

2023 Prop L 5-Year Prioritization Program

Development Oriented Transportation

Draft Report: July 2024



**San Francisco
County Transportation
Authority**

1455 Market Street, 22nd Floor, San Francisco, CA 94103

TEL 415-522-4800 **EMAIL** info@sfcta.org **WEB** www.sfcta.org

This report was prepared by the San Francisco County Transportation Authority in coordination with the San Francisco Municipal Transportation Agency, Bay Area Rapid Transit, Peninsula Corridor Joint Powers Board, San Francisco Planning Department, and San Francisco Public Works.



Table of Contents

1. Introduction	3
2. Eligibility and Expected Fund Leveraging	4
3. Public Engagement	5
4. Performance Measures	6
5. Project Delivery Snapshot	7
6. Project Prioritization	7
7. Project List	8
▪ Project Scoring Table	9
▪ 5-Year Program of Projects (Project List)	10
▪ Anticipated Leveraging	12

Appendices

- Appendix A: Program Maps
 - 1. DOT Program - Low-Density Neighborhoods and PDAs Map13
 - 2. SF Planning 2022 Housing Element - Simplified San Francisco Zoning Map....14

- Appendix B: Project Information Forms
 - 1. Bi-County Study Follow-on Placeholder15
 - 2. Development Oriented Transportation Planning Placeholder.....20
 - 3. West Side Network Plan26
 - 4. West Side Network Implementation Placeholder31

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extending the ½-cent sales tax to fund transportation improvements and approving a new 30-year Expenditure Plan, which superseded the prior Proposition K Expenditure Plan.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 Development Oriented Transportation is contained in Section 7 of this document.

2. Eligibility and Expected Fund Leveraging

2.1 | ELIGIBILITY

The Development Oriented Transportation Program is a new sales tax program that was created as a way to incentivize and reward existing, primarily low-density neighborhoods of the city that have been designated as Priority Development Areas. This is accomplished by providing funding for planning and implementation of transportation improvements that support increased housing density consistent with local and regional housing goals.

Eligibility for Development Oriented Transportation as identified in the voter approved Prop L Expenditure Plan is as follows, with amounts shown in millions of 2020 dollars. Note for purposes of scoring proposed projects for this 5YPP, after consulting with the Planning Department, we have defined low-density neighborhoods as those that have existing zoning of primarily one to three residential units. See Appendix A for further details and related maps.

“Development-Oriented Transportation. The Development-Oriented Transportation Program funds community-based planning to identify transportation improvements that support increased housing density in existing, primarily low-density neighborhoods of the city, as well as project development and implementation. Projects supporting development in adopted Priority Development Areas will be prioritized. Includes \$2M in legacy funding for the Bayshore Caltrain Pedestrian Connection. Includes planning, project development, and capital costs. Sponsor Agencies: SFMTA, SFCTA, BART, PCJPB, Planning, SFPW. Includes \$20M in Priority 1 and the remainder is Priority 2. Total Funding: \$263.7M; EP: \$26M.”

SFMTA stands for San Francisco Municipal Transportation Agency; SFCTA stands for San Francisco County Transportation Authority; BART stands for Bay Area Rapid Transit; PCJPB stands for Peninsula Corridor Joint Powers Board; Planning stands for San Francisco Planning Department; and SFPW stands for San Francisco Public Works. Priority 1 funds correspond to the conservative sales tax revenue forecast and Priority 2 to the optimistic forecast.

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 Development-Oriented Transportation, the Prop L Expenditure Plan assumes that for every \$1 of sales tax revenue spent, on average it would be leveraged by about \$11.89 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 and was guided by an advisory committee of 27 community members representing neighborhood, business, labor, civic, and environmental groups. 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 the desire to focus on neighborhoods and fund transportation that supports new development, and the need to invest in transportation where new housing is being built to reduce congestion.

As part of development of the 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.

The key themes emerging from our public engagement were similar to what we heard during the Expenditure Plan development effort including:

- There are varied needs and desires from different communities based in different parts of the city.
- Putting equity at the forefront, including focusing investment in Equity Priority Communities and serving people with low incomes, was critical for many.
- Support for providing more frequent and reliable transit service on cross-town routes and in less connected neighborhoods.

To learn more about our engagement process and findings, visit sfcta.org/ExpenditurePlan.

4. 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 Development-Oriented Transportation 5YPP:

- Increased transportation investment in PDAs and in PDAs located in currently low-density neighborhoods
- Other performance measures to be established based on the goals of the specific projects funded by this Prop L program

While not recommended as performance measures, the Transportation Authority will also track the following metrics for this program which is intended to identify and develop projects to be competitive for other fund sources and other Prop L programs:

- For plans funded by this program - Number of plan recommendations being advanced
- For project funded by this program - Number of projects in implementation phase
- Other metrics depending on projects that move forward

5. Project Delivery Snapshot

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. There is no comparable predecessor program in Prop K to report on project delivery.

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.

6. 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](#) 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 Development-Oriented Transportation 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.

7. Project List

This section shows how each project proposed for funding from the Development-Oriented Transportation 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 Forms with details on scope, schedule, cost, funding are included in Appendix B.

Prop L Project Submissions Evaluation - EP 27 Development Oriented Transportation

		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	Supports Increased Housing Density in Low-Density Neighborhoods	Priority Development Areas (PDAs)	Total
7, 10, 11	Bi-County Study Follow-on Placeholder	<i>This is a placeholder. Projects will be scored at time of allocation.</i>								
TBD	Development Oriented Transportation Planning Placeholder	<i>This is a placeholder. Projects will be scored at time of allocation.</i>								
4, 7	West Side Network Plan	4	2	1	1	2	2	4	2	18
4, 7	West Side Network Plan Implementation Placeholder	<i>This is a placeholder. Projects will be scored at time of allocation.</i>								
Total Possible Score		5	4	5	5	4	4	4	2	33

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.

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:

- 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.
- Three points for a project not in an adopted community based plan, but with evidence of support from *both* neighborhood stakeholders and citywide groups. Project does not have documented support from disadvantaged populations.
- One point for a project not in an adopted community based plan, but with evidence of support from *either* neighborhood stakeholders or citywide groups. Project does not have documented support from disadvantaged populations.
- Zero points for a project that was neither developed out of a community-based planning process nor has other forms of demonstrated community support.

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.

Safety: Highest possible score is 4. Project addresses documented safety issue(s), reduces potential conflict between modes, and/or increases security. Points are based on the safety information presented in the Project Information Form.

