

2023 Prop L 5-Year Prioritization Program

Bayview Caltrain Station

Approved: October 24, 2023



**San Francisco
County Transportation
Authority**

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This report was prepared by the San Francisco County Transportation Authority in consultation with San Francisco Public Works, Caltrain, the San Francisco Municipal Transportation Agency, and the San Francisco Planning Department.



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1. Introduction

In November 2022, San Francisco voters approved Proposition L (Prop L), extending the ½-cent sales tax to fund transportation improvements and approving a new 30-year Expenditure Plan, which superseded the prior Proposition K Expenditure Plan. The Prop L Expenditure Plan determines eligibility for sales tax funds through a list of 28 programs. It also sets caps for the maximum amount of Prop L funds that will be available for specific programs over the 30-year Expenditure Plan period, totaling up to an estimated \$2.6 billion (2020 \$'s). In order to fully fund the programs, the Expenditure Plan assumes that the Prop L dollars will leverage (or match) another \$23.7 billion (2020 \$'s) in other federal, state, regional, and local funds for a total program cost of \$26.3 billion (2020 \$'s). Some of those leveraged funds will be distributed to San Francisco through funding formulas. In other cases, San Francisco project sponsors will have to aggressively compete for discretionary funds in order to fully fund the Expenditure Plan programs.

The Expenditure Plan includes a number of requirements, including the development of 5-Year Prioritization Programs (5YPPs) as a condition for receiving allocations in each program in the Expenditure Plan. The 5YPPs are intended to provide a stronger link between project selection and expected project performance, to support on time, on-budget project delivery, and optimize use of federal, state and regional matching funds. Other major benefits of the 5YPPs include:

- Provide transparency about how Prop L projects are prioritized,
- Enable public input early and throughout the planning process, and
- Improve agency coordination within and across projects at the earlier stages of the planning process.

The desired outcome of the 5YPPs is the establishment of a strong pipeline of grant-ready transportation projects that can be advanced as soon as funds (including Prop L, federal, state, and other funds) are available. The 5YPPs are critically important to help achieve the leveraging needed to fully fund the Expenditure Plan programs.

As its centerpiece, each 5YPP contains a 5-year Program of Projects (or project list), ideally including project descriptions, schedule milestones, cost estimates, and full funding plans showing Prop L funds by fiscal year and other matching funds. The Program of Projects (project list) for the Bayview Caltrain Station Program, which also includes the Quint-Jerrold Connect Road, is contained in Section 7 of this document.

2. Eligibility and Expected Fund Leveraging

2.1 | ELIGIBILITY

Eligibility for the Bayview Caltrain Station as identified in the voter approved Prop L Expenditure Plan is as follows, with amounts shown in millions of 2020 dollars:

“Construction of a new or relocated Caltrain station in the Bayview. Includes \$4.73M in legacy funding for the Quint-Jerrold Connector Road, which will restore access eliminated by the construction of a Caltrain berm. Includes project development and capital costs. Sponsor Agencies: SFCTA, PCJPB, SFMTA, SFPW. Total Funding: \$100M; EP: \$27M.”

SFCTA stands for San Francisco County Transportation Authority, PCJPB stands for Peninsula Corridor Joint Powers Board, SFMTA stands for San Francisco Municipal Transportation Agency, and SFPW stands for San Francisco Public Works.

2.2 | EXPECTED FUND LEVERAGING

Leveraging Prop L funds against non-Prop L fund sources is necessary to fully fund the Expenditure Plan programs. Prop L sales tax funds will be used as seed funding for planning and project development to make projects competitive for discretionary fund sources, and to serve as local match needed to secure federal, state, regional, and other grant funding.

Based on Priority 1 (conservative forecast) funding levels, for Bayview Caltrain Station, the Prop L Expenditure Plan assumes that for every \$1 of sales tax revenue spent, on average it would be leveraged by about \$2.70 in non-Prop L funds. The Transportation Authority reviews leveraging at the project and project phase (e.g. planning, design, construction) levels as well as for each Expenditure Plan program as a whole.

3. Public Engagement

Transportation Authority staff conducted public engagement to inform the development of the 5YPPs. This section summarizes feedback heard from that engagement, as well as information provided by project sponsors regarding public engagement and community support.

During the Prop L Expenditure Plan development, the Transportation Authority conducted a robust outreach process from Spring 2021 – Winter 2022. The New Expenditure Plan for San Francisco’s Half-Cent Sales Tax for Transportation: Outreach Findings report can be found on the Transportation Authority website. Key themes emerged from this process including investment in transit, focused investment in low-income neighborhoods, and better transit connectivity.

As part of development of the 2023 5YPPs, the Transportation Authority conducted outreach and hosted public meetings to gather input about which specific projects and project types should be funded through Prop L in the next five years and to seek input on how to select projects for each Expenditure Plan program. The meetings included a virtual meeting for interested members of the former Expenditure Plan Advisory Committee who helped develop Prop L and representatives of equity-focused community-based organizations; a virtual town hall; and presentations at community group meetings, as requested. There was also an online multi-lingual survey and opportunities for public input through the Transportation Authority’s website and at multiple Transportation Authority Community Advisory Committee and Transportation Authority Board meetings. The Transportation Authority website also includes a list of staff contacts to facilitate public engagement directly with project sponsors.

