

Memorandum

Date: July 25, 2018
To: Transportation Authority Citizens Advisory Committee
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 07/25/18 CAC Meeting: 2019 Prop K Strategic Plan/5-Year Prioritization Program Update

RECOMMENDATION ☒ Information ☐ Action None. This is an information item. SUMMARY We are seeking input and feedback from the Citizens Advisory Committee on the project funding proposals submitted by sponsor agencies for the 2019 Prop K 5YPP Update. Transportation Authority staff are currently evaluating the submitted materials and are working with sponsor agencies to refine the proposals and prepare draft programming recommendations for each 5YPP. We are planning to release preliminary draft 5YPP documents in early September and present the draft final 5YPPs to the CAC at the September and October meetings. Transportation Authority Board adoption of the 5YPPs is a prerequisite for allocation of funds from 21 Prop K programmatic categories such as traffic calming, street resurfacing, transit facilities, and bicycle safety.	☐ Fund Allocation ☒ Fund Programming ☐ Policy/Legislation ☐ Plan/Study ☐ Capital Project Oversight/Delivery ☐ Budget/Finance ☐ Contract/Agreement ☐ Other: _____
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DISCUSSION

Background.

In November 2003, nearly 75% of San Francisco voters approved Prop K, extending the existing half-cent local transportation sales tax and adopting a new 30-year Expenditure Plan. The Prop K Expenditure Plan describes the types of projects that are eligible for funds, including both specific projects (e.g. Central Subway) and programmatic (i.e., non-project specific) categories. It also establishes limits on sales tax funding by Expenditure Plan line item and sets expectations for leveraging of sales tax funds with other federal, state and local dollars to fully fund the Expenditure Plan programs and projects. The Expenditure Plan estimates that \$2.35 billion (in 2003 \$'s) in local transportation sales tax revenue will be made available to projects over the 30-year program; however, it does not specify how much sales tax funds any given project would receive by year. The Expenditure Plan requires that the Transportation Authority develop and adopt periodic updates to the Strategic Plan and 5YPPs to guide the implementation of the program while supporting transparency and accountability.

The Prop K Strategic Plan sets policy for administration of the program to ensure prudent stewardship of taxpayer funds. It also reconciles the timing of expected sales tax revenues with the

schedule for when project sponsors need those revenues, and provides a solid financial basis for the issuance of debt needed to accelerate the delivery of projects and their associated benefits to the public. The 5YPPs identify the specific projects that will be funded with Prop K.

We last updated the 5YPPs in 2014. We are currently in year five of the 2014 5YPPs, which identify projects for funding from July 1, 2014 through June 30, 2019 (Fiscal Years 2014/15 through 2018/19). The overall approach for updating the Strategic Plan and 5YPPs, including schedule and outreach approach, was approved by the Transportation Authority Board in April 2018. The Board adopted 2019 Strategic Plan Baseline in May 2018, which established how much unallocated Prop K funds are available for each of the Expenditure Plan categories by fiscal year through the end of the 30-year Expenditure Plan in 2034. Adoption of the Strategic Plan Baseline allowed us to initiate the 5YPP updates.

The 5YPPs are intended to provide transparency in how sponsors prioritize projects for Prop K funding, to establish a pipeline of projects that are ready to advance as soon as Prop K and other funds are available, and to encourage coordination across Prop K programs. As established in the Expenditure Plan, each 5YPP is developed by the lead agency designated by the Transportation Authority Board, working closely with the Transportation Authority and other project sponsors eligible for Prop K funds in each category, as well as any other interested agencies. The Board has designated the lead agencies for the 2019 5YPPs as shown in Attachment 1.

5YPP Update Status.

In early May, we released guidance to project sponsors on the process for updating the 5YPPs. In compliance with Expenditure Plan requirements, each 5YPP will include: a prioritization methodology to rank projects within a category; a 5-year program or list of projects with information on scope, schedule, cost and funding (including non-Prop K funding); and performance measures. The 5YPPs also will include a summary of project delivery accomplishments for the prior 5YPP period and proposed leveraging of non-Prop K funds that can be compared to Expenditure Plan assumptions.

By the July 2nd deadline for submitting proposals, sponsors had submitted approximately 100 applications for projects across the 21 Prop K programmatic categories that require 5YPPs (summarized in Attachment 4). These applications are available on our website with the other materials for this meeting at www.sfcta.org/meetings or we can provide hard copies upon request. In addition to the individual project applications, the lead agency for each category prepared a 5-year list, or program of projects with requested funding and cash flow by fiscal year, as shown in Enclosure 1. These programs of projects show the funding amounts by fiscal year as approved in the Strategic Plan Baseline, making it easy to see which categories are requesting to advance funds from the outyears of the program. Finally, for each category, the lead agency compiled a Prioritization Criteria and Scoring Table, shown in Enclosure 2.

Transportation Authority staff consider several factors as we are evaluating the proposed programming and preparing draft recommendations. We consider the past delivery track record for the category by reviewing the percent of funds allocated versus programmed in past 5YPPs, and the percent complete of previously funded projects. We consider project readiness (e.g. is the prior phase complete, are matching funds likely to be available) and whether the requested cash flows seem reasonable. In addition, we look at the percent of funds that would be spent on financing for the category and whether the category will have sufficient funding for projects through year 20 of the

Prop K Expenditure Plan period. We are also looking across the 5YPPs for cross-cutting themes such as geographic equity, and ensuring consistency with Strategic Plan policies.