Supports Increased Housing Density in Low-Density Neighborhoods: Highest possible score is 4. Through community-based planning, project identifies and/or enables project development and implementation of transportation improvements that support increased housing density in existing, primarily low-density neighborhoods. For purposes of this Prop L program, low-density neighborhoods neighborhoods are those that have existing zoning of primarily one to three residential units. These neighborhoods include Bayview; Bernal Heights; Castro/Upper Market (outside of Market Octavia Priority Development Area (PDA)); Crocker Amazon; Diamond Heights; Excelsior; Glen Park; Haight Ashbury (outside of Market Octavia PDA); Inner Richmond; Inner Sunset; Lakeshore / Lake Merced; Marina; Noe Valley; Ocean View; Outer Mission; Outer Richmond; Outer Sunset; Pacific Heights; Parkside; Presidio Heights; Twin Peaks; Visitacion Valley; West of Twin Peaks; Western Addition (outside of Market Octavia PDA). PDA boundaries are defined by the [Plan Bay Area 2050+ PDA map](#). Refer to the Plan Bay Area 2050+ PDA map or the DOT Program Low-Density Neighborhoods and Priority Development Areas Map for exact boundaries of included and excluded neighborhoods.

Priority Development Areas (PDAs): Highest possible score is 2. Projects supporting development in adopted Priority Development Areas will be prioritized.

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
27- Development Oriented Transportation
Programming Year

Pending July 2024 Board Meeting

Agency	Project Name	Phase	Fiscal Year of Allocation					Total
			2023/24	2024/25	2025/26	2026/27	2027/28	
TBD	Bi-County Study Follow-on Placeholder	TBD			\$200,000			\$200,000
TBD	Development Oriented Transportation Planning Placeholder	Planning/ Conceptual Engineering		\$240,000				\$240,000
TBD	West Side Network Plan	Planning/ Conceptual Engineering		\$250,000				\$250,000
TBD	West Side Network Implementation Placeholder	TBD			\$1,200,000			\$1,200,000
Funds Requested in 2023 5YPP			\$0	\$490,000	\$1,400,000	\$0	\$0	\$1,890,000
Funds Programmed in 2023 Draft Strategic Plan Baseline			\$210,261	\$420,521	\$420,521	\$420,521	\$420,521	\$1,892,347
Cumulative Remaining Programming Capacity			\$210,261	\$140,782	(\$838,696)	(\$418,175)	\$2,347	\$2,347

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

27- Development Oriented Transportation

Cash Flow (Maximum Annual Reimbursement)

Pending July 2024 Board Meeting

Project Name	Phase	Fiscal Year of Reimbursement					Total
		2023/24	2024/25	2025/26	2026/27	2027/28	
Bi-County Study Follow-on Placeholder	TBD			\$100,000	\$100,000		\$200,000
Development Oriented Transportation Planning Placeholder	Planning/ Conceptual Engineering		\$120,000	\$120,000			\$240,000
West Side Network Plan	Planning/ Conceptual Engineering		\$125,000	\$125,000			\$250,000
West Side Network Implementation Placeholder	TBD			\$400,000	\$380,000	\$420,000	\$1,200,000
Cash Flow Requested in 2023 5YPP		\$0	\$245,000	\$745,000	\$480,000	\$420,000	\$1,890,000
Cash Flow in 2023 Draft Strategic Plan Baseline		\$210,261	\$420,521	\$420,521	\$420,521	\$420,521	\$1,892,347
Cumulative Remaining Cash Flow Capacity		\$210,261	\$385,782	\$61,304	\$1,825	\$2,347	\$2,347

Anticipated Leveraging

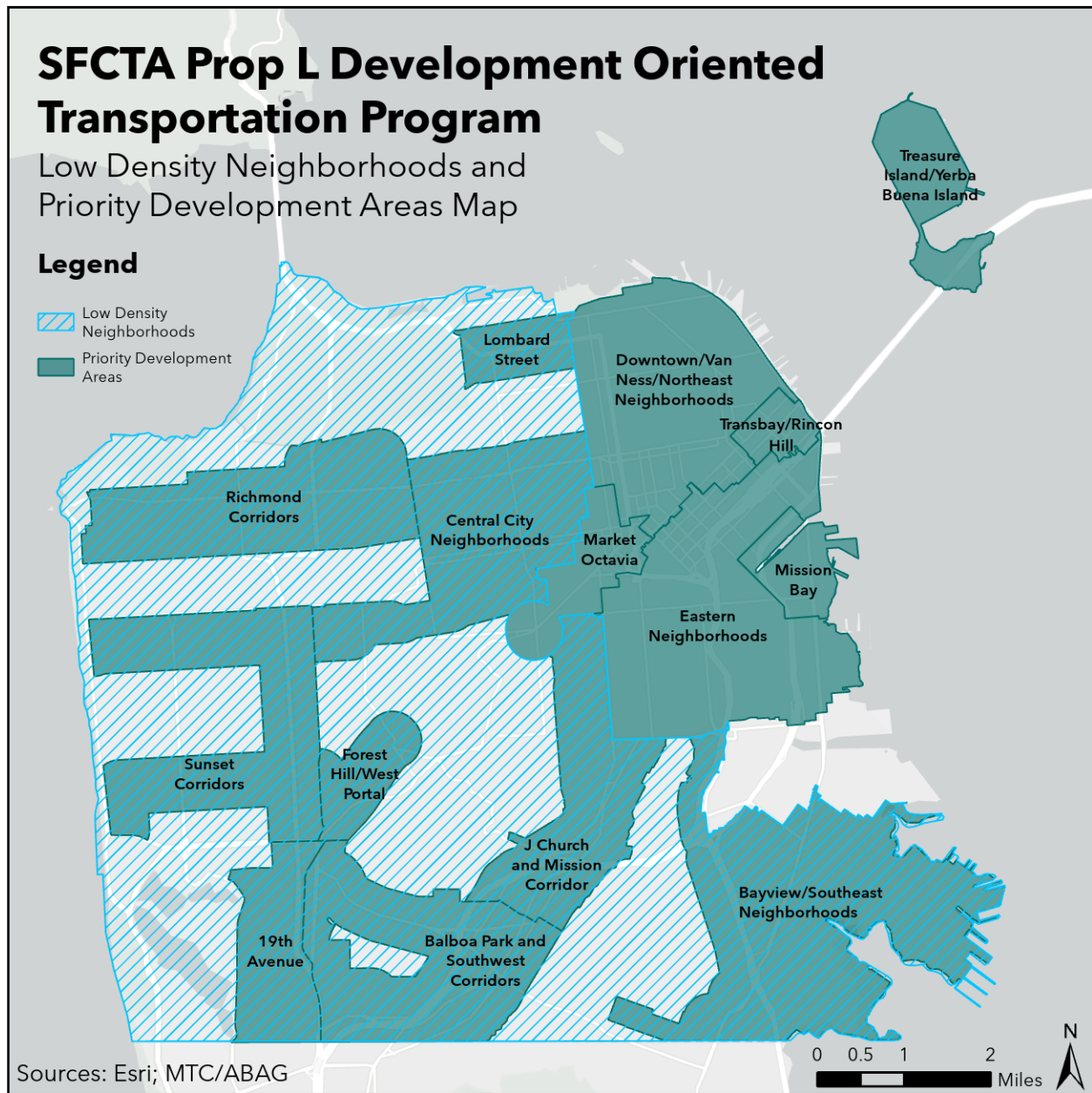
The table below compares Prop L Expenditure Plan assumptions with anticipated leveraging for the recommended projects based on the Project Information Forms. At time of allocation, Transportation Authority staff will again compare the actual leveraging to the expected leveraging.