To learn more, visit sfcta.org/ExpenditurePlan. The findings from the 5YPP outreach process will be published on this webpage in September 2023. Key themes emerged from this process and largely echoed the feedback heard in Expenditure Plan development, including improving transit reliability and accessibility, especially in Equity Priority Communities.

Performance Measures

Prop L requires the establishment of performance measures for each program in the Expenditure Plan. The intent is to demonstrate the system performance benefits of sales tax projects (e.g. reduced transit travel time), to ensure funds are being used cost effectively, and to inform programming of future Prop L funds, as well as programming and prioritization of other funds by the Transportation Authority (e.g. Transportation Fund for Clean Air, Prop AA Vehicle Registration Fee funds).

After reviewing San Francisco’s Congestion Management Program and consulting with eligible sponsoring agencies, the Transportation Authority recommends that the following performance measures be applied to projects included in the Bayview Caltrain Station 5YPP:

- Increased access to schools, jobs, services for Equity Priority Communities
 - Increased Caltrain ridership
 - Reduced vehicle miles traveled (VMT)
-

4. Project Delivery Snapshot

Since this is the inaugural Prop L 5YPP, we are looking to the prior Prop K sales tax program to assess project delivery trends for similar types of projects. Project delivery for previously-funded projects is one important consideration when we evaluate project sponsors' proposed requests for Prop L funding, particularly with respect to project readiness.

As required by the Prop L Expenditure Plan, the next 5YPP update will be informed by a citywide geographic distribution of sales tax project allocations and the distribution of projects located in Equity Priority Communities and/or benefiting disadvantaged populations.

Prop K Project Delivery

Prop K has funded Bayview Station-related projects since 2006. This Prop L program also includes the Quint-Jerrold Connector Road, a legacy project which Prop K initially funded in 2011. Table 1 shows the Project Status of open Bayview Caltrain Station grants under Prop K.

Table 1. Prop K Project Status

SPONSOR	PROJECT NAME	PHASE(S) FUNDED	FY OF ALLOCATION	ALLOCATED (AS OF JUNE 2023)	REMAINING BALANCE (AS OF SEPT 21, 2023)	OPEN FOR USE?
Quint-Jerrold Connector Road						
SFPW	Quint-Jerrold Connector Road	Planning, Environmental Studies	FY2013/14	\$89,433	\$80,664	
SFCTA	Quint-Jerrold Connector Road Workforce and Contractor Outreach	Planning	FY2014/15	\$89,000	\$3,716	
SFCTA	Quint-Jerrold Connector Road - Environmental Studies	Environmental Studies	FY2015/16	\$75,000	\$45,676	
SFPW	Quint-Jerrold Connector Road - Environmental Studies	Environmental Studies	FY2015/16	\$17,350	\$17,350	
SFPW	Quint-Jerrold Connector Road - ROW	Right of Way	FY2015/16	\$1,914,000	\$1,914,000	
Bayview Caltrain Station						
SFCTA	Bayview Station Preliminary Design and Pre-Environmental	Planning	2022/23	\$800,000	\$738,665	

Projects are sorted by project category, then allocation year, then sponsor.

Bayview Caltrain Station

The Paul Avenue Caltrain station was permanently closed in 2005, and multiple studies have advanced since that time to restore access to Caltrain's regional transit service in the Bayview. Most recently, in July 2022, SF Planning completed the Southeast Rail Station Study (SERSS) that explored options for future station locations on the Caltrain corridor in southeastern San Francisco. The Transportation Authority is leading the current planning phase that builds on the results of SERSS and seeks to finalize selection of a station location from the two options that remain under consideration (Evans and Oakdale) and preparation for environmental clearance.

The largest risks to the schedule for the current pre-environmental project phase are external/interagency coordination, data gathering (particularly, coordination with private railroad operators whose movements may be critical in an ultimate station recommendation), and completing broad based and inclusive outreach.

The planning and preliminary engineering work that we are doing is critical to development of a reliable cost estimate for future phases.

Over the course of this 5YPP period, we expect major milestones, subject to funding availability of Prop L and matching funds, to be:

- Selection of a single preferred location at the conclusion of the current Prop K funded phase (Spring 2024)
- 35% design and environmental clearance (Summer 2026), and
- Initiation of final design (Summer 2028).

Quint-Jerrold Connector Road

In 2016, Caltrain replaced its aging rail bridge over Quint Street with a berm, which closed through access on Quint Street under the tracks. The Transportation Authority has been working with SFPW and other city agencies since 2012 to restore access across the train tracks with the Quint-Jerrold Connector Road, and to do so in a way that does not preclude a potential future Caltrain station. Progress on this project has been significantly delayed, due largely to prolonged negotiations between the City and the property owner to acquire the land needed to build a road between Quint Street and Jerrold Street on the west side of the Caltrain tracks. Funding has been a challenge for this project, as the cost of the land and capital improvements has increased over time and funding has been challenging to secure.

