Item 9 Enclosure
SFCTA Board
April 26, 2022

Draft 2022 Prop AA Strategic Plan
Table of Contents

[this page intentionally left blank]

Prop AA Vehicle Registration Fee
Strategic Plan Policies (Adopted 10.26.2021)

The Strategic Plan policies and procedures provide guidance to both Transportation Authority staff and project sponsors on the various aspects of managing the Prop AA program. The Strategic Plan policies and procedures highlighted here address the allocation and expenditure of funds, in the policy context of the Transportation Authority's overall revenue structure, as well as clarifying the Transportation Authority's expectations of sponsors to deliver their projects. We have written the policies based on the experience of the Prop K program, but tailored to the smaller size of the program and to reflect the guiding principles that were used to develop the Expenditure Plan.

This Expenditure Plan identifies eligible expenditures for three programmatic categories: Street Repair and Reconstruction; Pedestrian Safety; and Transit Reliability and Mobility Improvements.

The Prop AA policies are detailed below.

Project Readiness

- Prop AA funds will be allocated to phases of a project based on demonstrated readiness to begin the work and ability to complete the product. Any impediments to completing the project phase will be taken into consideration, including, but not limited to, failure to provide evidence of necessary inter- and/or intra-agency coordination, or any pending or threatened litigation.
- Allocations of Prop AA funds for specific project phases will be contingent on the prerequisite milestones shown in Table 1 (found at the end of this attachment). Exceptions will be considered on a case-by-case basis. Allocation requests will be made prior to advertising for services or initiating procurements which will utilize Prop AA funds.
- Projects with complementary funds from other sources will be given priority for allocation if there are timely use of funds requirements outside of the Transportation Authority's jurisdiction applied to the other fund sources.
- The sponsor will provide certification at the time of an allocation request that all complementary fund sources are committed to the project. Funding is considered committed if it is included specifically in a programming document adopted by the governing board or council responsible for the administration of the funding and recognized by the Transportation Authority as available for the phase at the time the funds are needed.

Programming

- The Expenditure Plan assigns the percentage allocation of vehicle registration fee revenues over its 30-year life to each category is as follows: Street Repair and Reconstruction – 50%, Pedestrian Safety– 25%, and Transit Reliability and Mobility Improvements – 25%. The Strategic Plan reserves the flexibility to assign annual Prop AA revenues across the three categories with considerations including project readiness and policy direction (e.g., focus on pedestrian safety). As a part of Strategic Plan updates, the amount programmed and allocated to each category will be reconciled to ensure the program is on-track to allocate funds in the proportions prescribed by the Expenditure Plan.
- Prop AA funds will be programmed and allocated to phases of projects emphasizing the leveraging of other fund sources.
- In establishing priorities in the Strategic Plan updates, the Transportation Authority will take into consideration the need for Prop AA funds to be available for matching federal, state, or regional fund sources for the project or program requesting the allocation or for other projects in the Expenditure Plan.
- On the occasion of each Strategic Plan update or major amendment, envisioned no less frequently than every four years, the ability of sponsors to deliver their committed projects and

programs and comply with timely-use-of-funds requirements will be taken into consideration when updating the programming of funds.

Project Delivery and Timely Use of Funds Requirements

- To support timely and cost-effective project delivery, Prop AA funds will be allocated to one project phase at a time, except for smaller, less complex projects, where the Transportation Authority may consider exceptions to approve multi-phase allocations. Phases eligible for an allocation:
    - Design Engineering (PS&E)[1]
    - Construction, including procurement (e.g. accessible pedestrian signals)
- Project phases for which Prop AA funds will be allocated will be expected to result in a complete work product or deliverable. Table 2 located in the following section demonstrates the products expected to accompany allocations.
- Implementation of project phase must occur within 12 months of date of allocation. Implementation includes issuance of a purchase order to secure project components, award of a contract, or encumbrance of staff labor charges by project sponsor. Any project that does not begin implementation within 12 months of the date of allocation may have its sponsor request a new timely-use-of-funds deadline with a new project schedule, subject to the approval of the Transportation Authority. If denied, the sponsor may request that the Transportation Authority Board determine if funds should be deobligated to be included in a competitive call for projects. Sponsors will have the opportunity to reapply for funds through these competitive calls, but will not be guaranteed any priority if other eligible, ready-to-go project applications are received.
- Prop AA final reimbursement requests and project closeout requests must be submitted within 12 months of project completion. Exceptions will be considered on a case-by-case basis.
- It is imperative to the success of the Prop AA program that project sponsors of Prop AA-funded projects work with Transportation Authority representatives in a cooperative process. It is the project sponsor's responsibility to keep the Transportation Authority apprised of significant issues affecting project delivery and costs. Ongoing communication resolves issues, facilitates compliance with Transportation Authority policies and contributes greatly toward ensuring that adequate funds will be available when they are needed.
- Timely-use-of-funds requirements will be applied to all Prop AA allocations to help avoid situations where Prop AA funds sit unused for prolonged periods of time given Prop AA's focus on delivering tangible benefits in the short term.[2] Any project programmed within the Prop AA Strategic Plan that does not request allocation of funds in the year of programming may, at the discretion of the Transportation Authority Board, have its funding deobligated and reprogrammed to other projects through a competitive call for Prop AA projects. Sponsors will have the opportunity to reapply for funds through these competitive calls, but will not be guaranteed any priority if other eligible, ready-to-go project applications are received.

[1] As defined in the Code of Federal Regulations (23 CFR §636.103), final design means any design activities following preliminary design and expressly includes the preparation of final construction plans and detailed specifications for the performance of construction work, and other activities constituting final design include final plans, project site plan, final quantities, and final engineer's estimate for construction.

[2] One of the six guiding principles in the Prop AA Expenditure Plan calls for the Prop AA program to focus on smaller, high-impact projects that provide tangible benefits in the short-term.

Project Performance

- The Transportation Authority and project sponsors shall identify appropriate performance measures, milestone targets, and a timeline for achieving them, to ensure that progress is made in meeting the goals and objectives of the project or program. These performance measures shall be consistent with the Transportation Authority's Congestion Management Program requirements and shall be used to inform future Strategic Plan amendments and updates.
- Performance and project delivery reports of Prop AA-funded projects will be brought to the Transportation Authority Board on a regular basis to highlight the delivery of open projects.

Administration

- Prior to allocation of any Prop AA funds to projects, projects must be programmed in the 5-Year Prioritization Program (5YPP)/Strategic Plan. To become programmed, projects may either be submitted by project sponsors for Transportation Authority review at the time of Strategic Plan adoption, periodic update, or through periodic competitive calls for projects that will be amended into the 5YPP/Strategic Plan.
- Within the Strategic Plan, 5YPPs shall establish a clear set of criteria for prioritizing or ranking projects, and include clearly defined budgets, scopes and schedules for individual projects within the program, consistent with the Strategic Plan, for review and adoption by the Transportation Authority Board as provided for in the Expenditure Plan. Allocations may be made simultaneous to approval of the 5YPPs/Strategic Plan.
- Allocations of Prop AA funds will be based on an application package prepared and submitted by the lead agency for the project. The package will be in accordance with application guidelines and formats as outlined in the Transportation Authority's allocation request procedures, with the final application submittal to include sufficient detail and supporting documentation to facilitate a determination that the applicable conditions of these policies have been satisfied.
- Under the approved Transportation Authority Fiscal Policy, Cash Flow Distribution Schedules are adopted simultaneous to the allocation action. The allocation resolution will spell out the maximum reimbursement level per year, and only the reimbursement amount authorized in the year of allocation will count against the Capital Expenditures line item for that budget year. The Capital Expenditures line item for subsequent year annual budgets will reflect the maximum reimbursement schedule amounts committed through the original and any subsequent allocation actions. The Transportation Authority will not guarantee reimbursement levels higher than those adopted in the original and any subsequent allocation actions.
- Prop AA funds will be spent down at a rate proportional to the Prop AA share of the total funds programmed to that project phase or program. The Transportation Authority will consider exceptions on a case-by-case basis (e.g. another fund source is not immediately available or cannot be used to cover certain expenses). Project sponsors should notify the Transportation Authority of the desire for an exception to this policy when requesting allocation of funds.
- Unexpended portions of allocated amounts remaining after final reimbursement for that phase will be returned to the project's programmed balance if the project is not yet completed and has future funds programmed in the Strategic Plan.
- Upon completion of the project, including any expected work product shown in Table 2, the Transportation Authority will deem that any remaining programmed balance for the project is available for programming with first priority to another project within the same category as listed in the Expenditure Plan or second priority, to any other ready-to-go Prop AA projects. Final project selection will be determined through a competitive call for projects.

- Retroactive expenses are ineligible. No expenses will be reimbursed that are incurred prior to Board approval of the allocation for a particular project or program. The Transportation Authority will not reimburse expenses incurred prior to fully executing a Standard Grant Agreement (SGA).
- Indirect expenses are ineligible. Reimbursable expenses will include only those expenses directly attributable to the delivery of the products for that phase of the project or program receiving a Prop AA allocation.
- Projects shall be consistent with the Regional Transportation Plan (RTP).

Table 1

Prerequisite Milestones for Allocation

Allocations of Prop AA funds for specific project phases will be contingent on the prerequisite milestones shown in the table below. Exceptions will be considered on a case-by-case basis. Allocation requests will be made prior to advertising for services which will utilize Prop AA funds.

Phase	**Prerequisite Milestone(s) for Allocation**
Design Engineering (PS&E)	• Inclusion in 5YPP/Strategic Plan • Preliminary Engineering Report, if applicable • Approved environmental document • Capital construction funding in adopted plan, including RTP
Construction, including procurement (e.g. accessible pedestrian signals)	• Inclusion in 5YPP /Strategic Plan • Approved environmental document • Right of way certification (if appropriate) • 100% PS&E

Table 2

Expected Work Products/Deliverables by Phase

The phase for which Prop AA funds are allocated is expected to result in a complete work product or deliverable. The expected work product for each phase is described in the table below. Upon approval of a request for allocation, the Transportation Authority on a case-by-case basis may approve a work product/deliverable other than that shown in the table below (e.g. for Transportation Demand Management projects).

Phase	**Expected Work Product/Deliverable**[1]
Design Engineering (PS&E)	Final design package including contract documents
Construction, including procurement	Constructed improvement or equipment in service

[1]The Transportation Authority will specify required deliverables for an allocation in the Allocation Request Form, typically requiring evidence of completion of the above work products/deliverables such as a copy of the signed certifications page as evidence of completion of PS&E or digital photos of a completed construction project.

[this page intentionally left blank]

Prop AA Vehicle Registration Fee
Strategic Plan Screening and Prioritization Criteria – (Adopted 10.26.2021)

The Prop AA Expenditure Plan requires that the Strategic Plan include a prioritization mechanism to rank projects within each of the three programmatic categories. The intent of this requirement is to provide the Transportation Authority Board, the public, and Prop AA project sponsors with a clear understanding of how projects are prioritized for funding within program. Having a transparent and well-documented prioritization methodology in place allows for an open, inclusive and predictable project development process, intended to result in a steady stream of projects that are ready to compete for Prop AA, Prop K, and other discretionary (i.e., competitive) fund sources for implementation. In addition, a robust prioritization methodology helps to ensure that projects programmed for Prop AA funds can deliver near-term, tangible benefits to the public as intended by the Expenditure Plan. Finally, it allows project sponsors to better take advantage of coordination opportunities with other transportation projects funded by Prop AA and other funding sources that should result in efficiencies and minimize disruption caused by construction activities.

I. SCREENING

Projects must meet all screening criteria in order to be considered further for Prop AA funding. The screening criteria focus on meeting the eligibility requirements for Prop AA funds and include, but are not limited to, the following factors:

- Project sponsor is an eligible administering agency per the Prop AA Expenditure Plan guidelines.
- Project is eligible for funding from one or more of Prop AA's three programmatic categories.
- Project is seeking Prop AA funds for design or construction phases only.
- Project is consistent with the regional transportation plan.
- Project is consistent with agency adopted plans; existing and planned land uses; and adopted standards for urban design and for the provision of pedestrian amenities; and supportive of planned growth in transit friendly housing, employment and services.

II. GENERAL PRIORITIZATION

Projects that meet all of the Prop AA screening criteria will be prioritized for Prop AA funding based on, but not limited to the factors listed below. Neither the general prioritization criteria listed below nor category-specific criteria listed in Section III are in any particular order nor are they weighted. In general, the more criteria a project satisfies and the better it meets them, the higher a project will be ranked.

- **Project Readiness:** Priority shall be given to projects that can implement the funded phase(s) within twelve months of allocation. Implementation includes issuance of a purchase order to secure project components, awarding a contract, or encumbrance of staff labor charges by project sponsor.
- **Time Sensitivity:** Priority shall be given to projects that are trying to take advantage of time sensitive construction coordination opportunities and whether the project would leverage other funding sources with timely use of funds requirements.
- **Community Engagement/Support:** Priority shall be given to projects with clear and diverse community support and/or developed out of a community-based planning process (e.g., community-based transportation plan, the Neighborhood Transportation Improvement Program, corridor improvement study, campus master plan, station area plans, etc.).
- **Benefits Equity Priority Communities:** Priority will be given to projects that directly benefit

disadvantaged populations, whether the project is directly located in an Equity Priority Community or can demonstrate benefits to disadvantaged populations.

- **Fund Leveraging:** Priority shall be given to projects that can demonstrate leveraging of Prop AA funds, or that can justify why they are ineligible, have very limited eligibility, or compete poorly to receive Prop K or other discretionary funds.
- **Geographic Equity:** Prop AA programming will reflect fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods. This factor will be applied program-wide and to individual projects, as appropriate.
- **Project Sponsor Priority:** For project sponsors that submit multiple Prop AA applications, the Transportation Authority will consider the project sponsor's relative priority for its applications.
- **Project Delivery Track Record:** The Transportation Authority will consider the project sponsor(s)' past project delivery track record of prior Prop AA and other Transportation Authority-programmed funds when prioritizing potential Prop AA projects. For sponsors that have not previously received Transportation Authority-funds, the Transportation Authority will consider the sponsors' project delivery track record for capital projects funded by other means.

III. PROGRAMMATIC CATEGORY PRIORITIZATION

In addition to the general prioritization criteria detailed in Section II, listed below are prioritization criteria specific to each programmatic category.

Street Repair and Reconstruction

- Priority will be given to projects based on an industry-standard pavement management system designed to inform cost effective roadway maintenance.
- Priority will be given to streets located on San Francisco's bicycle and transit networks.
- Priority will be given to projects that include complete streets elements. Specifically, priority will be given to projects that include at least a minimal level of enhancement over previous conditions and that directly benefit multiple system users regardless of fund source (e.g. Street Repair and Reconstruction category, other Prop AA category or non-Prop AA fund source). Enhancements include complete streets elements for pedestrians, cyclists, or transit passengers that are improvements above and beyond those triggered by the street repair and reconstruction work (e.g. ADA compliant curb ramps required because of the street repair and reconstruction work).

Pedestrian Safety

- Priority will be given to projects that shorten crossing distances, minimize conflicts with other modes, and reduce pedestrian hazards.
- Priority will be given to projects on corridors that are identified through or are consistent with Vision Zero and related or successor efforts (e.g. active transportation plan).
- Priority will be given to infrastructure projects that improve access to transit and/or schools.

Transit Reliability and Mobility Improvements

- Priority will be given to projects that support existing or proposed rapid transit, including projects identified in transit performance plans or programs such as the San Francisco Municipal Transportation Agency's Muni Forward program and Rapid Network initiative.
- Priority will be given to projects that increase transit accessibility, reliability, and connectivity (e.g. stop improvements, transit stop consolidation and relocation, transit

signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, bicycle parking, and improved connections to regional transit).

- Priority will be given to travel demand management projects that aim to reduce congestion and transit crowding and are aligned with San Francisco's citywide travel demand management goals.
- Priority will be given to projects that address documented safety issues.

[this page intentionally left blank]

2022 Prop AA Strategic Plan
Programming and Allocations
Pending Approval 4/26/2022

Project Name	Sponsor	Phase	Fiscal Year 2022/23	Fiscal Year 2023/24	Fiscal Year 2024/25	Fiscal Year 2025/26	Fiscal Year 2026/27	5-Year Total
Street Repair and Reconstruction								
Target Funds Available in Category			**$ 2,686,679**	**$ 2,409,525**	**$ 2,409,525**	**$ 2,409,525**	**$ 2,409,525**	**$ 12,324,780**
Hunters Point, Central Waterfront and Potrero Hill Area Streets Pavement Renovation	SFPW	Construction	$ 2,882,492					$ 2,882,492
8th St, Clay St and Levenworth St Pavement Renovation	SFPW	Construction		$ 2,360,572				$ 2,360,572
Brotherhood Way, Holloway Ave and Lake Merced Blvd Pavement Renovation	SFPW	Construction			$ 2,360,572			$ 2,360,572
Front St, Sansome St, 1st St and Montgomery St Pavement Renovation	SFPW	Construction				$ 1,860,572		$ 1,860,572
Fillmore St Pavement Renovation	SFPW	Construction					$ 2,360,572	$ 2,360,572
Subtotal Programmed to Category (% all time)	**49.3%**		**$ 2,882,492**	**$ 2,360,572**	**$ 2,360,572**	**$ 1,860,572**	**$ 2,360,572**	**$ 11,824,780**
Cumulative Remaining Capacity			***$ (195,813)***	***$ (146,860)***	***$ (97,906)***	***$ 451,047***	***$ 500,000***	***$ 500,000***
Pedestrian Safety								
Target Funds Available in Category			**$ 1,182,359**	**$ 1,060,389**	**$ 1,060,389**	**$ 1,060,389**	**$ 1,060,389**	**$ 5,423,915**
Japantown Buchanan Mall Improvements	SFPW	Design	$ 100,000					$ 100,000
Japantown Buchanan Mall Improvements	SFPW	Construction		$ 400,000				$ 400,000
Oakdale Lighting Improvements Project Phase 1	SFPW	Design	$ 324,000					$ 324,000
Oakdale Lighting Improvements Project Phase 1	SFPW	Construction		$ 1,650,000				$ 1,650,000
Innes Avenue Sidewalk Improvements	SFPW	Design	$ 179,000					$ 179,000
Innes Avenue Sidewalk Improvements	SFPW	Construction		$ 672,000				$ 672,000
Central Embarcadero Safety Project	SFMTA	Construction		$ 1,000,000				$ 1,000,000
Howard Streetscape Pedestrian Safety Project	SFMTA	Construction		$ 1,000,000				$ 1,000,000
Bayview Community Multimodal Corridor Project	SFMTA	Construction					$ 598,915	$ 598,915
Subtotal Programmed to Category (% all time)	**25.7%**		**$ 603,000**	**$ 4,722,000**	**$ -**	**$ -**	**$ 598,915**	**$ 5,923,915**
Cumulative Remaining Capacity			***$ 579,359***	***$ (3,082,252)***	***$ (2,021,863)***	***$ (961,474)***	***$ (500,000)***	***$ (500,000)***
Transit Reliability and Mobility Improvements								
Target Funds Available in Category			**$ 1,251,540**	**$ 1,122,433**	**$ 1,122,433**	**$ 1,122,433**	**$ 1,122,433**	**$ 5,741,270**
M Ocean View Transit Reliability and Mobility Improvements	SFMTA	Design	$ 1,000,000					$ 1,000,000
29 Sunset Transit Reliability and Mobility Improvements	SFMTA	Design	$ 1,000,000					$ 1,000,000
Elevator Modernization Project, Phase 1.3, Powell Street and Civic Center/UN Plaza Stations	BART	Construction				$ 3,441,270		$ 3,441,270
Salesforce Transit Center Wayfinding Phase 1	TJPA	Construction	$ 300,000					$ 300,000
Subtotal Programmed to Category (% all time)	**25.0%**		**$ 2,300,000**	**$ -**	**$ -**	**$ 3,441,270**	**$ -**	**$ 5,741,270**
Cumulative Remaining Capacity			***$ (1,048,460)***	***$ 73,972***	***$ 1,196,405***	***$ (1,122,433)***	***$ 0***	***$ 0***
Total Available Funds			**$ 5,120,578**	**$ 4,592,347**	**$ 4,592,347**	**$ 4,592,347**	**$ 4,592,347**	**$ 23,489,965**
Total Programmed			**$ 5,785,492**	**$ 7,082,572**	**$ 2,360,572**	**$ 5,301,842**	**$ 2,959,487**	**$ 23,489,965**
Cumulative Remaining Capacity			***$ (664,914)***	***$ (3,155,139)***	***$ (923,365)***	***$ (1,632,860)***	***$ (0)***	

Allocated **Pending Action**

Notes

2022 Prop AA Strategic Plan
Cash Flow
Pending Approval 4/26/2022

Project Name	Phase	Fiscal Year 2022/23	Fiscal Year 2023/24	Fiscal Year 2024/25	Fiscal Year 2025/26	Fiscal Year 2026/27	Fiscal Year 2027/28	Fiscal Year 2028/29	Total
Street Repair and Reconstruction									
Target Funds Available in Category		**$ 2,686,679**	**$ 2,409,525**	**$ 2,409,525**	**$ 2,409,525**	**$ 2,409,525**	**$ -**	**$ -**	**$ 12,324,780**
Hunters Point, Central Waterfront and Potrero Hill Area Streets Pavement Renovation	Construction	$ 288,249	$ 1,441,246	$ 1,152,997					$ 2,882,492
8th St, Clay St and Levenworth St Pavement Renovation	Construction		$ 236,057	$ 1,180,286	$ 944,229				$ 2,360,572
Brotherhood Way, Holloway Ave and Lake Merced Blvd Pavement Renovation	Construction			$236,057	$1,180,286	$ 944,229			$ 2,360,572
Front St, Sansome St, 1st St and Montgomery St Pavement Renovation	Construction				$ 95,072	$ 1,470,429	$ 295,071		$ 1,860,572
Fillmore St Pavement Renovation	Construction						$ 1,180,286	$ 1,180,286	$ 2,360,572
Cash Flow Subtotal		**$ 288,249**	**$ 1,677,303**	**$ 2,569,340**	**$ 2,219,587**	**$ 2,414,658**	**$ 1,475,357**	**$ 1,180,286**	**$ 11,824,780**
Cumulative Remaining Capacity		***$ 2,398,430***	***$ 3,130,652***	***$ 2,970,838***	***$ 3,160,776***	***$ 3,155,643***	***$ 1,680,286***	***$ 500,000***	***$ 500,000***
Pedestrian Safety									
Target Funds Available in Category		**$ 1,182,359**	**$ 1,060,389**	**$ 1,060,389**	**$ 1,060,389**	**$ 1,060,389**	**$ -**	**$ -**	**$ 5,423,915**
Japantown Buchanan Mall Improvements	Design	$ 50,000	$ 50,000						$ 100,000
Japantown Buchanan Mall Improvements	Construction		$ 100,000	$ 300,000					$ 400,000
Oakdale Lighting Improvements Project Phase 1	Design	$ 259,200	$ 64,800						$ 324,000
Oakdale Lighting Improvements Project Phase 1	Construction		$ 412,500	$ 1,237,500					$ 1,650,000
Innes Avenue Sidewalk Improvements	Design	$ 149,000	$ 30,000						$ 179,000
Innes Avenue Sidewalk Improvements	Construction		$ 336,000	$ 336,000					$ 672,000
Central Embarcadero Safety Project	Construction		$ 500,000	$ 500,000					$ 1,000,000
Howard Streetscape Pedestrian Safety Project	Construction			$ 500,000	$ 500,000				$ 1,000,000
Bayview Community Multimodal Corridor Project	Construction					$ 299,458	$ 299,457		$ 598,915
Cash Flow Subtotal		**$ 458,200**	**$ 1,493,300**	**$ 2,873,500**	**$ 500,000**	**$ 299,458**	**$ 299,457**	**$ -**	**$ 5,923,915**
Cumulative Remaining Capacity		***$ 724,159***	***$ 291,248***	***$ (1,521,863)***	***$ (961,474)***	***$ (200,543)***	***$ (500,000)***	***$ (500,000)***	***$ (500,000)***
Transit Reliability and Mobility Improvements									
Target Funds Available in Category		**$ 1,251,540**	**$ 1,122,433**	**$ 1,122,433**	**$ 1,122,433**	**$ 1,122,433**	**$ -**	**$ -**	**$ 5,741,270**
M Ocean View Transit Reliability and Mobility Improvements	Design	$ 340,000	$ 660,000						$ 1,000,000
29 Sunset Transit Reliability and Mobility Improvements	Design		$ 500,000	$ 500,000					$ 1,000,000
Elevator Modernization Project, Phase 1.3, Powell Street and Civic Center/UN Plaza Stations	Construction				$ 1,720,635	$ 1,720,635			$ 3,441,270
Salesforce Transit Center Wayfinding Phase 1	Construction	$ 300,000							$ 300,000
Cash Flow Subtotal		**$ 640,000**	**$ 1,160,000**	**$ 500,000**	**$ 1,720,635**	**$ 1,720,635**	**$ -**	**$ -**	**$ 5,741,270**
Cumulative Remaining Capacity		***$ 611,540***	***$ 573,972***	***$ 1,196,405***	***$ 598,202***	***$ 0***	***$ 0***	***$ 0***	***$ 0***
Total Available Funds		**$ 5,120,578**	**$ 4,592,347**	**$ 4,592,347**	**$ 4,592,347**	**$ 4,592,347**			**$ 23,489,965**
Total Cashflow		**$ 1,386,449**	**$ 4,330,603**	**$ 5,942,840**	**$ 4,440,222**	**$ 4,434,751**	**$ 1,774,814**	**$ 1,180,286**	**$ 23,489,965**
Cumulative Remaining Capacity		***$ 3,734,129***	***$ 3,995,873***	***$ 2,645,379***	***$ 2,797,504***	***$ 2,955,100***	***$ 1,180,286***	***$ (0)***	

PROJECT INFORMATION FORMS

[this page intentionally left blank]

Prop AA Vehicle Registration Fee
Project Information Form

San Francisco County Transportation Authority

Project Name:	Hunters Point, Central Waterfront and Potrero Hill Area Streets Pavement Renovation
Implementing Agency:	SFPW
Project Location:	Various blocks in Hunters Point, Central Waterfront and Potrero Hill
Supervisorial District(s):	10
Project Manager (name, phone, email)	Ramon Kong
Brief Project Description for MyStreetSF (50 words max):	Street resurfacing of 35 blocks throughout District 10. The project scope includes demolition, grinding and paving, curb ramps reconstruction and localized base repair. 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 scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Describe how this project was prioritized. Attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	San Francisco Public Works (SFPW) 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 SFPW 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., coordinatiion with utilities) and geographic equity. The requested Prop AA grant will partially fund the paving scope of work which includes demolition, pavement renovation of 35 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work within project limits. The average Pavement Condition Index (PCI) score within the project limits is mid 40's. Streets with a PCI between 50 and 69 are considered "at-risk" and are quickly deteriorating and would require larger scale repair work if they are not treated soon. Residential streets make up two-thirds of San Francisco's street network. Improvements will include new lane striping, crosswalk upgrades to continental-style striping, restoration of existing bike lanes and curb ramp installations or reconstruction as required by the American with Disabilities Act and State and local laws and regulations. The project will coordinate with and potentially include traffic safety projects led by the SFMTA. The following are the proposed locations of the project: 3rd St from 26th St to Cesar Chavez St 18th St from Arkansas Sto to Carolina St 19th St from Illinois St to 3rd St 25th St from Vermont St to Utah St Cesar Chavez St from Maryland St to 3rd St De Haro St from 15th St to 16th St Earl St from Kirkwood Ave to Jerrold Ave Griffith St from Oakdale Ave to Crisp Rd Hawes St from Hudson Ave to Innes Ave Hunters Point Blvd from Innes Ave to Evans Ave Innes Ave from Arelious Walker Dr to Ingalls St Kirkwood Ave from La Salle Ave to Nautilus Dr McKinnon Ave from Upton St to Barneveld Ave Mendell St from Cargo Way to Newhall St Minnesota St from 25th St to Cesar Chavez St Newcomb Ave from 3rd St to Newhall St Northridge Rd from Dormitory Rd to Harbor Rd Rhode Island St from Mariposa St to 18th St, 23rd St to 24th St Tennessee St from 24th St to 25th St Wisconsin St from 16th St to 17th St, 22nd St to 23rd St All candidates are subject to substitution and schedule changes pending visual confirmation, utility clearances, coordination with other agencies and unforeseen challenges such as changed priorities, cost increases or reduced revenue.

Prop AA Vehicle Registration Fee
Project Information Form

San Francisco County Transportation Authority

Describe Benefits to Equity Priority Communities and Disadvantaged Populations	The street resurfacing projects will include the installation or reconstruction of curb ramps to provide better access to sidewalks as mandated by the American with Disabilities Act (ADA) and State and local laws and regulations.
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, etc.).	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.	PUC Sewer will be joining the project for sewer replacement work.
Type of Environmental Clearance:	Categorically Exempt

Project Delivery Milestones

	Status	Work	Start Date		End Date	
Phase*	**% Complete as of 1/18/22**	**In-house, Contracted, or Both**	**Month**	**Calendar Year**	**Month**	**Calendar Year**
Planning/Conceptual Engineering (typically 30% design)						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	35%	In-house	Jul-Sep	2021	Jan-Mar	2023
Right-of-Way						
Advertise Construction	0%	N/A	Apr-Jun	2023	N/A	N/A
Start Construction (e.g. Award Contract)	0%		Jul-Sep	2023	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Oct-Dec	2024

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

Prop AA Vehicle Registration Fee
Project Information Form

San Francisco County Transportation Authority

Project Name:	Hunters Point, Central Waterfront and Potrero Hill Area Streets Pavement Renovation

PROJECT COST ESTIMATE

		Funding Source by Phase			
Phase	**Cost**	**Prop AA**	**Prop K**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$0	N/A			
Environmental Studies (PA&ED)	$0	N/A			
Design Engineering (PS&E)	$400,000			$400,000	Engineer's estimate
Right-of-Way	$0	N/A			
Construction	$3,500,000	$2,882,492		$617,508	Engineer's estimate
TOTAL PROJECT COST	$3,900,000	$2,882,492	$0	$1,017,508	
Percent of Total		74%	0%	26%	

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	**Planned**	**Programmed**	**Allocated**	**TOTAL**
Prop AA	$2,882,492			$2,882,492
Gas Tax	$617,508		$400,000	$1,017,508
Source 2				$0
TOTAL	**$3,500,000**	**$0**	**$400,000**	**$3,900,000**

Desired Prop AA Programming Year*
FY 2022/23
*This call for project will program funds in FYs 2022/23 through 2026/27.

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	22/23	**23/24**	**24/25**	**25/26**	**26/27**	**27/28**	**Total**
Design Engineering (PS&E)							$0
Construction		$288,249	$1,441,246	$1,152,997			$2,882,492
TOTAL BY FISCAL YEAR	**$0**	**$288,249**	**$1,441,246**	**$1,152,997**	**$0**	**$0**	**$2,882,492**

*Cash flow can extend beyond the FYs 2022/23 through 2026/27 period.