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)
Bi-County Study Follow-on Placeholder	92.2%	TBD
Development Oriented Transportation Planning Placeholder	92.2%	TBD
West Side Network Plan	92.2%	54.5%
West Side Network Plan Implementation Placeholder	92.2%	TBD
Development Oriented Transportation Program Total	92.2%	TBD

Prop L leveraging for the West Side Network Plan is 54.5%, below the 92.2% anticipated for the Development Oriented Transportation program over the life of the 30-year measure. These funds are anticipated to leverage a planned Priority Development Area (PDA) Grant from MTC. We expect that overall leveraging will improve for this program in future years as the placeholder funds are programmed to specific projects that leverage outside funds. We will evaluate projects for leveraging when we receive requests for placeholder funds.

Appendix A



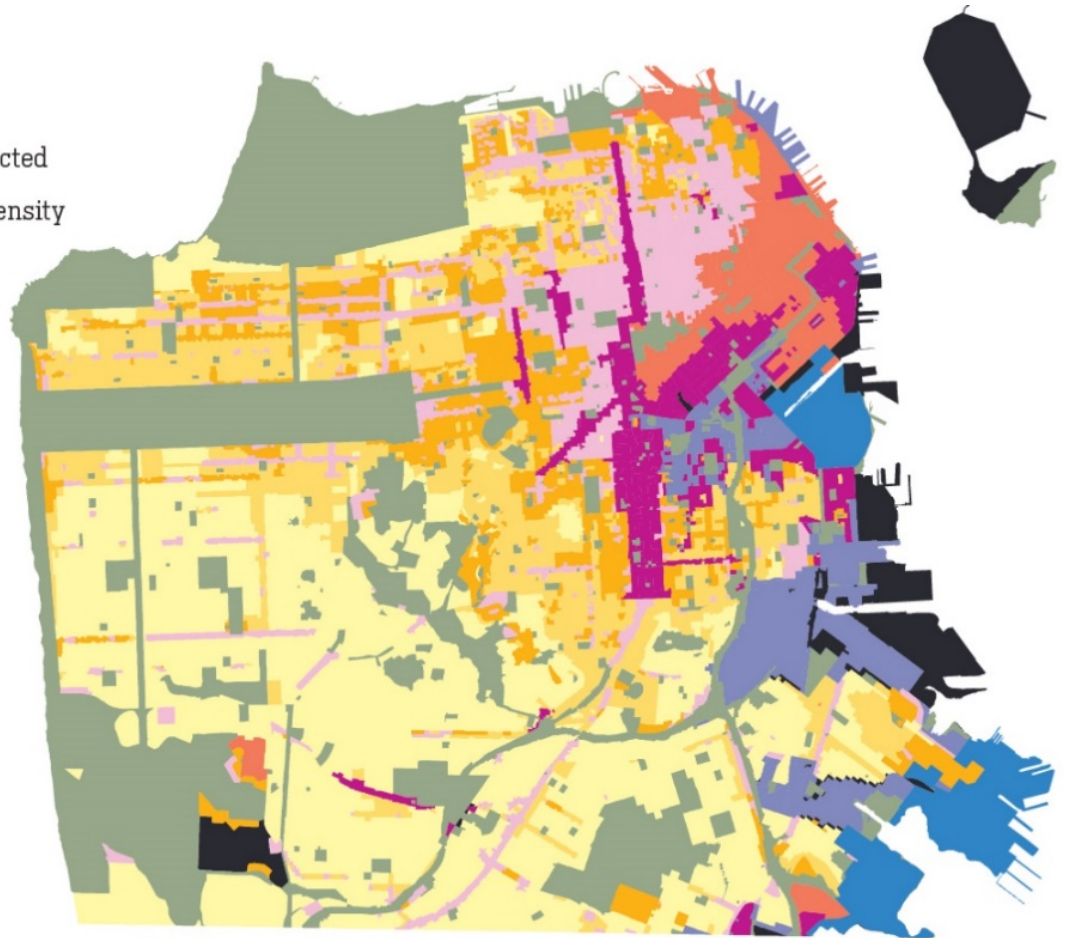
Low Density Neighborhoods: For purposes of this Prop L program, low-density neighborhoods are those that have existing zoning of primarily one to three residential units. Refer to the [SF Planning 2022 Housing Element - Simplified San Francisco Zoning Map](#).

Priority Development Areas (PDA): PDAs, planned and identified by local governments, are places near public transit that are planned for new homes, jobs and community amenities. PDA boundaries are defined by the Metropolitan Transportation Commission's Plan Bay Area 2050+ Priority Development Area map.

