

2023 Prop L 5-Year Prioritization Program

Next Generation Transit Investments

Approved: July 23, 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, and Peninsula Corridor Joint Powers Board.



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.....	6
6. Project Prioritization.....	10
7. Project List.....	11
▪ Project Scoring Table.....	12
▪ 5-Year Program of Projects (Project List).....	13
▪ Anticipated Leveraging	15

Appendices

▪ Appendix A: Project Information Forms	
1. ConnectSF and SFTP Follow-on Studies Placeholder.....	16
2. Geary/19th Avenue Subway Project Development Placeholder	20

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extending the ½-cent sales tax to fund transportation improvements and approving a new 30-year Expenditure Plan, which superseded the prior Proposition K Expenditure Plan.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

2. Eligibility and Expected Fund Leveraging

2.1 | ELIGIBILITY

Eligibility for Next Generation Transit Investments as identified in the voter approved Prop L Expenditure Plan is as follows, with amounts shown in millions of 2020 dollars:

“Planning and project development for major transit capital projects that promote system connectivity and accessibility, close service gaps, and improve and expand transit service levels. By funding planning, outreach, and early project development, the intent is to set these projects up to be competitive for discretionary funds to complete project development and implementation. Eligible projects may include but are not limited to a 19th Avenue/Geary subway, extending the Central Subway, Link21 (including a potential second transbay tube), and local and regional express bus network development.

Sponsor Agencies: SFCTA; SFMTA; BART; PCJPB. The first \$22M is Priority 1 and the remainder is Priority 2.

Total Funding: \$87M; EP: \$27M.”

SFCTA stands for San Francisco County Transportation Authority; SFMTA stands for San Francisco Municipal Transportation Agency; BART stands for the San Francisco Bay Area Rapid Transit District; and PCJPB stands for Peninsula Corridor Joint Powers Board. 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 Next Generation Transit Investments, the Prop L Expenditure Plan assumes that for every \$1 of sales tax revenue spent, on average it would be leveraged by about \$2.73 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. Key themes emerged from this process such as the need for improved transit, including improvements to reliability, customer experience, better connections, and additional service. Increased capacity on Muni, BART and Caltrain scored the highest among new proposed programs, with well over half of survey respondents considering it “very important.” 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.

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.

The key themes emerging from our public engagement were similar to what we heard during the Expenditure Plan development effort including the need for transit investments that improve reliability, accessibility, and access to amenities. 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 Next Generation Transit Investments 5YPP:

- Accessibility (low income populations and all travelers)
- Transit ridership (systemwide and in corridor)
- Average transit speeds in corridor
- Transit crowding in corridor
- Transit reliability in corridor
- Other performance measures to be established based on the goals of the 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 to understand trends:

- Multimodal volumes
- Other metrics depending on the projects that move forward

5. 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

The Prop K Expenditure Plan funded multiple major transit capital projects, most of which were prioritized through the first countywide transportation plan in 2003. The largest included: Central Subway (open for use), Caltrain Electrification (anticipated open for use fall 2024), Van Ness Bus Rapid Transit (open for use), Salesforce Transit Center (open for use), and Caltrain Downtown Extension (now known as The Portal)(engineering phase). This generation of projects is nearing completion except for The Portal/Caltrain Downtown Rail Extension that is included as a major transit project in the Prop L Expenditure Plan. Prop L includes the Next Generation Transit Investments program to help plan and advance project development for the next set of major transit capital investments. It is guided by ConnectSF, a multi-agency collaborative process to build an effective, equitable, and sustainable transportation system for San Francisco's future; and the San Francisco Transportation Plan (SFTP), the quadrennial countywide transportation plan. ConnectSF has defined a 50-year vision of San Francisco's future that represents our priorities, goals, and aspirations as a city within the larger Bay Area. ConnectSF informed the Transit Strategy, completed in December 2021, which describes the major capital projects and programs that will help our city's transit system meet the existing and future travel needs of residents, workers, and visitors.

Table 1 shows the Project Status of active grants for various transit expansion projects funded under Prop K. Note that grants related to The Portal/Downtown Rail Extension are listed in the Prop L 5YPP for that project, which has its own program in Prop L.