Outreach.

As part of the outreach strategy for the 5YPP Update, the Transportation Authority conducted a survey to gather input from the public about what projects they would like to see funded with Prop K over the next five years. In an effort to gather input from traditionally underrepresented neighborhoods we reached out directly to 38 community-based organizations in communities of concern as well as to stakeholders, via social media, District newsletters, and the Transportation Authority's website and newsletter. The survey was available online and in print in English, Spanish, Chinese and Filipino.

We received 1,001 responses from a broad range of San Francisco neighborhoods. The project ideas, shown in Attachment 3, ranged from a second Transbay tube to extending the Muni subway network to improved neighborhood crosswalks. We have shared survey results with Board members and project sponsors for their consideration for their 5-year project lists, and posted the results to our website. We will share the sponsor agency responses to the survey results with the CAC in September.

Next Steps.

Over the next month, we will be working with sponsors to incorporate feedback from the public and CAC, reaching out to Board members to obtain their feedback on the project lists, and evaluating and refining the project proposals. We will also be drafting the remaining sections of the 5YPP documents, including leveraging information, project delivery snapshots and performance measures.

As we develop draft 5YPPs that identify projects to be funded in the next five years along with the Prop K cash flow needs, we will make corresponding changes to the Strategic Plan Baseline expenditures and financing assumptions. Then in fall 2018, the CAC and Board will be asked to concurrently adopt the final 2019 Strategic Plan and 5YPP updates. We are targeting completion of the update process by the end of the calendar year 2018 to allow project sponsors to include programmed Prop K funds in their Fiscal Year 2019/20 annual budgets.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

The CAC will consider this item at its July 25, 2018 meeting.

SUPPLEMENTAL MATERIALS

Agenda Item 7

Attachment 1 – Lead Agencies for Each 5YPP

Attachment 2 – 2019 Prop K Strategic Plan/5YPP Update Schedule

Attachment 3 – Prop K Survey Results

Attachment 4 – List of Project Applications Received

Enclosures

- Program of Projects for Each 5YPP – As submitted

- Prioritization Criteria and Scoring Table for Each 5YPP – As submitted

- Project Information Forms – As submitted (online at sfcta.org/meetings, hard copy available upon request)

Attachment 1.
2019 Prop K Strategic Plan/5YPP Update
Expenditure Plan Programmatic Categories Requiring a 5YPP



EP¹ No.	Category	Eligible Project Sponsors¹ (Agencies in bold are 5YPP leads²)
1	Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network	SFMTA , SFPW, Planning, SFCTA
7	Caltrain Capital Improvement Program	PCJPB
8	BART Station Access, Safety and Capacity	BART , SFPW, SFMTA
9	Ferry	PORT , GGBHTD
10	Transit Enhancements	SFMTA , BART, SFPW, PCJPB
17	New and Renovated Vehicles	SFMTA , BART, PCJPB
20	Rehabilitate/Upgrade Existing Facilities	SFMTA , BART, PCJPB
22	Guideways	SFMTA , BART, PCJPB
26	New and Upgraded Streets	SFCTA , Caltrans, SFPW, PCJPB, PORT, SFMTA
31	New Signals and Signs	SFMTA
32	Advanced Technology and Information Systems (SFgo)	SFMTA
33	Signals and Signs	SFMTA
34	Street Resurfacing, Rehabilitation, and Maintenance	SFPW
37	Pedestrian and Bicycle Facility Maintenance	SFPW , SFMTA
38	Traffic Calming	SFMTA , SFPW
39	Bicycle Circulation/Safety	SFMTA , BART, SFPW, PCJPB
40	Pedestrian Circulation/Safety	SFMTA , BART, SFPW, PCJPB
41	Curb Ramps	SFPW , SFMTA
42	Tree Planting and Maintenance	SFPW
43	Transportation Demand Management/Parking Management	SFCTA , CAO (formerly DAS), Planning, SFE, SFMTA
44	Transportation/Land Use Coordination	SFCTA , BART, SFPW, PCJPB, Planning, SFMTA