SF Planning 2022 Housing Element - Simplified San Francisco Zoning Map

Zoning Categories

	Commercial
	Multifamily-Density Restricted
	Multifamily-Form Based Density
	Redevelopment Area
	PDR/Industrial
	Public
	RH-1
	RH-2
	RH-3/RM-1
	Other



Source: San Francisco Planning Department, 2022 Housing Element adopted January 31, 2023. https://generalplan.sfplanning.org/I1_Housing.htm#well-resourced-neighborhoods

Appendix B

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



Project Name and Sponsor		
Project Name:	Bi-County Study Follow-on Placeholder	
Implementing Agency:	TBD	
Prop L Expenditure Plan Information		
Prop L Program:	27- Development Oriented Transportation	
Prop L Sub-Program (if applicable):		
Second Prop L Program (if applicable):		
Project Information		
Brief Project Description for MyStreetSF (80 words max):	The 2013 Bi-County Study identified the need for transportation investments to accommodate the significant growth planned along the San Francisco-San Mateo county line. The study identified priority projects, however since 2013 the circumstances for planned developments and identified transportation projects have changed. This placeholder will provide funds to update planning using new development assumptions and understanding of public needs through a community based planning process, and to advance development of priority projects, which could be revised based on updated planning.	
Project Location and Limits:	Projects along the San Francisco / San Mateo County Line	
Supervisory District(s):	District 07, District 10, District 11	
Is the project located on the 2022 Vision Zero High Injury Network ?	TBD	Is the project located in an Equity Priority Community (EPC)? Yes
Which EPC(s) is the project located in?	Oceanview, Visitacion Valley, 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).	The 2013 Bi-County Study identified the need for transportation investments to accommodate the significant growth planned along the San Francisco-San Mateo county line. The study identified priority projects, however since 2013 the circumstances for planned developments and identified transportation projects have changed. This placeholder could be used for new comprehensive, community based planning and project prioritization focused on the San Francisco - San Mateo Border (e.g. updating the list of significant bi-county projects, developing decision-making framework for project-level decisions which require agreement from multiple stakeholders, refreshing "fair-share" funding agreements developed in 2013) or for advancing projects prioritized through community based planning, which support planned growth along the county line (e.g. improved bicycle/pedestrian/transit crossings at US-101 Candlestick Interchange, Geneva Avenue transit priority projects, circulation and access improvements near Daly City BART). The majority of the San Francisco / San Mateo county line is designated a Priority Development Area in Plan Bay Area 2050. Though several large, master planned developments are proceeding (eg. Parkmerced, Schlage Lock, Brisbane Baylands, Candlestick Point) much of the area along the county line is currently zoned low density residential (see attachment).	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Attachment 1 - SF Planning Zoning Map	

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



Type of Environmental Clearance Required:	TBD					
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	TBD					
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						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						
Notes						
This is a placeholder for projects that follow from the 2013 Bi-County Study. When eligible project sponsors are prepared to seek Prop L funds for specific plans or projects, the project sponsor will provide project delivery milestones for all relevant project phases.						

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



Project Name:	Bi-County Study Follow-on Placeholder									
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Project Cost Estimate		Funding Source		Source of Cost Estimate
Phase	Cost	Prop L	Other	
Planning/Conceptual Engineering	\$ 200,000	\$ 200,000	\$ -	Placeholder
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ -	\$ -	\$ -	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 200,000	\$ 200,000	\$ -	
Percent of Total		100%	0%	

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 L	27- Development Oriented Transportation	TBD	Planned	2025/26	\$ 200,000	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -
Total By Fiscal Year					\$ 200,000	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -

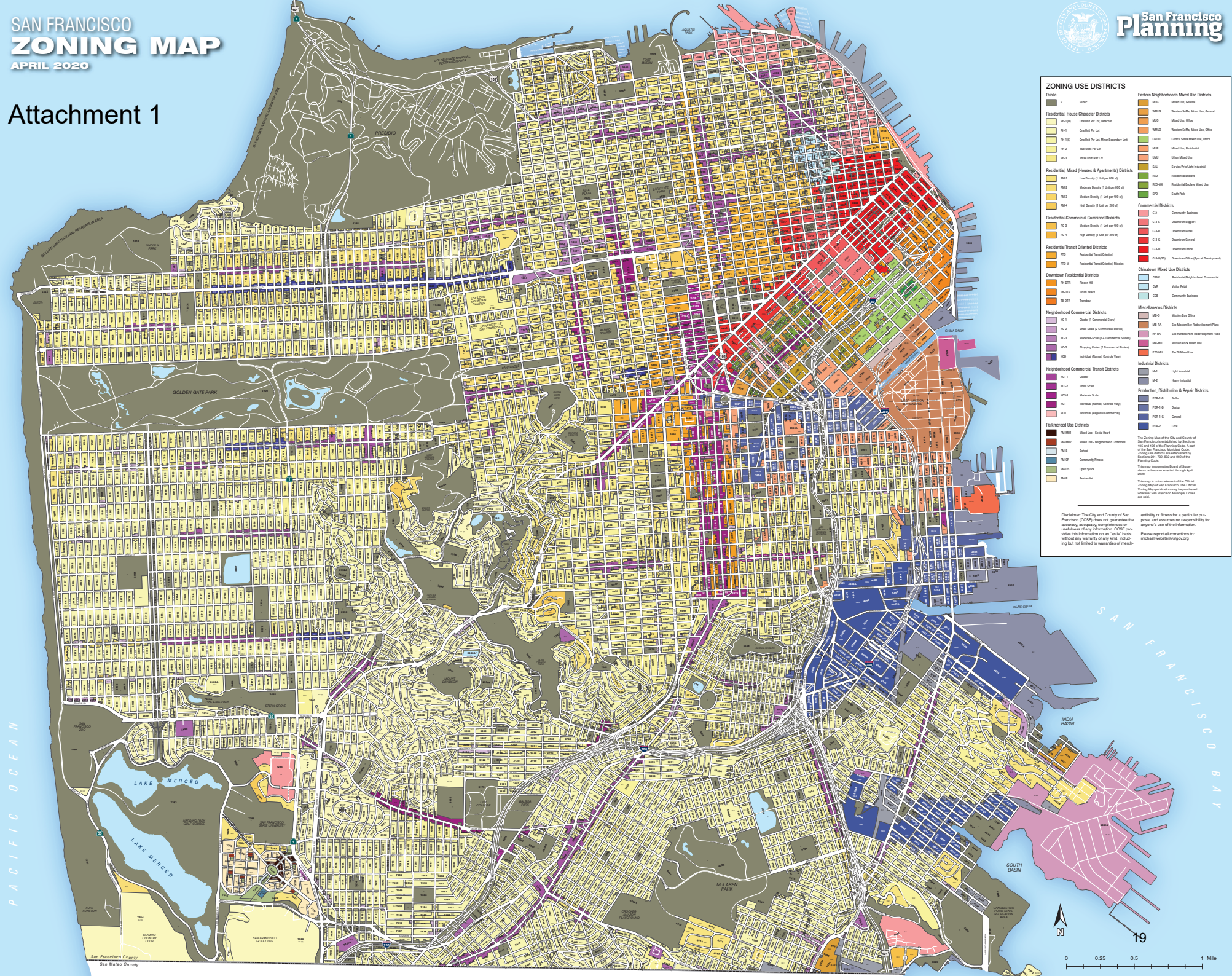
Notes
This is a placeholder for projects to be determined. The Transportation Authority will confirm fund leveraging at time of allocation and evaluate cash flow.