5. Project Prioritization

The intent of establishing and documenting a methodology to select proposed projects is to provide the Transportation Authority Board, the public, and project sponsors with a clear understanding of how projects are prioritized for funding within each Prop L program. Working in consultation with project sponsors and drawing upon the Transportation Authority's experience with prioritizing projects for grant funding, Transportation Authority staff developed a set of Prop L program-wide criteria to help select projects in each of the 28 Prop programs. In addition, most programs also have program-specific criteria to inform priorities such as improving transit reliability and travel time or replacing assets at the end of their useful lives. The Prop L program-wide criteria include:

- Project readiness
- Relative level of need or urgency
- Benefit to disadvantaged populations
- Level and diversity of community support
- Leveraging

The above criteria, along with any program-specific criteria, are scored for each proposed project. In addition, the evaluation process also considers a fair geographic distribution and cost-effectiveness.

San Francisco's [Equity Priority Communities](https://epc-map.sfcta.org/) are an important factor in assessing projects and benefits to disadvantaged populations. See the map on the Transportation Authority's website: <https://epc-map.sfcta.org/>

The Project Scoring Table in Section 7 shows the Prop L program-wide criteria, the program-specific criteria, criteria definitions, and maximum possible points for projects proposed for the Bayview Caltrain Station 5YPP. For each proposed project, the project sponsors first scored the project and then Transportation Authority staff reviewed and refined the scoring, as needed, to ensure consistent application of the prioritization criteria.

6. Project List

This section shows how each project/project phase proposed for funding from the Bayview Caltrain Station program ranked based on the prioritization methodology described in Section 6; the 5-Year Program of Projects or Project List recommended for Prop L funds; and Anticipated Leveraging. The Project Information Form(s) with details on scope, schedule, cost, funding are included in Appendix A.

Approving this 5YPP requires amending the Prop L Strategic Plan to advance funds from future years into the current five year period. The recommended project list would advance \$4,175,332 or 163% over the \$2,554,668 pay-go amount in the first five years of the 30-year program. This need for advancing funds is driven by the need to acquire right of way for the Quint-Jerrold Connector Road to leverage non-Prop L funding sources and avoid further cost escalation, and to keep momentum for the next phase of work for a Bayview Caltrain station. Both projects will need to extensively leveraging non-Prop L funds in future phases particularly the construction phase.

Prop L Project Submissions Evaluation - EP 11 Bayview Caltrain Station

		Prop L-Wide Criteria					Program Specific Criteria	
District	Projects	Project Readiness	Relative Level of Need or Urgency (time sensitive)	Benefits to Disadvantaged Populations	Level and Diversity of Community Support	Leveraging	Safety	Total
10	Bayview Caltrain Station PAED	2	0	5	5	0	1	13
10	Bayview Caltrain Station PS&E	1	0	5	5	2	1	14
10	Quint-Jerrold Connector Road ROW	2	0	5	3	2	0	12
10	Quint-Jerrold Connector Road PS&E	1	0	5	3	1	0	10
Total Possible Score		5	4	5	5	4	4	27
Project Scoring Key: Projects are assessed using Transportation Authority Board adopted Prop L-wide criteria and program specific prioritization criteria. In general, the better a project meets the criteria as defined, the more points the project is assigned.								
Project Readiness: Highest possible score is 5. Project is likely to need funding in the fiscal year proposed. Factors to be considered include, but are not limited to adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors pose a significant risk to project advancement, as proposed.								
Relative Level of Need or Urgency (time sensitive): Highest possible score is 4. Project needs to proceed in the proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. signal conduit installation coordination with a street resurfacing project) or to meet timely use of funds deadlines associated with matching funds.								
Benefits to Disadvantaged Populations: Highest possible score is 5. Project provides direct benefits to disadvantaged populations, including communities historically harmed by displacement, transportation policies, and projects that utilized eminent domain. Project directly impacts the ability of disadvantaged populations to access transportation (e.g. new or enhanced infrastructure, new service or improved service, improved safety, etc.), whether or not the project is directly located in an Equity Priority Community. Points are based on the description of benefits presented in the Project Information Form.								

Prop L Project Submissions Evaluation - EP 11 Bayview Caltrain Station

	<p>Level and Diversity of Community Support: Highest possible score is 5. Project has clear and diverse community support, including from disadvantaged populations and/or was developed out of a community-based planning process.</p> <p>Five points for a project that 1) is in an adopted community based plan or with evidence of diverse (neighborhood level and citywide) community support and 2) has documented support from disadvantaged populations.</p> <p>Three points for a project not in an adopted community based plan, but with evidence of support from <i>both</i> neighborhood stakeholders and citywide groups. Project does not have documented support from disadvantaged populations.</p> <p>One point for a project not in an adopted community based plan, but with evidence of support from <i>either</i> neighborhood stakeholders or citywide groups. Project does not have documented support from disadvantaged populations.</p> <p>Zero points for a project that was neither developed out of a community-based planning process nor has other forms of demonstrated community support.</p>
	<p>Leveraging: Highest possible score is 4. Project demonstrates actual or potential leveraging of Prop L funds, as indicated in the funding plan. Factors to consider include the status of other fund sources and the likely competitiveness for securing non-Prop L funds from discretionary sources.</p>
	<p>Safety: Highest possible score is 4. Project improves safety for passengers, operators and/or employees. Projects that address a documented safety issue should score more highly. Points are based on the safety information presented in the Project Information Form.</p>

