subcategory:	iii. System Maintenance and Renovations (streets)	
EP Line (Primary):	34-Street Resurfacing, Rehab, & Maintenance	
Other EP Line Number/s:		
Fiscal Year of Allocation:	2022/23	
Project Information		
Project Location:	On Sunset Blvd from Martin Luther King Jr Dr to Lake Merced Blvd	
Supervisory District(s):	District 04	
Project Manager:	Paul Barradas	
Phone Number:	(628) 271-2580	
Email:	Paul.Barradas@sfdpw.org	
Brief Project Description for MyStreetSF (80 words max):	The Prop K funds requested will fund the paving scope of work which includes demolition, pavement renovation of 42 blocks, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental	
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>This street resurfacing project includes demolition, pavement renovation of 17 blocks, construction of curb ramps, sidewalk reconstruction, traffic control, and all related and incidental work.</p> <p>The proposed project limits are: On Sunset Blvd from Martin Luther King Jr Dr to Lake Merced Blvd (42 Blocks)</p> <p>DPW inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist DPW with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance (i.e., coordination with utilities) and geographic equity. The average PCI score within the project limits is in the low 60's.</p> <p>All candidates shown are subject to substitution and schedule changes pending, visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.</p>	
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Blocks are selected for resurfacing based on many factors, such as whether they accommodate transit routes and bike lanes and whether the work can be coordinated with underground utility upgrades to minimize disruptions to residents and businesses. Geographic equity is another consideration to ensure that neighborhoods across San Francisco are represented.	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.		
Type of Environmental Clearance Required:	Categorically Exempt	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.		

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



Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q1-Jul-Aug-Sep	2021/22	Q3-Jan-Feb-Mar	2022/23
Advertise Construction			Q3-Jan-Feb-Mar	2022/23		
Start Construction (i.e. Award Contract)			Q4-Apr-May-Jun	2022/23		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2024/25
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2025/26

Comments/Concerns

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

Project Name:	Sunset Blvd Pavement Renovation
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Project Cost Estimate	Funding Source			
	Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 438,000	\$ -	\$ 438,000	\$ -
Construction	\$ 4,000,000	\$ 3,100,000	\$ 900,000	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 4,438,000	\$ 3,100,000	\$ 1,338,000	\$ -
Percent of Total		70%	30%	

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
Gas Tax		Design Engineering (PS&E)	Allocated		\$ 438,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Gas Tax		Construction	Programmed		\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	34-Street Resurfacing, Rehab, & Maintenance	Construction	Programmed	2022/23	\$ 3,100,000	\$ -	\$ -	\$ 1,550,000	\$ 1,550,000	\$ -	\$ -
Total By Fiscal Year					\$ 4,438,000	\$ -	\$ -	\$ 1,550,000	\$ 1,550,000	\$ -	\$ -

Comments
 NOTE: Increasing programming for this project from the current \$3,000,000 to the proposed \$3,100,000 would require reprogramming funds from SFPW's McAllister St, 20th St, and 24th St Pavement Renovation (\$100,000), which is expected to cost slightly less than earlier estimates.