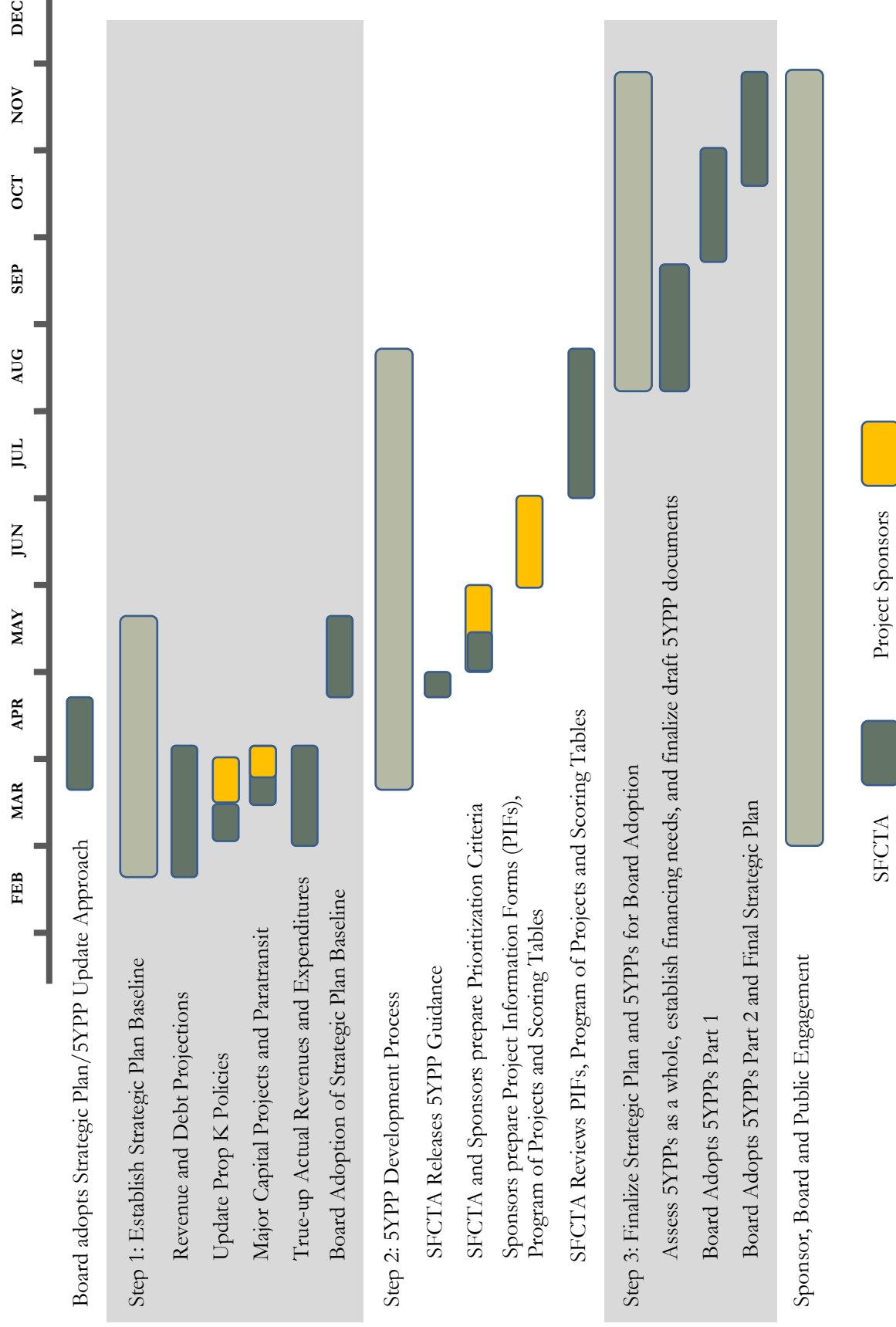
¹ Acronyms include: EP (Expenditure Plan category), BART (Bay Area Rapid Transit District), Caltrans (California Department of Transportation), CAO (City Administrator's Office, formerly Department of Administrative Services), SFPW (Department of Public Works), GGBHTD (Golden Gate Bridge, Highway & Transportation District), PCJPB (Peninsula Corridor Joint Powers Board or Caltrain), PORT (Port of San Francisco), Planning (Planning Department), SFCTA (San Francisco County Transportation Authority), SFE (Department of the Environment), SFMTA (San Francisco Municipal Transportation Agency), and TJPA (Transbay Joint Powers Authority).

² The lead agency role is a coordinator or convener role among eligible project sponsors for that category and other interested agencies and stakeholder. It does not confer veto power.

Attachment 2.

2019 Prop K Strategic Plan/5YPP Update

Adopted Schedule



2019 Prop K 5-Year Prioritization Program Update Prop K Project Ideas - Survey Results

As part of the 5YPP Update outreach strategy, the Transportation Authority conducted a survey to gather input from the public about what projects people would like to see funded with Prop K over the next five years. In an effort to gather input from traditionally underrepresented neighborhoods we reached out directly to 38 community-based organizations in communities of concern as well as to stakeholders, via social media, District newsletters, and the Transportation Authority's website and newsletter. The survey was available online and in print in English, Spanish, Chinese and Filipino.

In total, we received 1,001 responses, with responses closely following the distribution among San Francisco's neighborhoods. The main goal of the survey was to collect project ideas and concerns to inform our ongoing 5YPP Update process. From the 1,001 responses, 722 respondents had general concerns or suggestions for our transportation network, which we have summarized in Table 1. 347 respondents either had recommendations or concerns about specific corridors or transit lines, summarized in Table 2, or provided specific project ideas shown in Table 3 which we have organized by the supervisorial district where the project idea is located.