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

11- Bayview Caltrain Station

Programming Year

Pending October 2023 Board Meeting

Agency	Project Name	Phase	Fiscal Year of Allocation					Total
			2023/24	2024/25	2025/26	2026/27	2027/28	
TBD	Bayview Caltrain Station PA&ED	Environmental Studies (PA&ED)		\$2,000,000				\$2,000,000
TBD	Bayview Caltrain Station (PS&E)	Design Engineering (PS&E)				\$1,800,000		\$1,800,000
SFPW	Quint-Jerrold Connector Road	Right of Way	\$2,086,000					\$2,086,000
SFPW	Quint-Jerrold Connector Road	Design Engineering (PS&E)		\$2,644,000				\$2,644,000
Funds Requested in 2023 5YPP			\$2,086,000	\$4,644,000	\$0	\$1,800,000	\$0	\$8,530,000
Cumulative Remaining Programming Capacity			\$468,668	(\$4,175,332)	(\$4,175,332)	(\$5,975,332)	(\$5,975,332)	(\$5,975,332)

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

11- Bayview Caltrain Station

Cash Flow (Maximum Annual Reimbursement)

Pending October 2023 Board Meeting

Project Name	Phase	Fiscal Year of Reimbursement								Total
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	
Bayview Caltrain Station PA&ED	Environmental Studies (PA&ED)		\$800,000	\$800,000	\$400,000					\$2,000,000
Bayview Caltrain Station (PS&E)	Design Engineering (PS&E)						\$800,000	\$800,000	\$200,000	\$1,800,000
Quint-Jerrold Connector Road	Right of Way		\$2,086,000							\$2,086,000
Quint-Jerrold Connector Road	Design Engineering (PS&E)			\$1,322,000	\$1,322,000					\$2,644,000
Cash Flow Requested in 2023 5YPP		\$0	\$2,886,000	\$2,122,000	\$1,722,000	\$0	\$800,000	\$800,000	\$200,000	\$8,530,000
Cash Flow in 2023 Draft Strategic Plan Baseline		\$283,852	\$567,704	\$567,704	\$567,704	\$567,704	\$0	\$0	\$0	\$2,554,668
Cumulative Remaining Cash Flow Capacity		\$283,852	(\$2,034,444)	(\$3,588,740)	(\$4,743,036)	(\$4,175,332)	(\$4,975,332)	(\$5,775,332)	(\$5,975,332)	(\$5,975,332)

Anticipated Leveraging

The table below compares Prop L Expenditure Plan assumptions with anticipated leveraging for the recommended projects based on the Project Information Forms. At time of allocation, Transportation Authority staff will again compare the actual leveraging to the expected leveraging.

Table 2. Prop L Leveraging: Expected vs. Proposed for Fiscal Years 2023/24 - 2027/28

PROGRAM	EXPECTED LEVERAGING IN EP (NON-PROP L FUNDS)	ANTICIPATED LEVERAGING (NON-PROP L FUNDS)
Bayview Caltrain Station Full Program of Projects	73.0%	82.8%
Bayview Caltrain Station		83.2%
Quint-Jerrold Connector Road		81.6%

Anticipated leveraging, most of which is to be determined/planned funds in this 5YPP, exceeds the leveraging that was anticipated in the Expenditure Plan. Prop L is being used for the early project development phases to develop project scopes and make them more competitive for discretionary funds for future phases.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Project Name and Sponsor			
Project Name:	Bayview Caltrain Station Environmental Clearance & Preliminary Design		
Implementing Agency:	TBD (e.g., SFCTA, PCJPB, Planning Department)		
Prop L Expenditure Plan Information			
Prop L Program:	11- Bayview Caltrain Station		
Prop L Sub-Program (if applicable):			
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Requested Prop L funds would support preliminary design, environmental clearance, and final design for a Caltrain station in the Bayview. The specific preferred location is currently being developed in a pre-environmental planning and conceptual engineering study (Bayview Caltrain Station Study) led by the SFCTA and building off previous work led by the Planning Department.		
Project Location and Limits:	TBD; Caltrain right-of-way between Evans Ave and Oakdale Ave		
Supervisory District(s):	District 10		
Is the project located on the 2022 Vision Zero High Injury Network ?	No	Is the project located in an Equity Priority Community (EPC)?	Yes
Which EPC(s) is the project located in?	Bayview		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>The Paul Avenue Caltrain station was permanently closed in 2005, and multiple studies have advanced since that time to restore access to Caltrain's regional transit service in the Bayview. Currently, a pre-environmental planning and conceptual engineering phase led by the SFCTA seeks to identify a preferred location for the station and prepare for environmental clearance, including identifying the appropriate document types, environmental studies required, and responsible and coordinating agencies. This predecessor phase will also include the development of a preliminary full funding plan through implementation.</p> <p>The requested programming of funds will support the advancement of conceptual design and completion of environmental clearance (CEQA & NEPA) for the identified preferred infill Caltrain station location in the Bayview, and support the final design (PS&E) for the identified preferred station location following regulatory approvals and environmental clearance.</p>		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Location map		
Type of Environmental Clearance Required:	TBD, but currently anticipating full EIR for CEQA and EA for NEPA.		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	Peninsula Corridor Joint Powers Board - Dahlia Chazan, Deputy Chief, Caltrain Planning SF Planning - Tam Tran, Principal Planner, Citywide/Transportation SFMTA - Kansai Uchida, Principal Planner, Transit		