**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>Bi-County Study Follow-on Placeholder</i>
Relative Level of Need or Urgency (time sensitive)	
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	
Benefits to Disadvantaged Populations and Equity Priority Communities	
Compatability with Land Use, Design Standards, and Planned Growth	
San Francisco Transportation Plan Alignment (SFTP)	
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.	
27- Development Oriented Transportation	
Safety	
Supports Increased Housing Density in Low-Density Neighborhoods	
Priority Development Areas (PDAs)	

Attachment 1



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



Project Name and Sponsor			
Project Name:	Development Oriented Transportation Planning Placeholder		
Implementing Agency:	TBD		
Prop L Expenditure Plan Information			
Prop L Program:	27- Development Oriented Transportation		
Project Information			
Brief Project Description for MyStreetSF (80 words max):	This placeholder can fund community-based planning to identify transportation projects that support improvements to the city's multimodal transportation network in existing low-density neighborhoods where the San Francisco Housing Element is directing growth.		
Project Location and Limits:	TBD		
Supervisory District(s):	TBD		
Is the project located on the 2022 Vision Zero High Injury Network ?	TBD	Is the project located in an Equity Priority Community (EPC)?	TBD
Which EPC(s) is the project located in?	TBD		
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).	The requested Prop L funds would establish a placeholder for funding community-based transportation plans that identify transportation projects in existing, primarily low-density neighborhoods where growth is expected based on the San Francisco Housing Element. In addition to applying the standard Prop L prioritization criteria (e.g. level and diversity of community support, leveraging of non-sales tax funds, safety), projects seeking funds from this placeholder will be evaluated with priority given to: - Plans for existing, primarily low-density neighborhoods. For purposes of this Prop L program, low-density neighborhoods are those that have existing zoning of primarily one to three residential units. These neighborhoods include Bayview; Bernal Heights; Castro/Upper Market (outside of Market Octavia Priority Development Area (PDA)); Crocker Amazon; Diamond Heights; Excelsior; Glen Park; Haight Ashbury (outside of Market Octavia PDA); Inner Richmond; Inner Sunset; Lakeshore / Lake Merced; Marina; Noe Valley; Ocean View; Outer Mission; Outer Richmond; Outer Sunset; Pacific Heights; Parkside; Presidio Heights; Twin Peaks; Visitacion Valley; West of Twin Peaks; Western Addition (outside of Market Octavia PDA). PDA boundaries are defined by the Plan Bay Area 2050+ PDA map. Refer to the Plan Bay Area 2050+ PDA map or the DOT Program Low-Density Neighborhoods and PDAs Map (attached) for exact boundaries of included and excluded neighborhoods. - Plans that support development in adopted Priority Development Areas		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Attachment 1: DOT Program Low Density Neighborhoods and Priority Development Areas Map Attachment 2: San Francisco Planning Department 2022 Housing Element - Simplified Zoning Map		
Type of Environmental Clearance Required:	N/A		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	TBD		

**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						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						
Notes						
This is a placeholder. When eligible project sponsors are prepared to seek Prop L funds for a specific project, the project sponsor will provide project delivery milestones for all relevant project phases.						

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



Project Name: Development Oriented Transportation Planning Placeholder

Project Cost Estimate		Funding Source		
Phase	Cost	Prop L	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$ 240,000	\$ 240,000	\$ -	Placeholder
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ -			
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 240,000	\$ 240,000	\$ -	
Percent of Total		100%	0%	

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 L	27- Development Oriented Transportation	Planning/Conceptual Engineering	Planned	2024/25	\$ 240,000	\$ -	\$ 120,000	\$ 120,000	\$ -	\$ -
Total By Fiscal Year						\$ -	\$ 120,000	\$ 120,000	\$ -	\$ -

Notes

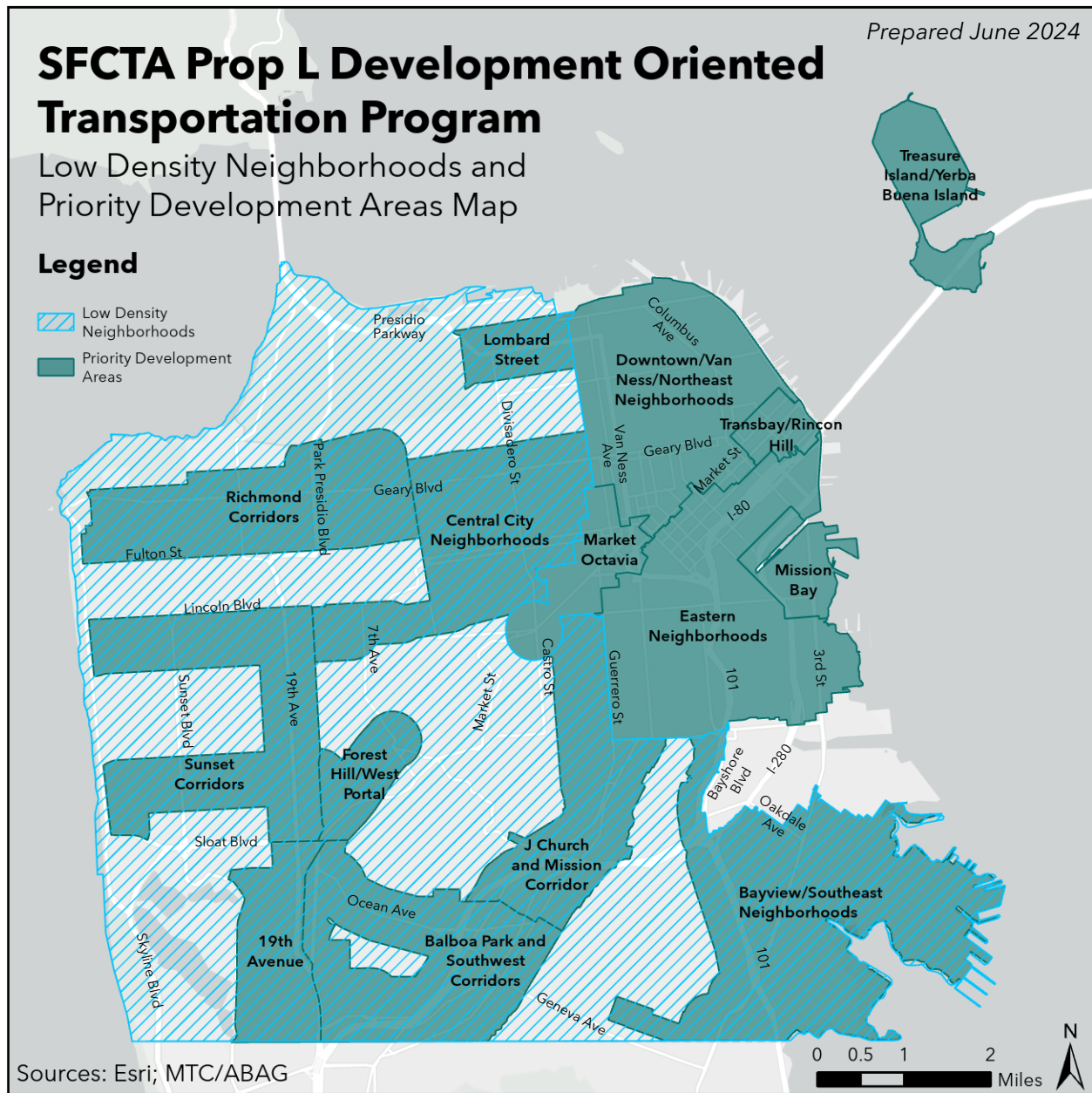
This is a placeholder for one or more projects TBD. The Transportation Authority will consider amendment of the 5YPP to replace all or part of this placeholder with a specific project or projects. We will evaluate the proposed projects including anticipated leveraging and may suggest changes to programming and cash flow at that time.