Table 1. General Concerns and Suggestions

Topics (number of respondents)	Categorized Concerns or Suggestions
Muni Bus (294)	Reliability (72), Frequency (59), New BRT (20), Safety (18), Expansion (17), Transit-only lanes (15), Cleanliness (12), Affordability (11), New Vehicles (11), Express service (11), Accessibility (7), Traveler information systems (7), Bus shelters (5), Capacity (5), Signal priority (5), Local routes (5), Late night service (4), Enforcement (4)
Muni Rail (276)	Reliability (56), Subway (54), Frequency (32), Expansion (22), Safety (18), Transit priority (18), Cleanliness (17), Affordability (11), New vehicles (8), Traveler information systems (8), Capacity (7), Accessibility (3), Escalators and elevators (2)
Bicycle (171)	Protected bike lanes (68), Safety (21), Bicycle network (15), Enforcement (11), Safety education (2), Maintenance (2), Planning
Pedestrian (79)	Safety (21), Pedestrian streets (5), Enforcement (5), Sidewalk repair (4), Safety education (4), Pedestrian crossing signals (3), Seniors (2), Mid-block crossings (2), Vision Zero (2), Improved crossings (2)
BART (63)	Station cleanliness (15), 2nd Transbay tube (10), Frequency (9), Expansion (7), Reliability (5), Escalators and elevators (4), Safety (4), New vehicles (4), Extended hours (3), Station access (3), Maintenance (2)
Street Resurfacing (61)	
TNCs (36)	Enforcement (8), Designated pick-up and drop-off areas (5), Fees (3)
Traffic Calming (35)	
Parking (34)	
Signals/Signs (31)	

**2019 Prop K 5-Year Prioritization Program Update
Prop K Project Ideas - Survey Results**

Table 1. General Concerns and Suggestions (continued)

Caltrain (30)	Downtown extension (13), Frequency (5), More stations (5), Electrification (4), New vehicles (3), Extended hours (2)
Traffic (28)	Enforcement (15), Congestion (6)
Congestion Pricing (25)	Downtown (7)
TDM (17)	
Ferry (8)	
Street Maintenance (7)	
Trees (7)	
Other	Electric Scooters (10), Freeways (5), High speed rail (4), Transbay Transit Center (3), Golden Gate Transit, EV Chargers, Resident outreach, Safety education, Clipper, Coordination, Fare integration, Bikeshare

Table 2. Suggestions or Concerns for Specific Corridors/Transit Lines

Corridor (number of respondents)	Categorized Concerns or Suggestions
Geary (70)	BRT (22), Subway (20), LRT (15), More buses (4)
Central Subway (20)	Extend Central Subway (15)
Better Market Street (19)	Pedestrian and bike friendly (12), Car-free (4)
Caltrain Downtown Extension (14)	
Transbay tube (14)	
Van Ness (11)	BRT (5), Subway (4)
N-Judah (8)	Frequency (4), Reliability (3), Capacity (3)
19th Ave (7)	Signal timing, repaving, light rail
M Ocean View (6)	Underground (2), Reliability (2), Improved turnaround
Geneva Ave (6)	Connect Balboa Park with 3rd Street
K Ingleside / T Third Street (6)	Improve street stops, Frequency
Congestion Pricing Downtown (6)	
Cross-town Bus Service (5)	
Late Night Service (5)	
L-Taraval (4)	Reliability (2), Extension up Sloat Blvd
J-Church (4)	Reliability (2), Frequency (2), Improved street stops
8 Bayshore (3)	Frequency (3), Capacity (2)
Central Freeway (2)	Tear down

2019 Prop K 5-Year Prioritization Program Update
Prop K Project Ideas - Survey Results

Table 3. Specific Project Ideas

District 1 <i>Bicycle</i> Car-free Golden Gate Park (3) Bike lanes on 7th Ave Bike lanes on Masonic Ave <i>Pedestrian & Traffic Calming</i> Traffic calming on Fulton St (4) Speed humps on Seal Rock Drive Traffic calming on Stanyan, between Fell and Fulton	<i>Transit</i> Clean Powell BART/Muni Station Free Shuttle Bus Loop connecting Downtown, Chinatown, North Beach, Fisherman's Wharf and Waterfront Owl Bus to Pier 39 Frequency of F-line 10 Townsend Express Service F line tunnel to Crissy Field <i>Signals/ Signs</i> Signal timing on Polk St	District 5 <i>Bicycle</i> Bike boulevard on Page St (3) Bike lanes on Divisadero St Bike lanes on Masonic Ave Bike lanes on 7th Ave Protected bike lanes on Irving St <i>Pedestrian & Traffic Calming</i> Traffic calming measures in Inner Sunset Traffic calming on Stanyan, between Fell and Fulton
District 2 <i>Bicycle</i> Bike lanes on Divisadero St Bike lanes on Masonic Ave Protected bike lanes on Bay St <i>Transit</i> Rapid bus to Park Presidio Buses to Marina and Russian Hill Faster transit between Pac Heights and the Mission 10 Townsend Express Service <i>Other</i> Reduce cars using Baker Street to cross Geary	District 4 <i>Bicycle</i> Protected bike lanes on Irving St <i>Pedestrian & Traffic Calming</i> Pedestrian crossing lights on Lincoln from 21st Ave towards the ocean Sidewalk bulb-outs on Taraval St <i>Transit</i> 48 can run its full route (2) <i>Street Resurfacing & Maintenance</i> Street paving in the Sunset Street paving on 19th Ave Beautification and safety at N-Judah turnaround <i>Other</i> Signal timing on 19th Ave (2) Parking meters on Taraval St (2)	District 6 <i>Bicycle</i> Embarcadero Bikeway (10) Protected bike lanes along all 3rd St (4) Protected bike lane on Howard St (4) Protected bike lane on Folsom St (3) New bike lanes on 4th, 5th, Harrison St Protected bike lane on Townsend St Bike lane on West Span of Bay Bridge Safer bike conditions in Mission Bay Bike connections on Van Ness to Mission to Market to 13th <i>Pedestrian & Traffic Calming</i> Safer crossing at 9th and Mission St Safer crossing at Hawthorne and Howard St Improved mid-block crossings on long SOMA blocks <i>Transit</i> More transit serving Mission Bay (2) Clean Civic Center BART/Muni Station
District 3 <i>Bicycle</i> Embarcadero Bikeway (10) Protected bike lanes on Polk St (3) Bicycle route North Beach to 2nd Ave Protected bike lanes on Bay St		