Table 1. Prop K Project Status- Open Grants¹

SPONSOR	PROJECT NAME	PHASE(S) FUNDED	FY OF ALLOCATION	ALLOCATED (AS OF JUNE 2023)	REMAINING BALANCE (AS OF 5/21/24)	OPEN FOR USE?
PCJPB	Caltrain Early Investment Program - Environmental Studies (Electrification)	Environmental Studies	2013/14	\$3,570,000	\$10,623	
PCJPB	Caltrain Early Investment Program - Procurement (Electrification)	Procurement	2013/14	\$360,000	\$7,252	
PCJPB	Caltrain Early Investment Program - Electrification	Design Engineering	2014/15	\$2,470,000	\$209,826	
PCJPB	Caltrain Early Investment Program - Electrification	Construction	2016/17	\$3,900,000	\$136,516	
SFMTA	T-Third Phase 3 Feasibility Study	Planning	2016/17	\$540,000	\$370,860	N/A - plan
PCJPB	Major Initiatives - Major Stations and Terminals - Planning and Development	Planning	2019/20	\$380,000	\$380,000	N/A - plan
PCJPB	Peninsula Corridor Electrification Project	Construction	2019/20	\$4,912,000	\$239,810	
SFMTA	E/F Streetcar Extension to Aquatic Park - Needs Assessment, Project Management	Planning	2019/20	\$465,000	\$114,848	N/A - plan
SFMTA	E/F Streetcar Extension to Aquatic Park - Outreach, Recommendations, Contingency	Planning	2019/20	\$461,100	\$115,275	N/A - plan
SFCTA	Geary/19 th Ave Subway Strategic Case	Planning	2021/22	\$557,156	\$392,381	N/A - plan
SFMTA	Geary/19 th Ave Subway Strategic Case	Planning	2021/22	\$170,367	\$145,315	N/A - plan

¹Projects are sorted by allocation year, then sponsor, then name. The Portal/Caltrain Downtown Rail Extension is also Prop K-funded. Status of The Portal/Downtown Rail Extension grants are reported on in the Prop L 5YPP for the Caltrain Downtown Rail Extension Project.

Caltrain Major Initiatives - Major Stations and Terminals - Planning and Development

Prop K funds are matching other sources of Caltrain funding to study future Caltrain maintenance and storage needs at existing sites, as well as options for potential siting of new or supplemental facilities both for current conditions and for future growth. Thus far, the work has been focused on developing a systemwide storage and maintenance strategy. This strategy is assessing storage and maintenance needs for current conditions and for the Moderate Growth and High Growth service growth scenarios developed as part of the Caltrain Business Plan. The strategy is reviewing storage and maintenance needs throughout the corridor, including:

-
- Current and future storage and maintenance in the south end of the corridor, primarily at the Centralized Equipment and Maintenance Facility (CEMOF) in San Jose; and
 - Current and future storage and light maintenance needs in the north end of the corridor, including at the San Francisco Railyards and other potential future locations.

For the north end of the corridor, the project team is assessing various alternative storage configurations, including studying storing trains at the future 4th and King Railyard, Salesforce Transit Center, and multiple different potential new facilities in the north-end of the corridor (including conceptual storage yard layouts).

Prop K funds are supporting an ongoing work directive that will complete the work described in the scope. Risk of not completing the specified tasks is lessened by the fact that the work is already ongoing, with a consultant team in place.

Current work is focused on preliminary investigation of potential north end storage sites on the basis of operational capacity (number of tracks, distance to Salesforce Transit Center, access to mainline), estimated rough-order-of-magnitude cost (operations costs impacts and capital cost of acquisition, rail infrastructure, and supportive infrastructure), adjacent public infrastructure projects, and consideration of equity priority communities.

SFCTA Geary/19th Ave Subway Strategic Case

The Geary/19th Ave Subway Strategic Case, lead by the Transportation Authority in partnership with the SFMTA and SF Planning is currently in progress and seeks to identify both a strong case for the subway to help develop support at the regional, state, and federal levels as well as develop a roadmap for planning, design, environmental clearance, and implementation in the future. This phase of the project is expected to be complete later this year, which is a delay from the originally proposed conclusion of late 2023 stemming from the team's need to better understand technical questions and conduct engagement with partners and the public.

