

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

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.

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	2025/26	2026/27	
Visitacion Valley Watershed (EP 27)										
Bayshore Caltrain Pedestrian Connection	CON						\$500,000	\$750,000	\$750,000	\$2,000,000
Bi County Project Development Placeholder ⁴	Any Phase			\$1,000,000	\$1,000,000					\$2,000,000
Southeast Muni Expansion, Harney 101 Transit Crossing (Geneva Harney Bus Rapid Transit) ⁴	PS&E			\$1,345,091	\$1,345,091	\$1,345,090				\$4,035,272
Candlestick Active Mobility & Transit Crossing ⁴	PA&ED			\$950,000	\$950,000					\$1,900,000
Candlestick Active Mobility & Transit Crossing ⁴	PS&E			\$0	\$1,698,000	\$1,698,000				\$3,396,000
Candlestick Active Mobility & Transit Crossing ⁴	CON						\$1,000,000	\$1,000,000		\$2,000,000
Cash Flow Programmed in 2019 5YPP		\$0	\$0	\$950,000	\$2,648,000	\$1,698,000	\$1,500,000	\$1,750,000	\$750,000	\$9,296,000
Total Cash Flow Allocated and Pending		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Cash Flow Unallocated		\$0	\$0	\$950,000	\$2,648,000	\$1,698,000	\$1,500,000	\$1,750,000	\$750,000	\$9,296,000
Total Cash Flow in 2021 Strategic Plan		\$0	\$0	\$950,000	\$2,648,000	\$1,698,000	\$1,500,000	\$1,750,000	\$750,000	\$9,296,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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**Prioritization Criteria and Scoring Table
New and Upgraded Streets (EP 26-30)**

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA			Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Leveraging	Provides Benefits to Multiple Users	
<i>Total Possible Score</i>	4	3	3	4	3	3	20
EP 27- Visitacion Valley Watershed							
Candlestick Active Mobility & Transit Crossing	3	3	2	4	0	3	15

Prioritization Criteria Definitions:

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

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

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

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

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

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

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

Leveraging: Project leverages non-Prop K funds.

Provides Benefits to Multiple Users: Project provides multi-modal benefits (e.g. safety improvements for people on bikes) in addition to improvements in motorist safety. Project receives one point each for addressing the needs of pedestrians, bicyclists and/or transit users.

Consistent with Bi-County Transportation Plan: Project is consistent with plan, including cost-sharing framework.

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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.

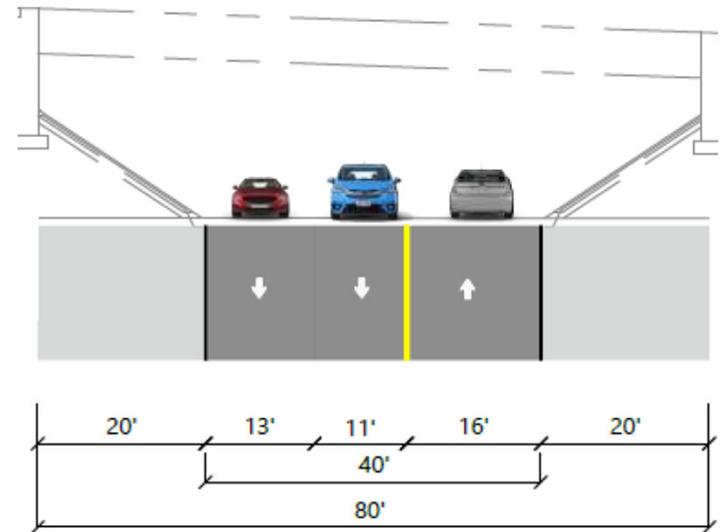
TBD funds may include potential sources such as ATP, LPP and future local sales tax.

Project Area

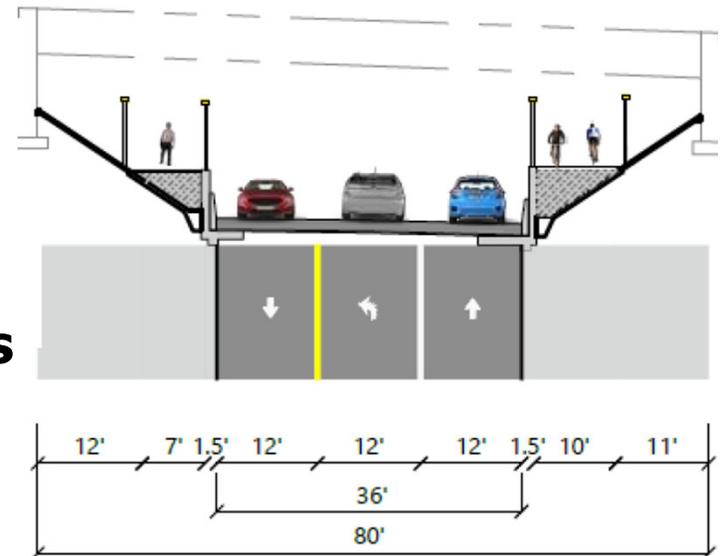


Proposed Bicycle and Pedestrian Undercrossing

Existing Alana Way Cross Section



Potential Improvements



San Francisco
County Transportation
Authority