2019 Prop K 5-Year Prioritization Program Update Prop K Project Ideas - Survey Results

District 6 - continued Mission Bay Ferry Landing 10 Townsend Express Service <i>Street Resurfacing & Maintenance</i> Street paving of Townsend St (2) Street paving of Terry Francois Blvd Street paving of 3rd St Tree planting along Townsend and King St <i>Other</i> Fewer one-way streets in soma (2) No tolls for current Treasure Island residents Manage traffic from Bay Bridge backup Mission Bay Blvd N access to traffic circle	<i>Signals/ Signs</i> Signal timing on 19th Ave (2) More stop signs on Teresita Blvd Timed lights around Parkmerced <i>Street Resurfacing & Maintenance</i> Street paving on Skyline Blvd <i>Other</i> Widen Phelan Ave back to 2 lanes of cars Remove bike lanes from Laguna Honda Blvd	Synchronized traffic lights on main thoroughfares such Guerrero /San Jose No parking on Valencia
District 7 <i>Bicycle</i> Bike lanes on 7th Ave Safety improvements between BART and SF State Bike/ scooter share from West Portal <i>Pedestrian & Traffic Calming</i> Improve crossing West Portal and Ulloa (2) Traffic calming near SF State Traffic calming measures in Inner Sunset <i>Transit</i> Balboa Park BART/MUNI station reconstruction (3) 48 Quintara/24th Street runs full route (2) Increase frequency of the 36 Teresita Increase frequency of the 57 Parkmerced Install gates at West Portal station to stop riders from crossing the tracks	District 8 <i>Bicycle</i> Protected bike lanes on Valencia St (5) Protected bike lane on 17th St (2) Bikeshare station at Mission and Highland Bike lane on Cesar Chavez <i>Pedestrian & Traffic Calming</i> Speed bump in the 800 block of Waller between Alpine and Broderick Pedestrian safety projects on Valencia Pedestrian safety projects on Cesar Chavez Flashing crosswalks along San Jose Ave <i>Transit</i> Increase frequency of the 36 Teresita Save Harvey Milk Plaza at Castro Metro/muni Extend red lanes on Mission past Randall <i>Other</i> Alleviate the traffic mash-up in Glen Park at rush hour (2) I-280 off ramp improvements for dangerous rush hour backups	<i>Pedestrian & Traffic Calming</i> Fix Hairball (2) Ped safety improvements along San Bruno and Silver Ave Ped safety projects on Valencia St Ped safety projects on Cesar Chavez Ped safety projects on Mission St Flashing crosswalks on Alemany <i>Transit</i> Extend red lanes on Mission past Randall Muni service on Cesar Chavez through Hairball Clean and safe BART stations Frequent bus service from 24th and Mission to Starr King Elementary BART station at 30th and Mission BART in the Portola <i>Signals/ Signs</i> Stop signs at the corners of 20th and Florida 3-way stop sign at Hoff and 17th St <i>Street Resurfacing & Maintenance</i> Street paving of Alemany
District 9 <i>Bicycle</i> Protected bike lanes on Valencia St (5) Protected bike lane on 17th St (2) Bikeshare station at Mission and Highland Bike lane on Cesar Chavez No parking on Valencia		

San Francisco County Transportation Authority
2019 Prop K 5-Year Prioritization Programs Update
Draft Project List - Information Presented As Received¹