SFMTA T-Third Phase 3 Feasibility Study

The T-Third Phase 3 Feasibility Study has not substantially advanced since the project was originally funded in 2017. SFMTA reallocated staff resources shortly after the grant award to focus on addressing other agency priorities, which continued during the COVID-19 pandemic. SFMTA staff needs and capacity have now stabilized, and Transportation Authority staff have re-engaged with SFMTA to determine how best to advance this study.

SFMTA E/F Historic Streetcar Extension to Aquatic Park

SFMTA halted planning work on the E/F Historic Streetcar from Fisherman's Wharf Aquatic Park due to limited staff availability during the COVID-19 pandemic. Transportation Authority staff have re-engaged with SFMTA to determine how best to advance the current scope of work.

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 L 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 Next Generation Transit Investments 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 Next Generation Transit Investments 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 A.

ConnectSF and the San Francisco Transportation Plan are the guiding documents for the Next Generation Transit Investments program. The ConnectSF team provided input on the list of projects to be funded and agreed that the Geary/19th Avenue Subway project was the highest priority project. Due to the status of the project and the need for additional scope development for the next phase, this 5YPP programs \$1.5 million to this project as a placeholder until the scope is defined. Another \$2.25 million is programmed as a placeholder for other projects eligible in this program, such as the Central Subway Extension, Pennsylvania Ave Extension, 4th and King Railyards, and Link 21.

The recommended project list would advance funds \$1.67 million or 80.3% over the \$2.08 million pay-go amount in the first five years of the 30-year program. The Next Generation Transit Investments is a relatively small program (\$27 million in 2020\$) in Prop L that was anticipated to be advanced consistent with its intent as 'seed' funding to further planning and project development for the next set of major transit capital projects. Additional funds will be needed for project development and, of course, delivery of these projects. Prop L funds will help refine San Francisco's project priorities and set these projects up to better compete for discretionary funds, both during the initial planning stages and beyond.

Prop L Project Submissions Evaluation - EP 13 Next Generation Transit Investments

		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	Geographic Distribution	Total
TBD	ConnectSF and SFTP Follow-on Studies Placeholder	<i>This is a placeholder. Project(s) will be scored at time of allocation.</i>							0
1, 2, 3, 4, 5, 6, 7, 11	Geary/19th Avenue Subway Project Development Placeholder	<i>This is a placeholder. Project(s) will be scored at time of allocation.</i>							0
Total Possible Score		5	4	5	5	4	4	3	30
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 <i>both</i> 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 <i>either</i> 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 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.									
Geographic Distribution: Highest possible score is 3. Priority shall be given to projects that help achieve a fair geographic and/or travel markets served distribution.									

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

13- Next Generation Transit Investments

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	ConnectSF and SFTP Follow-on Studies Placeholder	Planning/ Conceptual Engineering		\$750,000				\$750,000
TBD	ConnectSF and SFTP Follow-on Studies Placeholder	Planning/ Conceptual Engineering			\$1,500,000			\$1,500,000
TBD	Geary/19th Avenue Subway Project Development Placeholder	Planning/ Conceptual Engineering		\$1,500,000				\$1,500,000
Funds Requested in 2023 5YPP			\$0	\$2,250,000	\$1,500,000	\$0	\$0	\$3,750,000
Funds Programmed in 2023 Draft Strategic Plan Baseline			\$231,287	\$462,574	\$462,574	\$462,574	\$462,574	\$2,081,581
Cumulative Remaining Programming Capacity			\$231,287	(\$1,556,140)	(\$2,593,566)	(\$2,130,992)	(\$1,668,419)	(\$1,668,419)