**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>Development Oriented Transportation Planning Placeholder</i>
Relative Level of Need or Urgency (time sensitive)	
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	
Benefits to Disadvantaged Populations and Equity Priority Communities	
Compatability with Land Use, Design Standards, and Planned Growth	
San Francisco Transportation Plan Alignment (SFTP)	
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.	
27- Development Oriented Transportation	
Safety	
Supports Increased Housing Density in Low-Density Neighborhoods	
Priority Development Areas (PDAs)	

Attachment 1



Low Density Neighborhoods: For purposes of this Prop L program, low-density neighborhoods are those that have existing zoning of primarily one to three residential units. Refer to Figure 21 at generalplan.sfplanning.org/I1_Housing.htm for a simplified San Francisco zoning map.

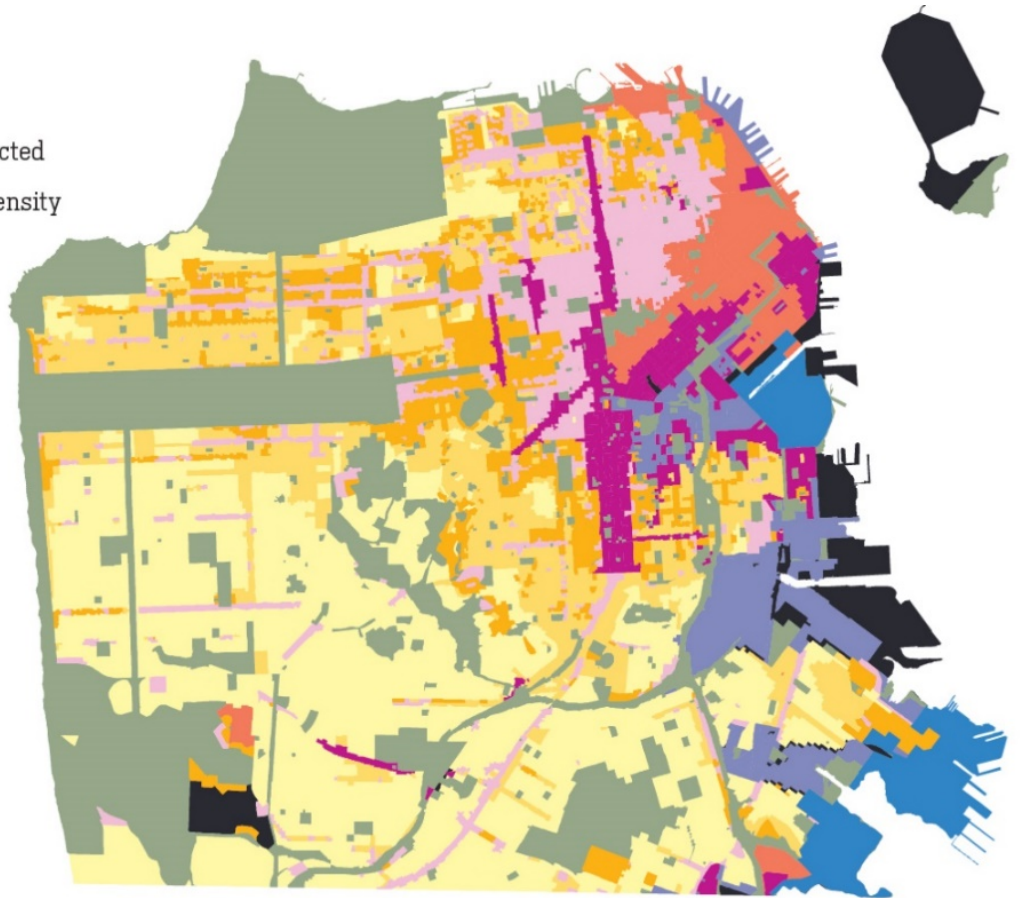
Priority Development Areas (PDA): PDAs, planned and identified by local governments, are places near public transit that are planned for new homes, jobs and community amenities. PDA boundaries are defined by the Metropolitan Transportation Commission's Plan Bay Area 2050+ Priority Development Area map.

Attachment 2

San Francisco Planning Department 2022 Housing Element - Simplified Zoning Map

Zoning Categories

	Commercial
	Multifamily-Density Restricted
	Multifamily-Form Based Density
	Redevelopment Area
	PDR/Industrial
	Public
	RH-1
	RH-2
	RH-3/RM-1
	Other



Source: San Francisco Planning Department, 2022 Housing Element adopted January 31, 2023. https://generalplan.sfplanning.org/I1_Housing.htm#well-resourced-neighborhoods