Primary Expenditure Plan #²	Sponsor³	Project Name	Brief Project Description
1	SFMTA	Geary Boulevard Improvement (BRT Phase 2)	Geary Boulevard Improvement Project (BRT Phase 2) will enhance the performance, viability, and comfort level of transit and pedestrian travel along the Geary corridor. The scope will be to complete a preliminary engineering report, detail design, bid and award, and construct for the full Geary BRT project.
1	SFMTA	Transit Stop Enhancement Program	New program to update signage at Muni stops where basic signage and customer information is missing. New signs include information on route, destination, span, and accessibility. Existing poles will be used as much as possible, but program funding will cover new poles where applicable as well as a solar lantern.
7	PCJPB	Local Capital Match Placeholder	Prop K helps to offset San Francisco's local match contribution for Caltrain's Capital Improvement Program projects, including continued implementation of express tracks between San Francisco and San Jose to improve travel time and reliability. This work may include passing sidings, to allow express trains to bypass local service where additional tracks are not appropriate and/or right of way is limited. Maintenance and rehabilitation projects designed to improve service levels.
8	BART	BART Accessibility Improvement Program	Accessibility improvements to improve station safety and accessibility, particularly for those with special needs. Based upon available funds for the program the accessibility improvements will include improvements to handrails, lighting at elevator lobbies, detectable wall protrusion features, public address system, teletypewriter, accessible path, passenger loading, detectable path, fare gate audible indicators, accessible phones, hearing loops at agent booths.
8	BART	BART Station Wayfinding	Project will remove and replace outdated wayfinding signs at street, concourse and platform levels. New LED backlit signs will be installed at the concourse and platform levels and will provide clear and understandable information to transit patrons with use of standard pictograms or icons. Real-time displays and transit information displays will be installed at concourse level. The transit information displays provide station maps, transit stop and transit routes maps with points of interest to help patrons with trip planning.
9	GGBHTD	Gangways and Piers Project - State of Good Repair	This Gangways and Piers Project includes replacement of the hydraulic ramps and floats and improvements of the ADA accessibility of passenger boarding at the San Francisco Ferry Terminal. This project will rehabilitate the existing facility and prepare the site for future construction.

Primary Expenditure Plan #²	Sponsor³	Project Name	Brief Project Description
9	GGBHTD	Gangways and Piers Project - Reconstruction	This Gangway and Piers Project replaces the hydraulic gangway/ramp system and camel floats and fenders at the San Francisco ferry terminals with new steel floats that adapt to the rising sea level.
9	SFPort	Downtown Ferry Terminal - Passenger Circulation Improvements	Construct a protected pedestrian walkway between The Embarcadero Promenade and the Ferry Pier Plaza, located between the south end of the Ferry Building and the new passenger emergency staging plaza for the South Terminal. Currently, ferry passengers accessing Golden Gate and public spaces on the pier share the access to the pier with about 250 vehicles daily. Improvements would provide a separated walkway, lighting, and seating to improve the safety, comfort and quality of the passenger experience.
9	SFPort	Downtown Ferry Terminal Float Rehabilitation	Ferry float, fendering, and mooring systems have been in use for over 15 years without proper drydocking for maintenance. This mid-life overhaul project will refurbish float and gangway, apply corrosion protection coatings, replace float roof fabric, and repair or replace utilities.
10	SFMTA	22 Fillmore - 16th Street Transit Priority	Install new and/or replace overhead contact system, traffic signals, and communication infrastructure for the 22 Fillmore line, between Church St. and 3rd St. This project will reroute the 22 Fillmore line to continue along 16th St, between Kansas St. and 3rd St. and into Mission Bay. The project will enable more efficient passenger boarding and alighting by installing transit bulbs and transit boarding islands, as well as improve pedestrian safety by installing pedestrian bulbs, raised crosswalks, and curb ramps.
11	SFMTA	F Market & Wharves: Fort Mason Extension	Identify an initial extension segment for the F Market & Wharves line, from Fisherman's Wharf to Fort Mason. The project will take the existing alignment and work with stakeholders to refine and ultimately develop a plan that can move into the design phase.
12	SFMTA	Rehabilitate Historic & Milan Streetcars	Rehabilitate up to 11 Milan and 7 Vintage Streetcars to like-new condition, including upgrading electrical and mechanical systems, performing body work, and ensuring systems meet CPUC and ADA requirements. Due to their historic nature, these vehicles are not replaced on a regular schedule, making a program of regular rehabilitation critical to the long-term operation of the fleet.

Primary Expenditure Plan #²	Sponsor³	Project Name	Brief Project Description
13	BART	Balboa Park Plaza and Passenger Drop Off Improvements	Construct an open space plaza at the southern end of the Balboa Park Station in the current BART Passenger Drop-Off area. The new plaza area will redesign the vehicular access through San Jose Avenue creating a reduced passenger drop-off area loop, while closing off vehicular access to Geneva Avenue. The plaza will function as a flexible public open-space that meets the needs of the community, enhances safety and encourages multi-modal access to the station.
13	SFMTA	Geneva/San Jose M-Line Terminal	Construct accessible platforms and pedestrian safety improvements for the M Ocean View stops adjacent to Balboa Park Station. These improvements will create safe pedestrian connections between the M Ocean View and other transit facilities in and around Balboa Park Station. This project stems from the Balboa Park Station Area Plan adopted in 2009 following substantial community engagement, as well as a District 11 Neighborhood Transportation Improvement Program Planning project.
14	SFCTA	Quint Street/Jerrold Avenue Connector Road	Design and construct a new road along former Union Pacific Rail Road Right-of-Way to restore access between Quint Street and Jerrold Avenue that was cut off by the construction of a Caltrain berm.
16	BART	Market Street and Balboa Park Elevator Master Plan	Develop an elevator master plan for the Market Street and Balboa Park BART/Muni Stations to determine new elevators' construction feasibility, location, station modifications required, construction phasing, and costs. Each station has one street level elevator each, with any disruption causing extreme delays and inconvenience, particularly for those who depend on the elevators to access the transit system. This master plan study will help BART/Muni plan investments to improve accessibility, safety, security, customer experience, and customer travel time.
17	PCJPB	Local Capital Match Placeholder	Prop K helps to offset San Francisco's local match contribution for Caltrain's vehicle projects, including continued replacement, upgrade, and repairs of Caltrain vehicles to improve travel time and reliability or increase service levels. This work may include locomotive upgrades, passenger car repairs and upgrades, procurement of rolling stock and spare parts, and general State of Good Repair of vehicles.
20	BART	Elevator Renovation Program	The Elevator Renovation Program was developed to address the growing needs of aging equipment and components that cause elevator failures in BART stations in a cost-efficient way. This phase will renovate eight elevators in San Francisco, two each in the four Market Street BART/Muni transit stations: Embarcadero, Montgomery, Powell and Civic Center.
20	BART	Embarcadero Station: New Northside Platform Elevator	Procure and install a new elevator on the north side of the Embarcadero Station between the BART platform and the mezzanine area, expand paid area to include the new elevator, dedicate existing elevator to Muni use only.