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

13- Next Generation Transit Investments

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	
ConnectSF and SFTP Follow-on Studies Placeholder	Planning/ Conceptual Engineering		\$375,000	\$375,000			\$750,000
ConnectSF and SFTP Follow-on Studies Placeholder	Planning/ Conceptual Engineering			\$300,000	\$500,000	\$700,000	\$1,500,000
Geary/19th Avenue Subway Project Development Placeholder	Planning/ Conceptual Engineering		\$300,000	\$500,000	\$700,000		\$1,500,000
Cash Flow Requested in 2023 5YPP		\$0	\$675,000	\$1,175,000	\$1,200,000	\$700,000	\$3,750,000
Cash Flow in 2023 Draft Strategic Plan Baseline		\$231,287	\$462,574	\$462,574	\$462,574	\$462,574	\$2,081,581
Cumulative Remaining Cash Flow Capacity		\$231,287	\$18,860	(\$693,566)	(\$1,430,992)	(\$1,668,419)	(\$1,668,419)

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

PROJECT	EXPECTED LEVERAGING IN EP (NON-PROP L FUNDS)	ANTICIPATED LEVERAGING (NON-PROP L FUNDS)
ConnectSF and SFTP Follow-on Studies Placeholder	73.2%	TBD
Geary/19th Avenue Subway Project Development Placeholder	73.2%	TBD
Next Generation Transit Investments Program Total	73.2%	TBD

Expected leveraging for the Next Generation Transit Investments program over the life of the 30- year measure is 73.2%. We will evaluate specific projects for leveraging as we receive requests for the ConnectSF and SFTP Follow-on Studies Placeholder. We fully expect that the Geary/19th Avenue Subway Project will exceed leveraging expectations for this Prop L program as planning and project development proceeds and outside funding sources are identified.

Project Name and Sponsor			
Project Name:	ConnectSF and SFTP Follow-on Studies Placeholder		
Implementing Agency:	TBD		
Prop L Expenditure Plan Information			
Prop L Program:	13- Next Generation Transit Investments		
Prop L Sub-Program (if applicable):			
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	This is a placeholder for follow-on studies for projects that are consistent with the San Francisco Transportation Plan or its updates and ConnectSF.		
Project Location and Limits:	TBD		
Supervisory District(s):			
Is the project located on the 2022 Vision Zero High Injury Network ?	N/A	Is the project located in an Equity Priority Community (EPC)?	N/A
Which EPC(s) is the project located in?	N/A		
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 projects to be funded by this placeholder would be guided by the San Francisco Transportation Plan or its updates and ConnectSF, a multi-agency collaborative process to build an effective, equitable, and sustainable transportation system for San Francisco's future. ConnectSF has defined a 50-year vision of San Francisco's future that represents our priorities, goals, and aspirations as a city within the larger Bay Area. Possible projects include, but are not limited to, Pennsylvania Avenue Extension, T-Third Extension Phase 2, Link21, Geary/19th Avenue Subway, and San Francisco Railyards.</p> <p>Prop L funds may be used for planning and/or project development work consistent with the Expenditure Plan.</p>		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.			
Type of Environmental Clearance Required:	TBD		
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 to be determined.						

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



Project Name:	ConnectSF and SFTP Follow-on Studies Placeholder									
----------------------	--	--	--	--	--	--	--	--	--	--

Project Cost Estimate		Funding Source			
Phase	Cost	Prop L	Other		Source of Cost Estimate
Planning/Conceptual Engineering	\$ 2,250,000	\$ 2,250,000	\$		Available funds; intended as local match
Environmental Studies (PA&ED)	\$ -		\$	-	
Right of Way	\$ -	\$ -	\$	-	
Design Engineering (PS&E)	\$ -	\$ -	\$	-	
Construction	\$ -		\$	-	
Operations (i.e. paratransit)	\$ -	\$ -	\$	-	
Total Project Cost	\$ 2,250,000	\$ 2,250,000	\$	-	
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	13- Next Generation Transit Investments	TBD	Planned	2024/25	\$ 750,000	\$ -	\$ 375,000	\$ 375,000		
Prop L	13- Next Generation Transit Investments	TBD	Planned	2025/26	\$ 1,500,000	\$ -	\$ -	\$ 300,000	\$ 500,000	\$ 700,000
Total By Fiscal Year					\$ 2,250,000	\$ -	\$ 375,000	\$ 675,000	\$ 500,000	\$ 700,000

Notes

This is a placeholder for projects to be determined. Projects seeking funds from this placeholder will be evaluated, including with respect to leveraging of non-Prop L funds.