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



Project Name and Sponsor			
Project Name:	West Side Network Plan		
Implementing Agency:	TBD		
Prop L Expenditure Plan Information			
Prop L Program:	27- Development Oriented Transportation		
Project Information			
Brief Project Description for MyStreetSF (80 words max):	The San Francisco Planning Department (SF Planning) is implementing a new Housing Element which will locate a significantly greater share of new growth on the city's west side, particularly the southwest, in Districts 4 and 7. The purpose of the West Side Network Plan is for SFCTA, SF Planning, SFMTA, and west side neighborhoods to plan the multimodal transportation network improvements, both local and regional, to serve this growth as well as respond to current needs. The recommendations and concepts in the West Side Network Plan will inform the minor update to SFTP 2050, called SFTP+, to be adopted in 2025/26 and inform the use of the West Side Network Plan Implementation Placeholder funds in this Prop L 5YPP.		
Project Location and Limits:	Priority Development Areas on SF's west side, particularly in Districts 4 and 7		
Supervisory District(s):	District 04, District 07		
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 study area is anticipated to include small parts of the San Francisco State and Ocean View EPCs.		
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).	This West Side Network Plan will be developed in parallel with the minor update to the SFTP, or SFTP+, that will commence in summer 2024. The Plan will comprise one of the key updates in SFTP+. Key tasks are anticipated to include: 1. Visioning and goals 2. Needs assessment for current and horizon year conditions 3. Multimodal transportation network capacity and gaps analysis 4. Network scenarios development and evaluation 5. Partner agency collaboration 6. Neighborhood involvement The work will consider mid- and long- range horizon years with the Housing Element growth and land use allocation. The key study question is: - What package of multimodal improvements are required to support near term network changes such as the Ocean Beach Master Plan, Great Highway Pilot Evaluation results, etc.? The Plan will build on other planning efforts and near-term improvements such as Muni Forward, the Brotherhood Way Safety and Circulation Plan, the San Francisco Biking and Rolling Plan, Development Agreements (e.g., Stonestown, Park Merced), and the ConnectSF Streets and Freeways Study (SFS). The attached West Side Circulation map from the SFS shows recommended concepts to support west side circulation. The West Side Network Plan will use these concepts as an input but will not be limited to these corridors.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Attachment 1: West Side Circulation map from the ConnectSF Streets and Freeways Study		

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



Type of Environmental Clearance Required:	Negative Declaration					
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	SFCTA, SF Planning, SFMTA, BART, SamTrans, Caltrans					
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	0%	In-house and Contracted	Q1-Jul-Aug-Sep	2024/25	Q2-Oct-Nov-Dec	2025/26
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						
Notes						

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



Project Name:	West Side Network Plan									
Project Cost Estimate										
Phase	Cost	Funding Source		Source of Cost Estimate						
		Prop L	Other							
Planning/Conceptual Engineering	\$ 550,000	\$ 250,000	\$ 300,000	prior work						
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -							
Right of Way	\$ -	\$ -	\$ -							
Design Engineering (PS&E)	\$ -	\$ -	\$ -							
Construction	\$ -	\$ -	\$ -							
Operations (i.e. paratransit)	\$ -	\$ -	\$ -							
Total Project Cost	\$ 550,000	\$ 250,000	\$ 300,000							
Percent of Total		45%	55%							
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 L	27- Development Oriented Transportation	Planning/Conceptual Engineering	Planned	2024/25	\$ 250,000	\$ -	\$ 125,000	\$ 125,000	\$ -	\$ -
TBD (e.g. PDA Planning Grant)		Planning/Conceptual Engineering	Planned	2024/25	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 550,000	\$ -	\$ 125,000	\$ 125,000	\$ -	\$ -
Notes										
The call for projects for MTC's 2024-2025 PDA Planning Program Grants is expected Summer 2024.										

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



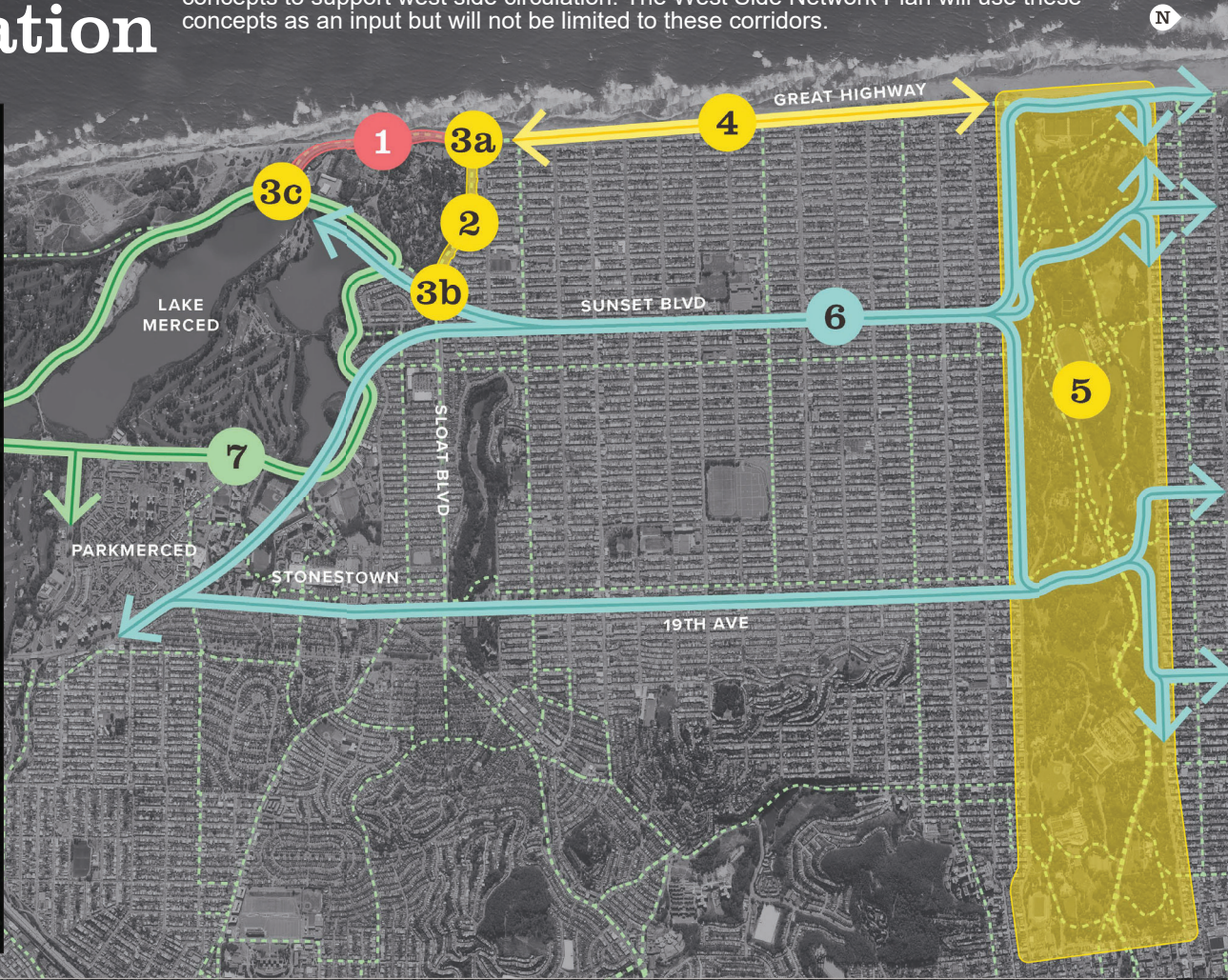
Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>West Side Network Plan</i>
Relative Level of Need or Urgency (time sensitive)	In December 2022, the San Francisco Board of Supervisors passed an ordinance to maintain the Great Highway between Lincoln Way and Sloat Boulevard as a car-free promenade until December 31, 2025, allowing for a three-year pilot study. During the pilot, the Recreation & Parks Department and SFMTA are collecting data and public feedback. The time-sensitivity of the West Side Network Plan is based around the need to coordinate and align with the completion of the pilot in December 2025, and advance project development for projects that follow the pilot.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	The SF Planning Department's current activities to implement the Housing Element include significant outreach in areas planned for growth; the proposed West Side Network Plan will leverage that outreach as well as project-specific community engagement and citywide input into the SFTP+.
Benefits to Disadvantaged Populations and Equity Priority Communities	A small portion of the study area is an EPC, including the San Francisco State and Ocean View neighborhoods.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability The West Side Network Plan is anticipated to develop recommendations that advance all of the SFTP goals, as it is an area plan that will nest within and shape the SFTP+ update.
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.	
27- Development Oriented Transportation	
Safety	The West Side Network Plan will incorporate and prioritize existing known safety needs, such as for the High Injury Network and from the SF Biking and Rolling Plan. It will incorporate recommendations from the Great Highway Pilot Evaluation, to be conducted in parallel by SFMTA. Safety is one of the ConnectSF goal areas; the West Side Network Plan will continue the ConnectSF goals framework. Circulation and other network concepts developed through the West Side Network Plan will need to advance one or more Plan goal areas including safety.
Supports Increased Housing Density in Low-Density Neighborhoods	By identifying transportation network needs, gaps, and opportunities associated with planned new housing growth, the West Side Network Plan will directly support the city's Housing Element implementation.
Priority Development Areas (PDAs)	Yes