Primary Expenditure Plan #²	Sponsor³	Project Name	Brief Project Description
20	PCJPB	Local Capital Match Placeholder	Prop K offsets San Francisco's local match contribution for Caltrain's facilities projects. This work may include continued rehabilitation, upgrades and renovation of rail stations, (including platform edge tiles, elevators, stairs, and faregates), enhancements to station access, upgrades of operations and maintenance facilities, and general State of Good Repair of Caltrain facilities.
22	BART	Traction Power Substation Replacement	Replace the existing 45 year old BART traction power substation located within the boundaries of the City and County of San Francisco, north of the Daly City BART Station.
22	PCJPB	Local Capital Match Placeholder	Prop K offsets San Francisco's local match contribution for guideways projects. This work may include rehabilitation, upgrades, or replacement of rail, bridges and tunnels associated with Caltrain service, signals, safety systems, train control and communication systems, and general State of Good Repair of Caltrain guideways.
22	PCJPB	Ticket Vending Machine Rehab	This project will refurbish ticket vending machines in use on at Caltrain stations and convert them to Clipper-only machines that both issue new cards and allow customers to add value to old cards in real time.
26	SFPW	Great Highway Reroute Project (Permanent Restoration)	Restoration and reconfiguration of the two northbound lanes of Great Highway, between Sloat Boulevard and Skyline Boulevard into single northbound/southbound lanes. This project will preserve the roadway's function after the southbound were subject to intense slip-out of the supporting bluffs and required emergency repair work. The new configuration will preserve the roadway's function while improving resiliency to prevent future damage. This project is part of the Ocean Beach Master Plan.
27	SFMTA	Bayshore Caltrain Station Upgrades	Programmatic line to provide funding for preliminary engineering and environmental review of future upgrades to the Bayshore Caltrain Station and other transit links. In anticipation of proposed development of the Candlestick area and increased transit service in the area, projects funded through this programmatic line will improve connectivity of the Bayshore Station.
27	SFMTA	Bayshore Upgrades: Programmatic Line	Programmatic line to provide funding for planning of future upgrades to the Bayshore Caltrain Station and other transit links. In anticipation of proposed development of the Candlestick area and increased transit service in the area, projects funded through this programmatic line will improve connectivity of the Bayshore Station.

Primary Expenditure Plan #²	Sponsor³	Project Name	Brief Project Description
27	SFMTA	Southeast Muni Expansion, Harney-101 Transit Crossing (Geneva-Harney Bus Rapid Transit)	Design dedicated transit lanes and pedestrian/bicycle facilities primarily along Harney Way, Alana Way, and Tunnel Avenue from Executive Park to Bayshore Boulevard. The project aims to reduce travel time, improve transit reliability, and enhance street safety along a major corridor that links Priority Development Areas into the Muni Rapid Network and strengthens transit connections between existing neighborhoods and major employment and activity centers.
30	SFMTA	Sloat Skyline Intersection	Construct a redesigned intersection of Sloat Boulevard and Skyline Boulevard to improve traffic operations, enhance pedestrian safety and ease of access, and provide bicycle facilities. Preferred alternative is being identified and may include signalizing the intersection, construction a modern roundabout, or a low-build option that maintains current stop sign control with modifications to diverters, medians, and pedestrian and bicycle facilities.
31	SFMTA	Contract 65	Design and construct new traffic signals and/or flashing signal systems at up to six locations. Locations are to be determined.
31	SFMTA	Contract 66	Design and construct new traffic signals and/or flashing signal systems at up to six locations. Locations are to be determined.
32	SFMTA	Local Bus Transit Signal Priority	Project seeks to reduce transit vehicle delay and improve travel time reliability through the deployment of Transit Signal Priority devices on both vehicles and traffic signals and related signal timing optimization.
33	SFMTA	3rd Street Video Detection Replacement Phase III	Implement the 3rd of 4 phases of the systematic replacement of the traffic detection technology at 67 intersections along the 3rd Street light rail corridor.
33	SFMTA	Great Highway Signal Upgrade	Design and replace traffic signal hardware at up to eight intersections along the Great Highway between Lincoln Way and Vicente Street, both above and below ground, with new equipment.
33	SFMTA	Signal Modification Contract 35	Traffic-signal related upgrades at 23 locations across the City. Upgrades will include new pedestrian signals, accessible pedestrian signals, higher-visibility traffic signals, new curb ramps where currently missing, and replacement of old infrastructure. Fourteen of the intersections are located on the Vision Zero High Injury Network, which encompasses the pedestrian, bicycle, and vehicle high injury corridors.
33	SFMTA	Signal Modification Contract 36	Design and construct signal improvements at 14 intersections at various locations throughout the city to address safety or operational concerns. Upgrades will include new pedestrian signals, accessible pedestrian signals, higher-visibility traffic signals, new curb ramps where currently missing, and replacement of old infrastructure.
33	SFMTA	Traffic Signal Conduits	Design and construct new signal conduits in coordination with paving, curb ramp and streetscape projects.