**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>ConnectSF and SFTP Follow-on Studies 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	
Compatibility 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.	
13- Next Generation Transit Investments	
Safety	
TBD	

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



Project Name and Sponsor			
Project Name:	Geary/19th Avenue Subway Project Development Placeholder		
Implementing Agency:	TBD		
Prop L Expenditure Plan Information			
Prop L Program:	13- Next Generation Transit Investments		
Project Information			
Brief Project Description for MyStreetSF (80 words max):	The Transit Corridors Study from the multi-agency ConnectSF initiative prioritized the long-term development of rail rapid transit for the West Side of San Francisco, centering on the development of a rail subway serving the combined Geary and 19th Avenue corridors. This project will build on the Prop K funded Strategic Case (underway) and support the next phase of planning and initial project development, including program definition and an alternatives development in preparation for screening and environmental review.		
Project Location and Limits:	West Side of San Francisco, inclusive of the broad 19th Ave & Geary Corridors, extending to Downtown		
Supervisory District(s):	District 01, District 02, District 03, District 04, District 05, District 06, District 07, District 11		
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?	Tenderloin-SOMA, Western Addition, Oceanview-Ingleside, Excelsior-Outer Mission		
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 currently underway, Prop K funded Geary/19th Subway and Regional Connections Study (Strategic Case) will develop recommendations and a roadmap for next steps in project development for the Geary/19th Subway. A major transit project would typically advance to an Alternatives Analysis phase to develop, evaluate, and recommended more detailed project alternatives to move to subsequent environmental clearance and design phase. For the Geary/19th Project, a full Alternatives Analysis is preliminarily estimated to cost up to approximately \$8M-\$10M, depending on the level of engineering design and detail required for the corridor.</p> <p>Prop L funds in this placeholder will support work that advance the Geary/19th Subway, guided by the outcomes and recommendations of the Strategic Case (completion currently anticipated by December 2024). The project(s) will be scoped to advance the recommendations of the Strategic Case while making effective use of available funding, and this work will be supportive of the completion, or eventual completion, of the full Alternatives Analysis phase of work. Should the full funding for an Alternatives Analysis phase not be available at project initiation, immediate work would be prioritized (e.g., through an initial Alternatives Development Study) to directly support future completion of the full Alternatives Analysis.</p> <p>Typically, the Alternatives Analysis phase would include the following broad activities.</p> <ul style="list-style-type: none"> - Alternatives development: Identifying routes, station locations, rail technologies, and alignments that could meet the purpose and need developed in the Strategic Case - Screening of alternatives: Reducing the alternatives under consideration based on outreach and conceptual engineering steps; retaining and advancing the alternatives in the context of purpose and need, potential impacts, and costs. - Community engagement: Outreach to community stakeholders to gauge support for the project and inform the alternatives development and tradeoff evaluation involved in alternatives development and screening. - Agency engagement: Coordination among partner agencies and other agencies with jurisdiction over the project to build support and identify constraints/opportunities. - Conceptual engineering and cost estimates: Initial engineering tasks to develop alternatives and provide the technical inputs needed to guide alternatives development, evaluation, screening, and engagement. 		

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



Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Attachment 1: Geary/19th Ave ConnectSF Transit Strategy Concept Map
Type of Environmental Clearance Required:	EIS
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	SFMTA (Kansai Uchida), SFCTA (Andrew Heidel), SF Planning (Mat Snyder), BART/Link21 Program (Sadie Graham), San Mateo County/Daly City (multiple), others as identified during scoping

**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						
When a specific project or projects is identified, the project sponsor(s) will provide schedule milestones.						