Comments/Concerns

Transportation Authority staff recommendation: cashflow distribution schedule of 10%/50%/40% across FYs 2023/24 - 2025/26.
Public Works to coordinate with SFMTA to include any proposed pedestrian or traffic safety improvements.

Hunters Point, Central Waterfront and Potrero Hill Area Streets Pavement Renovation

N

W E

S

Legend

Blocks

Intersection

INFORMATION AS OF FEBRUARY 2022

NOTES:

- All Public Works Street Resurfacing Program candidates are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances, and coordination with other agencies and are NOT guaranteed to be moved forward to construction. Unforeseen challnenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the Public Works Street Resurfacing Program candidates to be postponed or dropped from consideration.

0 750 1,500 3,000 4,500 6,000

Feet

Hunters Point, Central Waterfront and Potrero Hill Area Streets Pavement Renovation

Note: All Public Works Street Resurfacing Program candidates are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances, and coordination with other agencies and are NOT guaranteed to be moved forward to construction. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the Public Works Street Resurfacing Program candidates to be postponed or dropped from consideration.

On Street	From Street	To Street	Bike Route	Transit Route	High Injury Network
03RD ST	26TH ST	CESAR CHAVEZ ST	-	Yes	Yes
18TH ST	ARKANSAS ST	CAROLINA ST	-	-	-
19TH ST	ILLINOIS ST	03RD ST	-	-	-
25TH ST	VERMONT ST	SAN BRUNO AVE	-	-	-
25TH ST	SAN BRUNO AVE	UTAH ST	-	-	-
CESAR CHAVEZ ST	MARYLAND ST	MICHIGAN ST	-	-	Yes
CESAR CHAVEZ ST	MICHIGAN ST	ILLINOIS ST	-	-	Yes
CESAR CHAVEZ ST	ILLINOIS ST	03RD ST	Yes	-	Yes
DE HARO ST	15TH ST	16TH ST	-	-	-
EARL ST	KIRKWOOD AVE	JERROLD AVE	-	Yes	-
GRIFFITH ST	OAKDALE AVE	CRISP RD	-	Yes	-
HAWES ST	HUDSON AVE \ HUNTERS POINT BLVD	INNES AVE	-	-	-
HUNTERS POINT BLVD	INNES AVE	HAWES ST \ HUDSON AVE	Yes	-	-
HUNTERS POINT BLVD	HAWES ST \ HUDSON AVE	GALVEZ AVE	Yes	-	-
HUNTERS POINT BLVD	GALVEZ AVE	EVANS AVE	Yes	-	-
INNES AVE	ARELIOUS WALKER DR	GRIFFITH ST	Yes	Yes	Yes
INNES AVE	GRIFFITH ST	HUNTERS POINT BLVD	Yes	Yes	Yes
INNES AVE	HUNTERS POINT BLVD	HAWES ST	-	Yes	Yes
INNES AVE	HAWES ST	MARIST CT	-	Yes	-
INNES AVE	MARIST CT	INGALLS ST \ MIDDLE POINT RD	-	Yes	-
KIRKWOOD AVE	LA SALLE AVE	ALBATROSS CT	-	-	-
KIRKWOOD AVE	ALBATROSS CT	NAUTILUS DR	-	-	-
MCKINNON AVE	UPTON ST	BARNEVELD AVE \ LOOMIS ST	-	-	-
MENDELL ST	CARGO WAY	NEWHALL ST	-	Yes	-
MINNESOTA ST	25TH ST	END	Yes	-	-
MINNESOTA ST	END	26TH ST	Yes	-	-
MINNESOTA ST	26TH ST	CESAR CHAVEZ ST	Yes	-	-
NEWCOMB AVE	03RD ST	NEWHALL ST	-	Yes	Yes
NORTHRIDGE RD	DORMITORY RD \ JERROLD AVE	HARBOR RD	-	Yes	-
RHODE ISLAND ST	MARIPOSA ST	18TH ST	-	Yes	-
RHODE ISLAND ST	23RD ST	24TH ST	-	Yes	-
TENNESSEE ST	24TH ST	25TH ST	-	-	-
WISCONSIN ST	16TH ST	17TH ST	-	Yes	-
WISCONSIN ST	22ND ST	MADERA ST	-	Yes	-
WISCONSIN ST	MADERA ST	23RD ST	-	Yes	-

[this page intentionally left blank]

Prop AA Vehicle Registration Fee
Project Information Form

San Francisco County Transportation Authority

Project Name:	8th St, Clay St and Leavenworth St Pavement Renovation
Implementing Agency:	SFPW
Project Location:	Various blocks of 8th St, Clay St and Levenworth St
Supervisorial District(s):	3 , 6
Project Manager (name, phone, email)	Edmund Lee
Brief Project Description for MyStreetSF (50 words max):	Street resurfacing of 35 blocks throughout Districts 3, 6. The project scope includes demolition, grinding and paving of 35 blocks, curb ramps reconstruction and localized base repair. The average Pavement Condition Index (PCI) score within the project limits is mid 50's.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Describe how this project was prioritized. Attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	San Francisco Public Works (SFPW) 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 SFPW 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., coordinatiion with utilities) and geographic equity. Improvements will include new lane striping, crosswalk upgrades to continental-style striping, restoration of existing bike lanes and curb ramp installations or reconstruction as required by the American with Disabilities Act and State and local laws and regulations. The project will coordinate with and potentially include traffic safety projects led by the SFMTA. The requested Prop AA grant will partially fund the paving scope of work which includes demolition, pavement renovation of 35 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work within project limits. The average Pavement Condition Index (PCI) score within the project limits is mid 50's. Streets with a PCI between 50 and 69 are considered "at-risk" and are quickly deteriorating and would require larger scale repair work if they are not treated soon. Residential streets make up two-thirds of San Francisco's street network. The following are the proposed locations of the project: 7th St from Charles J Brenham Pl to Mission St 8th St from Grove St to Minna St, Tehama St to Ringold St 11th St from Kissling St to Burns St, Harrison St to 13th St Beale St from Howard St to Folsom St Berwick Pl from Heron St to Harrison St Clay St from Jones St to Larkin St Clementina St from Kaplan Ln to 3rd St Golden Gate Ave from 6th St to Jones St Harrison St from Main St to Beale St, Gordon St to 9th St Hyde St from Try Aly to Clay St Jones St from Market St to McAllister St Larkin St from Clay St to Washington St Leavenworth St from McAllister St to Bush St, Secramento St to Clay St Main St from Howard St to Folsom St Mary St from Minna St to Natoma St McAllister St from Jones St to Charles J Brenham Pl 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.
Describe Benefits to Equity Priority Communities and Disadvantaged Populations	The street resurfacing projects will include the installation or reconstruction of curb ramps to provide better access to sidewalks as mandated by the American with Disabilities Act (ADA) and State and local laws and regulations.

Prop AA Vehicle Registration Fee
Project Information Form

San Francisco County Transportation Authority

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, etc.).	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.	Project design will be coordinated with all public agencies and private utilities with interests in the right-of-way segments within the project limits.
Type of Environmental Clearance:	Categorically Exempt

Project Delivery Milestones

	Status	Work	Start Date		End Date	
Phase*	**% Complete as of 1/18/22**	**In-house, Contracted, or Both**	**Month**	**Calendar Year**	**Month**	**Calendar Year**
Planning/Conceptual Engineering (typically 30% design)						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	0%		Jan-Mar	2022	Jan-Mar	2024
Right-of-Way						
Advertise Construction	0%	N/A	Apr-Jun	2024	N/A	N/A
Start Construction (e.g. Award Contract)	0%		Jul-Sep	2024	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Oct-Dec	2025

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

Prop AA Vehicle Registration Fee
Project Information Form

San Francisco County Transportation Authority

Project Name:	8th St, Clay St and Leavenworth St Pavement Renovation

PROJECT COST ESTIMATE

		Funding Source by Phase			
Phase	**Cost**	**Prop AA**	**Prop K**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$0	N/A			
Environmental Studies (PA&ED)	$0	N/A			
Design Engineering (PS&E)	$350,000			$350,000	Engineer's estimate
Right-of-Way	$0	N/A			
Construction	$3,500,000	$2,360,572		$1,139,428	Engineer's estimate
TOTAL PROJECT COST	$3,850,000	$2,360,572	$0	$1,489,428	
Percent of Total		61%	0%	39%	

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	**Planned**	**Programmed**	**Allocated**	**TOTAL**
Prop AA	$2,360,572			$2,360,572
Gas Tax	$1,489,428			$1,489,428
Source 2				$0
TOTAL	**$3,850,000**	**$0**	**$0**	**$3,850,000**

Desired Prop AA Programming Year*
FY 2023/24
*This call for project will program funds in FYs 2022/23 through 2026/27.

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	22/23	**23/24**	**24/25**	**25/26**	**26/27**	**27/28**	**28/29**	**Total**
Design Engineering (PS&E)								$0
Construction		$236,057	$1,180,286	$944,229				$2,360,572
TOTAL BY FISCAL YEAR	**$0**	**$236,057**	**$1,180,286**	**$944,229**	**$0**	**$0**	**$0**	**$2,360,572**

*Cash flow can extend beyond the FYs 2022/23 through 2026/27 period.

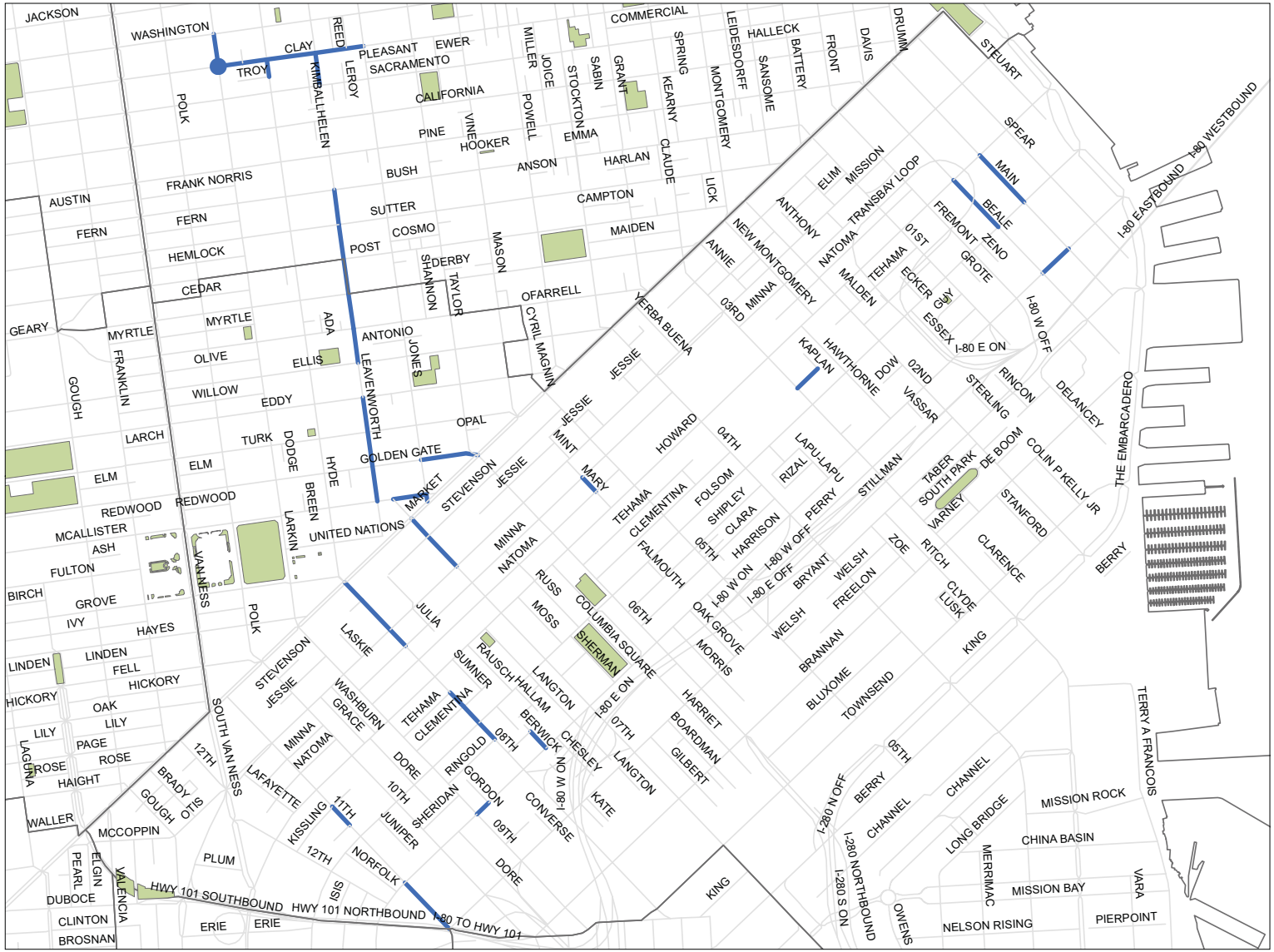
Comments/Concerns

8th St, Clay St and Leavenworth St Pavement Renovation

Note: All Public Works Street Resurfacing Program candidates are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances, and coordination with other agencies and are NOT guaranteed to be moved forward to construction. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the Public Works Street Resurfacing Program candidates to be postponed or dropped from consideration.

On Street	From Street	To Street	Bike Route	Transit Route	High Injury Network
07TH ST	CHARLES J BRENHAM PL \ MARKET ST	ODD FELLOWS WAY \ STEVENSON ST	Yes	Yes	-
07TH ST	ODD FELLOWS WAY \ STEVENSON ST	MISSION ST	Yes	Yes	-
08TH ST	GROVE ST \ HYDE ST \ MARKET ST	STEVENSON ST	Yes	Yes	Yes
08TH ST	STEVENSON ST	MISSION ST	Yes	Yes	Yes
08TH ST	MISSION ST	MINNA ST	Yes	Yes	Yes
08TH ST	TEHAMA ST	CLEMENTINA ST	Yes	Yes	Yes
08TH ST	CLEMENTINA ST	FOLSOM ST	Yes	Yes	Yes
08TH ST	FOLSOM ST	RINGOLD ST	Yes	Yes	Yes
11TH ST	KISSLING ST	BURNS PL	Yes	Yes	Yes
11TH ST	HARRISON ST	13TH ST \ BRYANT ST \ DIVISION ST	Yes	Yes	Yes
BEALE ST	HOWARD ST	FOLSOM ST	-	Yes	-
BERWICK PL	HERON ST	HARRISON ST	-	-	-
CLAY ST	JONES ST	LEAVENWORTH ST	-	Yes	-
CLAY ST	LEAVENWORTH ST	HYDE ST	-	Yes	-
CLAY ST	HYDE ST	TORRENS CT	-	Yes	-
CLAY ST	TORRENS CT	LARKIN ST	-	Yes	-
CLEMENTINA ST	KAPLAN LN	03RD ST	-	-	-
GOLDEN GATE AVE	06TH ST \ MARKET ST \ TAYLOR ST	JONES ST	-	Yes	Yes
HARRISON ST	MAIN ST	BEALE ST	-	Yes	Yes
HARRISON ST	GORDON ST	09TH ST	-	Yes	Yes
HYDE ST	TROY ALY	CLAY ST	-	Yes	Yes
JONES ST	MARKET ST	MCALLISTER ST	-	-	Yes
LARKIN ST	CLAY ST	WASHINGTON ST	-	-	-
LEAVENWORTH ST	MCALLISTER ST	GOLDEN GATE AVE	-	-	Yes
LEAVENWORTH ST	GOLDEN GATE AVE	TURK ST	-	-	Yes
LEAVENWORTH ST	TURK ST	EDDY ST	-	-	Yes
LEAVENWORTH ST	ELLIS ST	OFARRELL ST	-	Yes	Yes
LEAVENWORTH ST	OFARRELL ST	GEARY ST	-	Yes	Yes
LEAVENWORTH ST	GEARY ST	POST ST	-	Yes	Yes
LEAVENWORTH ST	POST ST	SUTTER ST	-	Yes	Yes
LEAVENWORTH ST	SUTTER ST	BUSH ST	-	Yes	Yes
LEAVENWORTH ST	SACRAMENTO ST	CLAY ST	-	Yes	-
MAIN ST	HOWARD ST	FOLSOM ST	-	Yes	-
MARY ST	MINNA ST	NATOMA ST	-	-	-
MCALLISTER ST	JONES ST	CHARLES J BRENHAM PL	Yes	Yes	Yes

8th St, Clay St and Leavenworth St Pavement Renovation



Legend

- Blocks
- Intersection

INFORMATION AS OF FEBRUARY 2022

NOTES:
- All Public Works Street Resurfacing Program candidates are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances, and coordination with other agencies and are NOT guaranteed to be moved forward to construction. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the Public Works Street Resurfacing Program candidates to be postponed or dropped from consideration.

0 500 1,000 2,000 3,000 4,000 Feet

[this page intentionally left blank]

Prop AA Vehicle Registration Fee
Project Information Form

San Francisco County Transportation Authority

Project Name:	Brotherhood Way, Holloway Ave and Lake Merced Blvd Pavement Renovation
Implementing Agency:	SFPW
Project Location:	Various blocks Brotherhood Way, Holloway Ave and Lake Merced Blvd
Supervisorial District(s):	7, 11
Project Manager (name, phone, email)	Ramon Kong
Brief Project Description for MyStreetSF (50 words max):	Street resurfacing of 44 blocks throughout Districts 7 and 11. The project scope includes demolition, grinding and paving of 44 blocks, curb ramps reconstruction and localized base repair. The average Pavement Condition Index (PCI) score within the project limits is low 60's.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Describe how this project was prioritized. Attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	San Francisco Public Works (SFPW) 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 SFPW 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., coordinatiion with utilities) and geographic equity. The requested Prop AA grant will partially fund the paving scope of work which includes demolition, pavement renovation of 44 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work within project limits. The average Pavement Condition Index (PCI) score within the project limits is low 60's. Streets with a PCI between 50 and 69 are considered "at-risk" and are quickly deteriorating and would require larger scale repair work if they are not treated soon. Residential streets make up two-thirds of San Francisco's street network. The following are the proposed locations of the project: 19th Ave from Junipero Serra Blvd to Beverly St Arballo Dr from Serrano Dr to Higuera Ave Brotherhood Way from Alemany Blvd to Chumasero Dr, Church Access Rd to Lake Merced Blvd Buckingham Way from 19th Ave to Winston Dr Cambon Dr from Castelo Ave to Font Blvd Chumasero Dr from Galindo Ave to Brotherhood Way Monterey Blvd from San Jose Ave on Ramp to Circular Ave Font Blvd from Cambon Dr to Gonzales Dr Garces Dr from Gonzales Dr to Grijalva Dr, Rivas Ave to Arballo Dr Holloway Ave from Junipero Serra Blvd Junipero Serra Blvd, Stratford Dr to Cardenas Ave Lake Merced Blvd from Berkshire Way to State Dr, Font Blvd to John Muir Dr Tapia Dr from Font Blvd to Pinto Ave 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.
Describe Benefits to Equity Priority Communities and Disadvantaged Populations	Project limits are within or in the immediate vicinity of the Equity Priority Communities in the Ocean View and San Francisco State University areas. In addition to the benefits of improved general mobility, the project will include installation or reconstruction of curb ramps, benefitting mobility-impaired pedestrians.

Prop AA Vehicle Registration Fee
Project Information Form

San Francisco County Transportation Authority

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, etc.).	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.	Project design will be coordinated with all public agencies and private utilities with interests in the right-of-way segments within the project limits.
Type of Environmental Clearance:	Categorically Exempt

Project Delivery Milestones

	Status	Work	Start Date		End Date	
Phase*	**% Complete as of 1/18/22**	**In-house, Contracted, or Both**	**Month**	**Calendar Year**	**Month**	**Calendar Year**
Planning/Conceptual Engineering (typically 30% design)						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	0%		Apr-Jun	2023	Jan-Mar	2025
Right-of-Way						
Advertise Construction	0%	N/A	Apr-Jun	2025	N/A	N/A
Start Construction (e.g. Award Contract)	0%		Jul-Sep	2025	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Oct-Dec	2026

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

Prop AA Vehicle Registration Fee
Project Information Form

San Francisco County Transportation Authority

Project Name:	Brotherhood Way, Holloway Ave and Lake Merced Blvd Pavement Renovation

PROJECT COST ESTIMATE

		Funding Source by Phase			
Phase	**Cost**	**Prop AA**	**Prop K**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$0	N/A			
Environmental Studies (PA&ED)	$0	N/A			
Design Engineering (PS&E)	$440,000			$440,000	Order of magnitude estimate
Right-of-Way	$0	N/A			
Construction	$4,400,000	$2,360,572		$2,039,428	Order of magnitude estimate
TOTAL PROJECT COST	$4,840,000	$2,360,572	$0	$2,479,428	
Percent of Total		49%	0%	51%	

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	**Planned**	**Programmed**	**Allocated**	**TOTAL**
Prop AA	$2,360,572			$2,360,572
Gas Tax	$2,479,428			$2,479,428
Source 2				$0
TOTAL	**$4,840,000**	**$0**	**$0**	**$4,840,000**

Desired Prop AA Programming Year*
FY 2024/25
*This call for project will program funds in FYs 2022/23 through 2026/27.

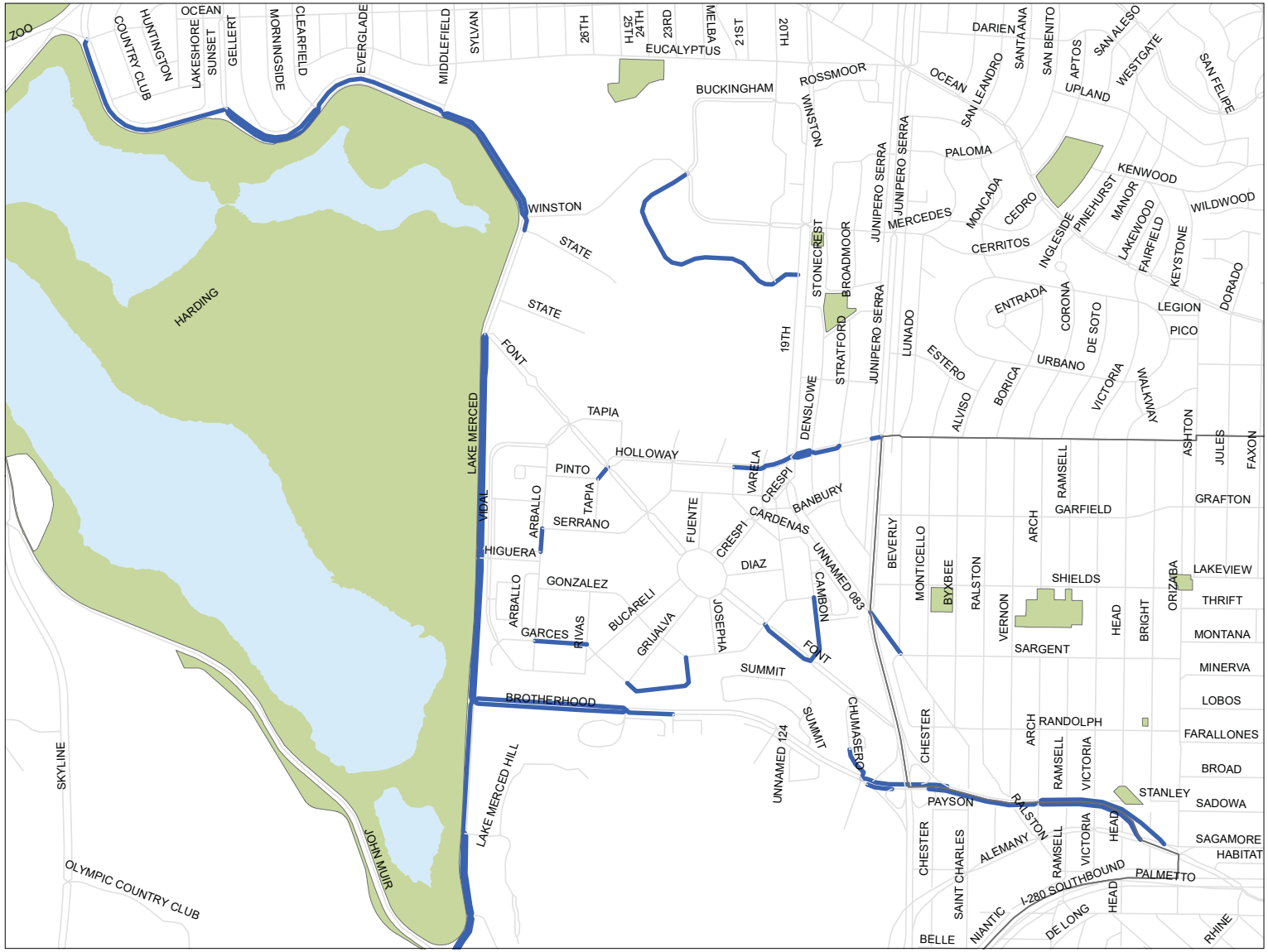
PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	22/23	**23/24**	**24/25**	**25/26**	**26/27**	**27/28**	**28/29**	**Total**
Design Engineering (PS&E)								$0
Construction			$236,057	$1,180,286	$944,229			$2,360,572
TOTAL BY FISCAL YEAR	**$0**	**$0**	**$236,057**	**$1,180,286**	**$944,229**	**$0**	**$0**	**$2,360,572**

*Cash flow can extend beyond the FYs 2022/23 through 2026/27 period.

Comments/Concerns

Brotherhood Way, Holloway Ave and Lake Merced Blvd Pavement Renovation



Legend

- Blocks
- Intersection

INFORMATION AS OF FEBRUARY 2022

NOTES:
- All Public Works Street Resurfacing Program candidates are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances, and coordination with other agencies and are NOT guaranteed to be moved forward to construction. Unforeseen challnenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the Public Works Street Resurfacing Program candidates to be postponed or dropped from consideration.

0 500 1,000 2,000 3,000 4,000 Feet

Brotherhood Way, Holloway Ave and Lake Merced Blvd Pavement Renovation

Note: All Public Works Street Resurfacing Program candidates are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances, and coordination with other agencies and are NOT guaranteed to be moved forward to construction. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the Public Works Street Resurfacing Program candidates to be postponed or dropped from consideration.

On Street	From Street	To Street	Bike Route	Transit Route	High Injury Network
19TH AVE	JUNIPERO SERRA BLVD	BEVERLY ST \ RANDOLPH ST \ SARGENT ST	-	Yes	Yes
ARBALLO DR	SERRANO DR	HIGUERA AVE	-	Yes	-
BROTHERHOOD WAY	ALEMANY BLVD	ARCH ST	Yes	Yes	Yes
BROTHERHOOD WAY	ALEMANY BLVD \ SAGAMORE ST	ARCH ST	Yes	Yes	Yes
BROTHERHOOD WAY	ARCH ST	JUNIPERO SERRA BLVD ON RAMP	Yes	Yes	Yes
BROTHERHOOD WAY	JUNIPERO SERRA BLVD OFF RAMP	JUNIPERO SERRA BLVD ON RAMP	-	Yes	Yes
BROTHERHOOD WAY	JUNIPERO SERRA BLVD ON RAMP	JUNIPERO SERRA BLVD OFF RAMP	-	Yes	Yes
BROTHERHOOD WAY	JUNIPERO SERRA BLVD OFF RAMP	JUNIPERO SERRA BLVD OFF RAMP	-	Yes	Yes
BROTHERHOOD WAY	JUNIPERO SERRA BLVD OFF RAMP	CHUMASERO DR \ THOMAS MORE WAY	-	Yes	Yes
BROTHERHOOD WAY	CHURCH ACCESS RD	CHURCH ACCESS RD	-	-	-
BROTHERHOOD WAY	CHURCH ACCESS RD	LAKE MERCED BLVD	-	-	-
BROTHERHOOD WAY	CHURCH ACCESS RD	LAKE MERCED BLVD	-	-	-
BUCKINGHAM WAY	19TH AVE	WINSTON DR	Yes	Yes	-
CAMBON DR	CASTELO AVE \ UNNAMED 088	FONT BLVD	-	Yes	-
CHUMASERO DR	GALINDO AVE	BROTHERHOOD WAY \ THOMAS MORE WAY	-	Yes	-
MONTEREY BLVD	SAN JOSE AV ON RAMP	CIRCULAR AVE \ I-280 N ON RAMP \ I-280 S OFF RAMP	Yes	Yes	-
FONT BLVD	CAMBON DR	GONZALEZ DR	-	Yes	-
GARCES DR	GONZALEZ DR	GRIJALVA DR	-	-	-
GARCES DR	RIVAS AVE	ARBALLO DR	-	Yes	-
HOLLOWAY AVE	JUNIPERO SERRA BLVD	JUNIPERO SERRA BLVD	Yes	Yes	-
HOLLOWAY AVE	STRATFORD DR	DENSLOWE DR	Yes	Yes	-
HOLLOWAY AVE	DENSLOWE DR	19TH AVE	Yes	Yes	-
HOLLOWAY AVE	DENSLOWE DR	19TH AVE	Yes	Yes	-
HOLLOWAY AVE	19TH AVE	VARELA AVE	Yes	-	-
HOLLOWAY AVE	VARELA AVE	CARDENAS AVE	Yes	-	-
LAKE MERCED BLVD	BERKSHIRE WAY \ LAKESHORE DR	SUNSET BLVD	Yes	-	-
LAKE MERCED BLVD	SUNSET BLVD	CLEARFIELD DR	Yes	Yes	Yes
LAKE MERCED BLVD	SUNSET BLVD	CLEARFIELD DR	Yes	Yes	Yes
LAKE MERCED BLVD	CLEARFIELD DR	MIDDLEFIELD DR	Yes	Yes	Yes
LAKE MERCED BLVD	MIDDLEFIELD DR	WINSTON DR	Yes	Yes	Yes
LAKE MERCED BLVD	MIDDLEFIELD DR	WINSTON DR	Yes	Yes	Yes
LAKE MERCED BLVD	WINSTON DR	STATE DR	Yes	Yes	Yes
LAKE MERCED BLVD	FONT BLVD	HIGUERA AVE	Yes	Yes	-
LAKE MERCED BLVD	FONT BLVD	HIGUERA AVE	Yes	Yes	-
LAKE MERCED BLVD	HIGUERA AVE	HIGUERA AVE	Yes	Yes	-
LAKE MERCED BLVD	HIGUERA AVE	HIGUERA AVE	Yes	Yes	-
LAKE MERCED BLVD	HIGUERA AVE	BROTHERHOOD WAY	Yes	Yes	-
LAKE MERCED BLVD	HIGUERA AVE	BROTHERHOOD WAY	Yes	Yes	-
LAKE MERCED BLVD	BROTHERHOOD WAY	LAKE MERCED HILL	Yes	Yes	-
LAKE MERCED BLVD	LAKE MERCED HILL	UNNAMED 129	Yes	Yes	-
LAKE MERCED BLVD	LAKE MERCED HILL	UNNAMED 129	Yes	Yes	-
LAKE MERCED BLVD	UNNAMED 129	JOHN MUIR DR	Yes	Yes	-
LAKE MERCED BLVD	UNNAMED 129	JOHN MUIR DR	Yes	Yes	-
TAPIA DR	FONT BLVD \ HOLLOWAY AVE	PINTO AVE	-	-	-

[this page intentionally left blank]

Prop AA Vehicle Registration Fee
Project Information Form

San Francisco County Transportation Authority

Project Name:	Front St, Sansome St, 1st St and Montgomery St Pavement Renovation
Implementing Agency:	SFPW
Project Location:	Various blocks of streets in Front St, Sansome St, 1st St and Montgomery St
Supervisorial District(s):	3, 6
Project Manager (name, phone, email)	Edmund Lee
Brief Project Description for MyStreetSF (50 words max):	Street resurfacing of 38 blocks throughout Districts 3 and 6. The project scope includes demolition, grinding and paving of 38 blocks, curb ramps reconstruction and localized base repair. The average Pavement Condition Index (PCI) score within the project limits is mid 50's.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Describe how this project was prioritized. Attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	San Francisco Public Works (SFPW) 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 SFPW 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., coordinatiion with utilities) and geographic equity. The requested Prop AA grant will partially fund the paving scope of work which includes demolition, pavement renovation of 38 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work within project limits. The average Pavement Condition Index (PCI) score within the project limits is mid 50's. Streets with a PCI between 50 and 69 are considered "at-risk" and are quickly deteriorating and would require larger scale repair work if they are not treated soon. Residential streets make up two-thirds of San Francisco's street network. The following are the proposed locations of the project: 1st St from Stevenson to Mission St, Natoma St to Clementina St Alta St from Montgomery St to End Battery St from Market St to Bush St Bush St from 1st St to Battery St Fremont St from Front St to End Front St from Fremont St to Clay St Howard St from Fremont St to 1st St Montgomery St from Clay St to Columbus Ave, Jackson St to Pacific Ave Sansome St from California St to Chestnut St Trenton St from Washington St to End 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.
Describe Benefits to Equity Priority Communities and Disadvantaged Populations	Front, Sansome and Montgomery Streets are within the Chinatown Equity Priorioty Community. Project will also include the installation or reconstruction of curb ramps, which benefit mobility-impaired pedestrians.

