

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	Planned			\$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									

**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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**Prioritization Criteria and Scoring Table
Other Transit Enhancements (EP 16)**

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA					Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Improves On-Time Performance	Improves Travel Time	Improves Customer Experience	Leveraging	
<i>Total Possible Score</i>	4	3	3	4	2	2	1	2	21
Transit Enhancements - Placeholder	This is a placeholder. Eligible sponsors will provide scores once a specific project has been identified.								
Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail)	3	2	0	2	2	2	1	0	12

Prioritization Criteria Definitions:

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

Community Support: Project has clear and diverse community support and/or was it identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program.

Three points for a project in an adopted community based plan with evidence of diverse community support.

Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups.

One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

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

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

Improves On-Time Performance: Project improves transit service schedule adherence or the level of success of service in remaining on the published schedule.

Improves Travel Time: Project results in trip time reduction.

Improves Customer Experience: Project includes elements that improve the customer experience (e.g. improved stop access, amenities such as shelters, real time travel

Leveraging: Project leverages non-Prop K funds.

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



Prop K Project Information Form	
Project Name:	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.



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

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**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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**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.