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering	15%	In-house and Contracted	Q4-Apr-May-Jun	2022/23	Q3-Jan-Feb-Mar	2023/24
Environmental Studies (PA&ED)	0%	In-house and Contracted	Q1-Jul-Aug-Sep	2024/25	Q1-Jul-Aug-Sep	2026/27
Right of Way	0%	TBD	Q1-Jul-Aug-Sep	2028/29	Q2-Oct-Nov-Dec	2030/31
Design Engineering (PS&E)	0%	Contracted	Q1-Jul-Aug-Sep	2028/29	Q2-Oct-Nov-Dec	2030/31
Advertise Construction						
Start Construction (e.g. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						
Notes						
Construction dates will be proposed as part of the environmental review phase and will be subject to funding availability.						

**Prop L Sales Tax Program
Project Information Form (PIF) Template**

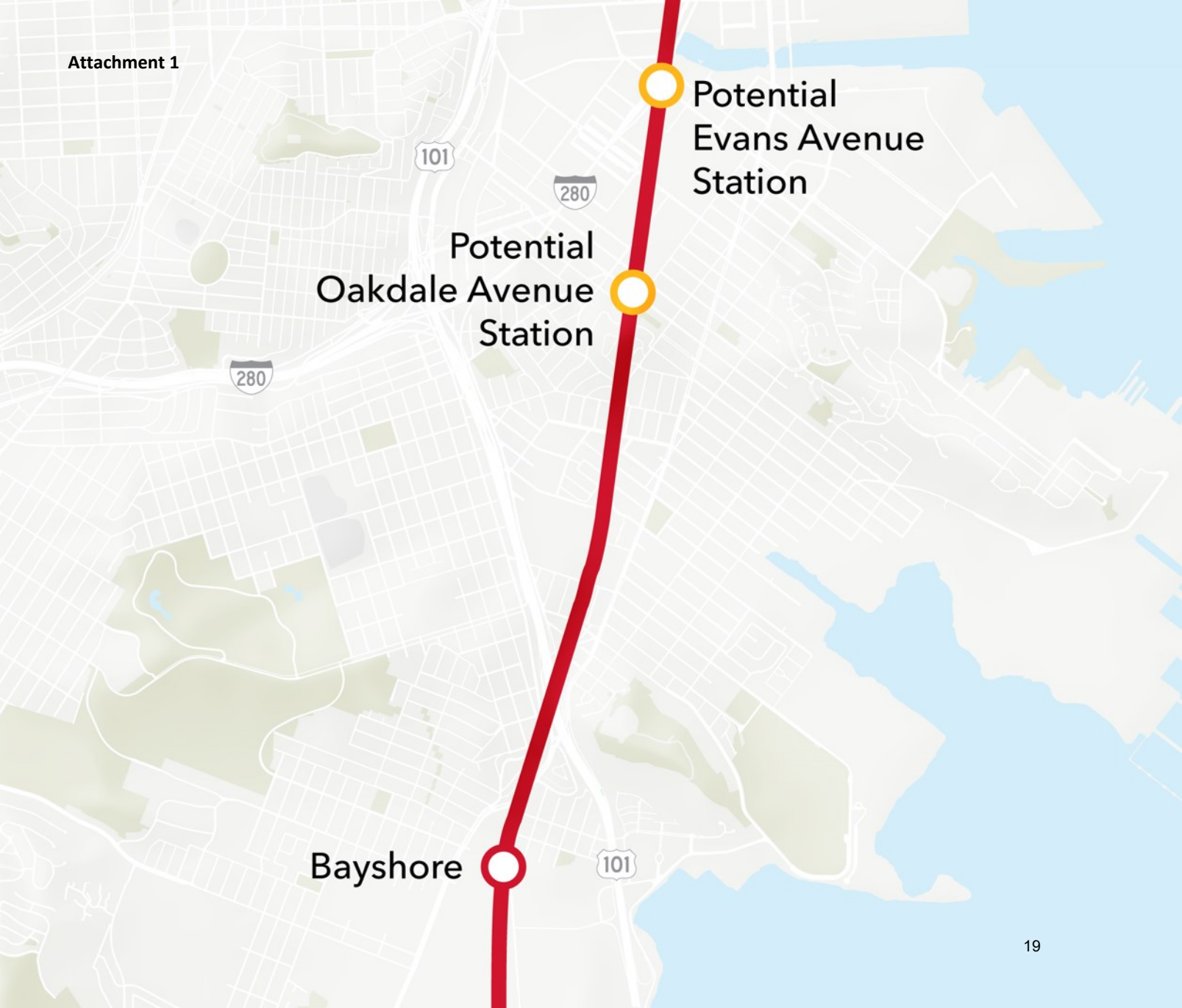


Project Name:		Bayview Caltrain Station Environmental Clearance & Preliminary Design											
Project Cost Estimate													
		Funding Source											
Phase	Cost	Prop L	Other	Source of Cost Estimate									
Planning/Conceptual Engineering	\$ -	\$ -	\$ -										
Environmental Studies (PA&ED)	\$ 2,000,000	\$ 2,000,000	\$ -	Prior work (SERSS wrap-up conversations with SF Planning Environmental Staff provided a \$1M \$3M cost range for clearance of this project dependent on number of alternatives and document type, based on review of similar recent projects).									
Right of Way	\$ -	\$ -	\$ -										
Design Engineering (PS&E)	\$ 10,000,000	\$ 1,800,000	\$ 8,200,000	PS&E at 10% of total project cost. Should Evans be selected, we do not anticipate a significant increase as costs at this location are driven by capital work rather than design.									
Construction	\$ 100,000,000	\$ 15,000,000	\$ 85,000,000	Currently estimated at \$100M in SERSS, ConnectSF, and the SFTP based on escalated estimates for an Oakdale location.									
Operations (i.e. paratransit)	\$ -	\$ -	\$ -										
Total Project Cost	\$ 112,000,000	\$ 18,800,000	\$ 93,200,000										
Percent of Total		17%	83%										
Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)							
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Prop L	11- Bayview Caltrain Station	Environmental Studies (PA&ED)	Planned	2024/25	\$ 2,000,000	\$ -	\$ 800,000	\$ 800,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -
Prop L	11- Bayview Caltrain Station	Design Engineering (PS&E)	Planned	2026/27	\$ 1,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800,000	\$ 800,000	\$ 200,000
TBD		Design Engineering (PS&E)	Planned		\$ 8,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L		Construction	Planned	TBD	\$ 15,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD		Construction	Planned		\$ 85,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 112,000,000	\$ -	\$ 800,000	\$ 800,000	\$ 400,000	\$ -	\$ 800,000	\$ 800,000	\$ 200,000
Notes													
<p>The current Bayview Station Preliminary Design and Pre-Environmental study will develop a funding plan/strategy for the project through construction, including looking at leveraging opportunities for the harder to fund early project phases such as environmental clearance. The overall project will need to achieve high leveraging in order to fully fund the project. We will rescure the project when the allocation request form for the design phase is submitted as that will have more detailed and up to date project information about leveraging, project benefits, etc. Prop L anticipates significant leveraging for the overall project. The Prop L amount listed for the construction phase above is a placeholder. We will have a better estimate of remaining funds available in the Caltrain Bayview Station program when we adopt the final Strategic Plan in late 2023/early 2024.</p> <p>Potential TBD funding sources for construction phase include TIRCP, RAISE, and CMAQ, among others. ■</p>													