Prop AA Vehicle Registration Fee
Project Information Form

San Francisco County Transportation Authority

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, etc.).	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.	Project design will be coordinated with all public agencies and private utilities with interests in the right-of-way segments within the project limits.
Type of Environmental Clearance:	Categorically Exempt

Project Delivery Milestones	**Status**	**Work**	**Start Date**		**End Date**	
Phase*	**% Complete as of 1/18/22**	**In-house, Contracted, or Both**	**Month**	**Calendar Year**	**Month**	**Calendar Year**
Planning/Conceptual Engineering (typically 30% design)						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	0%		Oct-Dec	2023	Oct-Dec	2025
Right-of-Way						
Advertise Construction	0%	N/A	Jan-Mar	2026	N/A	N/A
Start Construction (e.g. Award Contract)	0%		Apr-Jun	2026	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Jul-Sep	2027

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

Prop AA Vehicle Registration Fee
Project Information Form

Project Name:	Front St, Sansome St, 1st St and Montgomery St Pavement Renovation

PROJECT COST ESTIMATE

		Funding Source by Phase			
Phase	**Cost**	**Prop AA**	**Prop K**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$0	N/A			
Environmental Studies (PA&ED)	$0	N/A			
Design Engineering (PS&E)	$380,000			$380,000	Order of magniture estimate
Right-of-Way	$0	N/A			
Construction	$3,800,000	$2,360,572		$1,439,428	Order of magniture estimate
TOTAL PROJECT COST	$4,180,000	$2,360,572	$0	$1,819,428	
Percent of Total		56%	0%	44%	

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	**Planned**	**Programmed**	**Allocated**	**TOTAL**
Prop AA	$2,360,572			$2,360,572
Gas Tax	$1,419,428		$400,000	$1,819,428
Source 2				$0
TOTAL	**$3,780,000**	**$0**	**$400,000**	**$4,180,000**

Desired Prop AA Programming Year*
FY 2025/26
*This call for project will program funds in FYs 2022/23 through 2026/27.

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	22/23	**23/24**	**24/25**	**25/26**	**26/27**	**27/28**	**28/29**	**Total**
Design Engineering (PS&E)								$0
Construction				$295,072	$1,770,429	$295,072		$2,360,572
TOTAL BY FISCAL YEAR	**$0**	**$0**	**$0**	**$295,072**	**$1,770,429**	**$295,072**	**$0**	**$2,360,572**

*Cash flow can extend beyond the FYs 2022/23 through 2026/27 period.

Comments/Concerns

FRONT ST, SANSOME ST, 1ST ST AND MONTGOMERY ST PAVEMENT RENOVATION

Legend

- Blocks
- Intersection

INFORMATION AS OF FEBRUARY 2022

NOTES:
- All Public Works Street Resurfacing Program candidates are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances, and coordination with other agencies and are NOT guaranteed to be moved forward to construction. Unforeseen challnenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the Public Works Street Resurfacing Program candidates to be postponed or dropped from consideration.

0 375 750 1,500 2,250 3,000 Feet

Front St, Sansome St, 1st St and Montgomery St Pavement Renovation

Note: All Public Works Street Resurfacing Program candidates are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances, and coordination with other agencies and are NOT guaranteed to be moved forward to construction. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the Public Works Street Resurfacing Program candidates to be postponed or dropped from consideration.

On Street	From Street	To Street	Bike Route	Transit Route	High Injury Network
01ST ST	STEVENSON ST	END	-	Yes	-
01ST ST	END	MISSION ST	-	Yes	-
01ST ST	NATOMA ST	HOWARD ST	-	Yes	Yes
01ST ST	HOWARD ST	TEHAMA ST	-	-	Yes
01ST ST	TEHAMA ST	CLEMENTINA ST	-	-	Yes
ALTA ST	MONTGOMERY ST	END	-	-	-
BATTERY ST	MARKET ST	BUSH ST	Yes	-	-
BUSH ST	01ST ST \ MARKET ST	BATTERY ST	-	Yes	-
FREMONT ST	FRONT ST \ MARKET ST	MISSION ST	-	Yes	Yes
FREMONT ST	MISSION ST	END	-	Yes	Yes
FRONT ST	FREMONT ST \ MARKET ST	PINE ST	-	Yes	-
FRONT ST	PINE ST	CALIFORNIA ST	-	-	-
FRONT ST	CALIFORNIA ST	HALLECK ST	-	-	-
FRONT ST	HALLECK ST	SACRAMENTO ST	-	-	-
FRONT ST	SACRAMENTO ST	CLAY ST	-	-	-
HOWARD ST	FREMONT ST	01ST ST	Yes	Yes	-
MONTGOMERY ST	CLAY ST	MERCHANT ST	Yes	Yes	-
MONTGOMERY ST	MERCHANT ST	COLUMBUS AVE \ WASHINGTON ST	Yes	Yes	-
MONTGOMERY ST	JACKSON ST	GOLD ST	-	-	-
MONTGOMERY ST	GOLD ST	PACIFIC AVE	-	-	-
SANSOME ST	CALIFORNIA ST	HALLECK ST	Yes	Yes	-
SANSOME ST	HALLECK ST	SACRAMENTO ST	Yes	Yes	-
SANSOME ST	SACRAMENTO ST	COMMERCIAL ST	Yes	Yes	-
SANSOME ST	COMMERCIAL ST	CLAY ST	Yes	Yes	-
SANSOME ST	CLAY ST	MARK TWAIN PL \ MERCHANT ST	Yes	Yes	-
SANSOME ST	MARK TWAIN PL \ MERCHANT ST	WASHINGTON ST	Yes	Yes	-
SANSOME ST	WASHINGTON ST	JACKSON ST	-	Yes	-
SANSOME ST	JACKSON ST	GOLD ST	-	Yes	-
SANSOME ST	GOLD ST	PACIFIC AVE	-	Yes	-
SANSOME ST	PACIFIC AVE	BROADWAY	-	Yes	-
SANSOME ST	BROADWAY	VALLEJO ST	-	Yes	-
SANSOME ST	VALLEJO ST	GREEN ST	-	Yes	-
SANSOME ST	GREEN ST	UNION ST	-	Yes	-
SANSOME ST	UNION ST	FILBERT ST	-	Yes	-
SANSOME ST	FILBERT ST	GREENWICH ST	-	Yes	-
SANSOME ST	GREENWICH ST	LOMBARD ST	-	Yes	-
TRENTON ST	WASHINGTON ST	END	-	-	-
SANSOME ST	LOMBARD ST	CHESTNUT ST \ THE EMBARCADERO			

[this page intentionally left blank]

Prop AA Vehicle Registration Fee
Project Information Form

San Francisco County Transportation Authority

Project Name:	Joint - MTA Lead - Fillmore St Pavement Renovation
Implementing Agency:	SFPW
Project Location:	Various blocks of streets on Fillmore St
Supervisorial District(s):	2,5,8
Project Manager (name, phone, email)	Paul Barradas
Brief Project Description for MyStreetSF (50 words max):	Street resurfacing of 46 blocks throughout Districts 2, 5 and 8. The project scope includes demolition, grinding and paving of 46 blocks, curb ramps reconstruction and localized base repair. The average Pavement Condition Index (PCI) score within the project limits is high 50's. This project is being coordinated with the 22 Fillmore Muni Forward project, which is currently in the planning phase.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Describe how this project was prioritized. Attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	San Francisco Public Works (SFPW) 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 SFPW 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., coordinatiion with utilities) and geographic equity. The requested Prop AA grant will partially fund the paving scope of work which includes demolition, pavement renovation of 46 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work within project limits. The average Pavement Condition Index (PCI) score within the project limits is high 50's. Streets with a PCI between 50 and 69 are considered "at-risk" and are quickly deteriorating and would require larger scale repair work if they are not treated soon. Residential streets make up two-thirds of San Francisco's street network. The full scope will be developed once SFMTA's Muni Forward project's planning phase is underway, but improvements may include transit bulbs, new traffic signals with transit priority, pedestrian bulbs, and other transit and pedestrian safety elements. SFMTA and SFPW have been coordinating through monthly paving coordination meetings The following are the proposed locations of the project: Fillmore St from Duboce Ave to Haight St, Page St Post St, Pine St to Marina Blvd Laussat St from Fillmore St to Steiner St 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.
Describe Benefits to Equity Priority Communities and Disadvantaged Populations	This street resurfacing project will include substantial work in Equity Priority Communities. In addition to paving, it will include installation or reconstruction of curb ramps to provide better access to sidewalks as mandated by the American with Disabilities Act (ADA) and State and local laws and regulations This project is proposed to be joined with the Fillmore Street Muni Forward Project which will also improve travel time and reliability through the Western Addition neighborhood.
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, etc.).	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.	This project is coordinated with SFMTA's Muni Forward program and also will be coordinated with all public agencies and private utilities with interests in the right-ofway segments within the project limits
Type of Environmental Clearance:	Categorically Exempt

Prop AA Vehicle Registration Fee
Project Information Form

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase*	**% Complete as of 1/18/22**	**In-house, Contracted, or Both**	**Month**	**Calendar Year**	**Month**	**Calendar Year**
Planning/Conceptual Engineering (typically 30% design)						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	0%		Jul-Sep	2025	Jan-Mar	2027
Right-of-Way						
Advertise Construction	0%	N/A	Apr-Jun	2027	N/A	N/A
Start Construction (e.g. Award Contract)	0%		Jul-Sep	2027	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Jan-Mar	2029

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

San Francisco County Transportation Authority

Prop AA Vehicle Registration Fee
Project Information Form

Project Name:	Joint - MTA Lead - Fillmore St Pavement Renovation

PROJECT COST ESTIMATE

		Funding Source by Phase			
Phase	**Cost**	**Prop AA**	**Prop K**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$0	N/A			
Environmental Studies (PA&ED)	$0	N/A			
Design Engineering (PS&E)	$460,000			$460,000	Order of magnitured estimate
Right-of-Way	$0	N/A			
Construction	$4,600,000	$2,360,572		$2,239,428	Order of magnitured estimate
TOTAL PROJECT COST	$5,060,000	$2,360,572	$0	$2,699,428	
Percent of Total		47%	0%	53%	

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	**Planned**	**Programmed**	**Allocated**	**TOTAL**
Prop AA	$2,360,572			$2,360,572
Gas Tax	$2,239,428	$460,000		$2,699,428
Source 2				$0
TOTAL	**$4,600,000**	**$460,000**	**$0**	**$5,060,000**

Desired Prop AA Programming Year*
FY 2026/27
*This call for project will program funds in FYs 2022/23 through 2026/27.

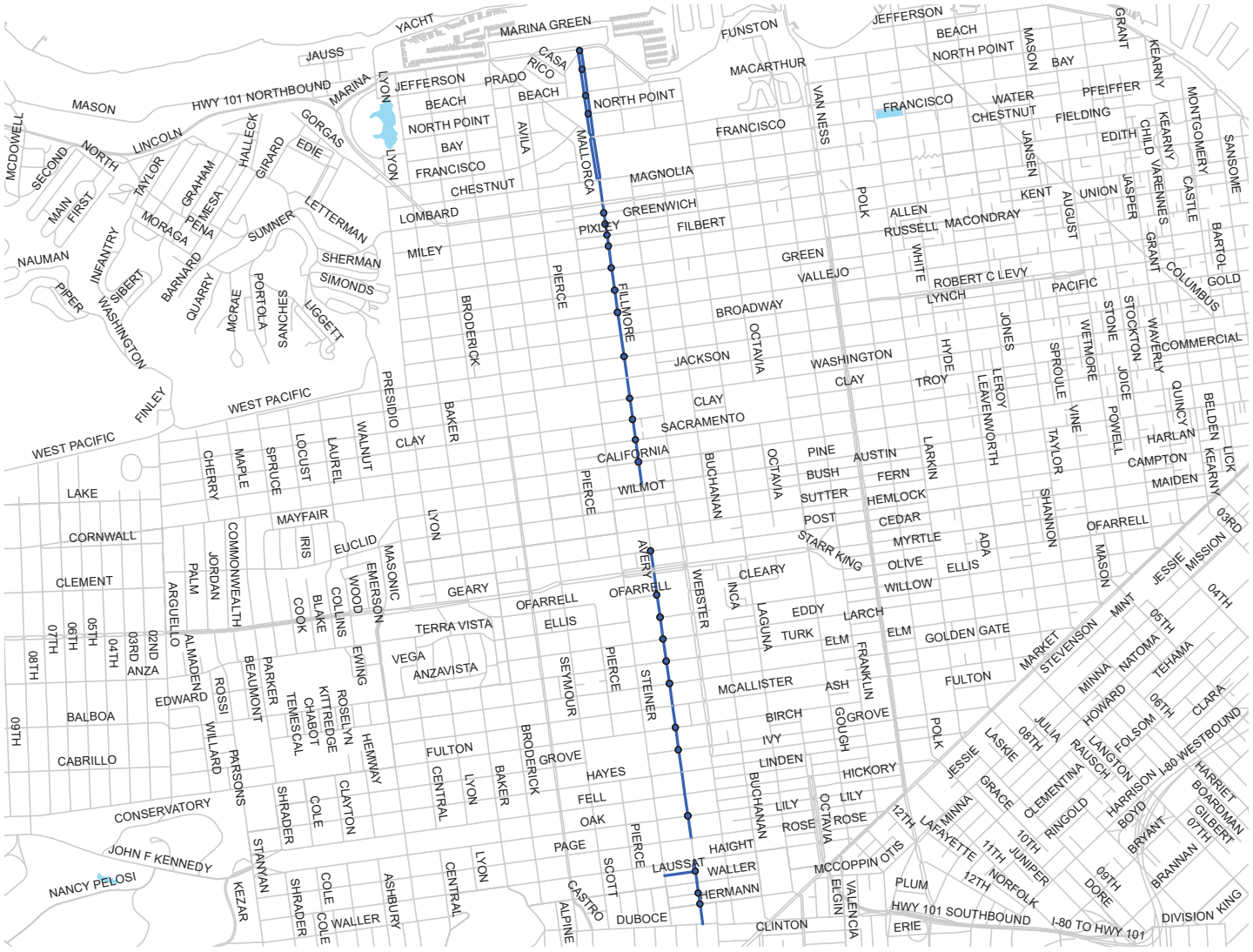
PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	22/23	**23/24**	**24/25**	**25/26**	**26/27**	**27/28**	**28/29**	**Total**
Design Engineering (PS&E)								$0
Construction						$1,180,286	$1,180,286	$2,360,572
TOTAL BY FISCAL YEAR	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,180,286**	**$1,180,286**	**$2,360,572**

*Cash flow can extend beyond the FYs 2022/23 through 2026/27 period.

Comments/Concerns

JOINT - MTA LEAD - FILLMORE ST PAVEMENT RENOVATION



Legend

- Blocks
- Intersection

INFORMATION AS OF FEBRUARY 2022

NOTES:
- All Public Works Street Resurfacing Program candidates are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances, and coordination with other agencies and are NOT guaranteed to be moved forward to construction. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the Public Works Street Resurfacing Program candidates to be postponed or dropped from consideration.

0 750 1,500 3,000 4,500 6,000 Feet

Note: All Public Works Street Resurfacing Program candidates are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances, and coordination with other agencies and are NOT guaranteed to be moved forward to construction. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the Public Works Street Resurfacing Program candidates to be postponed or dropped from consideration.

On Street	From Street	To Street	Bike Route	Transit Route	High Injury Network
FILLMORE ST	DUBOCE AVE	HERMANN ST	-	-	-
FILLMORE ST	HERMANN ST	GERMANIA ST	-	Yes	-
FILLMORE ST	GERMANIA ST	WALLER ST	-	Yes	-
FILLMORE ST	WALLER ST	LAUSSAT ST	-	Yes	-
FILLMORE ST	LAUSSAT ST	HAIGHT ST	-	Yes	-
FILLMORE ST	PAGE ST	OAK ST	-	Yes	-
FILLMORE ST	OAK ST	FELL ST	-	Yes	-
FILLMORE ST	FELL ST	HAYES ST	-	Yes	-
FILLMORE ST	HAYES ST	GROVE ST	-	Yes	-
FILLMORE ST	GROVE ST	FULTON ST	-	Yes	-
FILLMORE ST	FULTON ST	MCALLISTER ST	-	Yes	-
FILLMORE ST	MCALLISTER ST	GOLDEN GATE AVE	-	Yes	Yes
FILLMORE ST	GOLDEN GATE AVE	TURK ST	-	Yes	Yes
FILLMORE ST	TURK ST	EDDY ST	-	Yes	Yes
FILLMORE ST	EDDY ST	ELLIS ST	-	Yes	Yes
FILLMORE ST	ELLIS ST	OFARRELL ST	-	Yes	Yes
FILLMORE ST	OFARRELL ST	GEARY BLVD	-	Yes	-
FILLMORE ST	GEARY BLVD	POST ST	-	Yes	-
FILLMORE ST	PINE ST	CALIFORNIA ST	-	Yes	Yes
FILLMORE ST	CALIFORNIA ST	SACRAMENTO ST	-	Yes	Yes
FILLMORE ST	SACRAMENTO ST	CLAY ST	-	Yes	Yes
FILLMORE ST	CLAY ST	WASHINGTON ST	-	Yes	-
FILLMORE ST	WASHINGTON ST	JACKSON ST	-	Yes	-
FILLMORE ST	JACKSON ST	PACIFIC AVE	-	Yes	-
FILLMORE ST	PACIFIC AVE	BROADWAY	-	Yes	-
FILLMORE ST	BROADWAY	VALLEJO ST	-	-	-
FILLMORE ST	VALLEJO ST	GREEN ST	-	-	-
FILLMORE ST	GREEN ST	UNION ST	-	Yes	-
FILLMORE ST	UNION ST	FILBERT ST	-	Yes	-
FILLMORE ST	FILBERT ST	PIXLEY ST	-	Yes	-
FILLMORE ST	PIXLEY ST	GREENWICH ST	-	Yes	-
FILLMORE ST	GREENWICH ST	MOULTON ST	-	Yes	-
FILLMORE ST	MOULTON ST	LOMBARD ST	-	Yes	-
FILLMORE ST	LOMBARD ST	CHESTNUT ST	-	Yes	-
FILLMORE ST	CHESTNUT ST	BAY ST \ CERVANTES BLVD	-	Yes	-
FILLMORE ST	CHESTNUT ST	BAY ST \ CERVANTES BLVD	-	Yes	-
FILLMORE ST	BAY ST \ CERVANTES BLVD	NORTH POINT ST	-	Yes	-
FILLMORE ST	BAY ST \ CERVANTES BLVD	NORTH POINT ST	-	Yes	-
FILLMORE ST	NORTH POINT ST	BEACH ST	-	Yes	-
FILLMORE ST	NORTH POINT ST	BEACH ST	-	Yes	-
FILLMORE ST	BEACH ST	JEFFERSON ST	-	Yes	-
FILLMORE ST	BEACH ST	JEFFERSON ST	-	Yes	-
FILLMORE ST	JEFFERSON ST	RETIRO WAY	-	Yes	-
FILLMORE ST	JEFFERSON ST	RETIRO WAY	-	Yes	-
FILLMORE ST	RETIRO WAY	MARINA BLVD	-	Yes	-
LAUSSAT ST	FILLMORE ST	STEINER ST	-	-	-

[this page intentionally left blank]

Prop AA Vehicle Registration Fee
Project Information Form

San Francisco County Transportation Authority

Project Name:	Japantown Buchanan Mall Improvements Project
Implementing Agency:	San Francisco Public Works
Project Location:	Buchanan St, Post St to Sutter St
Supervisorial District(s):	5
Project Manager (name, phone, email)	Trent Tieger, 415-319-4637, Trent.Tieger@sfdpw.org
Brief Project Description for MyStreetSF (50 words max):	In the cultural heart of Japantown, this project will implement improvements to the Japantown Buchanan Mall, a culturally significant public plaza on Buchanan St, between Post St and Sutter St. Improvements included repaving the uneven walkways, new curb ramps, new trees, landscaping with culturally relevant plants, enhancing the existing historic public art, and installing new energy efficient pedestrian lighting.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Describe how this project was prioritized. Attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	The Japantown Buchanan Mall is a publicly-owned plaza located at the geographic and cultural heart of Japantown, lined with shops, and maintained by the Nihonmachi Parking Corporation. Despite its importance, the community perceives the space to be difficult to walk on, and that it could be further activated – this project seeks to revitalize the space through pedestrian safety as well as artistic and landscaping improvements including: • Repaving the side walkways, planting more trees, landscaping with culturally relevant plants, and enhancing the existing historic public art (historic fountains, cobblestone river and Torii gate) with new, complementary public art • Encouraging businesses to provide outdoor seating and displays along the storefronts • Utilizing new energy- and water-efficient technologies to light the plaza and maintain the fountains In 2021, the community secured a $5 million State grant to revitalize the plaza and restore the historic and culturally significant elements. The pedestrian safety and accessibility improvements funded by Prop AA would fund pedestrian safety aspects of the project to supplement the State grant and encourage more people to walk through the pedestrian plaza. As part of the State-funded grant, the Planning Department will conduct additional community engagement and improvements will be coordinated with the Recreation and Parks Department Japantown Peace Plaza Renovation project, directly south of the project limits.
Describe Benefits to Equity Priority Communities and Disadvantaged Populations	Japantown and its community has a history of marginalization and displacement, from WWII internments as well as government redevelopment and urban renewal programs. Through the inequities of its past, Japantown still holds immeasurable symbolic and cultural meaning and continues to be the foundation for regional community through the cultural, educational, and spiritual ties it creates for Japanese and Japanese Americans as one of the last three remaining historic Japantowns in the United States. Revitalizing this space provides a chance to repair and enhance the heritage of the community.
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, etc.).	Improvements in this space are highly sought after by the community and included in the Japantown Cultural Heritage and Economic Sustainability Strategy (JCHESS) as a recommended area for improvements. Additional community engagement for this project is expected in 2022 as part of the State-funded grant.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SF Planning Department - María De Alva
Type of Environmental Clearance:	CEQA

San Francisco County Transportation Authority

Prop AA Vehicle Registration Fee
Project Information Form

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase*	**% Complete as of 1/18/22**	**In-house, Contracted, or Both**	**Month**	**Calendar Year**	**Month**	**Calendar Year**
Planning/Conceptual Engineering (typically 30% design)	0%	In-House	Apr-Jun	2022	Oct-Dec	2022
Environmental Studies (PA&ED)	0%	In-House	Oct-Dec	2022	Jan-Mar	2023
Design Engineering (PS&E)	0%	In-House	Jan-Mar	2023	Jan-Mar	2024
Right-of-Way	0%	In-House	Oct-Dec	2023	Jan-Mar	2024
Advertise Construction	0%	N/A	Jan-Mar	2024	N/A	N/A
Start Construction (e.g. Award Contract)	0%	In-House	Apr-Jun	2024	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Apr-Jun	2025

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

San Francisco County Transportation Authority

Prop AA Vehicle Registration Fee
Project Information Form

Project Name:	Japantown Buchanan Mall Improvements Project

PROJECT COST ESTIMATE

		Funding Source by Phase			
Phase	**Cost**	**Prop AA**	**Prop K**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$1,050,000	N/A		$1,050,000	Preliminary enigineer's estimate
Environmental Studies (PA&ED)	$10,000	N/A		$10,000	Preliminary enigineer's estimate
Design Engineering (PS&E)	$1,370,000	$100,000		$1,270,000	Preliminary enigineer's estimate
Right-of-Way	$0	N/A			
Construction	$5,270,000	$400,000		$4,870,000	Preliminary enigineer's estimate
TOTAL PROJECT COST	$7,700,000	$500,000	$0	$7,200,000	
Percent of Total		6%	0%	94%	

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	**Planned**	**Programmed**	**Allocated**	**TOTAL**
Prop AA	$500,000			$500,000
CNRA Grant		$5,000,000		$5,000,000
General Fund	$2,200,000			$2,200,000
TOTAL	**$2,700,000**	**$5,000,000**	**$0**	**$7,700,000**

Desired Prop AA Programming Year*
FY 22/23
*This call for project will program funds in FYs 2022/23 through 2026/27.

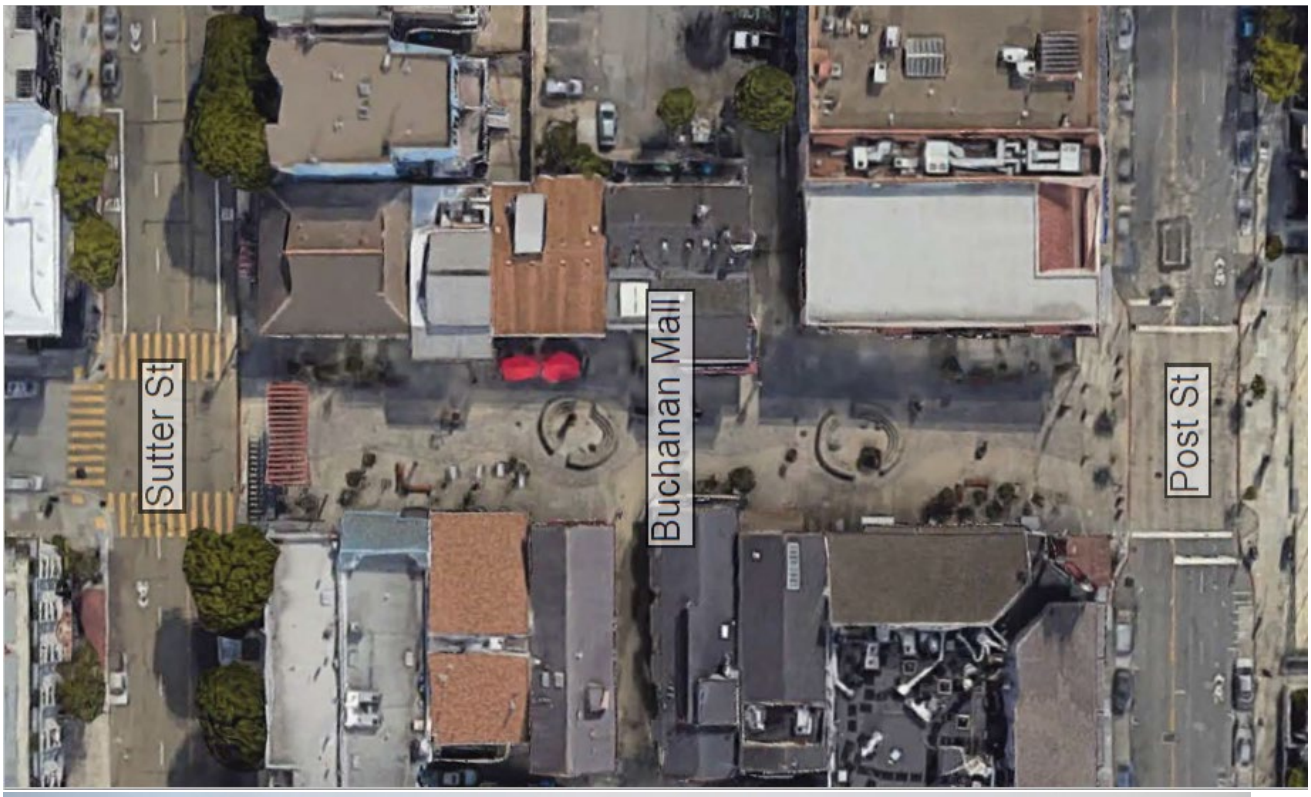
PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	22/23	**23/24**	**24/25**	**25/26**	**26/27**	**27/28**	**28/29**	**Total**
Design Engineering (PS&E)	$100,000							$100,000
Construction		$200,000	$200,000					$400,000
TOTAL BY FISCAL YEAR	**$100,000**	**$200,000**	**$200,000**	**$0**	**$0**	**$0**	**$0**	**$500,000**

*Cash flow can extend beyond the FYs 2022/23 through 2026/27 period.