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



Project Name:	Geary/19th Avenue Subway Project Development Placeholder									
----------------------	--	--	--	--	--	--	--	--	--	--

Project Cost Estimate		Funding Source			Source of Cost Estimate
Phase	Cost	Prop L	Other		
Planning/Conceptual Engineering	\$ 1,500,000	\$ 1,500,000			Placeholder; anticipated local match
Environmental Studies (PA&ED)	\$ -				
Right of Way	\$ -				
Design Engineering (PS&E)	\$ -				
Construction	\$ -				
Operations (i.e. paratransit)	\$ -				
Total Project Cost	\$ 1,500,000	\$ 1,500,000	\$ -		
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	13- Next Generation Transit Investments	TBD	Planned	2024/25	\$ 1,500,000	\$ -	\$ 300,000	\$ 500,000	\$ 700,000	\$ -
Total By Fiscal Year					\$ 1,500,000	\$ -	\$ 300,000	\$ 500,000	\$ 700,000	\$ -

Notes

The estimated cost to complete the full Alternative Analysis is preliminarily estimated at up to approximately \$8-10M, depending on the amount of engineering required to adequately evaluate the alternative(s) that could advance to the environmental phase. Funding to complete the Alternatives Analysis could come from a combination of sources (e.g., Caltrans Planning Grant, PDA Planning Grant, Prop L, other discretionary grants for project development).

**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>Geary/19th Avenue Subway Project Development 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.	
13- Next Generation Transit Investments	
Safety	
TBD	

Geary/19th Avenue Subway

A subway serving the Geary/19th Avenue corridors, which would run from Downtown San Francisco to Daly City via 19th Avenue

HOW IS THIS PROJECT EQUITABLE?



Equitable investment:

Who lives within a short distance of this project today?



Equitable outcomes:

How many additional jobs can be reached by transit, in under 45 minutes?

People with
low incomes

26,000

Within a half-mile of the regional corridor, 2019. Source: ACS

People in
Equity Priority Communities

42,000

+81,000 +70,000

Future Bay Area jobs, by San Francisco residents with low incomes or in Equity Priority Communities. Source: SF-CHAMP

WHY IS THIS PROJECT IMPORTANT?

- Pre-COVID-19, over 50,000 people got on the bus in the Geary corridor every day—the highest in Muni's bus system.²⁷ Ridership on routes in this corridor was growing before the pandemic and is expected to continue to rise in coming years.
- Although buses arrive as often as every two minutes, bus service in the corridor is at capacity—28% of a.m. peak and 43% of p.m. peak trips on the 38R Geary Rapid were crowded in winter 2020.²⁸
- Rail investment along the Geary/19th Avenue corridors would benefit a large number of households, especially those that are low-income (25% of all households along the corridor) and/or within an Equity Priority Community (50% of all households along the corridor).²⁹
- Rail would support the City's economic recovery and the growing number of people traveling in the Geary and 19th Avenue corridors.
- A regional rail connection would let you board a train along Geary or 19th Avenue and quickly reach destinations in the East Bay or beyond.

WHAT ARE THE NEXT STEPS?

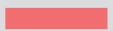
- The Geary Rapid Project and Geary Boulevard Improvement Project will improve bus service between Market Street and 34th Avenue in the near-term.
- A transportation-land use study of the Geary/19th Avenue corridors will identify long-term transit solutions.
- The project would be coordinated with, and service would potentially continue through, the proposed Link21 new transbay crossing.

HOW MANY DAILY TRANSIT TRIPS WOULD BE TAKEN ON THE GEARY/19TH AVENUE SUBWAY?

300,000

(+/- 20%)