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Bayview Caltrain Station Environmental Clearance & Preliminary Design</i>
Relative Level of Need or Urgency (time sensitive)	This project phase is not currently related to any external funding deadlines or timely use of funds needs, though community engagement and outreach has identified a strong desire to advance this project to implementation expediently to fill a gap in regional connectivity that has existed in the EPC neighborhood since the Paul Avenue station closure in 2005.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	This project is included in the Bayview CBTP, ConnectSF Transit Strategy, and SFTP investment plan. The most recently completed effort to study the station, SF Planning's Prop K funded Southeast Rail Station Study, included virtual and in-person outreach that identified near universal support for implementation of a station, though questions remained and consensus was not achieved about the best specific location in which it should be placed. Additional outreach and coordination is currently underway as part of the pre-environmental planning phase that will recommend a single preferred location.
Benefits to Disadvantaged Populations and Equity Priority Communities	<p>Per the ConnectSF Transit Strategy, a Bayview Caltrain station would increase the number of jobs and activity centers that can be reached within 45 minutes from the Bayview via transit: there are 2,500 people with low incomes and 6,500 people living in EPCs within a half mile of the potential station locations. A Bayview Caltrain station would help neighborhood residents connect to the regional transit network, provide a fast alternative route to downtown, and improve options for traveling to locations outside of San Francisco, including job centers on the Peninsula and in the South Bay. An additional 1,000 jobs would be reachable by people with low incomes within a 45 minute travel time, and an additional 2,500 jobs by people living in equity priority communities.</p> <p>The currently underway pre-environmental planning phase will further update and refine these expected benefits as part of the selection of a preferred station location for environmental clearance in the PAED phase.</p>
Compatability with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	<p>Equity, Environmental Sustainability, Economic Vitality</p> <p>This project is a named, fully funded project in the SFTP investment plan. Based on the plan's evaluation, the project provides a restorative transit access investment that serves an EPC, reduces VMT and GHG, and improved accessiblity both to jobs within the surrounding area and for nearby residents to other job centers in the region by reducing travel times and transfers.</p>
The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
11- Bayview Caltrain Station	
Safety	Specific project design elements will be determined during conceptual and preliminary design, however it is expected that station access features both at and around the selected location will be chosen and implemented to increase safety for people walking, cycling, and taking transit to and in the vicinity of the station.