Comments/Concerns

Japantown Buchanan Mall Improvements Project
Map and Existing Conditions



Japantown Buchanan Mall Improvements Project
Map and Existing Conditions

[this page intentionally left blank]

Prop AA Vehicle Registration Fee
Project Information Form

San Francisco County Transportation Authority

Project Name:	Oakdale Lighting Improvements Project Phase 1
Implementing Agency:	SF Public Works
Project Location:	Oakdale Avenue (3rd Street - Phelps Street)
Supervisorial District(s):	District 10
Project Manager (name, phone, email)	Michelle Woo, Michelle.Woo@sfdpw.org, 415.307.6741
Brief Project Description for MyStreetSF (50 words max):	Installation of ~50 new street/pedestrian-scale street lights on Oakdale, between 3rd Street and Phelps St. The project will make walking more inviting and safe along this important thoroughfare.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	The project will install ~50 new pedestrian-scale and roadway-scale street lights and all electrical conduit, electrical services, sidewalk restoration on Oakdale Avenue between 3rd Street and Phelps Street. This is a a busy thoroughfare in the Bayview District. This is a project that grew out of an extensive and inclusive community transportation planning project (Bayview Community Transportation Plan) with lots of stakeholder engagement.
Describe Benefits to Communities of Concern and Disadvantaged Populations	The corridor is entirely within census blocks qualifying for disadvantaged community status under Cal EnviroScreen 3.0. This stretch connects Mendell Plaza – a hub of muni transit lines – with the Southeast Community Facility on Oakdale Avenue, as well as the potential Oakdale Caltrain Station (currently under study for the Southeast Rail Station Study).
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, etc.).	Improving lighting along Oakdale Avenue was the highest-ranked community priority in the Bayview Community Based Transportation Plan (Bayview CBTP), adopted in 2020. The Bayview CBTP engaged over 4,000 residents during a 2-year planning period and worked in paid partnership with 5 community based organizations to engage residents typically excluded from the planning process. The Bayview CBTP received the "Advancing Diversity and Social Change" national award from the American Planning Association in the summer of 2021.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFMTA
Type of Environmental Clearance:	Categorical Exemption

Project Delivery Milestones	**Status**	**Work**	**Start Date**		**End Date**	
Phase*	**% Complete as of 1/1/2022**	**In-house, Contracted, or Both**	**Month**	**Calendar Year**	**Month**	**Calendar Year**
Planning/Conceptual Engineering (typically 30% design)						
Environmental Studies (PA&ED)		In-house	Oct-Dec	2022	Oct-Dec	2022
Design Engineering (PS&E)		In-house	Jan-Mar	2023	Oct-Dec	2023
Right-of-Way	N/A					
Advertise Construction	N/A	N/A	Jan-Mar	2024	Apr-Jun	2024
Start Construction (e.g. Award Contract)		Contracted	Jul-Sep	2024	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Jan-Mar	2025

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

San Francisco County Transportation Authority

Prop AA Vehicle Registration Fee
Project Information Form

Project Name:	Oakdale Lighting Improvements Project Phase 1

PROJECT COST ESTIMATE

		Funding Source by Phase			
Phase	**Cost**	**Prop AA**	**Prop K**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$0	N/A			
Environmental Studies (PA&ED)	$0	N/A			
Design Engineering (PS&E)	$324,000	$324,000			Engineer's estimate
Right-of-Way	$0	N/A			
Construction	$1,650,000	$1,650,000			Engineer's estimate
TOTAL PROJECT COST	$1,974,000	$1,974,000	$0	$0	
Percent of Total		100%	0%	0%	

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	**Planned**	**Programmed**	**Allocated**	**TOTAL**
Prop AA	$1,974,000			$1,974,000
				$0
				$0
TOTAL	**$1,974,000**	**$0**	**$0**	**$1,974,000**

Desired Prop AA Programming Year*
FY2022/23
*This call for project will program funds in FYs 2022/23 through 2026/27.

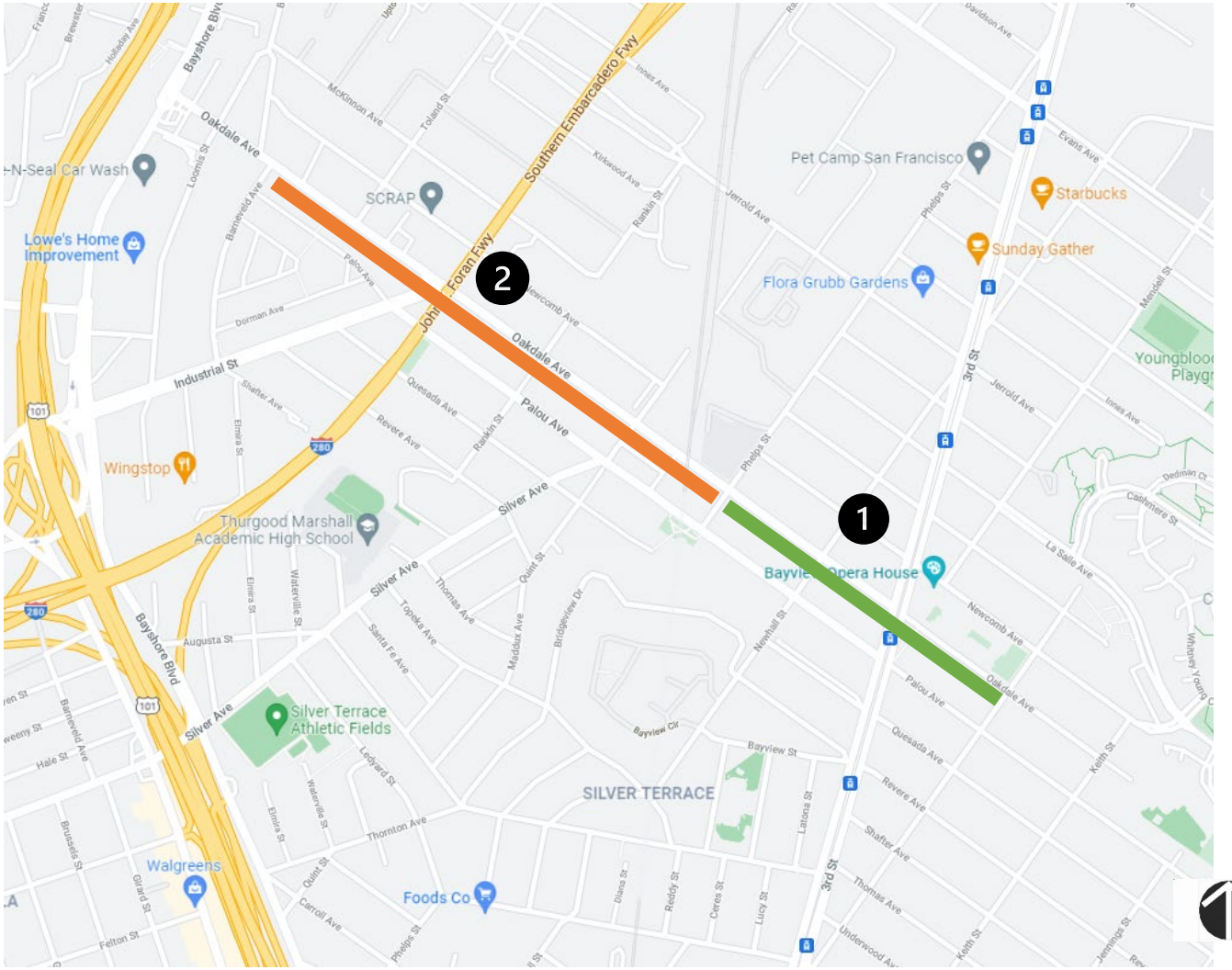
PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	22/23	**23/24**	**24/25**	**25/26**	**26/27**	**27/28**	**28/29**	**Total**
Design Engineering (PS&E)	$259,200	$64,800						$324,000
Construction		$412,500	$1,237,500					$1,650,000
TOTAL BY FISCAL YEAR	**$259,200**	**$477,300**	**$1,237,500**	**$0**	**$0**	**$0**	**$0**	**$1,974,000**

*Cash flow can extend beyond the FYs 2022/23 through 2026/27 period.

Comments/Concerns

Oakdale Lighting Improvement Project



1 *Phase 1*

2 *Future Phases*

[this page intentionally left blank]

Prop AA Vehicle Registration Fee
Project Information Form

San Francisco County Transportation Authority

Project Name:	Innes Avenue Sidewalk Improvements
Implementing Agency:	SF Public Works
Project Location:	Innes Avenue from Arelious Walker to Donahue Street
Supervisorial District(s):	10
Project Manager (name, phone, email)	Raymond Lui, raymond.lui@sfdpw.org
Brief Project Description for MyStreetSF (50 words max):	Pedestrian safety and accessibility along Innes Avenue, between Aurelious Walker and Donahue Street. Improvements include construction of 6 ADA compliant curb ramps, 400 feet of new pedestrian safety rockslide catchment fence, and nearly 450 linear feet of new sidewalk, the majority of which is currently entirely missing.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Describe how this project was prioritized. Attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	During the storm events in October 2021, 2 cubic yards of rocks and debris fell across the public right-of-way along the south sides of Innes Ave and into the parking lane. This project, located in an Equity Priority Community, will provide pedestrians with a more complete and safe connection between the Bayview and Hunters Point neighborhoods. There are long segments without sidewalks, and rockslides pose a risk to pedestrians and motorist in the area. The recently completed Arelious Walker stairwell provides connectivity between Innes adjacent housing projects and the new sidewalk and curb ramp replacement scope provides a complete pedestrian safety and connectivity improvements in the neighborhood. The proposed project will construct nearly 450 linear feet of new sidewalk, install 6 ADA compliant curb ramps, and install 400 feet of new safety rockslide catchment fence to improve safety and accessibility along the corridor. The area is seeing significant new development, including the adjacent India Basin Development that will bring approximately 394 subsidized affordable homes to the area. Improving conditions for people walking and addressing safety and accessibility issues will bring significant benefit to this area of San Francisco. The Innes Avenue project limits includes 3 bus stops along the 19 Polk Muni Line which provide a direct route to several schools, including the nearby Malcolm X Academy. Access to these bus stop will be significantly enhanced by the addition of missing ADA curb ramps and sidewalk. Additionally, the sidewalk replacement scope at bus stops will provide opportunities to assess bus ramp deployment areas and re-configure and re-grade as needed to further improve accessibility. This project will be coordinated with Public Works' Infill Sidewalks in the Bayview project. The Bayview project was recommended for funding by San Francisco's Capital Planning Committee in 2021 to install new or upgrade deficient sidewalks in and around the Bayview, improving pedestrian safety around schools, transit stops, and other community or business resources.
Describe Benefits to Equity Priority Communities and Disadvantaged Populations	This area is seeing significant new development, including the adjacent India Basin Development that will bring approximately 394 subsidized affordable homes to the area. Economically disadvantaged communities rely more heavily on adequate public infrastructure, particularly when accessing and making use of public transit. The Innes Ave Project is not only located within an economically disadvantaged neighborhood but also resides directly along a major Muni route which provides connectivity to schools, commercial shopping districts, and other essential facilities.
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, etc.).	Sidewalk repair and replacement along Innes Ave is addressed in the development agreements of several major redevelopment projects in the project vicinity. Environmental Impact Reports are available for the India Basin Mixed Use Project and the Candlestick Point-Hunters Point Shipyard Phase II Development Plan Project (formerly the "Bayview Waterfront Project"), both of which lie adjacent to the proposed Innes Avenue project location. These environmental assessment and review documents went through extensive public scrutiny as part of the public review mandated by the California Environmental Quality Act.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance:	Categorically Exempt

San Francisco County Transportation Authority

Prop AA Vehicle Registration Fee
Project Information Form

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase*	**% Complete as of 1/18/22**	**In-house, Contracted, or Both**	**Month**	**Calendar Year**	**Month**	**Calendar Year**
Planning/Conceptual Engineering (typically 30% design)						
Environmental Studies (PA&ED)	0%	In-house	Jan-Mar	2022	Apr-Jun	2022
Design Engineering (PS&E)	0%	In-house	Jul-Sep	2022	Jul-Sep	2023
Right-of-Way						
Advertise Construction		N/A	Jul-Sep	2023	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Oct-Dec	2023	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Oct-Dec	2024

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

San Francisco County Transportation Authority

Prop AA Vehicle Registration Fee
Project Information Form

Project Name:	Innes Avenue Sidewalk Improvements

PROJECT COST ESTIMATE

		Funding Source by Phase			
Phase	**Cost**	**Prop AA**	**Prop K**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$0	N/A			
Environmental Studies (PA&ED)	$5,000	N/A		$5,000	Estimated cost to complete
Design Engineering (PS&E)	$179,000	$179,000			Preliminary engineer's estimate
Right-of-Way	$0	N/A			
Construction	$772,100	$672,000		$100,100	Preliminary engineer's estimate
TOTAL PROJECT COST	$956,100	$851,000	$0	$105,100	
Percent of Total		89%	0%	11%	

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	**Planned**	**Programmed**	**Allocated**	**TOTAL**
Prop AA	$851,000			$851,000
General Fund	$5,100			$5,100
Certificates of Participation	$100,000			$100,000
TOTAL	**$956,100**	**$0**	**$0**	**$956,100**

Quintanilla, Oscar:
Funds have been allocated to the Infill Sidewalks in Bayview project.

Desired Prop AA Programming Year*
FY 2022/23
*This call for project will program funds in FYs 2022/23 through 2026/27.

PROP AA EXPENDITURES BY F[illegible]FLOW)*

	[illegible]	[illegible]4	24/25	25/26	26/27	27/28	28/29	Total
Design Engineering (PS&E)	$179,000							$179,000
Construction		$336,000	$336,000					$672,000
TOTAL BY FISCAL YEAR	**$179,000**	**$336,000**	**$336,000**	**$0**	**$0**	**$0**	**$0**	**$851,000**

*Cash flow can extend beyond the FYs 2022/23 through 2026/27 period.

Comments/Concerns

ARELIOUS WALKER

EARL ST.

DONAHUE ST.

LOCATION OF FUTURE INDIA BASIN MIXED USE PROJECT BY DEVELOPER

LOCATION OF FUTURE CANDLESTICK POINT–HUNTERS POINT SHIPYARD PHASE II DEVELOPMENT PLAN PROJECT BY DEVELOPER

(E) CURB RAMPS TO BE ASSESSED AND REPLACED BY OTHERS AS NEEDED

(E) SIDEWALK TO BE ASSESSED AND REPLACED BY OTHERS AS NEEDED

CONSTRUCT NEW CURB RAMPS. SEE PHOTOS 1–3 FOR EXISTING CONDITIONS.

(E) SIDEWALK TO BE ASSESSED AND REPLACED BY OTHERS AS NEEDED.

(E) CURB RAMPS TO BE ASSESSED AND REPLACED BY OTHERS AS NEEDED

10'

521'–5"

40'

318'–6"

10'

INNES AVE.

ADDITION OF SIDEWALK TO BE CONSTRUCTED BY OTHERS

ABANDONED STAIRS

115'–2"

198'–6"

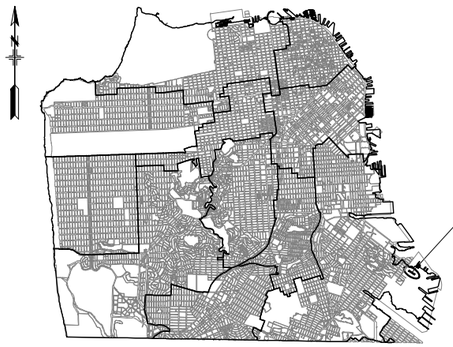
CONSTRUCT NEW CURB RAMPS. SEE PHOTO 7 FOR EXISTING CONDITIONS.

STAIRS (E) TO REMAIN

PROPOSED CATCHMENT FENCES (APPROXIMATE LOCATIONS) SEE PHOTOS 4–6 FOR EXISTING CONDITIONS.

CLEO RAND LN.

JERROLD AVE.



LOCATION MAP

CONCEPTUAL
NOT FOR CONSTRUCTION
FOR DISCUSSION PURPOSES ONLY

LEGEND

PROPOSED CONCRETE SIDEWALK

EXISTING SIDEWALK

INNES AVENUE
ARELIOUS WALKER TO DONAHUE

PROP AA FUND REQUEST EXHIBIT

Drawing Path: S:\SH\Miguel\Prop AA\Projects\Innes Avenue\Innes from Arelious to Donahue.dwg, Login: mhernandez
Plot Time: Thu, 10 Feb 2022 – 3:58pm
Model Units: Undefined
Measurement Units are English

PHOTO 1 – INNES AND EARL – EAST RETURN

PHOTO 2 – INNES AND EARL – NORTH RETURN

PHOTO 3 – INNES AND EARL – WEST SIDE

PHOTO 4 – INNES – SOUTH SIDE

(Google Streetview image from June 2021. Prior to rain event rockslide.)

PHOTO 5 – INNES – SOUTH SIDE

(Image from October 2021. After rain event rockslide.)

PHOTO 6 – SOUTH SIDE

(Image from October 2021. After rain event rockslide.)

PHOTO 7 – INNES AND DONAHUE – WEST RETURN

(Google Streetview image from June 2021)

[this page intentionally left blank]

Prop AA Vehicle Registration Fee
Project Information Form

San Francisco County Transportation Authority

Project Name:	Central Embarcadero Pedestrian Safety Project
Implementing Agency:	SFMTA
Project Location:	Embarcadero, between Broadway & Bryant Street
Supervisorial District(s):	District 3, Supervisor Peskin; District 6, Supervisor Haney
Project Manager (name, phone, email)	Casey Hildreth, Casey.Hildreth@sfmta.com
Brief Project Description for MyStreetSF (50 words max):	The Central Embarcadero Safety Project will expand a two-way, water-side protected bikeway from Folsom to Bryant streets, and will construct additional multi-modal safety and signal upgrades for the existing Embarcadero corridor between Broadway and Bryant Street.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Describe how this project was prioritized. Attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	The Central Embarcadero Safety Project includes necessary signal, curb, and utility upgrades to improve and expand upon recent quick-build safety measures on The Embarcadero, between Bryant Street and Broadway, a Vision Zero High-Injury corrido. These changes will support a two-block extension of the waterside protected bikeway (south to Bryant Street), accessible curb ramp upgrades at eight intersections, and signal modifications at up to three locations to shorten pedestrian crossings. The project's detailed design phase would support supplemental toppographic survey, public outreach, and engineering services to prepare 35%, 65%, 95%, and 100% construction level drawings as well as contract administration preparation. Central Embarcadero Safety Project directly supports all seven priority grant objectives: 1. Will greatly reduce conflicts along The Embarcadero promenade by extending and formalizing a parallel two-way protected bikeway, thereby calming the waterfront pathway for pedestrians. The project is also expected to shorten pedestrian crossings of The Embarcadero boulevard at 3 or more intersections 2. Advances and implements one of the first Vision Zero priority corridors with ongoing planning and outreach since 2013 3. Improves and extends last-mile bike and pedestrian connections to the SF Ferry Terminal, Embarcadero BART, 4th Street Caltrain, Muni subway lines, and historic F-line transit service 4. Includes left-turn restriction(s) and signal timing adjustments to support transit signal priority for the F-line and Muni subway portal at Folsom Street 5. Includes left-turn restriction(s) and signal timing adjustments to support transit signal priority for the F-line and Muni subway portal at Folsom Street 6. Protected bikeway could help reduce crowding on the F-line by providing a cost and time-competitive alternative, and is substantial enough to encourage more sustainable mode shift 7. Safety issues along The Embarcadero are well known and well-documented
Describe Benefits to Equity Priority Communities and Disadvantaged Populations	Please see attached
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, etc.).	Please see attached and www.sfmta.com/embarcadero-enhancement-program and https://www.sfmta.com/sites/default/files/reports-and-documents/2019/03/eep_design_showcase_-_outreach_summary_final.v2.pdf
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	Port of San Francisco: Dan Hodapp; SF Dept Public Works, Arun Bhatia, Arun.Bhatia@sfdpw.org
Type of Environmental Clearance:	Categorical Exemption

Project Delivery Milestones	**Status**	**Work**	**Start Date**		**End Date**	
Phase*	**% Complete as of 1/18/22**	**In-house, Contracted, or Both**	**Month**	**Calendar Year**	**Month**	**Calendar Year**
Planning/Conceptual Engineering	100%	Both	Jul-Sep	2014	Oct-Dec	2019
Environmental Studies (PA&ED)	100%	Both	Jan-Mar	2019	Jul-Sep	2021
Design Engineering (PS&E)	0%	In-house	Jul-Sep	2022	Jul-Sep	2023
Right-of-Way						
Advertise Construction	0%	N/A	Oct-Dec	2023	N/A	N/A
Start Construction (e.g. Award Contract)	0%	contract	Jan-Mar	2024	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Jan-Mar	2025

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Prop AA Vehicle Registration Fee
Project Information Form

San Francisco County Transportation Authority

Project Name:	Central Embarcadero Pedestrian Safety Project

PROJECT COST ESTIMATE

		Funding Source by Phase			
Phase	**Cost**	**Prop AA**	**Prop K**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$1,275,000	N/A	$550,000	$725,000	Actual
Environmental Studies (PA&ED)	$0	N/A			
Design Engineering (PS&E)	$1,325,000			$1,325,000	SFPW 35% design and SFMTA review
Right-of-Way	$0	N/A			
Construction	$6,000,000	$1,000,000		$5,000,000	SFMTA estimate
TOTAL PROJECT COST	$8,600,000	$1,000,000	$550,000	$7,050,000	
Percent of Total		12%	6%	82%	

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	**Planned**	**Programmed**	**Allocated**	**TOTAL**
Prop AA	$1,000,000			$1,000,000
Prop K			$550,000	$550,000
*Local Funds**	$5,000,000			$5,000,000
5307			$200,000	$200,000
TDA		$1,325,000	$525,000	$1,850,000
TOTAL	**$6,000,000**	**$1,325,000**	**$1,275,000**	**$8,600,000**

Desired Prop AA Programming Year*
FY 23-24
*This call for project will program funds in FYs 2022/23 through 2026/27.

* Potential sources include 2022 bond funding (if approved by voters), TNC tax, and competitive grants (such as ATP, Access to BART)

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	22/23	**23/24**	**24/25**	**25/26**	**26/27**	**27/28**	**28/29**	**Total**
Design Engineering (PS&E)								$0
Construction		$500,000	$500,000					$1,000,000
TOTAL BY FISCAL YEAR	**$0**	**$500,000**	**$500,000**	**$0**	**$0**	**$0**	**$0**	**$1,000,000**

*Cash flow can extend beyond the FYs 2022/23 through 2026/27 period.

Comments/Concerns

Central & Southern Embarcadero Pedestrian Safety Projects

As the Embarcadero continues to evolve to fit the needs of the surrounding areas, so do the City's values regarding transportation and safety. Busy sidewalks and streets with multiple uses create conflicts, discomfort, and challenges to implementing the city's Vision Zero Strategy. With those values in mind, the Embarcadero Enhancement Program aims to:

- Safety: Build a safer Embarcadero for all users
- Connectivity: Improve connections between the Embarcadero, nearby neighborhoods, and the region
- Access: Elevate the Embarcadero's role as a valued destination and workplace for locals, visitors, businesses, maritime and Industrial uses
- Economic Recovery: Invest in critical infrastructure to support the renewal and recovery of our City while protecting public health
- Mobility: Providing physical protection and lengthening the bikeway will make it easier for more people to commute and recreate along the waterfront.

The first phase (Central segment) will be implemented in two distinct sub-phases, with less-intensive construction to start in late 2021 using quick-build techniques (paint, signs, and flexible posts) by city crews, followed by more substantial capital investment and civil construction in 2023-2024. This iterative approach allows for timely implementation of key safety measures and time to evaluate these changes prior to committing to more permanent and expensive civil features.

The ***Central Embarcadero*** Quick-Build (previously Phase 1A) will bring near-term safety changes between Mission Street and Broadway. The larger Central Embarcadero Safety Project (previously Phase 1B) is the follow-up capital phase to consider updates to the quick-build segment and the extension of the two-way waterside bikeway from Folsom Street south to Bryant Street.

Southern Embarcadero (Townsend Street to Bryant Street) The second phase (Southern segment) requires more significant capital investment and changes to the existing promenade and center medians to accommodate a fully protected two-way bikeway. This segment would continue the Central segment southward and connect to the Bay Trail behind the ballpark. The proposed raised bikeway, on the promenade between Harrison and Townsend streets, supports a wider overall promenade width and more adaptability to special event needs. Details still being refined include changes to loading zones and intersection modifications.

Central Embarcadero

Agency Priority: 2nd
Program Year: FY23-24
Funding Request: $1,000,000 for Construction

Southern Embarcadero

Agency Priority: 4th
Program Year: FY25-26
Funding Request: $1,000,000 for Construction

The Central and Southern Embarcadero Pedestrian Safety Project directly support all seven of Prop AA priority objectives:

- Will greatly reduce conflicts along The Embarcadero promenade by extending and formalizing a parallel two-way protected bikeway, thereby calming the waterfront pathway for pedestrians. The project is also expected to shorten pedestrian crossings of The Embarcadero boulevard at 3 or more intersections
- Advances and implements one of the first Vision Zero priority corridors with ongoing planning and outreach since 2013
- Improves and extends last-mile bike and pedestrian connections to the SF Ferry Terminal, Embarcadero BART, 4th Street Caltrain, Muni subway lines, and historic F-line transit service
- Includes left-turn restriction(s) and signal timing adjustments to support transit signal priority for the F-line and Muni subway portal at Folsom Street
- Includes left-turn restriction(s) and signal timing adjustments to support transit signal priority for the F-line and Muni subway portal at Folsom Street
- Protected bikeway could help reduce crowding on the F-line by providing a cost and time-competitive alternative, and is substantial enough to encourage more sustainable mode shift
- Safety issues along The Embarcadero are well known and well-documented

Project Readiness

The ***Central Embarcadero Safety Project*** has already worked through numerous technical, logistical, and political issues in prior projects and related phases, building off especially from the Central Embarcadero and 2020 Embarcadero quick-build efforts. With CEQA clearance and an interagency team (including Public Works) in place, the project team is confident that it can proceed efficiently to complete the full design phase by end of calendar year 2023, with medium-to-high potential to accelerate design and construction of one or more segments (especially the Folsom to Harrison block, which requires less civil design than other bikeway and pedestrian improvements currently planned)

For the ***Southern Embarcadero Safety Project***, Project timeline is dependent on redevelopments of Pier 38-40 and 30-32, each of which has a development team under contract conducting outreach and preliminary engineering/environmental review in 2022 and hope to break ground by 2024/25. It is timely to conduct detailed engineering and final outreach in the 2024/25 or later fiscal years in line with the final design and implementation of these related Port-driven private development proposals.

Time Sensitivity

The Detailed Design Phase would directly follow approval, implementation, and near-term evaluation of the Central Embarcadero Quick-Build Project, which is being implemented in winter 2022 and was accelerated in large part to persistent calls for action along the waterfront for safety. This design would support related, concurrent Port planning for promenade safety and near-term flood protection resiliency measures.

Community Engagement/Support

From 2014 to 2018, the Embarcadero Enhancement project team held dozens of in-person meetings with key stakeholders including the Northeast Waterfront Advisory Group, Central Waterfront Advisory Group, Maritime Commerce Advisory Committee, Ballpark Mission Bay Transportation Committee, San Francisco Hotel Council, SF Travel, SF Tour Guide Guild, South Beach/Rincon/Mission Bay Neighborhood Association, District 3 SFMTA Working Group, Fisherman's Wharf Community Benefit District, Fisherman's Wharf Restaurant Association, as well as individual stakeholders such as the operators of the Ferry Building, Exploratorium, and many others.

During this time, the project team also hosted five public open meetings, including three design workshops where residents, merchants, travelers, and the general public were invited to share their

vision of the waterfront, desires for reconfiguring the roadway, and values relating to transportation, open space, and land use. In 2016, over 500 people attended an open house and responded to a survey to help assess bikeway alignment alternatives and other trade-offs, resulting in a conceptual design for a two-way, waterside-protected bikeway adjacent to the promenade.

In October of 2018, approximately 200 people attended an open house showcasing the conceptual design for the project, with 140 people completing a survey to gauge stakeholder support and priorities for the project moving forward. An outreach summary is available.

Additional stakeholder meetings took place throughout 2019 as the project moved into the preliminary engineering and environmental review phase and further public engagement are ongoing as projects within the three segments of the Embarcadero corridor manifest. For additional project information please see www.sfmta.com/embarcadero and specifically this outreach summary from early 2021. Central Embarcadero Safety Project – Survey Results & Approval Dates | SFMTA. Also see this outreach summary from 2018: . https://www.sfmta.com/sites/default/files/reports-and-documents/2019/03/eep_design_showcase_-_outreach_summary_final.v2.pdf

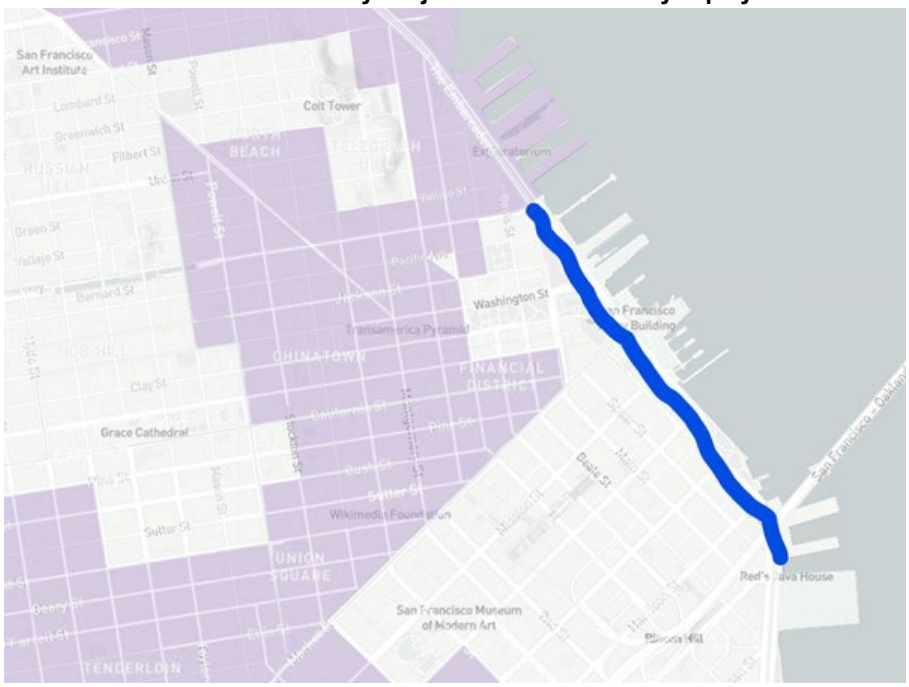
Benefits to Equity Priority Communities

The Equity Area map is provided below and shows strong adjacency for the ***Central Embarcadero Safety Project*** (but not direct overlap) with an Equity Priority community. The significance of connectivity into the Fisherman's Wharf and Chinatown communities is significant however, and is further bolstered by improving equity access as follows:

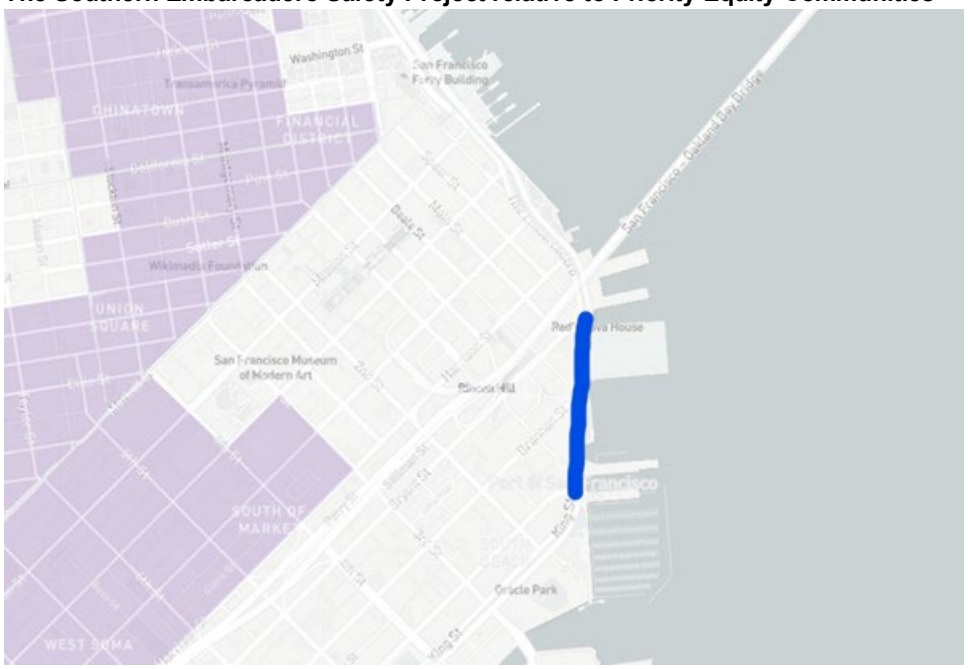
- Improves pedestrian connections at Clay Street and Broadway, directly improving access between Chinatown and Embarcadero-related tourism activity, recreational opportunities, and food access via the 3-times weekly Ferry Building Farmer's Market and daily Ferry Terminal with regional ferry services
- Close adjacency and functionality for newly opened (and car-free) affordable housing development at 88 Broadway

The ***Southern Embarcadero Safety Project*** does not serve an as-yet defined priority equity community but is located directly adjacent to the temporary Navigation Center and existing piers 30-32, which provided COVID related testing and vaccine services throughout 2020 and 2021. Port developments on adjacent / co-located sites will include equity-based services, job opportunities, and maritime recreation access.