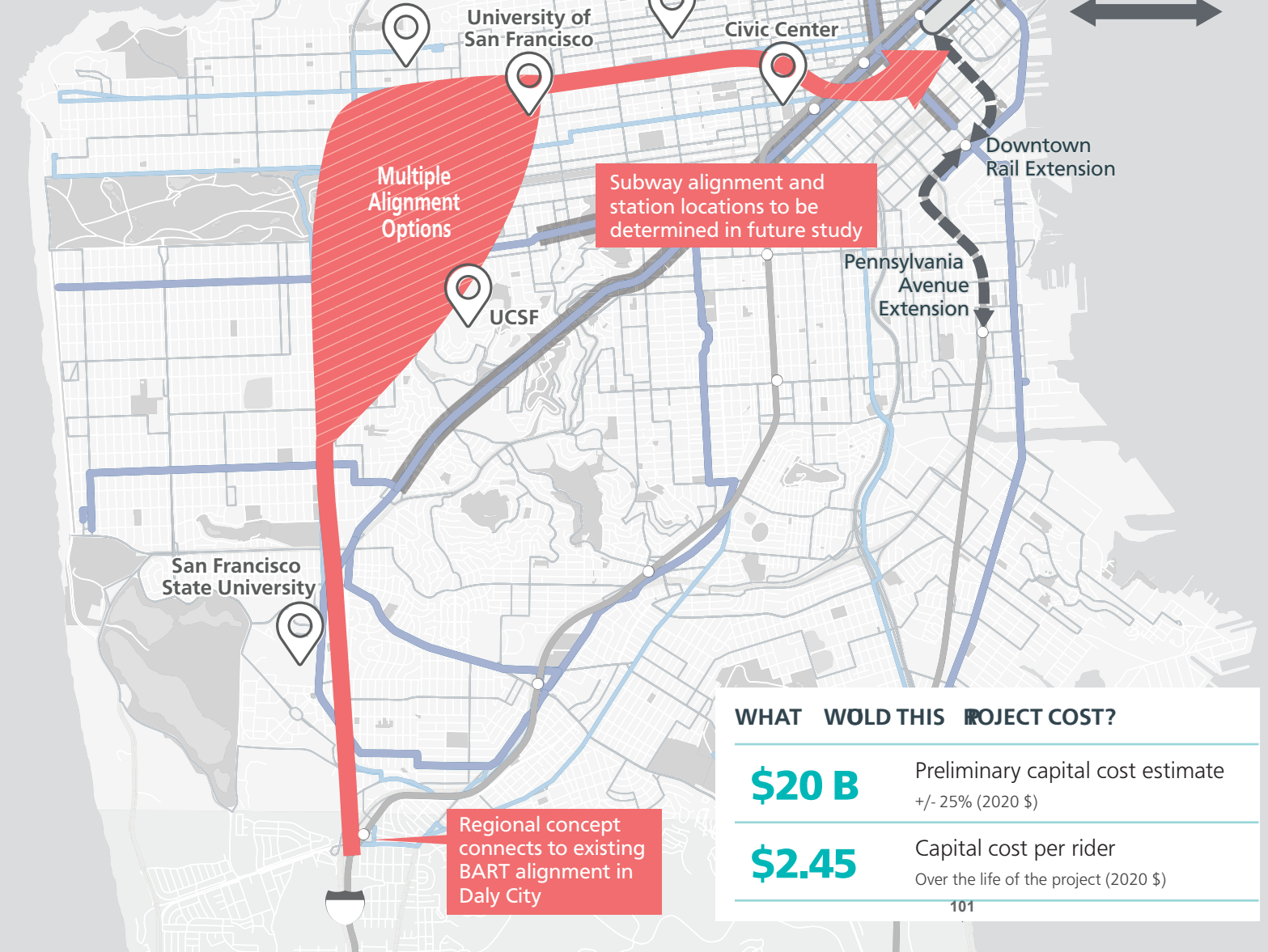
Future daily (weekday) transit trips on the project (starting, ending, and/or passing through the Geary/19th Avenue corridors in San Francisco)
Source: SF-CHAMP



■ ■ ■ ■ Downtown Rail Extension (DTX) and
Pennsylvania Avenue Extension (PAX) - Planned

Existing Services

- BART / Caltrain
- Muni Metro
- Muni Rapid Route
- Other Muni Bus Route
- Muni Tunnel



WHAT WOULD THIS PROJECT COST?

\$20 B	Preliminary capital cost estimate +/- 25% (2020 \$)
\$2.45	Capital cost per rider Over the life of the project (2020 \$)

101

HOW WOULD THIS PROJECT IMPROVE YOUR EXPERIENCE AS A TRANSIT RIDER?

Access to destinations



Easier access to local and regional destinations

A more comfortable ride

27%
LESS CROWDING

On transit trips to, from, or within San Francisco

Faster service



Get where you need to go faster and more reliably

Example time savings

48%
FASTER

From Fillmore to San Francisco State University during rush hour