3e. Westside Circulation

Circulation, safety, and access on the westside will be improved through traffic calming, quick build projects, signalization, and reconfiguration of roadways and intersections. Traffic levels will be monitored to make sure reroutes are working. Adjustments will be made to ensure public safety and Muni reliability.

- 1 Close section of road, based on SFPUC Ocean Beach Climate Change Adaptation Project. Improve connection for bikes and pedestrians.
- 2 Redesign street with traffic calming to support multimodal travel
- 3 Reconfigure intersections and add new signals to improve vehicle circulation and multimodal safety
- 4 Reconfigure roadway to improve multimodal access and safety
- 5 Improve access and safety to Golden Gate Park
- 6 Manage congestion and improve transit speed, reliability, and safety on North-South arterials
- 7 Bike connection around Lake Merced and to new developments
- Existing Bike Route

This West Side Circulation map from the Streets and Freeways Study shows recommended concepts to support west side circulation. The West Side Network Plan will use these concepts as an input but will not be limited to these corridors.



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



Project Name and Sponsor			
Project Name:	West Side Network Plan Implementation Placeholder		
Implementing Agency:	TBD		
Prop L Expenditure Plan Information			
Prop L Program:	27- Development Oriented Transportation		
Project Information			
Brief Project Description for MyStreetSF (80 words max):	This is a placeholder for funds to implement recommendations from the West Side Network Plan, expected to be completed by December 2025. These recommendations will include multimodal transportation network projects in west side neighborhoods. Anticipated eligible projects include, but are not limited to, new signals on Lincoln Boulevard and/or Sloat Boulevard.		
Project Location and Limits:	TBD		
Supervisory District(s):	District 04, District 07		
Is the project located on the 2022 Vision Zero High Injury Network ?	TBD	Is the project located in an Equity Priority Community (EPC)?	TBD
Which EPC(s) is the project located in?	TBD		
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).	Prop L funds would establish a placeholder to implement projects consistent with the recommendations from the West Side Network Plan, expected to be completed by December 2025. The West Side Network Plan is a community-involved effort by SFCTA, SF Planning, SFMTA, and west side neighborhoods to plan for multimodal transportation network improvements, both local and regional, to serve planned growth as well as respond to current needs. The recommendations in the West Side Network Plan will inform the SFTP+ to be adopted in 2025/26. The projects funded by this placeholder will be community-supported recommendations from the West Side Network Plan and align with the SFTP, Ocean Beach Master Plan, and on-going Great Highway planning efforts. Anticipated eligible projects include, but are not limited to, new signals on Lincoln Boulevard and/or Sloat Boulevard.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	N/A		
Type of Environmental Clearance Required:	N/A		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	TBD		

**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						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						
Notes						
This is a placeholder for projects that implement recommendations from the West Side Network Plan. When eligible project sponsors are prepared to seek Prop L funds for specific projects, the project sponsor will provide project delivery milestones for all relevant project phases.						

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

Project Name: West Side Network Plan Implementation Placeholder

Project Cost Estimate		Funding Source		
Phase	Cost	Prop L	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$ -		\$ -	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ 1,200,000	\$ 1,200,000	\$ -	Placeholder
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 1,200,000	\$ 1,200,000	\$ -	
Percent of Total		100%	0%	

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 L	27- Development Oriented Transportation	TBD	Planned	2025/26	\$ 1,200,000	\$ -	\$ -	\$ 400,000	\$ 380,000	\$ 420,000
Total By Fiscal Year					\$ 1,200,000	\$ -	\$ -	\$ 400,000	\$ 400,000	\$ 400,000

Notes

This is a placeholder for projects to be identified in the West Side Network Plan. The Transportation Authority will consider amendment of this 5YPP to replace all or part of this placeholder with specific projects. We will evaluate the proposed projects including anticipated leveraging and may suggest changes to programming and cash flow at that time.

**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>West Side Network Plan Implementation Placeholder</i>
Relative Level of Need or Urgency (time sensitive)	
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	
Benefits to Disadvantaged Populations and Equity Priority Communities	
Compatability with Land Use, Design Standards, and Planned Growth	
San Francisco Transportation Plan Alignment (SFTP)	
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.	
27- Development Oriented Transportation	
Safety	
Supports Increased Housing Density in Low-Density Neighborhoods	
Priority Development Areas (PDAs)	