The Central Embarcadero Safety Project relative to Priority Equity Communities



The Southern Embarcadero Safety Project relative to Priority Equity Communities



The Project Information Forms for both the Central and Southern Embarcadero Safety Projects follow below.

Prop AA Vehicle Registration Fee
Project Information Form

San Francisco County Transportation Authority

Project Name:	Howard Streetscape Pedestrian Safety Project
Implementing Agency:	SFMTA
Project Location:	Howard Street, between 4th and 11th streets
Supervisorial District(s):	District 6, Supervisor Haney
Project Manager (name, phone, email)	Alan Uy, Alan.Uy@sfmta.com; Thalia Leng, Thalia.Leng@sfmta.com
Brief Project Description for MyStreetSF (50 words max):	The Howard Streetscape project will improve traffic safety and livability in one of the highest conflict corridors in the City's South of Market Street (SoMa) commercial, entertainment and residential neighborhood. Once completed, the transformed Howard Street will have two travel lanes, two parking lanes, a two-way, 14-foot bicycle lane separated from the travel lanes by an 8.5-foot landscaped median, and two 12-foot sidewalks.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Describe how this project was prioritized. Attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	The Project redesigns seven blocks of Howard Street by: •Reducing vehicle lanes from three to two •Replacing the existing bicycle lane with a two-way protected bikeway •Installing pedestrian and bicycle safety infrastructure that includes raised crosswalks, pedestrian bulb-outs, protected intersections, traffic signals with separate bicycle and vehicle phases and new, more efficient pedestrian-scale lighting. The scope of Project will shorten crossing distances, minimize conflicts with other modes, and reduce pedestrian hazards. Specifically, it will upgrade safety measures for the areas most vulnerable residents including seniors and school children. Vulnerable pedestrians will be able physically access and experience the Project through new crossing treatments like pedestrian bulb-outs and protected corners, resulting in shorter crossing distances and expanded sidewalk space, new mid-block traffic signals to improve circulation, raised crosswalks at alleyways to slow turning vehicles, and improved signal timing to give pedestrians, especially seniors, a head start and more time to cross the street. The Project will further improve pedestrian access with new landscaping, street furniture, decorative crosswalks at many of the alleyways, and pedestrian-scaled lighting along Folsom Street.
Describe Benefits to Equity Priority Communities and Disadvantaged Populations	please see attached
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, etc.).	please see attached
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	n/a
Type of Environmental Clearance:	EIR/EIS; NEPA clearance expected soon.

Project Delivery Milestones	**Status**	**Work**	**Start Date**		**End Date**	
Phase*	**% Complete as of 1/18/22**	**In-house, Contracted, or Both**	**Month**	**Calendar Year**	**Month**	**Calendar Year**
Planning/Conceptual Engineering (typically 30% design)	100%	in-house	Jan-Mar	2016	Jan-Mar	2021
Environmental Studies (PA&ED)	100%	in-house	Jan-Mar	2016	Jan-Mar	2019
Design Engineering (PS&E)	35%	in-house	Oct-Dec	2021	Oct-Dec	2023
Right-of-Way						
Advertise Construction		N/A			N/A	N/A
Start Construction (e.g. Award Contract)	0%	contracted	Apr-Jun	2024	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Apr-Jun	2026

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

Please note the CEQA for Folsom Howard is already complete. The SFMTA will need to secure NEPA if get federal funding, but need for NEPA is not known as yet.

San Francisco County Transportation Authority

Prop AA Vehicle Registration Fee
Project Information Form

Project Name:	Howard Streetscape Pedestrian Safety Project

PROJECT COST ESTIMATE

		Funding Source by Phase			
Phase	**Cost**	**Prop AA**	**Prop K**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$101,500	N/A		$101,500	
Environmental Studies (PA&ED)	$548,500	N/A		$548,500	
Design Engineering (PS&E)	$2,291,000			$2,291,000	Based on Folsom Streetscape Project
Right-of-Way	$0	N/A			
Construction	$45,000,000	$1,000,000		$44,000,000	Based on Folsom Streetscape Project
TOTAL PROJECT COST	$47,941,000	$1,000,000	$0	$46,941,000	
Percent of Total		2%	0%	98%	

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	**Planned**	**Programmed**	**Allocated**	**TOTAL**
Prop AA	$1,000,000			$1,000,000
IPIC	$18,704,148		$650,000	$19,354,148
ATP	$5,696,200			$5,696,200
AHSC	$3,291,580			$3,291,580
*Local Funds**	$18,599,072			$18,599,072
TOTAL	**$47,291,000**	**$0**	**$650,000**	**$47,941,000**

*Potential sources include Prop B, IPIC, and pending local funding measures (e.g., General Obligation Bond, sales tax reauthorization).

Desired Prop AA Programming Year*
FY 24-25
*This call for project will program funds in FYs 2022/23 through 2026/27.

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	22/23	**23/24**	**24/25**	**25/26**	**26/27**	**27/28**	**28/29**	**Total**
Design Engineering (PS&E)								$0
Construction			$500,000	$500,000				$1,000,000
TOTAL BY FISCAL YEAR	**$0**	**$0**	**$500,000**	**$500,000**	**$0**	**$0**	**$0**	**$1,000,000**

*Cash flow can extend beyond the FYs 2022/23 through 2026/27 period.

Comments/Concerns

Howard Streetscape Pedestrian Safety Improvement Project

The Howard Streetscape Project (Project) is a project of regional significance that will improve the safety and efficiency of the San Francisco's transportation system and enhance mobility for the neighborhood's high concentration of low-income residents who are most dependent upon transit, walking and bicycling.

The Project area includes Howard Street from 4th Street to 11th Street in the central South of Market Area (SOMA) and is shown in Figure 1 below. With the upcoming construction of the parallel Folsom Streetscape Project (one block south of Howard Street), the Howard Streetscape project will bring tremendous improvements in mobility.

Figure 1 – Howard Streetscape Project Area (also showing Folsom Streetscape Project Limits)

This project is a high priority for the SFMTA because it will improve traffic safety and livability in one of the highest conflict corridors in the City's South of Market Street (SoMa) commercial, entertainment and residential neighborhood. High traffic volumes, limited protection for bicyclists, and unsafe pedestrian crossings that result in high rates of traffic-related pedestrian and bicycle injuries and fatalities make the corridor unsafe for those who do not drive or own a car. Consistent with the ***Vision Zero safety initiative***, the Project will address dire safety concerns on Howard Street that resulted in three fatalities on the corridor between 2014 and 2019. In total, 152 traffic collisions have occurred on the Folsom-Howard couplet over this time, placing the corridor on ***San Francisco's Vision Zero High Injury Network***, where 13 percent of San Francisco's streets endure 75 percent of the total severe and fatal traffic collisions. More than half of these collisions involved a person walking or biking.

Howard Street is used by both regional and local traffic, with Moscone Convention Center generating significant transportation demand from San Francisco and the Bay Area region. Existing walkways and bikeways are inadequate because the roadway was designed to support and prioritize high vehicle volumes and has not evolved with the neighborhood and its multimodal needs. Competing transportation

uses have increased modal conflicts and collisions, disproportionately affecting residents with low incomes who rely on these forms of transportation.

The Project redesigns seven blocks of Howard Street by:

- Reducing vehicle lanes from three to two
- Replacing the existing bicycle lane with a two-way protected bikeway
- Installing pedestrian and bicycle safety infrastructure that includes raised crosswalks, pedestrian bulb- outs, protected intersections, traffic signals with separate bicycle and vehicle phases and new, more efficient pedestrian-scale lighting

Once completed, the transformed Howard Street will have two travel lanes, two parking lanes, a two-way, 14-foot bicycle lane separated from the travel lanes by an 8.5-foot landscaped median, and two 12-foot sidewalks.

The scope of Project will shorten crossing distances, minimize conflicts with other modes, and reduce pedestrian hazards. Specifically, it will upgrade safety measures for the areas most vulnerable residents including seniors and school children. Vulnerable pedestrians will be able physically access and experience the Project through new crossing treatments like pedestrian bulb-outs and protected corners, resulting in shorter crossing distances and expanded sidewalk space, new mid-block traffic signals to improve circulation, raised crosswalks at alleyways to slow turning vehicles, and improved signal timing to give pedestrians, especially seniors, a head start and more time to cross the street. The Project will further improve pedestrian access with new landscaping, street furniture, decorative crosswalks at many of the alleyways, and pedestrian-scaled lighting along Folsom Street.

The Project's permanent traffic safety upgrades are detailed in **Table 1** below, and a typical cross section is shown in **Figure 2**.

The Howard Streetscape project will directly follow the implementation of a partner project on Folsom Street, which will start construction in early 2023 and be open for use by mid- 2024. The Folsom Streetscape Project will improve Folsom Street between 2nd and 11th streets by reducing the number of traffic lanes from three to two lanes in most areas, adding new permanent protected two-way bicycle lanes, improved pedestrian crossings, and sophisticated traffic signaling designed to eliminate conflicts between bicycles and motor vehicles. This project will also create a transit-only lane on Folsom that will make SFMTA Muni bus service more reliable. New civic amenity sidewalk areas, similar to and including parklets, have been designed in partnership with local community groups.
Below is an illustrative cross-section of the completed project.

Figure 2 – Howard Streetscape Typical Cross Section (looking east)

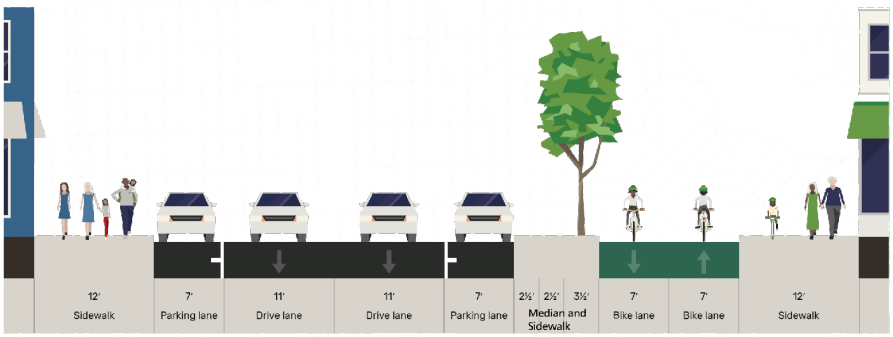


Table 1 – Howard Streetscape Project Permanent Upgrades

Travel lane reduction and new pavement	The project will generally implement a 3 to 2 lane road diet by removing one travel lane from the existing condition. The road diet constricts vehicle volumes, creatingless free flow conditions, reducing vehicles' ability to speed along the corridor andresulting in improved safety.
Two-way protected bicycle lanes	Improves westbound and eastbound bicycle lanes by adding protection andimplementing new westbound bicycle access along the corridor.
Concrete buffers	Will physically separate bicyclists from drivers, increasing comfort for all users.
Two-Stage turn boxes	Pavement markings that clarify where bicyclists can turn left to connect to anotherbike route. This helps reduce conflicts between turning vehicles and bicyclists.
Protected intersections	Located at several intersections, protected intersections provide a dedicated path through the intersection, and bicyclists have the right of way overturning vehicles.
Mixing zones (e.g. dashed green stripingand yield "teeth" markings)	Reduces conflicts with bicyclists proceeding straight and vehicles turning right.
Raised crosswalks	Located at alleyways prioritizing both people walking and biking.
Curb ramps	Provides pedestrian access between the sidewalk and roadway for people using wheelchairs, strollers, walkers, crutches, handcarts, bicycles, and pedestrians who have trouble stepping up and down curbs.
Installation of bulb-outs and midblock signals	Shortens crossing distances and provides safer places for people walking to cross between blocks; also reduces vehicle speeds.
Traffic signal upgrades	Located at most intersections, traffic signals will be designed, installed and programmed specifically for people driving and bicycling to separate them. This will eliminate conflicting turning vehicle with through bicycle movements. All signal upgrades will allow pedestrians to receive a head start in crossing the intersection before vehicles receive green lights. Signals will also include audio messages for people who are blind or visually impaired.
ADA compliant passenger loading zones with wheelchair ramps	Upgrades to accommodate wheelchair ramp deployment.
Lighting	Improving street lighting includes taller vehicular oriented streetlight poles and the addition of pedestrian-scale lighting.
Placemaking amenities	Includes new trees, planters, pedestrian-scale lighting, street furniture, decorative crosswalks at alleys and historic plaques. Community cultural organizations and benefit districts to showcase cultural heritage and celebrate identity through art and other amenities.
Upgraded water and sewer infrastructure	In addition to upgraded streetlights and pipes, stormwater runoff will be captured by landscaping that will allow the water to permeate into the ground rather than impact the City's sewer system.

Project Readiness

The Howard Streetscape project is currently at 35% design expects to be at 100% design by Spring/Summer with contract bidding is expected to begin in Fall 2023. Construction is expected to start in Spring/Summer 2024. The Project is expected to be completed in two years. Any awarded Prop AA funds will be able to be utilized in FY24_25 in coordination with the start of construction.

The Howard Streetscape project will be coordinated with and will be leveraging the construction of the closely related Folsom Streetscape project . The Project is part of an interconnected network of street improvements under construction or planned for the Downtown and SoMa neighborhoods. This project builds on the Folsom Howard Streetscape Project, which brought both Folsom and Howard to 30% design, before it was split into two partner projects – The Folsom Streetscape Project and the Howard Streetscape Project. The improvements include new pavement, upgrades to sidewalks and crosswalks, new protected bicycle lanes, bus stop improvements, and more.

Community Engagement/Support

The SFMTA has worked in close collaboration with neighbors, local businesses, community groups and users of the Howard Street since initiation of the project in 2016. Community outreach and environmental clearance was conducted for both the Howard and Folsom Streetscape projects together as the projects and improvements to the roadway couplet are closely aligned.

In Winter 2016, the SFMTA held two open houses and conducted an online survey to take feedback on community values and priorities including ranking desired improvements to the corridor. Potential changes presented included widening sidewalks, installing streetscape elements/public realm improvements, landscaping, upgrading bikeways, maximizing vehicle loading. The survey also asked for input on potential tradeoffs such as changes to parking, loading and vehicle capacity.

In April 2017, two open houses were held to show possible alternatives to the public and request feedback. These alternatives were derived from feedback from the first open house, as well as alternatives presented in earlier plans such as the is Eastern Neighborhoods Transportation Implementation Planning Study (EN TRIPS). In January 2019, the SFMTA presented the final proposed long-term designs of the corridor at two open houses.

Beyond these open houses from 2016-2019 various meetings with the D6 supervisor, community groups, and local businesses took place to provide information about the project, give updates, answer questions and address concerns. In total over 400 people attended open houses, the SFMTA received over 1,300 survey responses, and individual meetings were held with more than 100 businesses and 20 community groups. By working closely with the community to align project goals, the SFMTA was able to secure legislative approval of the project in Spring 2019. The SFMTA continues to engage the community in coordination with our partners at Public Works and held a public realm open house in January 2020 to finalize the public realm elements of the project and to inform users and residents of construction updates.

Project designs focus on the two major community requests that were identified through outreach – 1) improving traffic safety, especially for seniors and children, and 2) improving the built environment. Specifically, community members requested new and improved mid-block crossings, signal timing changes for safer pedestrian crossings, new landscaping, street furniture, pedestrian-scaled lighting, and cultural features such as decorative crosswalks at alleys and historic plaques. The Project developed final design proposals reflecting this feedback in tandem with larger-scale engineering changes such as

vehicle lane removals and curbside management changes to ensure safer vehicle speeds and loading access for existing merchant and light industrial uses. As desired by the community, the Project brings amenities long enjoyed by other neighborhoods to the current residents of SoMa.

These project components are the outgrowth of a rich and inclusive three-year public engagement process that began in 2016. The SFMTA met with stakeholders to discuss the potential Project, areas of high concern, and suggested improvements. Since the beginning of the Project, 400 people attended open houses, 1,300 people responded to surveys, and staff met with more than 100 businesses and 20 community groups along the Howard and Folsom Street corridors. The SFMTA will continue this dialogue as the Project extends into the detailed design and construction phases. During construction, the SFMTA will prepare a construction management plan that addresses issues of circulation (traffic, pedestrians and bicyclists), safety, construction staging, parking, and other activities in the area to maintain accessibility to businesses on Howard Street and minimize delays to bicyclists and pedestrians. The SFMTA will also work with sister government agencies such as San Francisco Public Works to mitigate construction impacts through door-to-door community outreach and regular construction updates.

Benefits Equity Priority Communities

The Project Area and neighboring census tracts (176.01, 178.01, 178.02, and 201), depicted in the map below (Figure 4), fall within MTC's Equity Priority community boundaries and will directly benefit from the Project. As shown in the chart below (Figure 3), the median household income in San Francisco is $112,376 and the median household income for these four Census Tracts ranges from $22,450 to $74,005.

The Project will provide direct benefits to residents of the Project Area who are heavy users of the transit system and are most likely to walk for commute and non-commute trips. As seen in the table below, the residents of the Project Area are racially diverse with about 30 percent of the population identifying as non-Hispanic white. Slightly more than 8 percent of residents are African American/Black and about 35 percent of residents are Asian American. Twenty-two percent of residents identify as Latinx/Hispanic.

Figure 3 – Howard Street Project Area Median Income

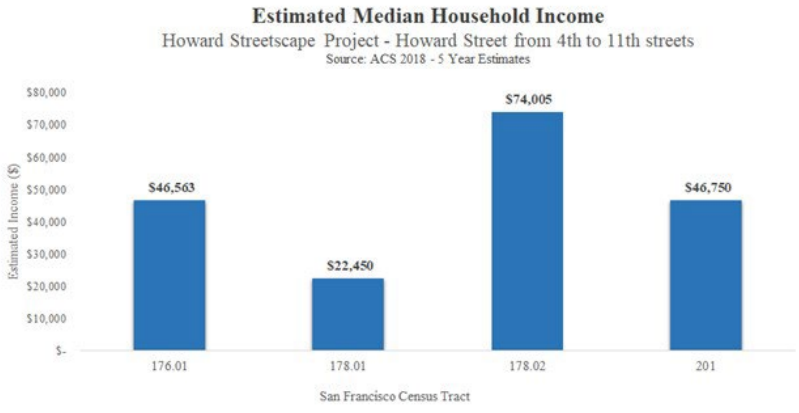
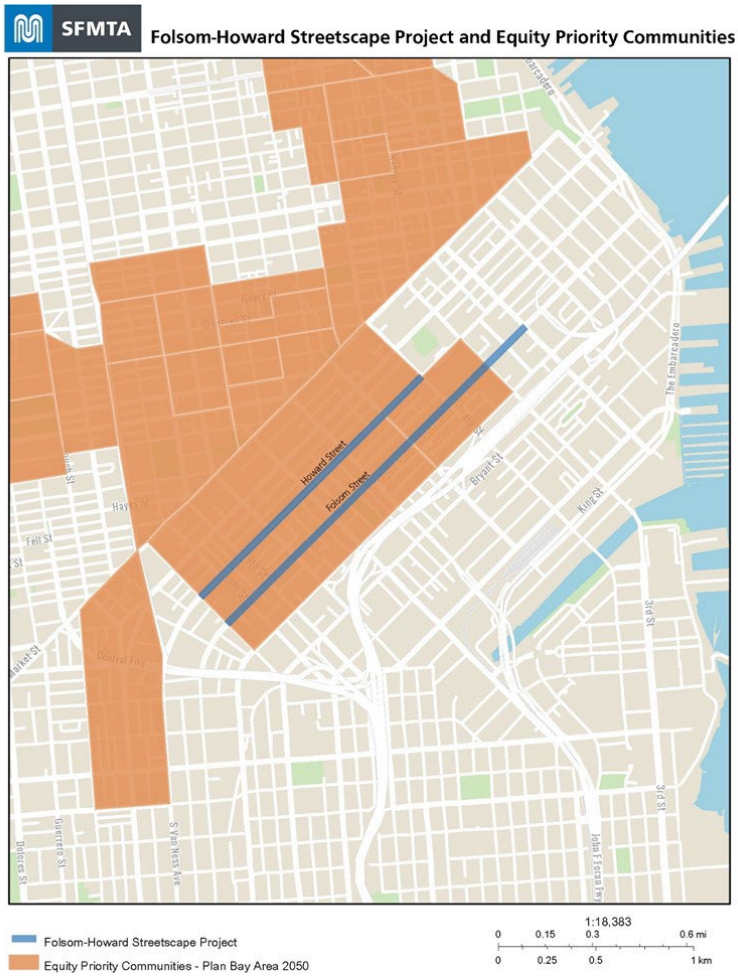


Figure 4 – Howard Streetscape Equity Priority Map



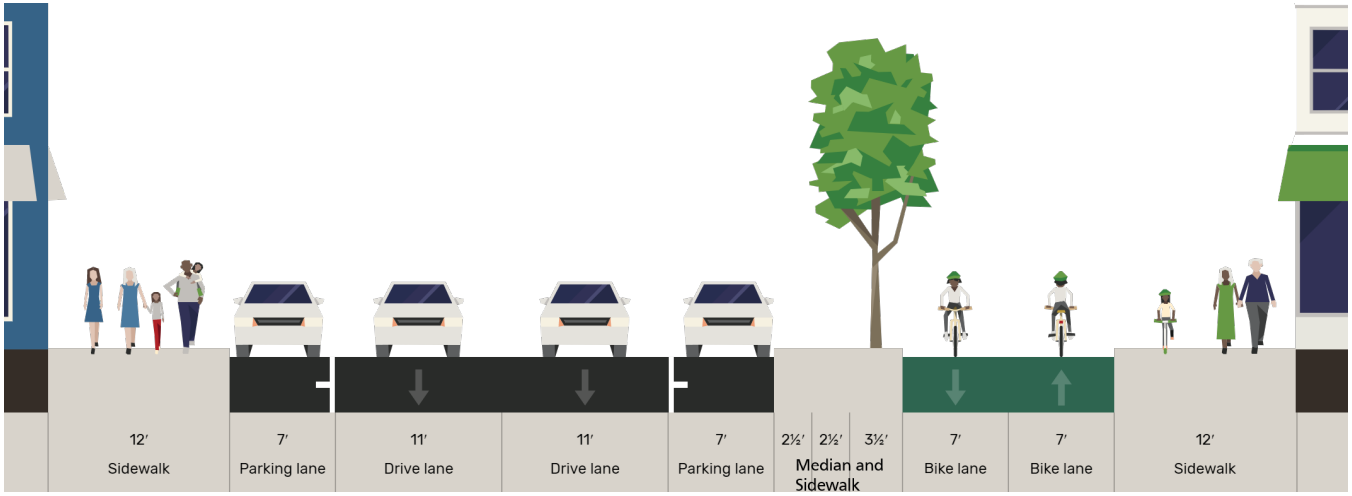
Fund Leveraging

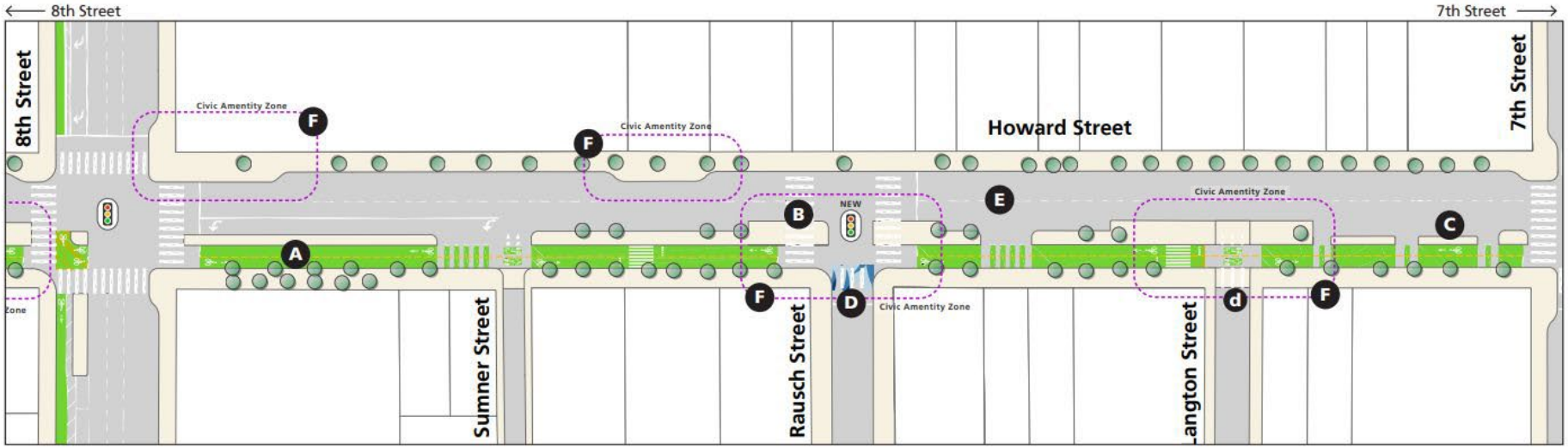
Local funds, including developer impact fees and SFMTA operating funds will leverage the SFMTA's request for $1 million in FY24_25 Prop AA grant funds to build the Project. The SFMTA is also applying for cycle 6 Active Transportation Program (ATP) the Howard Streetscape project.

Project Sponsor Priority

This project is the culmination of over a decade of planning that resulted in at least two area plans, Eastern Neighborhoods Plan and ENTRIP as well as the more recent Central SOMA Plan and has been a high priority for the Agency and the City for a long time. This is the 3rd highest priority for the SFMTA for Prop AA Pedestrian Safety funds. The requested $1,000,000 will be programmed for FY 24-25 in time for completion of Detailed Design and beginning of construction.

Howard Streetscape Design Elements





Howard Streetscape Design Elements

Prop AA Vehicle Registration Fee
Project Information Form

San Francisco County Transportation Authority

Project Name:	Bayview Community Multimodal Corridor Safety Project
Implementing Agency:	SFMTA
Project Location:	Bayview Neighborhood
Supervisorial District(s):	District 10, Supervisor Walton
Project Manager (name, phone, email)	Matt Lasky, matt.lasky@sfmta.com
Brief Project Description for MyStreetSF (50 words max):	The Bayview Community Multimodal Corridor safety project partially implements the Bayview CBTP and will focus on improving pedestrian crossings on 3rd Street into the neighborhood as well as improve a parallel north-south route to serve people walking and biking that is parallel to 3rd Street.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Describe how this project was prioritized. Attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	This project will focus on improving pedestrian crossings on 3rd Street into the neighborhood as well as improve a parallel north-south route to serve people walking and biking that is parallel to 3rd Street. The route will connect Cargo Way at the north to Carroll Avenue at the south by linking Mendell Street, McKinnon Avenue, Lane Street, Van Dyke Avenue, and Keith Street. Priority improvements along the corridor will include limiting access from 3rd Street into the neighborhood at three locations (early candidates based on preliminary engineering are Thomas Avenue, Revere Avenue and McKinnon Avenue) and installing speed humps where access will remain. Additionally, the project will install three raised intersections at locations adjacent to KC Jones and Youngblood-Coleman Playgrounds and additional bulb outs along the priority walking corridor. These will improve pedestrian safety by reducing crossing distances and slowing motor vehicle traffic. Please see attached for more information and maps.
Describe Benefits to Equity Priority Communities and Disadvantaged Populations	The project area is located within the MTC's 2021 Equity Priority Communities. The isolation of Bayview-Hunters Point is economic as well as spatial and over 30% of Bayview-Hunters Point households make less than $30,000 a year. The share of Bayview-Hunters Point households living in poverty (42%) is almost double that of San Francisco (24%), and only 30% of Bayview Hunters Point households make more than the San Francisco median income of $96,265. This project will bring much needed transportation safety improvements to an area of San Francisco underserved and long-neglected of this type of investment.
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, etc.).	The SFMTA completed the nationally acclaimed Bayview Community Based Transportation Plan, approved by the SFMTA Board of Directors in February 2020. This plan is the source of the scope of work for the pedestrian safety improvememts. The Bayview CBTP included an intensive engagement process with the Bayview community. This included contracting with five community-based organizations: Bayview Hunters Point Mobilization for Adolescent Growth in our Communities (BMAGIC), Community Youth Center of San Francisco (CYC), El Centro Bayview, Hunters Point Family and BAYCAT. These community partners co-developed and co-led a year-long engagement process that was designed to maximize engagement with the Bayview's most vulnerable and most hard-to-reach groups. Please see https://www.sfmta.com/projects/bayview-community-based-transportation-plan. Please also see attached.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	n/a
Type of Environmental Clearance:	n/a

Project Delivery Milestones	**Status**	**Work**	**Start Date**		**End Date**	
Phase*	**% Complete as of 1/18/22**	**In-house, Contracted, or Both**	**Month**	**Calendar Year**	**Month**	**Calendar Year**
Planning/Conceptual Engineering (typically 30% design)	50%	in-house	Jul-Sep	2022	Jan-Mar	2023
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	0%	in-house	Jan-Mar	2023	Jan-Mar	2024
Right-of-Way	n/a					
Advertise Construction	0%	N/A			N/A	N/A
Start Construction (e.g. Award Contract)	0%	contracted	Jan-Mar	2026	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Jul-Sep	2027

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

San Francisco County Transportation Authority

Prop AA Vehicle Registration Fee
Project Information Form

Project Name:	Bayview Community Multimodal Corridor Safety Project

PROJECT COST ESTIMATE

		Funding Source by Phase			
Phase	**Cost**	**Prop AA**	**Prop K**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$1,339,491	N/A	$107,851	$1,231,640	SFMTA
Environmental Studies (PA&ED)	$0	N/A			
Design Engineering (PS&E)	$2,691,499			$2,691,499	SFMTA
Right-of-Way	$0	N/A			
Construction	$15,456,000	$598,000		$14,858,000	SFMTA
TOTAL PROJECT COST	$19,486,990	$598,000	$107,851	$18,781,139	
Percent of Total		3%	1%	96%	

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	**Planned**	**Programmed**	**Allocated**	**TOTAL**
Prop AA	$598,000			$598,000
Prop K			$107,851	$107,851
Caltrans Planning Grant			$292,149	$292,149
AHSC	$3,291,580			$3,291,580
ATP	$5,696,200			$5,696,200
TDA	$460,086			$460,086
*Local Funds**	$9,041,124			$9,041,124
TOTAL	**$19,086,990**	**$0**	**$400,000**	**$19,486,990**

Desired Prop AA Programming Year*
FY 26-27
*This call for project will program funds in FYs 2022/23 through 2026/27.