Bayshore

Potential
Oakdale Avenue
Station

Potential
Evans Avenue
Station

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name and Sponsor			
Project Name:	Quint-Jerrold Connector Road		
Implementing Agency:	SFPW		
Prop L Expenditure Plan Information			
Prop L Program:	11- Bayview Caltrain Station		
Prop L Sub-Program (if applicable):	N/A		
Second Prop L Program (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	The Quint-Jerrold Connector Road will link Quint Street, just north of Oakdale Avenue, to Jerrold Avenue via a new road along a former Union Pacific Rail Road Right-of-Way to the west of the Caltrain tracks. The road will restore access eliminated by the construction of a Caltrain berm. This is a Legacy Project carried forward from the Prop K Expenditure Plan.		
Project Location and Limits:	Along former Union Pacific Rail Road Right-of-Way between Jerrold Avenue and Newcomb Avenue, west of and parallel to the Caltrain tracks		
Supervisory District(s):	District 10		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	Is the project located in an Equity Priority Community (EPC)?	Yes
Which EPC(s) is the project located in?	The project is located in an industrial area considered part of the Bayview Equity Priority Community Neighborhood.		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>The Quint-Jerrold Connector Road will link Quint Street, just north of Oakdale Avenue, to Jerrold Avenue via a new road along the west side of the Caltrain tracks. The Caltrain bridge over Quint Street, a local street in the Bayview-Hunters Point neighborhood, was over 100 years old, seismically unsafe and was approaching the end of its useful life. In late 2016, Caltrain replaced the bridge with a berm that could facilitate a future station but closed through access on Quint Street. The road will restore access eliminated by the construction of the berm and is also intended to support a potential new Caltrain station at Oakdale Avenue and provide access to other nearby land uses.</p> <p>The Transportation Authority and SF Public Works are working together on a design for the new road. The proposed design meets all of the local circulation needs for Quint Street. The current proposal features:</p> <ul style="list-style-type: none"> • One traffic lane in each direction and a sidewalk • New street lighting and new landscaping coordinated with adjacent properties • An intersection with Jerrold Avenue that would allow for turns in all directions, accommodate trucks, and integrate with the San Francisco Wholesale Produce Market's planned street reconfiguration • New sewer and water lines to supply adjacent buildings • New retaining wall along Caltrain right-of-way • Utility relocation for Sprint / T-Mobile fiber optic line(s) and/or duct bank <p>Prop L funds are requested to fund a portion of the cost of acquiring the right-of-way for the road, and a portion of the cost of the design phase. Funding for design will also enable the project team to get a new survey since the site has changed extensively. The team anticipates additional environmental investigation due to the stockpile yard on the site for construction soil and waste from various projects. The design will also require new geotechnical borings and potholing for utility such as fiber optic, gas, and sewer. Quint Street is being designed to not preclude a potential Caltrain station serving the Bayview.</p>		

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Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Map Attachment in Map Tab
Type of Environmental Clearance Required:	Negative Declaration
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	SFCTA - Mike Tan, mike.tan@sfcta.org Office of Real Estate - Jeff Suess, jeff.suess@sfgov.org

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering	100%	In-house	Q4-Apr-May-Jun	Previous	Q1-Jul-Aug-Sep	2019/20
Environmental Studies (PA&ED)	100%	In-house	Q1-Jul-Aug-Sep	Previous	Q1-Jul-Aug-Sep	Previous
Right of Way	0%	In-house	Q1-Jul-Aug-Sep	2020/21	Q4-Apr-May-Jun	2024/25
Design Engineering (PS&E)	0%	In-house	Q1-Jul-Aug-Sep	2025/26	Q2-Oct-Nov-Dec	2026/27
Advertise Construction	0%	In-house	Q3-Jan-Feb-Mar	2026/27		
Start Construction (e.g. Award Contract)	0%	Contracted	Q1-Jul-Aug-Sep	2027/28		
Operations (i.e. paratransit)						
Open for Use	0%	Contracted			Q2-Oct-Nov-Dec	2028/29
Project Completion (means last eligible expenditure)	0%	Contracted			Q4-Apr-May-Jun	2028/29

Notes

Project schedule depends on acquisition of right-of-way and securing funds to fully fund design and construction. The project may also have to start relocation of a Sprint/T-Mobile fiber optic during the design phase before construction starts. Design duration is 18 months to allow for coordination of referenced fiber optic (and other utilities).

Negative declaration was completed August of FY2015/16.