*Local Funds include Prop B, Competitive Grants, developer impact fees and pending local funding measures (e.g., General Obligation Bond, sales tax reauthorization).

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	22/23	**23/24**	**24/25**	**25/26**	**26/27**	**27/28**	**28/29**	**Total**
Design Engineering (PS&E)								$0
Construction					$598,000			$598,000
TOTAL BY FISCAL YEAR	**$0**	**$0**	**$0**	**$0**	**$598,000**	**$0**	**$0**	**$598,000**

*Cash flow can extend beyond the FYs 2022/23 through 2026/27 period.

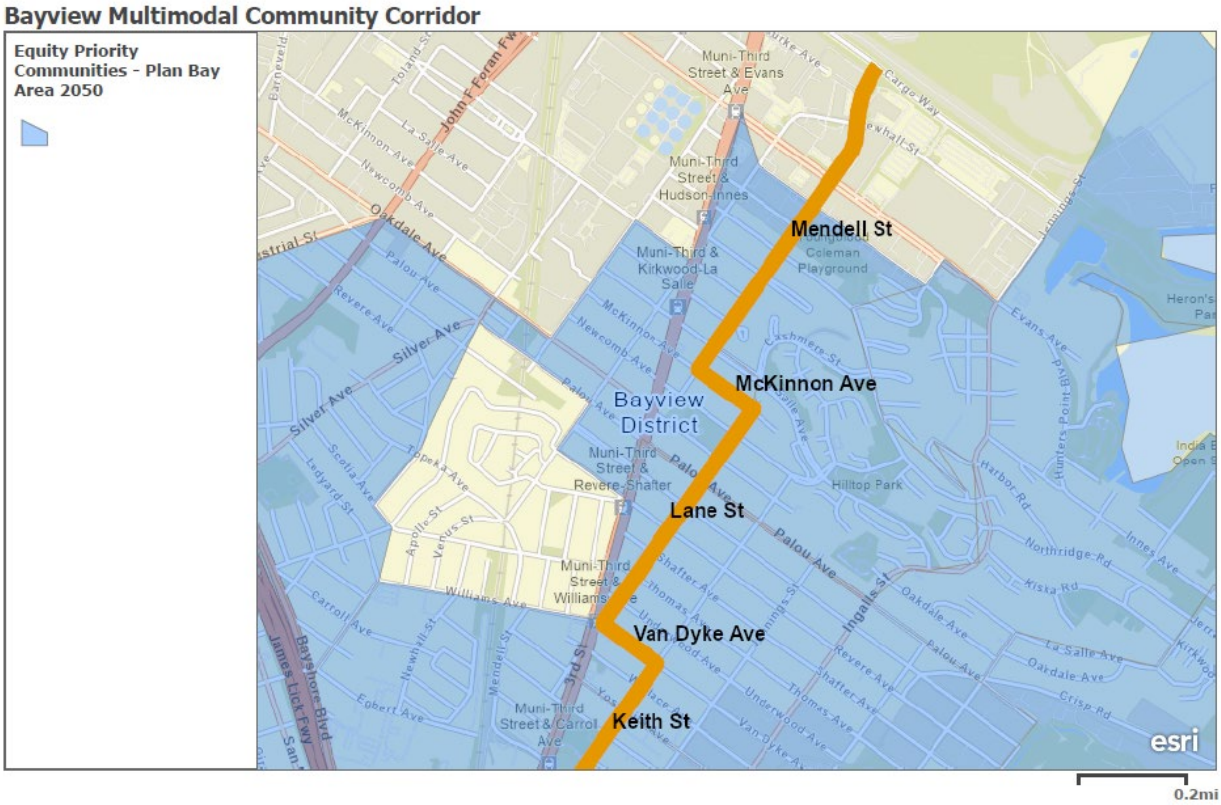
Comments/Concerns

Bayview Multimodal Community Corridor

The Bayview Multimodal Community Corridor (the Project) project will improve pedestrian safety in the Bayview Neighborhood of San Francisco. The 3rd Street corridor through the neighborhood is on San Francisco's High Injury Network, or it is one of the 17% of streets in San Francisco with 75% of the city's severe and fatal transportation related collisions.

This project will focus on improving pedestrian crossings on 3rd Street into the neighborhood as well as improve a parallel north-south route to serve people walking and biking that is parallel to 3rd Street. The route will connect Cargo Way at the north to Carroll Avenue at the south by linking Mendell Street, McKinnon Avenue, Lane Street, Van Dyke Avenue, and Keith Street.

Priority improvements along the corridor will include limiting access from 3rd Street into the neighborhood at three locations, installing speed humps where access will remain. Additionally, the project will install three raised intersections at locations adjacent to KC Jones and Youngblood-Coleman Playgrounds and additional bulb outs along the priority walking corridor. These will improve pedestrian safety by reducing crossing distances and slowing motor vehicle traffic.



Esri Community Maps Contributors, California State Parks, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

Project Readiness

Implementation of the Bayview Community Based Transportation Plan is within the SFCTA's 5YPP; the project is listed in Expenditure Plan 38. Additionally, the SFMTA has this project within its Capital Improvement Program. The SFMTA is working to kick-off detailed design and will be able to initiate construction by fiscal year 2026-2027.

Time Sensitivity

The Bayview CBTP Implementation project will attempt to use a number of funding sources for design and construction. Along with AA funds for construction, the SFMTA is pursuing regional, federal and state funding sources including the 2022 ATP call for projects.

Community Engagement/Support

This project is a combination of projects detailed in the SFMTA Bayview Community Based Transportation Plan (CBTP). The CBTP undertook an extensive community engagement process and received support from many community stakeholders. Below is a summary of the meetings that took place over the course of the Plan.

The first phase of outreach for the Bayview Community Based Transportation Plan stretched from July 2018 to October 2018, during which time the SFMTA

- Attended 21 events
- Engaged with over 1,500 residents
- Collected 234 ideas for participatory budgeting
- Conducted a plan priorities exercise with 284 residents
- Conducted a priority corridors exercise with 137 residents
- Collected over 200 comments from residents

The second phase of outreach for the Bayview CBTP stretched from January 2019 to March 2019. During that time, the Bayview CBTP Team:

- Attended 20 events
- Engaged with over 1,100 residents
- Signed up 41 residents to develop proposals for Participatory Budgeting
- Collected 261 worksheets on short-term and long-term project preferences
- Collected input from 257 residents on Prioritizing Investments
- Collected over 200 comments from residents (non-worksheet input)

The third phase of outreach for the Bayview Community Based Transportation Plan stretched from May 2019 to August 2019. During that time, the Bayview CBTP Team:

- Attended 23 events
- Engaged with 1,275 residents
- Worked with over 45 Project Champions to craft 19 eligible proposals for a public ballot
- Collected 368 public ballots for Participatory Budgeting
- Collected 212 Proposed Project worksheets
- Collected over 200 comments from residents

Benefits Equity Priority Communities

The project area is located within the MTC's 2021 Equity Priority Communities. The isolation of Bayview-Hunters Point is economic as well as spatial and over 30% of Bayview-Hunters Point households make less than $30,000 a year. The share of Bayview-Hunters Point households living in poverty (42%) is almost double that of San Francisco (24%), and only 30% of Bayview Hunters Point households make more than the San Francisco median income of $96,265.[1] This project will bring much

[1] ACS 2012-2017 5-Year Estimate, Table S1701 "Poverty Status in the Last 12 Months"

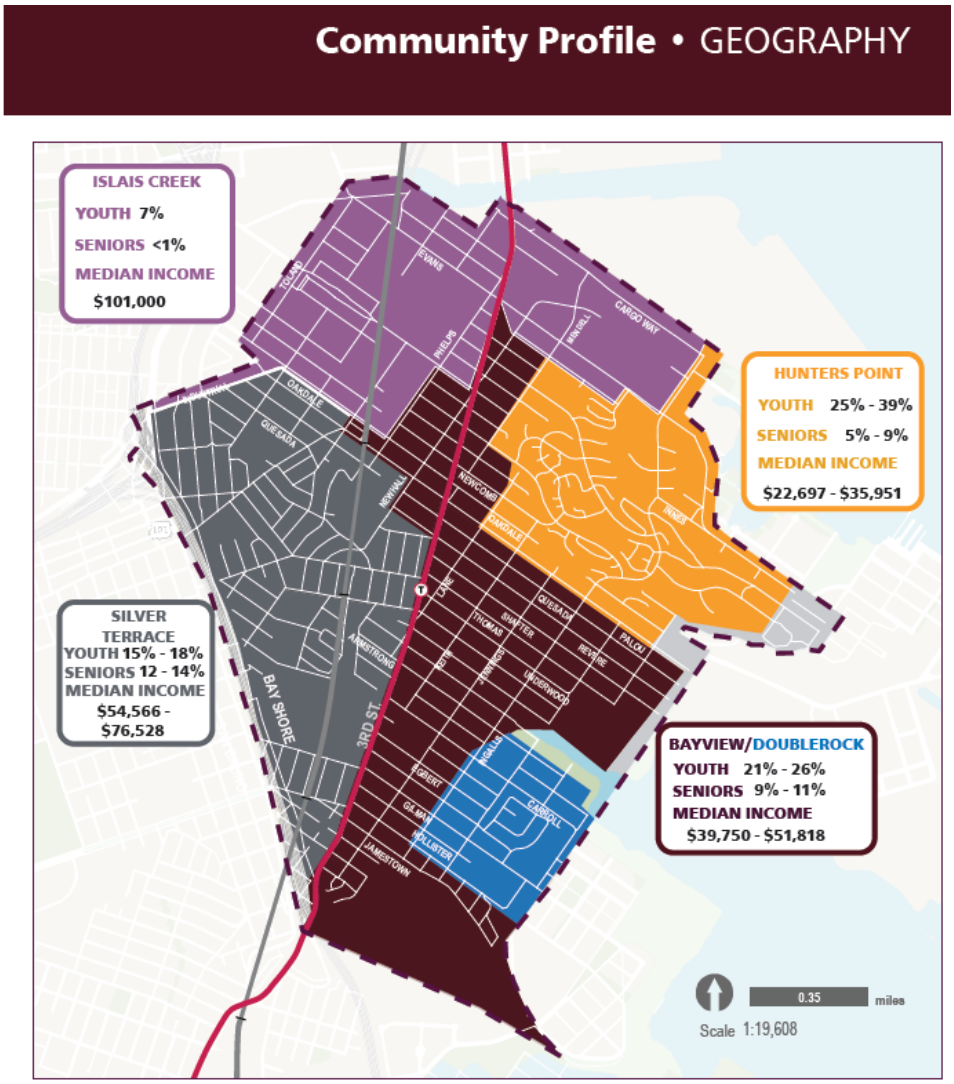
needed transportation safety improvements to an area of San Francisco underserved and long-neglected of this type of investment.

Fund Leveraging

Prop AA funding for the Bayview Multimodal Community Project will leverage the nearly $1,000,000 on planning and public outreach in developing the Bayview Community Based Transportation Plan.

Agency Priority

The Bayview Multimodal Community Project is SFMTA's 5th highest in priority for Prop AA funding. While the list and location of priority projects has been identified, there is still much engineering and design work required before the project will be ready for construction. The SFMTA is requesting $1,000,000 for construction in FY 26-27.



This analysis utilizes 2011 - 2016 American Community Survey estimates prepared by the United States Census Bureau unless otherwise noted. Similarly to MTC's Community of Concern analysis, data is analyzed at the Census tract level due to the size of the study area.

***Demographic information for Doublerock is included in that shown for Bayview, as they share census tracts.**

[this page intentionally left blank]

Prop AA Vehicle Registration Fee
Project Information Form

San Francisco County Transportation Authority

Project Name:	Muni Forward M Ocean View Transit Reliability and Mobility Improvements
Implementing Agency:	SFMTA
Project Location:	Junipero Serra/19th Ave to Balboa Park Station
Supervisorial District(s):	District 7, District 11
Project Manager (name, phone, email)	Michael Rhodes, Michael.Rhodes@sfmta.com, 415-579-9702
Brief Project Description for MyStreetSF (50 words max):	Transit reliability, travel time and pedestrian safety improvements through implemention of various transit prioritiy enhancements along the M-line corridor from the intersection of Junapero Serra Boulevard and 19th Avenue to the Balboa Park Station. Scope will include traffic signals, transit stop placement optimization, pedestrian improvements (e.g. wheelchair-accessible boarding ramps, pedestrian bulbs and extended passenger boarding islands), and other improvements.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Describe how this project was prioritized. Attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	The M Ocean View Transit Reliability and Mobility Project will implement transit reliability upgrades on the M Ocean View line between Junipero Serra Boulevard and Balboa Park Station. The project was originally identified in the Transit Effectiveness Project (Muni Forward) EIR and is one of the SFMTA's highest priorities for implementing Muni Forward improvements. The project will improve transit reliability, transit stop accessibility, pedestrian safety, and connectivity to BART at Balboa Park Station. Elements will include transit stop upgrades, new wheelchair-accessible platforms at stops, stop consolidation and optimization, and new signals with transit priority. The project area also includes two streets on the Vision Zero high-injury network, including portions of 19th Avenue and San Jose Avenue. The project will include pedestrian safety enhancements such as pedestrian bulbs and extended transit islands that will help address safety issues. The project will also enhance accessibility by adding additional wheelchair-accessible transit platforms. The project has received full funding for its construction phase from the state via the TIRCP program. It is anticipated that the full project could be open for use within approximately five years from the time that initial outreach starts in 2022. See map and project background document.
Describe Benefits to Equity Priority Communities and Disadvantaged Populations	The project will directly benefit the Oceanview community, which is identified as an Equity Priority Community. Community members will experience improved transit travel time, reliability and accessibility, as well as improved pedestrian safety. Community members will also benefit from improved connections to regional transit, since the M Ocean View connects to BART at Balboa Park Station.
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, etc.).	The Preliminary Engineering phase has not yet commenced (funding is requested for that phase), so there has not been extensive outreach to date. However, the project is included in the Transit Effectiveness Project EIR, and initial outreach was conducted at that time. In general, there is broad, strong support for transit reliability and pedestrian safety improvements along the M Ocean View line. The SFMTA will undertake extensive outreach over the course of 6-12 months during the Planning/Preliminary Engineering phases to ensure the design of the project meets the needs of M Ocean View riders and community members in the Oceanview neighborhood.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance:	Environmental Impact Report (Transit Effectiveness Project EIR)

Prop AA Vehicle Registration Fee
Project Information Form

San Francisco County Transportation Authority

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase*	**% Complete as of 1/18/22**	**In-house, Contracted, or Both**	**Month**	**Calendar Year**	**Month**	**Calendar Year**
Planning/Conceptual Engineering (typically 30% design)	0%	In-house	Jan-Mar	2022	Oct-Dec	2022
Environmental Studies (PA&ED)	90%	In-house	Jan-Mar	2022	Oct-Dec	2022
Design Engineering (PS&E)	0%	In-house	Jan-Mar	2023	Apr-Jun	2024
Right-of-Way	N/A	N/A	N/A	N/A	N/A	N/A
Advertise Construction	0%	N/A	Jul-Sep	2024	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Oct-Dec	2024	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Oct-Dec	2026

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

Project is included in Transit Effectiveness Project (TEP) EIR (adopted 2014) at the programattic level. Project-level approval will require completion of a project checklist, added to the TEP EIR file. Project will be coordinated with the Geneva/San Jose M-line Terminal project.

Prop AA Vehicle Registration Fee
Project Information Form

San Francisco County Transportation Authority

Project Name:	Muni Forward M Oceanview Transit Reliability and Mobility Improvements Project

PROJECT COST ESTIMATE

		Funding Source by Phase			
Phase	**Cost**	**Prop AA**	**Prop K**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$2,552,542		$507,284	$2,045,258	SFMTA (General Fund)
Environmental Studies (PA&ED)	$0				
Design Engineering (PS&E)	$4,130,000	$1,000,000	$1,000,000	$2,130,000	SFMTA/DPW (TSF, General Fund)
Right-of-Way	$0				
Construction	$20,000,000			$20,000,000	SFMTA/DPW (TIRCP)
TOTAL PROJECT COST	$26,682,542	$1,000,000	$1,507,284	$24,175,258	
Percent of Total		3.7%	5.6%	90.6%	

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	**Planned**	**Programmed**	**Allocated**	**TOTAL**
Prop AA	$1,000,000			$1,000,000
Prop K	$1,000,000		$507,284	$1,507,284
General Fund		$3,579,988		$3,579,988
TSF		$595,270		$595,270
TIRCP		$20,000,000		$20,000,000
TOTAL	**$2,000,000**	**$24,175,258**	**$507,284**	**$26,682,542**

Desired Prop AA Programming Year*
FY 2023/24
*This call for project will program funds in FYs 2022/23 through 2026/27.

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	22/23	**23/24**	**24/25**	**25/26**	**26/27**	**27/28**	**28/29**	**Total**
Design Engineering (PS&E)	$340,000	$660,000						$1,000,000
Construction								$0
TOTAL BY FISCAL YEAR	**$340,000**	**$660,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,000,000**

*Cash flow can extend beyond the FYs 2022/23 through 2026/27 period.

Comments/Concerns

Transportation Authority staff recommendation: Program Prop AA funds for $1 million of the requested $2 million. For the remaining $1 million, program Prop K funds from the following Expenditure Plan categories:

- Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network (EP 1): $300,000 (for reimbursing project costs in FY2024/25)
- Other Transit Enhancements (EP 16): $700,000 from NTIP Placeholder (for reimbursing project costs in FY2024/25)

The M Oceanview Transit Reliability and Mobility Improvements

The M Ocean View Transit Priority Project will implement transit reliability upgrades on the M Ocean View line between Junipero Serra Boulevard and Balboa Park Station. The project was originally identified in the Transit Effectiveness Project (Muni Forward) EIR and is one of the SFMTA's highest priorities for implementing Muni Forward improvements. The project will improve transit reliability, transit stop accessibility, pedestrian safety, and connectivity to BART at Balboa Park Station. Elements will include transit stop upgrades, new wheelchair-accessible platforms at stops, stop consolidation and optimization, and new signals with transit priority.

Existing M Ocean View line transit stop in the project area on San Jose Avenue

Project Readiness

The project is included in the SFMTA's adopted CIP, and the construction phase is fully funded through a state TIRCP grant beginning in FY26. Planning/Preliminary Engineering is anticipated to begin in FY22, followed by Detailed Design in FY24 and FY25. The project is included in the Transit Effectiveness Project EIR at the programmatic level, and requires minimal additional work to complete environmental at the project level.

Time Sensitivity

The project has received funding from the state TIRCP program for construction (fully funded), to begin in FY26. Prop AA funding would complete the funding need for preliminary engineering and detailed design in advance of construction. These funds are needed imminently to maintain the planned construction schedule that the SFMTA has committed to with state funding partners.

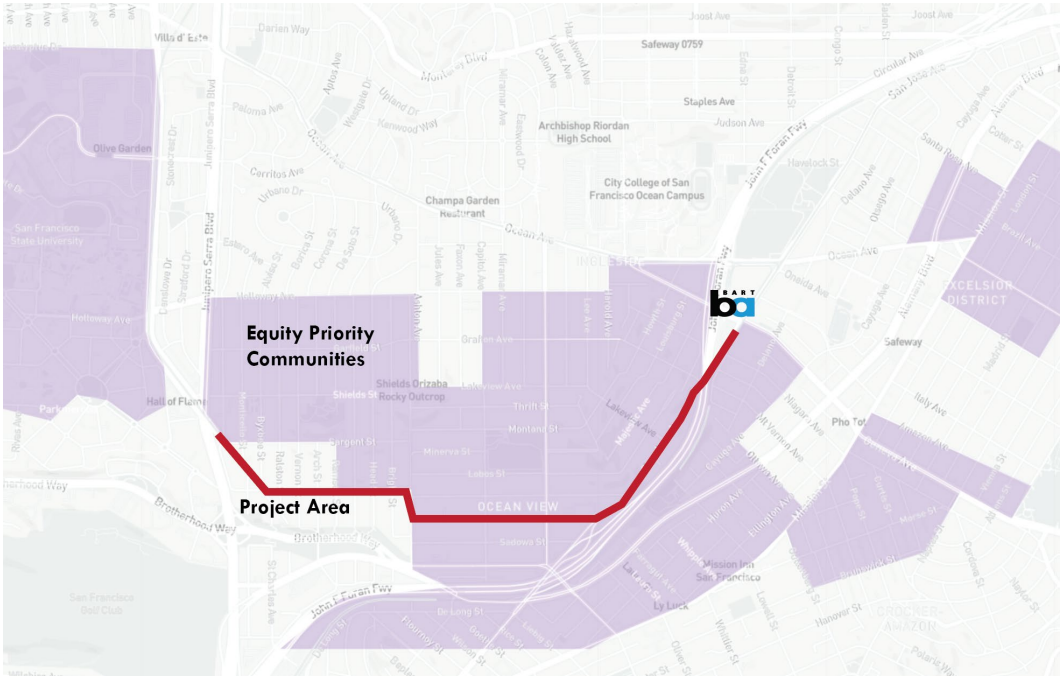
Community Engagement/Support.

The Preliminary Engineering phase has not yet commenced (funding is requested for that phase), so there has not been extensive outreach to date. However, the project is included in the Transit Effectiveness Project EIR, and initial outreach was conducted at that time. In general, there is broad, strong support for transit reliability and pedestrian safety improvements along the M Ocean View line. The SFMTA will undertake extensive outreach over the course of 6-12 months during the Planning/Preliminary Engineering phases to ensure the design of the project meets the needs of M Ocean View riders and community members in the Oceanview neighborhood.

Benefits Equity Priority Communities

The project will directly benefit the Oceanview community, which is identified as an Equity Priority community. Community members will experience improved transit travel time, reliability and accessibility, as well as improved pedestrian safety. Community members will also benefit from improved connections to regional transit, since the M Ocean View connects to BART at Balboa Park Station.

Project area map (red line indicates project area, purple shaded areas indicates Equity Priority Communities):



Fund Leveraging

The SFMTA was awarded a $20M TIRCP grant for construction. To meet timely use of funds requirements for TIRCP, the SFMTA is obligated to complete detailed design soon. Prop AA funds would enable the SFMTA to fully fund the detailed design phase.

Agency Priority

The M Oceanview is the SFMTA's highest priority for Prop AA Transit Reliability and Mobility Improvements funding. In order to meet timely use of funds requirements for the TIRCP grant, the SFMTA must begin Detailed Design as soon as possible.

[this page intentionally left blank]

Prop AA Vehicle Registration Fee Project Information Form

Project Name:	Muni Forward: 29 Sunset Transit Reliability and Mobility Improvements Phase 1
Implementing Agency:	SFMTA
Project Location:	From Lincon/Bowley in the Presidio to 19th and Holloway Avenues
Supervisorial District(s):	Districts 1, 2, 4, 7
Project Manager (name, phone, email)	Steve Boland, steve.boland@sfmta.com
Brief Project Description for MyStreetSF (50 words max):	Plan, design and implement transit reliability, transit travel time and pedestrian safety improvements on the 29 Sunset route from Richmond to Bayview.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Describe how this project was prioritized. Attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	The 29 Sunset Improvement Project will implement transit speed and reliability upgrades on the 29 Sunset. The project is phased: the first phase is the route's western segment, north of San Francisco State University, while the second phase will be in the southern segment, east of SFSU. The project is part of the Muni Forward program. The 29 Sunset corridor is also part of the SFMTA's proposed Five-Minute Network, and the agency plans to implement 29R Sunset Rapid service if additional funding becomes available. The project will improve transit reliability, connectivity and accessibility through measures including transit lanes, stop relocations, and stop improvements. A route identified by the Muni Service Equity Strategy, the 29 Sunset is a critical cross-town bus serving the southern and western neighborhoods of San Francisco, as well as major destinations including McLaren Park, City College of San Francisco, San Francisco State University, Golden Gate Park and Baker Beach. Prior to the pandemic, the 29 Sunset served 18,800 daily riders and numerous K-12 schools and universities along its route. Scope includes planning, design and implementation of transit reliability, transit travel time and pedestrian safety improvements on the 29 Sunset route from Richmond to Bayview. Improvements will include transit-only lanes, stop consolidation, transit bulbs, traffic signal upgrades and other Muni Forward elements. Project limits are along the bus route from El Camino Del Mar/25th Ave to the outbound terminal with certain segments excluded where other capital projects are currently planned. Safety Benefits Segments of Lincoln Way, Sunset Boulevard, and Lake Merced Boulevard are on the City's Vision Zero High Injury Network. The project will shift trips from autos to transit, improving safety. Also, many existing stops are on the near side of intersections, and would be relocated to the far side of the intersection, reducing the risk of autos and trucks attempting to turn right around stopped buses. Project Delivery Project will be delivered in two phases; requested funds are for Phase 1, which will extend from Lincon & Bowley in the Presidio to 19th & Holloway Avenues. Phase 2 will extend from 19th and Holloway to Filman & Bill Walsh in the Bayview. **See attachment for more details.**
Describe Benefits to Equity Priority Communities and Disadvantaged Populations	Improved reliability, reduced travel time and increased safety and reduced crowding for all riders along the entire route. The 29 Sunset serves a series of Equity Priority Communities, particularly in the southern part of the city. While the project's initial phase is focused on the west side of the route, reliability upgrades here will benefit riders along the entire route, and the project's second phase, focusing on the route's southern segment, will begin outreach and planning in Summer 2022.
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, etc.).	The SFMTA is relaunching community outreach for the 29 Sunset Improvement Project, starting with a multilingual survey that is both online and over text message. SFMTA will also conduct additional outreach to different users of this route including students, service workers and groups that represent seniors and persons with disabilities to help determine priorities that will directly shape a near-term improvement proposal.Please see: https://www.sfmta.com/project-updates/tep-implementation-workbook-outreach-summary-now-availablehttps://www.sfmta.com/sites/default/files/reports-and-documents/2018/01/tep_summary_report_3.26.14-compliant_part_1_0.pdf
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	Public Works
Type of Environmental Clearance:	On March 27, 2014, the CEQA Final Environmental Impact Report (EIR) developed for the Muni Forward (formerly Transit Effectiveness Program) was legislated by the San Francisco Planning Commission. The Planning Department has more detailed information about the TEP environmental review process that took place.

Prop AA Vehicle Registration Fee Project Information Form

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase*	**% Complete as of 1/18/22**	**In-house, Contracted, or Both**	**Month**	**Calendar Year**	**Month**	**Calendar Year**
Planning/Conceptual Engineering (typically 30% design)	50%	in-house	Jan-Mar	2020	Jul-Sep	2022
Environmental Studies (PA&ED)	0%		Jan-Mar	2020	Oct-Dec	2022
Design Engineering (PS&E)	0%	in-house	Jul-Sep	2022	Apr-Jun	2025
Right-of-Way	n/a					
Advertise Construction	0%	N/A	Jul-Sep	2025	N/A	N/A
Start Construction (e.g. Award Contract)	0%	contracted	Jan-Mar	2026	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Jan-Mar	2028

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

Advertise construction: July 2025
Full construction start date: January 2026
Open for use: January 2028

SFMTA intends to implement quick-build elements using non-Prop AA funding starting as soon as fall 2022. The first year of detailed design will be funded with non-Prop K funds.

Prop AA Vehicle Registration Fee Project Information Form

Project Name:	Muni Forward: 29 Sunset Transit Reliability and Mobility Improvements Phase 1

PROJECT COST ESTIMATE

		Funding Source by Phase			
Phase	**Cost**	**Prop AA**	**Prop K**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$350,000	N/A		$350,000	Recent projects and MuniForward cost estimation tool
Environmental Studies (PA&ED)	$0	N/A			
Design Engineering (PS&E)	$2,552,480	$1,000,000		$1,552,480	Recent projects and MuniForward cost estimation tool
Right-of-Way	$0	N/A			
Construction	$19,693,216	$0		$19,693,216	Recent projects and MuniForward cost estimation tool
TOTAL PROJECT COST	$22,595,696	$1,000,000	$0	$21,595,696	
Percent of design		39%	0%	61%	

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	**Planned**	**Programmed**	**Allocated**	**TOTAL**
Prop AA	$1,000,000			$1,000,000
CCSF-General Fund		$2,018,176		$2,018,176
HCD-AHSC	$5,844,060			$5,844,060
LCTOP	$2,855,411			$2,855,411
*TBD **	$10,878,049			$10,878,049
TOTAL	**$20,577,520**	**$2,018,176**	**$0**	**$22,595,696**

* e.g. State Low Carbon Transit Operations Program, Affordable Housing and Sustainable Communites Program, future general obligation Bonds

Desired Prop AA Programming Year*
FY 22-23
*This call for project will program funds in FYs 2022/23 through 2026/27.

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	22/23	**23/24**	**24/25**	**25/26**	**26/27**	**27/28**	**28/29**	**Total**
Design Engineering (PS&E)		$500,000	$500,000					$1,000,000
Construction								$0
TOTAL BY FISCAL YEAR	**$0**	**$500,000**	**$500,000**	**$0**	**$0**	**$0**	**$0**	**$1,000,000**

*Cash flow can extend beyond the FYs 2022/23 through 2026/27 period.

Comments/Concerns

Transportation Autjhority staff recommendation: Program Prop AA FY2022-23 funds for design, with cash flow in FY2023/24. We do not recommend programming Prop AA funds for construction at this time.

Project coordination will be required for several other major projects in the area, including Car-Free JFK, Upper Great Highway closure to vehicles both north of Sloat (potentially) and south of Sloat (planned for 2023), repaving of 19th Avenue (underway) and repaving of Sunset Boulevard itself (also planned for 2023). The SFMTA is coordinating both internally as well as externally (e.g., with Public Works on the Sunset repaving) on these efforts.

The 29 Sunset Transit Reliability and Mobility Improvements

Photo courtesy of SFMTA

The 29 Sunset Improvement Project will implement transit speed and reliability upgrades on the 29 Sunset. The project is phased: the first phase is the route's western segment, north of San Francisco State University, while the second phase will be in the southern segment, east of SFSU. The project is part of the Muni Forward program. The 29 Sunset corridor is also part of the SFMTA's proposed Five-Minute Network, and the agency plans to implement 29R Sunset Rapid service if additional funding becomes available. The project will improve transit reliability, connectivity and accessibility through measures including transit lanes, stop relocations, and stop improvements.

Project Readiness

The project is included in the SFMTA's adopted CIP, with construction funding available for a quick-build phase starting in Fiscal Years 2022/2023. Planning and Preliminary Engineering are well underway, with Detailed Design to begin shortly. Environmental clearance should be secured by Summer 2022. Implementation will be phased, starting with implementation of quick-build elements (such as stop relocations and transit-only lane implementation) in late 2022 or early 2023.

Time Sensitivity

The project is pursuing state CA Cap & Trade AHSC funding for design and construction. Prop AA would help to leverage these funds and would enable work to move forward without delay.

Community Engagement/Support

The project was conceived in response to repeated requests from community members for improvements to the 29 Sunset, including requests from students at Lowell High School and other schools along the route. A community survey was completed in Fall 2021; the survey found strong support for measures to address wait times, travel times and crowding. Additional, extensive outreach will occur starting in February and continuing into the Spring. This effort will include stakeholder meetings, a public open house, and a detailed "storymap" on the project website.

Benefits Equity Priority Communities

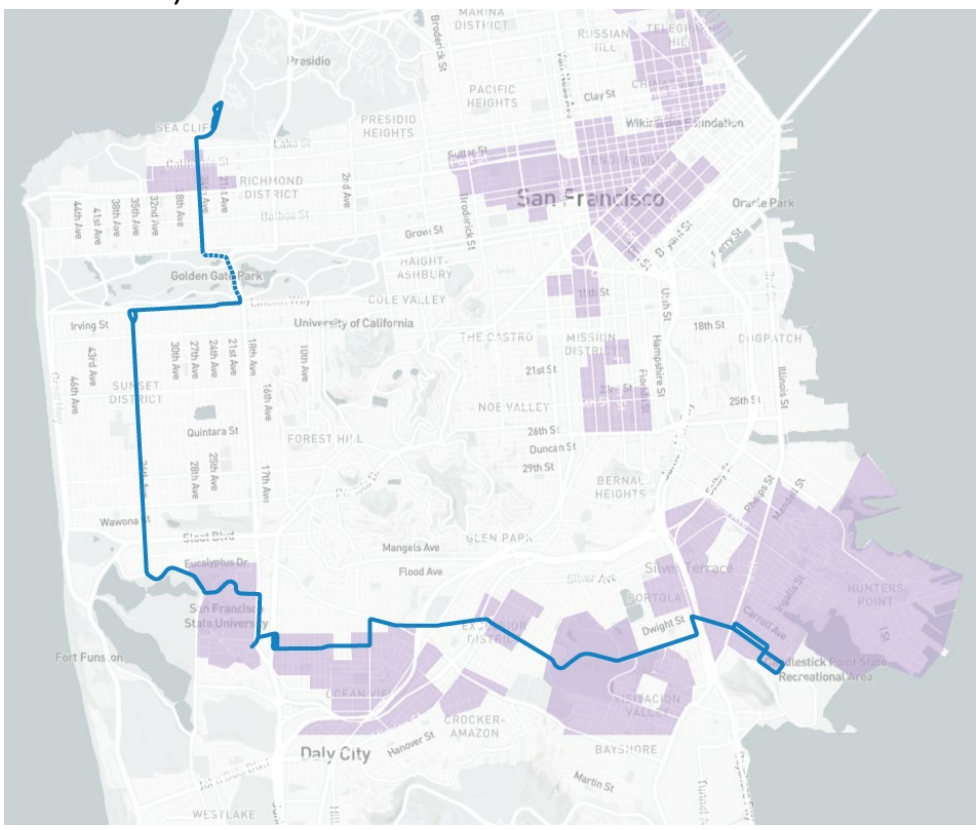
The 29 Sunset serves a series of Equity Priority Communities, particularly in the southern part of the city. While the project's initial phase is focused on the west side of the route, reliability upgrades here will benefit riders along the entire route, and the project's second phase, focusing on the route's southern

segment, will begin outreach and planning in Summer 2022. These capital investments will support service improvements along the entire route, including launching a 29R Sunset Rapid service (pending funding SFMTA is currently working to secure).

The 29 Sunset route connects a significant number of educational institutions, from elementary schools to colleges. Nearly 12% of all passengers on the 29 Sunset identify as students compared to 9% systemwide. The 29 Sunset is also identified as a route by a high percentage of users from households with low incomes and people of color identified through the Muni Service Equity Strategy. The Strategy, drafted biennially by SFMTA staff, identifies lines prioritized for significant service improvements to make transit accessible and reliable to all our passengers.

In general, prior to the COVID-19 pandemic in March 2020, the percentage of scheduled trips delivered on the 29 Sunset has been relatively high (95% in the past year) compared to systemwide. A significant factor behind this is its status as a route that serves neighborhoods identified by the Muni Service Equity Strategy, which enjoys priority in the face of Muni's ongoing operator shortage.

Project area map (blue line indicates project area, purple shaded areas indicates Equity Priority Communities)



Fund Leveraging

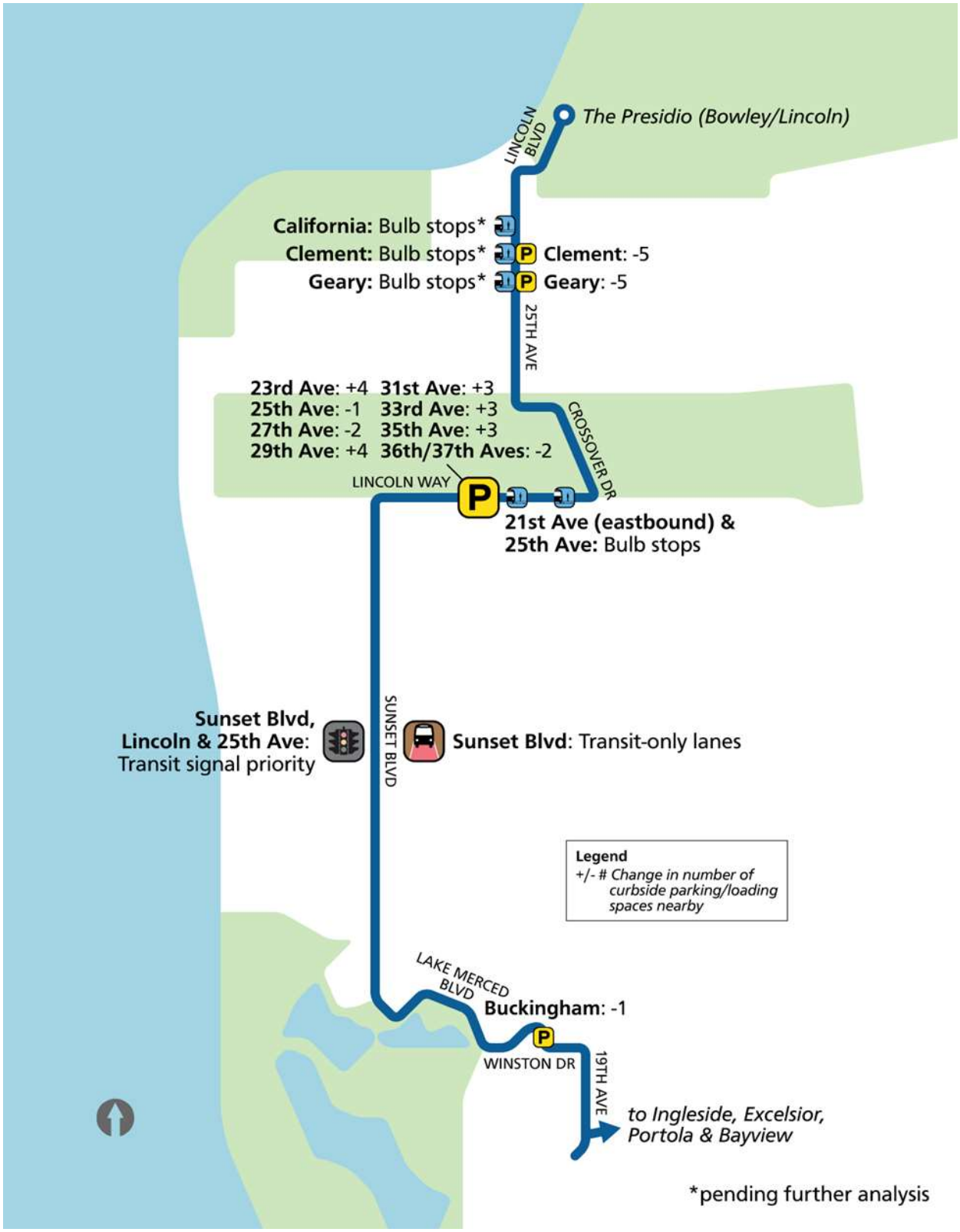
Priority shall be given to projects that can demonstrate leveraging of Prop AA funds, or that can justify why they are ineligible, have very limited eligibility, or compete poorly to receive Prop K or other discretionary funds.

Agency Priority

The M Oceanvie29 Sunset is the SFMTA's second highest priority for Prop AA Transit Reliability and Mobility Improvements funding.

Stop Changes

Other Changes



[this page intentionally left blank]

Prop AA Vehicle Registration Fee
Project Information Form

San Francisco County Transportation Authority

Project Name:	Elevator Modernization Project, Phase 1.3, Powell Street and Civic Center/UN Plaza Stations
Implementing Agency:	San Francisco Bay Area Rapid Transit District (BART)
Project Location:	Stations: Powell Street and Civic Center/UN Plaza
Supervisorial District(s):	District 6, District 3
Project Manager (name, phone, email)	Jin Cao, (510) 852 5824, jcao@bart.gov
Brief Project Description for MyStreetSF (50 words max):	The project will modernize and renovate two elevators (one street level and one platform level) at the Powell St. Station and one elevator (platform level) at the Civic Center Station. Elevator work at these stations is part of a larger construction project, which includes work at five stations and modernization of eight elevators. Elevator work at Powell St. and Civic Center stations will be included in the base contract. The project will modernize existing elevator equipment, including guides, cab and hoistway door panels, HVAC, and communication systems. Project benefits include improved accessibility, improved customer experience, and increased reliability.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Describe how this project was prioritized. Attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	See Attached
Describe Benefits to Equity Priority Communities and Disadvantaged Populations	See Attached
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, etc.).	See Attached
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco Municipal Transportation Agency (SFMTA): John Becker, Roger Nguyen, Peter Gabancho, Kevin Day, and Joel Goldberg
Type of Environmental Clearance:	Categorically Exempt

Project Delivery Milestones	**Status**	**Work**	**Start Date**		**End Date**	
Phase*	**% Complete as of 1/18/22**	**In-house, Contracted, or Both**	**Month**	**Calendar Year**	**Month**	**Calendar Year**
Planning/Conceptual Engineering	5%	Both	Apr-Jun	2021	Oct-Dec	2022
Environmental Studies (PA&ED)	N/A	N/A	N/A	N/A	N/A	N/A
Design Engineering (PS&E)	0%	Both	Apr-Jun	2022	Oct-Dec	2025
Right-of-Way	N/A	N/A	N/A	N/A	N/A	N/A
Advertise Construction	0%	N/A	Apr-Jun	2025	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Both	Oct-Dec	2025	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Oct-Dec	2027

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

- Conceptual Engineering and Design take place simultaneously.
- PA&ED is not applicable for this project.
- PS&E is inclusive of 35/65/85/100 Design and Procurement (Contracting Plan, IFB Spec, Advertisement) up to NTP.
- Right-of-Way is not required for this project.
- The Project Delivery Schedule takes into consideration most recent information based on BART's staffing, updated BART procurement timeline, current construction market conditions, and funding availability. In 2021, BART obtained approval to program Prop K funds to the project. BART will submit an updated schedule, aligned with information in this PIF, to allocate Prop K funds for the design phase of the project.
- Open for Use date reflects expected date proposed elevators, at Powell St. Station and Civic Center Station, will be completed and open for use.

San Francisco County Transportation Authority

Prop AA Vehicle Registration Fee
Project Information Form

Project Name:	Elevator Modernization Project, Phase 1.3, Powell Street and Civic Center/UN Plaza Stations

PROJECT COST ESTIMATE

		Funding Source by Phase			
Phase	**Cost**	**Prop AA**	**Prop K**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ 562,500	$ -	$ -	$ 562,500	Negotiated market value
Environmental Studies (PA&ED)	$ -	$ -	$ -	$ -	N/A
Design Engineering (PS&E)	$ 2,025,000		$ 483,750	$ 1,541,250	Estimated market value based on
Right-of-Way	$ -	$ -	$ -	$ -	N/A
Construction	$ 13,500,000	$ 3,441,270	$ 1,290,000	$ 8,768,730	Estimated market value based on
TOTAL PROJECT COST	$ 16,087,500	$ 3,441,270	$ 1,773,750	$ 10,872,480	
Percent of Total		21%	11%	68%	

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	**Planned**	**Programmed**	**Allocated**	**TOTAL**
Prop AA	$ 3,441,270			$ 3,441,270
PROP K	$ 1,290,000	$ 483,750		$ 1,773,750
FTA Section 5337	$ 2,405,892		$ 1,151,100	$ 3,556,992
SFMTA - Joint Use Agreement	$ 2,709,164		$ 3,613,951	$ 6,323,115
BART Funds	$ 601,473		$ 390,900	$ 992,373
TOTAL	**$ 10,447,799**	**$ 483,750**	**$ 5,155,951**	**$ 16,087,500**

Desired Prop AA
2024/25
*This call for project will program funds in

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	22/23	**23/24**	**24/25**	**25/26**	**26/27**	**27/28**	**28/29**	**Total**
Design Engineering (PS&E)								$ -
Construction			$ 1,720,635	$ 1,720,635				$ 3,441,270
TOTAL BY FISCAL YEAR	**$ -**	**$ -**	**$ 1,720,635**	**$ 1,720,635**	**$ -**	**$ -**	**$ -**	**$ 3,441,270**

*Cash flow can extend beyond the FYs 2022/23 through 2026/27 period.

Comments/Concerns

• The Project Cost Estimate is based on current construction market conditions.
• **50% of Prop AA** funds will count as SFMTA's contribution to the project. These funds will be reduced from SFMTA's obligation to the project delineated in the SFMTA/BART Joint use Agreement. Under this Agreement, SFMTA is responsible for reimbursement to BART for half the cost of projects in shared use areas of the downtown stations: Embarcadero, Montgomery Street, Powell Street, and Civic Center.
• The FTA Section 5337 funds are for Elevator Modernization work throughout the BART system; the planned amount included in this funding request is based on up-to-date funding plans for related projects.

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	**Totals**	**% of contract**	**Consultant**	**BART**	**Contractor**
1. Contract	$ 9,500,000				$ 9,500,000
3. Construction Management/Support	$ 3,050,000	32%	$ 2,512,500	$ 537,500	
4. Contingency	$ 950,000	10%	$ -	$ -	$ 950,000
TOTAL CONSTRUCTION PHASE	**$ 13,500,000**		**$ 2,512,500**	**$ 537,500**	**$ 10,450,000**

Elevator Modernization Project, Phase 1.3
Powell Street and Civic Center/UN Plaza Stations

The San Francisco Bay Area Rapid Transit District (BART) requests $5,741,270 of Prop AA Vehicle Registration Fee Program funds for construction of the Elevator Modernization Project at the BART/SFMTA Powell Street Station (Powell St.) and Civic Center/UN Plaza Station (Civic Center). This is a high impact project that is expected to provide immediate tangible benefits to the public. Details on the project scope, prioritization, support, and benefits are listed below.

Project Scope

The project will modernize and renovate two elevators at the Powell St. Station and one elevator at the Civic Center Station. Elevator work at these two stations is part of a larger construction project, the Elevator Modernization Project, Phase 1.3. This project will include elevator modernization work at five San Francisco Stations: Embarcadero, Montgomery Street (Montgomery St.), Powell St., Civic Center, and Glen Park. The Prop AA funding request is for work to be performed at the Powell St. and Civic Center Stations, as project work at these stations will be included in the first phase of the larger construction contract.

Over the last several years, BART has been working to accomplish several critical elevator improvements. These improvements include replacing flooring in all passenger elevators throughout the system to make them safer and easier to clean, upgrading protective material at the sides of the elevators to prevent liquid from flowing under the sub-floor and damaging elevator equipment and causing odor, and replacing all elevator emergency call boxes. However, elevators located in high service areas are in dire need of modernization to increase accessibility, reduce elevator service interruptions, and improve elevator maintainability.

The project work at the Powell St. Station will focus on one street level elevator and one platform level elevator. The work at the Civic Center Station will focus on the platform level elevator. These elevators are traction or hydraulic, the two types of elevators that BART currently operates. Traction elevators utilize steel ropes or belts on a pulley system, and hydraulic elevators are powered by a hydraulic jack or fluid-driven pistons that travel inside of a cylinder.

The project is currently at Conceptual Engineering Report development phase. The current phase includes field assessment details, code review of existing system with respect to current codes, high level cost estimate for construction along with construction schedule, based on review of internal and external potential impacts.

The project work at both stations will include:

- Removing existing elevator equipment in the hoistway and machine room
- Cleaning and painting machine room and elevator cab
- Steam cleaning hoistway and pit floor, applying epoxy coatings to pit floor and cab floor
- Upgrading machine room and elevators' electrical, HVAC, and communication system
- Replacing guides, cab and hoistway doors panels, cab enclosures, door equipment, cab top equipment, and cab frame
- Installing new hoistway equipment including various switches and fascia

- Refurbishing buffers, pit channels, guide rails, and brackets
- Replacing controller

Scope of work specific to the traction elevator: M30-55 (Powell St.) and M40-57 (Civic Center)

- Replacing traction machine, governor, safety, and ropes

Scope of work specific to the hydraulic power elevator: M30-54 (Powell St.)

- Replacing pump unit including tank, valves, motor, and pipes
- Replacing hydraulic ram and cylinder

Project Location

BART requests funds for the construction phase of the Elevator Modernization work at the Powell St. and Station and the Civic Center Station. The Powell St. Station is one of the busiest stations of the BART system. The station is in the heart of the City's shopping, hotel, and convention center districts. Adjacent to the neighborhoods of Union Square, Tenderloin, Mid-Market and South of Market, the station is often the first destination of visitors from San Francisco International and Oakland International airports. The Civic Center Station is in San Francisco's mid-market district, at the junction of Downtown, and South of Market neighborhoods. It is a central, transit rich location that has seen significant development in the past few years, including multiple building renovations and a variety of software companies, including Twitter and Zendesk, establishing offices in the area.

In 2019, the Powell St. and Civic Center Stations were ranked No. 3 and No. 4, respectively, for highest number of station exits across the BART system (Montgomery was ranked No. 1 and Embarcadero was ranked No. 2). In 2021, the Powell St. and Civic Center Stations were ranked No. 1 and No. 3, respectively, for highest number of station exits (Embarcadero was ranked No. 2 and Montgomery was ranked No. 4), see table 1.

Table 1, 2019 and 2021 BART ridership data

Year	System Exits	Powell St. Entries	Powell St. Exits	Civic Center Entries	Civic Center Exits
2019	117,481,037	9,201,972	8,050,637	7,058,200	6,599,520
2021	24,583,353	2,188,451	1,906,781	1,472,175	1,397,805

Source: https://www.bart.gov/about/reports/ridership

The first phase of the project work at the Powell St. Station will include one street elevator and one platform service elevator, categorized as M30-54 and M30-55, see figure 1 and figure 2. The project work at Civic Center Station will include one platform service elevator, categorized as M40-57, see figure 3 and figure 4. The platform elevators at both the Powell St. and Civic Center stations provide service to the concourse, Muni, and BART platforms. The Powell St. Station street elevator provides service to the street and concourse level. For additional details, see figures 1 - 4.

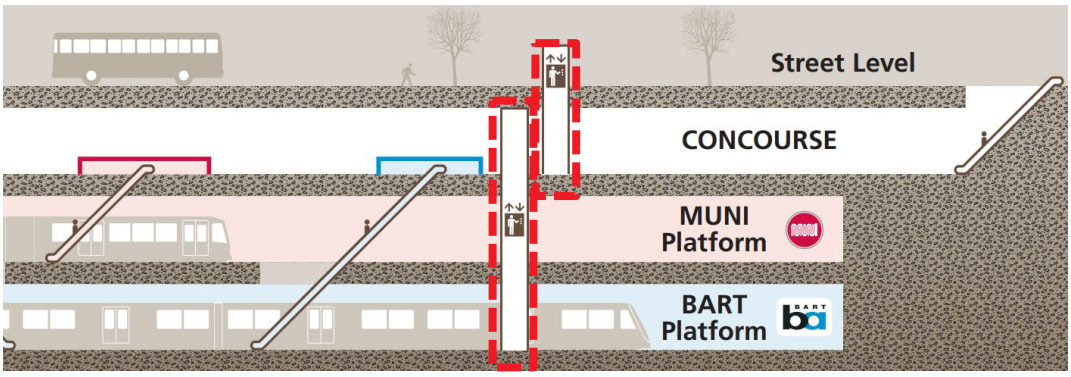


Figure 1. Powell St. Station map section view, https://www.bart.gov/sites/default/files/documents/station/powell-street-station-map.pdf.

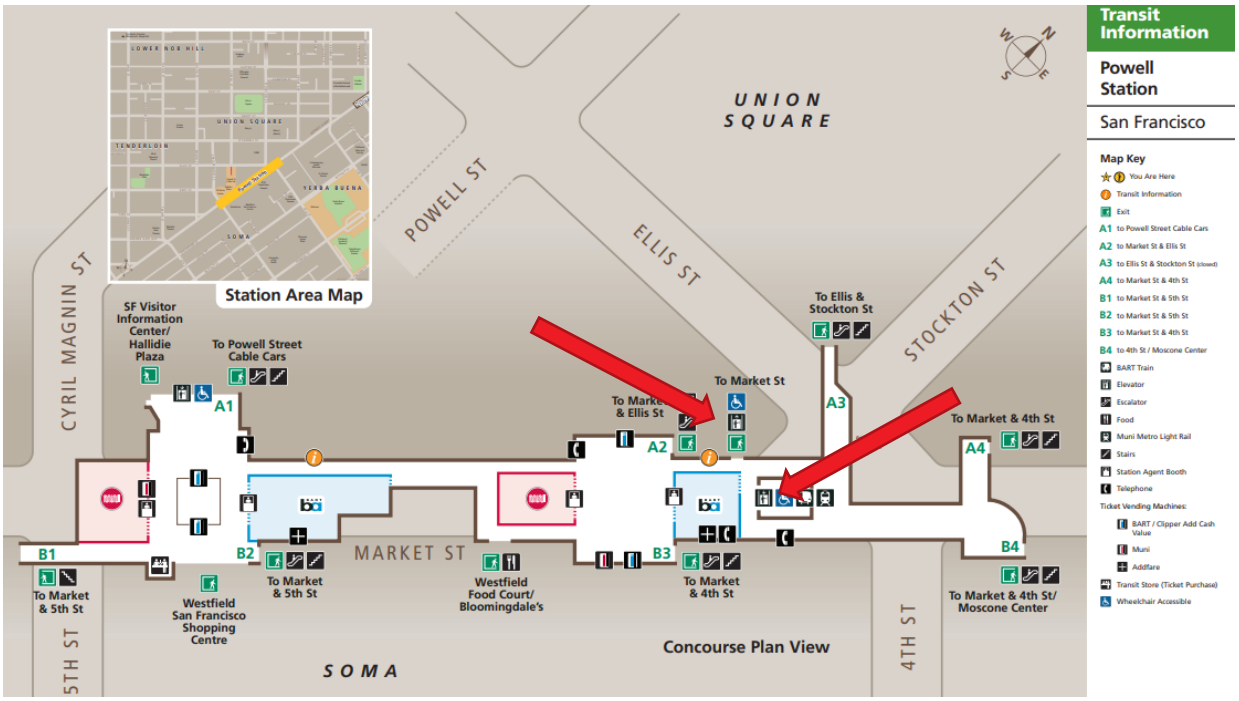


Figure 2. Powell St. Station map, https://www.bart.gov/sites/default/files/documents/station/powell-street-station-map.pdf.

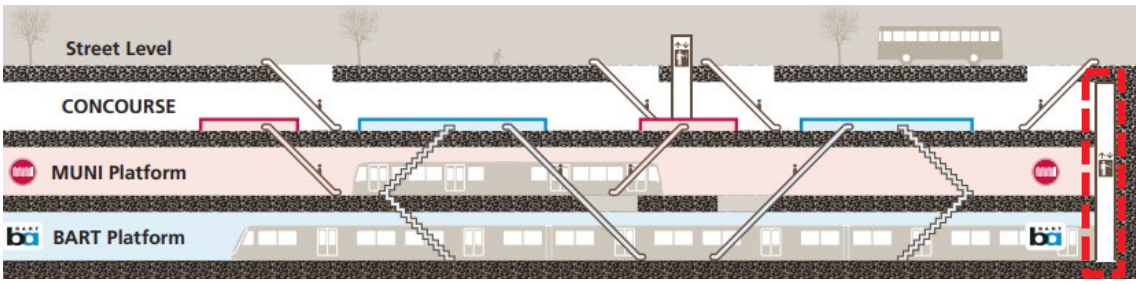


Figure 3, Civic Center Station map section view, https://www.bart.gov/sites/default/files/documents/station/civic-center-station-map.pdf.

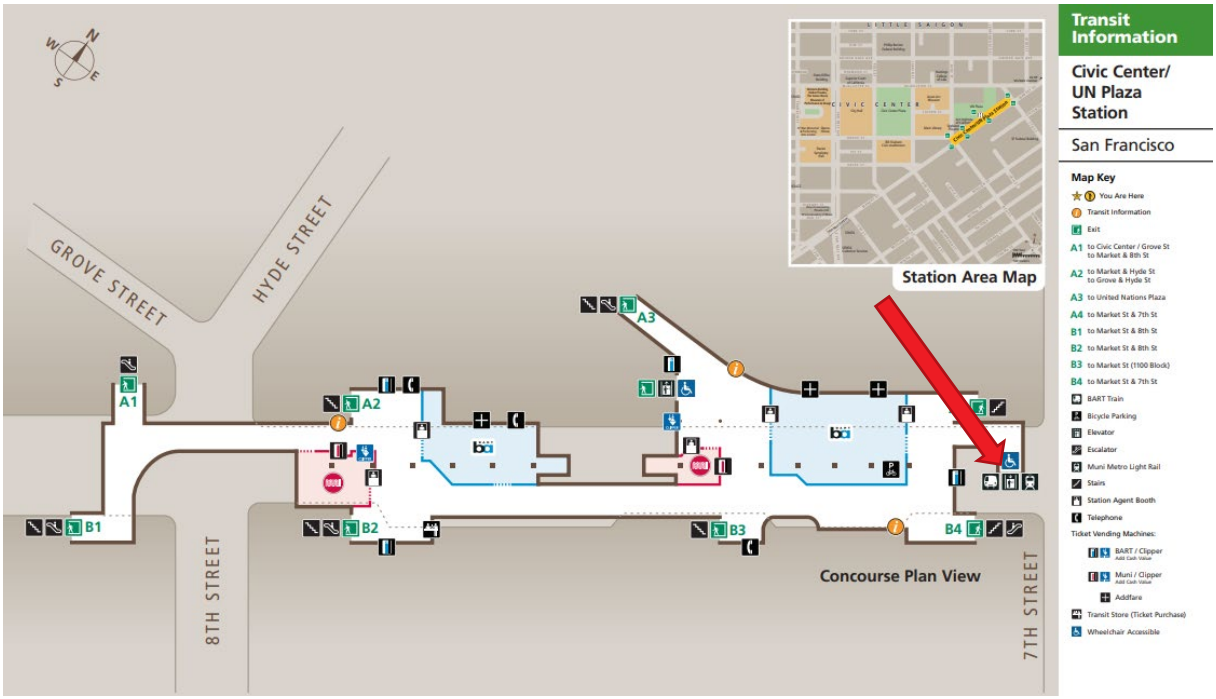


Figure 4, Civic Center Station map, https://www.bart.gov/sites/default/files/documents/station/civic-center-station-map.pdf.

Current Conditions

The project work will include a detailed assessment of the condition and needs of the current elevators. Current elevators undergo regular maintenance; however, the elevators are often vandalized, and parts are damaged. BART maintains a significant amount of on-hand elevator inventory of parts, but the agency experiences challenges to secure and repair parts. BART's elevators were made by four different manufactures, and some of them have gone out-of-business. Components and parts are also obsolete, requiring BART crews to search for suitable or compatible replacement parts.

Major components such as elevator doors / door operators and hydraulic cylinders are built for a specific conveyance with precise technical specification. When these components fail, they are required to be removed, overhauled, and reinstalled. These repairs go beyond routine

maintenance and are classified as extensive heavy repairs. Older equipment with a high degree of ridership, operational hours, and environmental abuse, such as at the Powell St. and Civic Center stations, have exceeded their useful life, see figures 5 - 10.

Figure 5. Street elevator at Powell St. Station, December 2021.

Figure 6, Street elevator at Civic Center Station, December 2021.

Figure 7. Vandalism to destination buttons at Powell St. Station platform elevator, December 2021.

Figure 8. Vandalism to destination buttons at Civic Center Station street elevator, December 2021.

Figure 9. Door vandalism and deterioration of platform elevator at Powell St. Station, December 2021.

Figure 10. Shattered window glass of platform elevator at Civic Center Station, December 2021.

Project Advertisement

BART is scheduled to advertise the project in the first quarter of calendar year 2025. The project will advertise as a package with work at eight elevators and five stations in San Francisco: Embarcadero, Montgomery St., Powell St., Civic Center, and Glen Park. With support from Prop AA Program funds, BART will advertise the project with a base contract for work at Powell St. and Civic Center stations. The base contract will include work at the three elevators described in the Project Scope. The remaining five elevators will be listed as options to be exercised at a future date, see table 2.

Table 2, Elevator Modernization Advertisement Plan

Station	BART Asset Reference	Type	Status
Powell	M30-55	Traction	Base Contract
Powell	M30-54	Hydraulic	Base Contract
Civic Center	M40-57	Traction	Base Contract
Civic Center	M40-56	Hydraulic	Option
Embarcadero	M16-62	Hydraulic	Option

Montgomery	M20-52	Hydraulic	Option
Montgomery	M20-53	Traction	Option
Glen Park	M70-37	Traction	Option

Project Prioritization

The elevators selected as a part of this project have been prioritized based on data from BART's Asset Management software (Maximo) occurrence of unscheduled/unplanned elevator service interruptions, and on a joint engineering assessment that ranked 140 elevators systemwide for those with the highest needs. The project was also identified in BART's FY19 Short Range Transit Plan and Capital Improvement Plan.[1] The Elevator Modernization project was also listed, as the Elevator Modernization and Expansion Program, which encompasses work beyond the scope of this funding request, in BART's proposal for the San Francisco Sales Tax Expenditure Plan, administered by the San Francisco County Transportation Authority and scheduled to be presented to San Francisco voters in the November 2022 Consolidated General Election.