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Project Name:	Quint-Jerrold Connector Road									
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Project Cost Estimate		Funding Source			Source of Cost Estimate	
Phase	Cost	Prop L	Other			
Planning/Conceptual Engineering	\$ 556,000		\$ 556,000	actual cost	*Other is Prop K sales tax.	
Environmental Studies (PA&ED)	\$ 224,000		\$ 224,000	actual cost	*Other is Prop K sales tax.	
Right of Way	\$ 8,000,000	\$ 2,086,000	\$ 5,914,000	Real Estate Division	*1.914M of Other is Prop K sales tax.	
Design Engineering (PS&E)	\$ 4,500,000	\$ 2,644,000	\$ 1,856,000	Engineer's estimate at 15%		
Construction	\$ 27,000,000		\$ 27,000,000	Engineer's estimate at 15%		
Operations (i.e. paratransit)	\$ -	\$ -	\$ -			
Total Project Cost	\$ 40,280,000	\$ 4,730,000	\$ 35,550,000		*\$2.694M of Other is Prop K sales tax. Prop K + Prop L sales tax is 18% of total project cost.	
Percent of Total		12%	88%			

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Prop K		Planning/Conceptual Engineering	Allocated	Previous	\$ 556,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K		Environmental Studies (PA&ED)	Allocated	Previous	\$ 224,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K		Right of Way	Allocated	Previous	\$ 1,914,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	11- Bayview Caltrain Station	Right of Way	Planned	2023/24	\$ 2,086,000	\$ -	\$ 2,086,000	\$ -	\$ -	\$ -
SFPUC		Right of Way	Planned	2023/24	\$ 4,000,000	\$ -	\$ -		\$ -	\$ -
Prop L	11- Bayview Caltrain Station	Design Engineering (PS&E)	Planned	2024/25	\$ 2,644,000	\$ -	\$ -	\$ 1,322,000	\$ 1,322,000	\$ -
TBD		Design Engineering (PS&E)	Planned	2024/25	\$ 1,856,000	\$ -	\$ -	\$ -		\$ -
TBD		Construction	Planned	2026/27	\$ 27,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 40,280,000	\$ -	\$ 2,086,000	\$ 1,322,000	\$ 1,322,000	\$ -

Notes										
<p>The Transportation Authority previously allocated \$1.9M in Prop K funds for right-of-way acquisition. Prop L funds would bring the total sales tax contribution to the right-of-way phase to \$4 million of the \$8 million appraised value of the property. The project team anticipates that SFPUC will contribute the remaining \$4M for right-of-way acquisition through a street vacation of the Quint Street stub, between Jerrold Avenue and the Caltrain tracks, east of the project area. For the SFPUC street vacation, SFPUC plans to privatize this segment of road and provide revenues to the Quint-Jerrold Connector Road Project. This requires a Board of Supervisors approval for the street vacation and the diversion of the street vacation funds to the project instead of the General Fund. The actual amount of funding from the street vacation will depend on market conditions.</p> <p>\$4 million of the Prop L funds represent Caltrain's contribution to the project via a fund exchange of Prop K funds with FTA funds.</p> <p>TBD sources may include General Funds, SFPUC funds, and private funds.</p> <p>Overall leveraging of sales tax funds (Props K and L) for the proposed project is 18.4% sales tax leveraging 81.6% in other funds.</p>										

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Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Quint-Jerrold Connector Road</i>
Relative Level of Need or Urgency (time sensitive)	Real Estate is waiting on ROW funding to be secured before continuing to negotiate for the ROW. The ROW funding will include this Prop L request for an additional \$2.1M and SFPUC's street vacation which is ongoing. Any delay to securing the funding will push the negotiation further out and also risk the property owner selling the property to another buyer. Additional delay may increase the ROW cost due to resilient demand for industrial space from the switch to e-commerce and the lack of empty land in the City. When Real Estate is able to successfully negotiate for the property then the project team would start on the design phase, subject to funding availability. SFPW is the lead designer and worked on the conceptual engineering of the project.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	The project team made presentations to the Bayview CAC on several occasions and to the TA CAC. Both CACs had members requesting that project move forward when possible. The project team also received phone calls from local residents requesting the City to restore through access on Quint Street. The community and District 10 has expressed support for this project
Benefits to Disadvantaged Populations and Equity Priority Communities	The project is located in the Bayview Equity Priority Community. This has been considered to be a marginalized neighborhood in the City. Local residents have requested that the City restore through access on Quint street that was cut off by the construction of a berm. The Quint-Jerrold Connector Road project will also benefit the Bayview neighborhood by providing for a potential future Caltrain Station in the Bayview that will provide critical transportation links to the neighborhood which is experiencing growth from new development in Hunters Point area of Bayview.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	Safety and Livability The project will improve traffic circulation in the area especially for truck traffic. The area is an industrial area with numerous trucks. In addition with the potential street vacation of Jerrold Avenue between Rankin and Toland streets, there is need for the Quint-Jerrold Connector Road Project to accommodate truck circulation in this area. The project will also support a future Caltrain Station in the Bayview which will improve the livability of the neighborhood.

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The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

11- Bayview Caltrain Station

Safety