Community engagement/support

BART has engaged with community members and obtained input and support for the Elevator Modernization Project work through various forums:

- BART conducted extensive community outreach as part of the 2015 Powell St. BART Station Modernization Program[2] and the 2016 Civic Center Station Modernization Plan[3]. The outreach included a series of open houses, surveys, fliers, BART news stories, and social media engagement events. The purpose of the outreach was to inform BART riders and the public about BART's planning process, share efforts to implement capacity and modernization at the stations (including elevator renovation), build awareness and understanding of challenges and potential solutions, and survey riders on preferences for improvements.
- BART has obtained community input through Customer Satisfaction Studies. Since 1996, BART has conducted these studies, performed by an independent research firm, to help the agency prioritize efforts to achieve higher levels of customer satisfaction. The study involves surveying BART customers onboard randomly selected train cars. In the 2020 BART Customer Satisfaction Study, elevator availability and reliability received low customer ratings,[4] highlighting the need for elevator modernization.

[1] San Francisco Bay Area Rapid Transit District, "FY19 Short Range Transit Plan and Capital Improvement Program," October 2018, 65.

[2] ARUP, "Powell St. BART Station Modernization Program, Final Report," September 2015.

[3] "Civic Center Station Modernization," San Francisco Bay Area Rapid Transit District, accessed January 13, 2022, https://www.bart.gov/about/planning/civiccenter.

[4] San Francisco Bay Area Rapid Transit District, "2020 BART Customer Satisfaction Study," March 2021.

- BART has also been obtaining on-going community input regarding elevators through the Elevator Attendant Program. This program, receiving Lifeline Transportation Program funds from SFCTA, was first launched in April 2018 at the Powell St. and Civic Center stations, and expanded to Embarcadero and Montgomery St. stations in November 2019. The program provides elevator attendant services to address sanitation, safety, and security concerns inside station elevators.[5] The attendants greet customers, operate the elevator, collect data on the number of users and their demographics, and attempt to deter inappropriate behavior. According to Daniel Cooperman, Senior Manager of Social Service Partnerships at BART, elevator attendants at the Powell St. and Civic Center stations provided services to 39,243 customers, including 3,424 people with disabilities, in 2020 (data from 2021 is being consolidated). Before the program, only 44% of elevator users rated themselves as very or somewhat satisfied using the elevators. After six months of the program being in place, community members expressed satisfaction. Community members' comments included "very good for people with disabilities," and "please keep this going. I feel so much safer."[6] Elevator modernization work, along with continuation of Elevator Attendant Program services at the Powell St. and Civic Center stations, is vital to ensure elevators consistently remain safe, clean, and in working order for all BART/Muni patrons.
- BART staff members are scheduled to present information to and seek input from the BART Accessibility Task Force (BATF) about the Elevator Modernization Project work, at Powell St. and Civic Center stations, at the next BATF meeting on January 27, 2022. "The BATF advises the BART Board of Directors and staff on disability-related issues and advocates on behalf of people with disabilities and seniors to make the BART system accessible to all.[7]" BART staff had planned to engage with the BATF at a scheduled meeting in December 2021, but the meeting was cancelled.

[5] "Elevator Status," San Francisco Bay Area Rapid Transit District, accessed January 4, 2022, https://www.bart.gov/stations/elevators.

[6] San Francisco Bay Area Rapid Transit District, "Elevator Attendant Program: Helping Riders, Helping the Community" flier. 2021.

[7] "BART Accessibility Task Force," San Francisco Bay Area Rapid Transit District, accesses January 14, 2022, https://www.bart.gov/about/bod/advisory/accessibility.

Project Benefits

As described earlier, the project will take place at two of BART's busiest stations that provide transit access not only to local San Francisco community members but also to regional commuters and tourists. The Powell St. and Civic Center stations are also located in Equity Priority Communities, as shown in figure 11. Hence, the project provides a wide range of benefits, including improved accessibility, improved customer experience, and increased reliability.

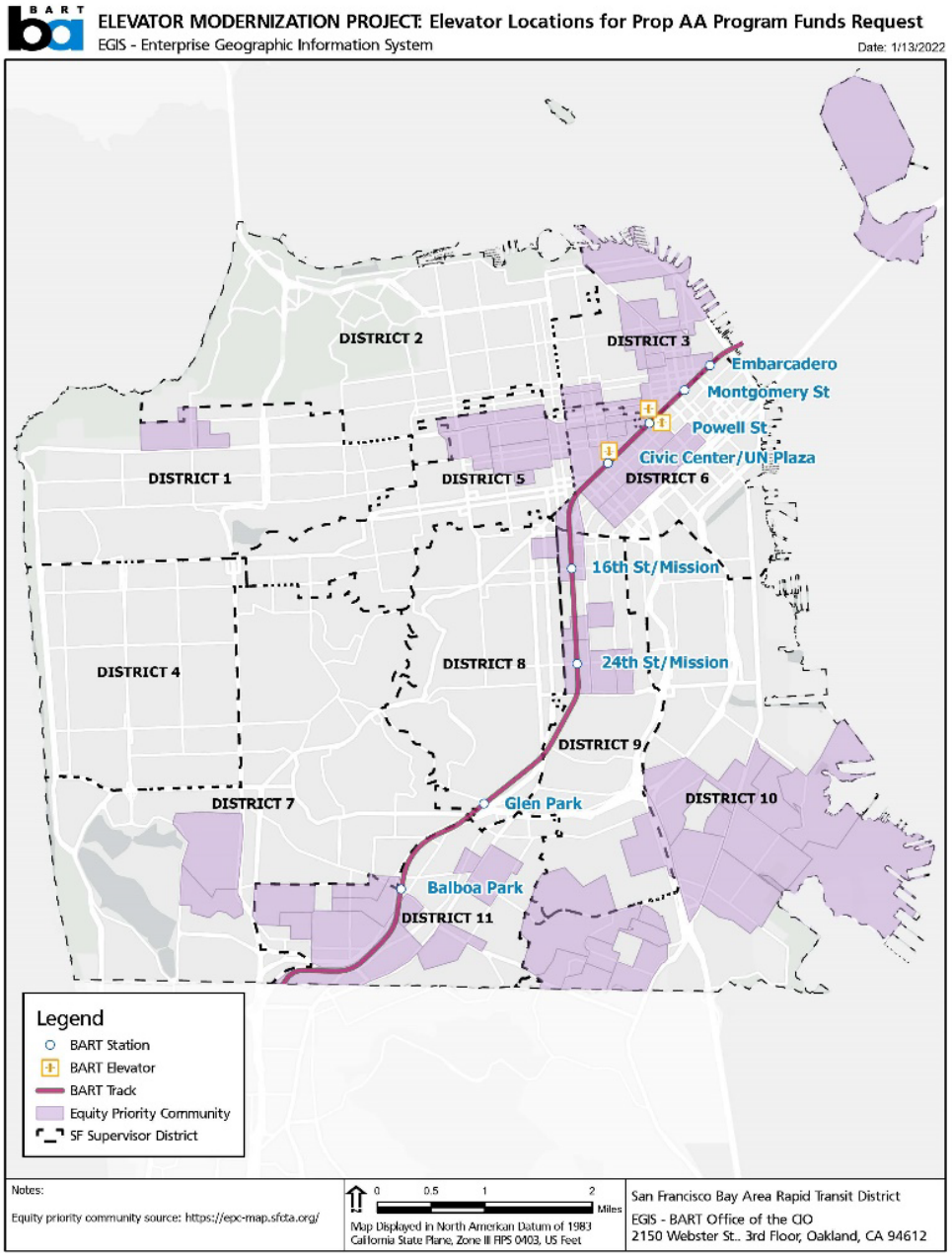


Figure 11, Equity Priority Communities, and project location

Increased reliability. The project is anticipated to improve elevator reliability, as has been demonstrated at previous elevator modernization and renovation projects. As an example of how elevator modernization work can improve reliability, see figure 12, Modernization improvements at Pleasant Hill BART Station. The graph depicts cumulative unplanned service calls (an event in which the elevator requires a technician to be dispatched to inspect the unit due to an unplanned outage) from December of 2015 to June of 2021. From late 2015 to early 2018, there was an unplanned service call every 13 calendar days, forward to the post modernization period in early 2021 and that number had increase to a non-planned service call every 25 days; a significant increase in the days between events.

Elevator safety protocols and fail safes dictate that an elevator stop operation, in the event of a system safety device, is tripped to prevent serious failures to the elevator and keep the riding patrons safe. As a result, specific safety features such as a blocked door caused by vandalism can stop the elevator from operating, requiring the attention of a technician to inspect, validate, and reinstate the elevator for service.

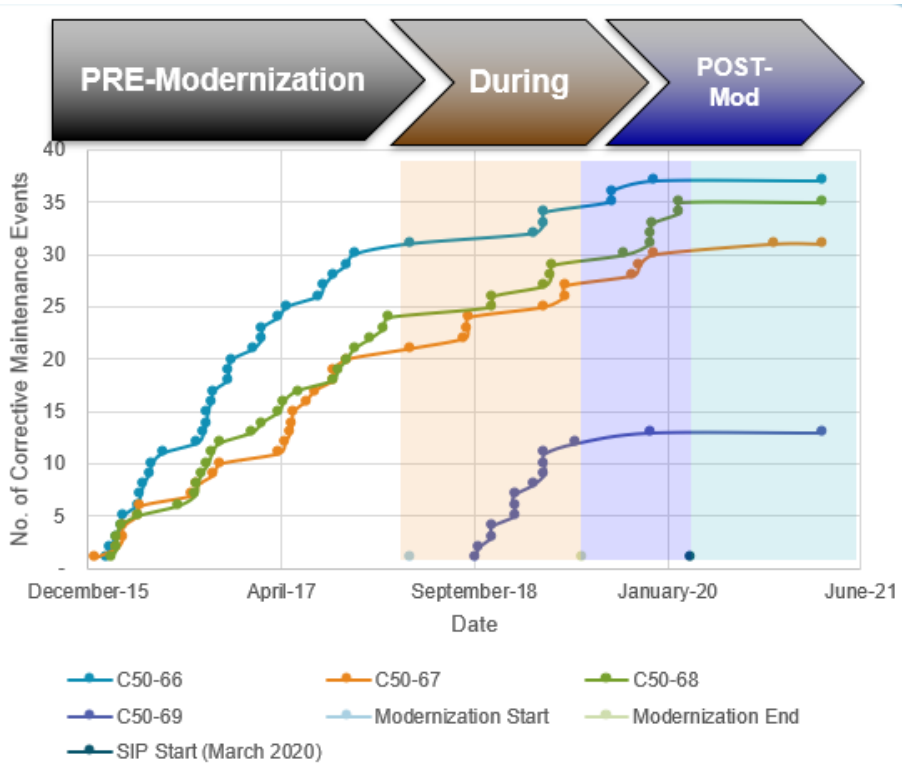


Figure 12, Modernization improvements at Pleasant Hill BART Station, Parking Garage, Unplanned Maintenance Visits

Improved accessibility. When moving in between street to concourse or concourse to platform, even the smallest changes can greatly improve accessibility. The elevator improvements will reduce the risk of lengthy elevator downtime due to equipment failure. These improvements are expected to have significant impact, especially for community members with disabilities and those who are traveling with strollers, walkers, pets, or luggage. Improvements will provide

continuity of access due to increased elevator reliability; this is especially important for community members who use a wheelchair.

Improved customer experience. The project will increase the reliability of the elevators and improve the look and feel of the station and elevators. These improvements will improve customers' experience as they navigate the station to and/or from desired destinations. These improvements will be especially beneficial to community members with mobility limitations that rely on gaining access to the transportation system and traversing the station levels using an elevator.

[this page intentionally left blank]

Prop AA Vehicle Registration Fee
Project Information Form

Project Name:	Salesforce Transit Center Wayfinding Phase 1
Implementing Agency:	Transbay Joint Powers Authority
Project Location:	Salesforce Transit Center, 425 Mission Street SF CA 94105
Supervisorial District(s):	District 6
Project Manager (name, phone, email)	Adam Van de Water, Executive Director, TJPA (415) 597-4620/info@tjpa.org
Brief Project Description for MyStreetSF (50 words max):	The Transbay Joint Powers Authority (TJPA) is requesting Prop AA funding to augment the Salesforce Transit Center's wayfinding system. This funding would improve commuter and visitor experiences by connecting them quickly and more efficiently to their transit connections and to the public open space and activities provided at the Center's rooftop park. Prop AA funds would fund installation of 10 interactive kiosks, supplementing an earlier phase of wayfinding improvements. This project was recommended by TJPA's 2019 Wayfinding Gap Analysis and is consistent with recommendations of MTC's Blue Ribbon Transit Recovery Task Force.
Detailed Scope (may attach Word document):	See attached.
Describe Benefits to Equity Priority Communities and Disadvantaged Populations	Through Prop AA funding, the updated wayfinding system, replacing wayfinding kiosks purchased in 2017, will make it easier for the Bay Area's diverse communities (from San Francisco, Alameda, Contra Costa, San Mateo, Marin, and Santa Clara counties) of transit riders to navigate the Salesforce Transit Center and reach their connections. The Center is within walking distance to equity priority communities (EPC) found in the MTC's and SFCTA's EPC maps, with riders relying on accessing to their transit connections reliably and quickly. Through our transit partners that include SFMTA, BART, AC Transit, WestCat Lynx, Golden Gate Transit, SamTrans, paratransit, commuters can take the transit connections to get them to jobs, economic opportunities, cultural destinations and housing. Through the multimodal Center, these communities are provided transit connections to not only multiple locations throughout San Francisco, but also throughout the Bay Area and megaregion. Updating the wayfinding system at this Center will only increase commuters' positive experience of taking transit and increase their motivation to take transit to their connections and increase access to the free activities offered at the rooftop park. The Center houses SFMTA bus service from the Richmond district through the 5-Fulton and 38-Geary buses plus the Treasure Island (TI) bus service, which is the only bus connection for TI residents to get to San Francisco. The Center is within walking distance to other SFMTA transit connections, as well, as to the other 8 transit systems found at, within, and in near walking-proximity to the Center. The Center is a 4-block long open space resource for the equity priority communities in MTC and SFCTA EPC maps. Through this rooftop park, these communities are able to visit and take advantage of the free activities offered throughout the week, which include fitness, crafts, birding and gardening classes.

Prop AA Vehicle Registration Fee
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, etc.).	As part of the Wayfinding Gap Analysis in 2019, there were a battery of surveys undertaken as part of the research phase of the study. Alongside site work that assessed the physical legibility and management of the Salesforce Transit Center, the study included various methods for understanding the wayfinding needs and experiences of visitors to the facility. The following section summarizes the various community surveys undertaken: 1.Bus passengers - an intercept interview with passengers waiting for services at stops on the Bus Plaza and Bus Deck. These interviews were intended to capture opinion on wayfinding from the perspective of a transit rider. 2.Pedestrian tracking - another observational survey that tracked people covertly to watch wayfinding behavior without outside stimulation from the surveyor. This was intended to identify traits and issues for people navigating the building entirely naturally. 3.Test journeys - an observational survey of participants with little if any previous knowledge of the building designed to question the utility and efficacy of wayfinding for unfamiliar users. 4.Frontline staff forums - a group discussion with staff and managers who represent frontline touchpoints for visitor questions. The intent being to investigate common issues, techniques for helping people and suggestions to help improve customer service. 5.Digital (KC1) kiosk public tests - a small sampling of intercepted participants was asked to perform simple tasks using the digital trip planning kiosks. This focused specifically on anecdotal concerns that these tools were under-used and overly complicated. 6.Stakeholder survey - a self-completion survey of municipal transit operators and other special interests who hold a stake in the success of wayfinding at the facility to obtain insight into issues and opportunities raised by the people or organizations they represent. These public outreach efforts informed the Wayfinding project plan, which is robust and necessary to execute this wayfinding signage improvement to enhance transit mobility in the City and throughout the Center. The Wayfinding Project is a part of MTC's Plan Bay Area 2050.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	•Jason Lee, San Francisco Municipal Transportation Agency •Jay Stagi, Metropolitan Transportation Commission •Aaron Priven, Alameda-Contra Costa Transit
Type of Environmental Clearance:	N/A

Project Delivery Milestones	**Status**	**Work**	**Start Date**		**End Date**	
Phase*	**% Complete as of 1/18/22**	**In-house, Contracted, or Both**	**Month**	**Calendar Year**	**Month**	**Calendar Year**
Planning/ Conceptual Engineering (typically 30%	N/A	Contracted				
Environmental Studies (PA&ED)	N/A	N/A				
Design Engineering (PS&E)	0%	Contracted	Jan-Mar	2022	Apr-Jun	2022
Right-of-Way	N/A	N/A				
Advertise Construction	0%	N/A	Jul-Sep	2022	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Oct-Dec	2022	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Oct-Dec	2022

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

Prop AA Vehicle Registration Fee
Project Information Form

Project Name:	Salesforce Transit Center Wayfinding Phase 1

PROJECT COST ESTIMATE

		Funding Source by Phase			
Phase	**Cost**	**Prop AA**	**Prop K**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$0	N/A	$0	$0	
Environmental Studies (PA&ED)	$0	N/A	$0	$0	
Design Engineering (PS&E)					
Right-of-Way	$0	N/A	$0	$0	
Construction	$300,000	$300,000		$0	lowercase 2020 estimate
TOTAL PROJECT COST	$300,000	$300,000	$0	$0	
Percent of Total		100%	0%	0%	

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	**Planned**	**Programmed**	**Allocated**	**TOTAL**
Prop AA	$300,000			$300,000
TJPA General Fund, Other				$0
RM-2 Bridge Tolls				$0
TOTAL	**$300,000**	**$0**	**$0**	**$300,000**

Desired Prop AA Programming Year*
FY22-23
*This call for project will program funds in FYs 2022/23 through 2026/27.

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	22/23	**23/24**	**24/25**	**25/26**	**26/27**	**27/28**	**28/29**	**Total**
Design Engineering (PS&E)								$0
Construction	$300,000							$300,000
TOTAL BY FISCAL YEAR	**$300,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$300,000**

*Cash flow can extend beyond the FYs 2022/23 through 2026/27 period.

Comments/Concerns

MTC scheduled to approve RM-2 funding at its January 2022 meeting

TJPA PROPOSITION AA FUNDING SUPPORTING APPLICATION
Project Name: Salesforce Transit Center Wayfinding Phase 1
Project Sponsor: Transbay Joint Powers Authority

From SFCTA Excel Application – Line 8: Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Describe how this project was prioritized. Attach maps, drawings, photos of current conditions, etc. to support understanding of the project.

Brief Project Justification
The Transbay Joint Powers Authority is requesting funding to augment the Salesforce Transit Center's wayfinding system. The Salesforce Transit Center is a multimodal transportation hub in downtown San Francisco measuring over 4.5 football fields in length, over four city blocks, and with six levels. The wayfinding system within the complex needs augmentation to allow riders to efficiently navigate and access the transportation connections provided by several Bay Area transportation operators at and near the facility and the four-block long rooftop park, the neighborhood open space resource. Updates to the wayfinding signage will allow better access and provide an enjoyable experience of the Center, supporting facility access for all transit passengers and visitors, including individuals with disabilities, and the many local passengers traveling on the several Title VI-designated minority transit lines serving the Center. This wayfinding project will include replacing a targeted portion of the existing signage infrastructure coupled with updating digital wayfinding software and content. Improving the wayfinding system at the Center will allow transit riders to easily get to where they need to go, while allowing nearby residents and visitors to the San Francisco Bay Area to enjoy the retail offerings and park amenities offered at the Center. The funding requested through this Prop AA funding will address the Program's programmatic goals of enhancing pedestrian safety, transit reliability and improve transit mobility at the Salesforce Transit Center, located in San Francisco. As part of the TJPA's Wayfinding Program, developed as a result of a 2019 Wayfinding Gap Analysis Study, a Wayfinding Improvement Plan was created, which we are ready to execute quickly as we receive the requisite funding to advance the effort forward.

About the Salesforce Transit Center
The Center is a modern regional transit hub connecting the Bay Area and ultimately the State of California through: Alameda-Contra Costa Transit (AC Transit), Bay Area Rapid Transit, Peninsula Rail Joint Powers Board (Caltrain), Golden Gate Transit, Greyhound, San Francisco Municipal Transportation Agency (SFMTA), SamTrans, WestCAT Lynx, Amtrak, paratransit and future High Speed Rail connection from San Francisco to Los Angeles/Anaheim. The Center extends four city blocks long and has 100,000 square feet of diverse retail, including a significant number of locally-owned businesses, a 5.4-acre Rooftop Park that offers free public programming and activities and a robust public art program. The Center is built to receive a GOLD Leadership in Energy and Environmental Design (LEED) certification and is highly sustainable with grand light-filled spaces and a unique façade. It is a world-class iconic destination, bringing local residents, transit riders, and visitors together daily to where they need to go and/or to enjoy the many amenities this transportation hub offers: shops, public open space and public art installations. Prior to the COVID-19 pandemic shutdown, over 30,000 riders used the Center with over 1,000 people visiting the Rooftop Park daily.

TJPA PROPOSITION AA FUNDING SUPPORTING APPLICATION
Project Name: Salesforce Transit Center Wayfinding Phase 1
Project Sponsor: Transbay Joint Powers Authority

The Transportation Challenge and the Wayfinding Project
The Center was completed in 2018 and included a wayfinding signage system, which consists of directional signs of the Center's levels and 37 bus bays using both digital and non-digital wayfinding systems. Shortly after the Center opened to the public, it was determined through substantial public feedback from commuters and transit agency partners, that the wayfinding and digital systems installed required enhancements. Because of the Center's multimodal makeup, four open levels, and several major entrance and exit points, along with the existence of several Bay Area transportation operators providing service in and around the Center, it is difficult for riders and visitors to navigate where they need to go and how best to get to their transit connections and/or to other parts of the Center. This causes lost time for commuters who miss transport connections, reducing the efficiency of the transit system. Currently, four of the six levels are open to the public:

1. The first or ground level houses the bus plaza where services from SFMTA and Golden Gate Transit are provided, with SamTrans and Amtrak located nearby on Mission Street and SF Paratransit located adjacent to the Grand Hall. Retail areas are also on the ground floor level.
2. The second level houses Wellness functions, including Fitness SF, Kaiser, Onsite Dental, and Spring Fertility.
3. The third level consists of the Bus Deck, which has 37 bays for transit operators - AC Transit, Greyhound, Westcat Lynx, and SFMTA's Treasure Island buses.
4. The fourth level is the iconic Rooftop Park, which includes a gondola providing direct access from the public Salesforce Plaza and two pedestrian bridges connecting office and residential buildings directly to the park, with a third bridge in the planning stages.

Wayfinding Gap Analysis and Improvement Plan
In 2019, the TJPA, in collaboration with the Metropolitan Transportation Commission (MTC), brought onboard a wayfinding consultant to conduct a Wayfinding Gap Analysis of the Center, involving a comprehensive community outreach process that consisted of in-person interviews and online surveys of Bay Area commuters and visitors to the Center. Through this gap analysis, a Wayfinding Improvement Plan (see enclosed deck presented to the TJPA Board on September 10, 2020) was created with a project cost identified.

As part of the Wayfinding Gap Analysis, there were a battery of surveys undertaken as part of the research phase of the study. Alongside site work that assessed the physical legibility and management of the Salesforce Transit Center, the study included various methods for understanding the wayfinding needs and experiences of visitors to the facility. The following section summarizes the various community surveys undertaken:

1. Bus passengers - an intercept interview with passengers waiting for services at stops on the Bus Plaza and Bus Deck. These interviews were intended to capture opinion on wayfinding from the perspective of a transit rider.
2. Pedestrian tracking - another observational survey that tracked people covertly to watch wayfinding behavior without outside stimulation from the surveyor. This was intended to identify traits and issues for people navigating the building entirely naturally.

3. Test journeys - an observational survey of participants with little if any previous knowledge of the building designed to question the utility and efficacy of wayfinding for unfamiliar users.
4. Frontline staff forums - a group discussion with staff and managers who represent frontline touchpoints for visitor questions. The intent being to investigate common issues, techniques for helping people and suggestions to help improve customer service.
5. Digital (KC1) kiosk public tests - a small sampling of intercepted participants was asked to perform simple tasks using the digital trip planning kiosks. This focused specifically on anecdotal concerns that these tools were under-used and overly complicated.
6. Stakeholder survey - a self-completion survey of municipal transit operators and other special interests who hold a stake in the success of wayfinding at the facility to obtain insight into issues and opportunities raised by the people or organizations they represent.

These public outreach efforts informed the Wayfinding Improvement Plan, which is robust and necessary to execute this wayfinding signage improvement to enhance transit mobility in the City and throughout the Center. The Wayfinding Project is a part of MTC's Plan Bay Area 2050.

Project Cost

The total Wayfinding project cost is $4.7 million, which is broken down into three phases and addresses the three components listed below. The Phase 1 project is the subject of this request. The Phase 1 cost is $1,361,700, of which $475,000 has been programmed ($200,000 in RM-2) or allocated ($275,000 TJPA funds). This Wayfinding Phase 1 project will enhance the physical and digital signage and digital support systems in the Center, including the elements identified below:

1. Physical signage: Enhance facility identity, intuitive directions, and consistency to MTC regional standards
2. Digital and interactive information: Kiosk-based application redesign; application front-end, back-end and content management system development; digital data dashboard design & development; research/recommendations into local network upgrade path, upgraded monitors and media players, and expanded accessibility options
3. Design, planning and implementation of the wayfinding and digital systems

The Wayfinding Program's seeks to replace the wayfinding infrastructure and digital wayfinding application by updating the digital systems and screens allowing interactive map and diagram use and accessibility; provide information to limited-English proficient visitors in accordance with the TJPA's Title VI plan; fully operationalize American Disability Act requirements while incorporating the MTC's Regional Transit Wayfinding Guidelines and Standards.

Multi-Agency Coordination and Plan Execution

Improving wayfinding at the Center is a top priority for the TJPA and transit operator partners. The TJPA hosts a monthly meeting with AC Transit, SFMTA and MTC called the Wayfinding Working Group, which seeks to

enhance the wayfinding and signage at the Center, implement the Wayfinding Program and work together to pursue funding to advance this Program.

We are underway with the first stage of the Wayfinding Phase 1 project that will update the software and content and strategically replace about 10 of the 37 existing interactive kiosks to enhance wayfinding and signage at the Center. Using the funds already in-hand, this process will commence in February 2022 with the plan to complete the effort in Summer 2022. The requested Prop AA funds will build on this effort and replace additional kiosks. Each kiosk replacement is estimated to cost $30,000; the Prop AA funding request would allow TJPA to replace an additional 10 kiosks. Work can commence upon receipt of the requested Prop AA funding and will be completed by December2022.

Benefits to the Community

Through Prop AA funding, the updated wayfinding system will make it easier for the Bay Area's diverse communities (from San Francisco, Alameda, Contra Costa, San Mateo, Marin, and Santa Clara counties) of transit riders to navigate the Salesforce Transit Center and reach their connections. The Center is within walking distance to equity priority communities (EPC) found in the MTC's and SFCTA's EPC maps, with riders relying on accessing to their transit connections reliably and quickly.

Through our transit partners that include SFMTA, BART, AC Transit, WestCat Lynx, Golden Gate Transit, SamTrans, paratransit, commuters can take the transit connections to get them to jobs, economic opportunities, cultural destinations and housing. Through the multimodal Center, these communities are provided transit connections to not only multiple locations throughout San Francisco, but also throughout the Bay Area and megaregion. Updating the wayfinding system at this Center will only increase commuters' positive experience of taking transit and increase their motivation to take transit to their connections and increase access to the free activities offered at the rooftop park.

The Center houses SFMTA bus service from the Richmond district through the 5-Fulton and 38-Geary buses plus the Treasure Island (TI) bus service, which is the only bus connection for TI residents to get to San Francisco. The Center is within walking distance to other SFMTA transit connections, as well, as to the other 8 transit systems found at, within, and in near walking-proximity to the Center.

The Center is a 4-block long open space resource for the equity priority communities in MTC and SFCTA EPC maps. Through this rooftop park, these communities are able to visit and take advantage of the free activities offered throughout the week, which include fitness, crafts, birding and gardening classes.

This TJPA Wayfinding Project funding request meets the following Prop AA screening and prioritization criteria:

1. The TJPA is an eligible administering agency per the Prop AA Expenditure Plan guidelines.

2. The Wayfinding project is eligible for funding from two (pedestrian safety and transit reliability and mobility improvements) of Prop AA's three programmatic categories.
3. Project is seeking Prop AA funds for design, construction and/or procurement phases only.
4. Project is consistent with the regional transportation plan as identified through Plan Bay Area 2050.
5. Project is consistent with TJPA's adopted budget; existing and planned land uses; adopted standards for urban design and for the provision of pedestrian amenities; and supportiveness of planned growth in transit friendly housing, employment, and services.

The Wayfinding project addresses two of the three main programmatic benefits Prop AA funding seeks to address, which include:

1. **Pedestrian Safety -** the project will minimize conflicts with other modes, and reduce pedestrian hazards and it will enhance access to transit and/or schools, as there are a number of educational institutions located within the vicinity of the Transit Center.
2. **Transit Reliability and Mobility Improvements -** the project will increase transit accessibility, reliability, and connectivity using wayfinding signs through travel information improvements, and improved connections to regional transit). The multimodal Transit Center connects nine Bay Area transit systems and reduces congestion and transit crowding and are aligned with San Francisco's citywide travel demand management goals.

Early Regional Investment

This investment complements the MTC 's regional efforts to provide an accessible and easily navigable transportation system across the entire region of the Bay Area, with the Salesforce Transit Center at the forefront. Wayfinding is an important strategy element in the Plan Bay Area 2050 enabling a seamless mobility experience for riders. Within the past 12 years, MTC has invested over 12 million dollars into creating an increasingly seamless and coordinated wayfinding system for the region's transportation network and plans to develop regional design standards, a kit of mapping resources, a digital mapping platform, and a regional graphic identity/branding in partnership with Bay Area cities and transit operators. Our efforts at the Center will only help improve commuters' access to the Bay Area's transit system.

About the Transbay Program

The Transit Center is the result of the Transbay Program (managed and delivered by the TJPA) that replaced the Transbay Terminal, and built the Center's multimodal, six-story facility in its place. The construction of the Center has spurred economic development in the surrounding neighborhood, anchoring the growth of a new residential mixed-use urban neighborhood. Through the construction of the Center, a transit-oriented neighborhood has emerged, featuring housing (35% of which will be affordable housing), open space, offices and shops. This Center used a unique public-private partnership model to fund the $2.26 billion facility costs, which centers on the development of the high-density transit-oriented neighborhood and real estate-based revenues, resulting in 80% of the funds coming from local, regional and state sources.

TJPA PROPOSITION AA FUNDING SUPPORTING APPLICATION
Project Name: Salesforce Transit Center Wayfinding Phase 1
Project Sponsor: Transbay Joint Powers Authority

In 1999, City voters approved a ballot measure to extend the northern terminus of Caltrain from south of downtown to a new transit station at the site of the Transbay Terminal. The Center will serve as the northern terminus and one of the bookends for California High-Speed Rail, connecting the Bay Area to the Greater Los Angeles region. Additionally, this project is a foundational first step to set the stage for a second Transbay Rail Crossing, now known as Link21, that aims to increase ridership capacity across the Bay and connect regional rail to important locations throughout the Northern California megaregion.

Updating the Center's wayfinding system is important in increasing transit use and mobility of commuters and reaps long-term benefits for the Bay Area as a whole.