Primary Expenditure Plan #²	Sponsor³	Project Name	Brief Project Description
33	SFMTA	Traffic Signal Hardware	Replace signal hardware such as signal controllers, signal controller cabinets, and accessible (audible) pedestrian signals that is nearing the end of its useful life.
33	SFMTA	Traffic Signal Visibility	Upgrade selected corridors from 8-inch signal heads to 12-inch heads. Up to 12 intersections per corridor may be funded through this program, up to 60 intersections total.
33	SFMTA	Traffic Signs	Replace signs that are reaching the end of their useful life and need to be upgraded to current retroreflective standards.
33	SFMTA	Western Addition Signal Upgrades	Design and construct pedestrian countdown signals and/or signal visibility improvements at 24 intersections and pedestrian activated flashing beacons at 9 intersections in the Western Addition area.
34	SFCTA	101/280 Managed Lanes (Fund Exchange)	Environmental review phase of the San Francisco's US 101/I-280 Managed Lanes project, a performance-based strategy for improving travel time and reliability for travelers on US 101 and I-280 between 5th and King in downtown San Francisco and San Mateo County. The project, part of a regional network of managed lanes, seeks to improve travel reliability between San Francisco and the Peninsula.
34	SFPW	23rd St, Dolores St, York St, and Hampshire St Pavement Renovation	The Prop K funds requested will fund the paving scope of work which includes demolition, pavement renovation of 37 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work within project limits.
34	SFPW	Alemany Blvd Pavement Renovation	The Prop K funds requested will partially fund the paving scope of work on Alemany between Congdon and Seneca Avenue which includes demolition, pavement renovation of 28 blocks, new sidewalk construction, 44 curb ramp construction and retrofit, traffic control, and all related and incidental work within project limits.
34	SFPW	Claremont, Juanita, and Yerba Buena Pavement Renovation	The Prop K funds requested will fund the paving scope of work which includes demolition, pavement renovation of 29 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work within project limits.
34	SFPW	Golden Gate Ave and Laguna St Pavement Renovation	The Prop K funds requested will fund the paving scope of work which includes demolition, pavement renovation of 34 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work within project limits. Project limits: Golden Gate Avenue from Van Ness to Divisadero, Laguna Street from Haight to Pine.

Primary Expenditure Plan #²	Sponsor³	Project Name	Brief Project Description
34	SFPW	McAllister St, 20th St, and 24th St Pavement Renovation	The Prop K funds requested will partially fund the construction of the paving scope of work which includes demolition, pavement renovation of 21 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work within project limits. Project limits: 20th Street from Castro to Eureka, 24th Street from Guerrero to Homestead, McAllister from Divisadero to Masonic.
34	SFPW	Sunset Blvd Pavement Renovation	The Prop K funds requested will partially fund the construction of the paving scope of work which includes demolition, pavement renovation of 42 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work within project limits. Project limits: Sunset Boulevard from Martin Luther King Jr Drive to Irving Street
35	SFPW	Street Repair and Cleaning Equipment	San Francisco Public Works' street repair and cleaning programs rely on vehicles and other large equipment. Replacement of street repair and cleaning equipment according to industry-standards, such as but not limited to, asphalt pavers, dump trucks, sweepers, and front-end loaders.
37	SFMTA	Bike Facility Maintenance	Capital maintenance and upgrades to existing bike facilities such as replacing delineators, maintaining existing bike boxes and green lane markers, and performing spot paving improvements are essential aspects of Vision Zero.
37	SFPW	Public Sidewalk and Curb Repair	Repair of damaged public sidewalk, curb and gutters, and angular returns not related to street tree damage.
38	SFMTA	Application-Based Local Streets Traffic Calming Program	Annual program to evaluate and implement community-driven applications for traffic calming on various residential blocks across San Francisco.
38	SFMTA	Bayview Community Based Transportation Plan Implementation	Implementation of safety improvements recommended as part of the Bayview Community Based Transportation Plan effort.
38	SFMTA	Excelsior Neighborhood Traffic Calming	Community planning process to implement traffic calming and increase local connectivity in the Excelsior and new Mission Terrace neighborhoods.
38	SFMTA	Operational Traffic Safety Improvements Around Schools	Design and implement traffic calming projects and street safety measures within school zones.
38	SFMTA	Proactive Local Traffic Calming Program	Plan, design, and construct traffic calming measures in residential locations as identified by SFMTA staff in cooperation with the Department of Public Health
38	SFMTA	Safer Taylor Street	Implement streetscape improvements to improve safety for all roadway users on Taylor Street.
38	SFMTA	Speed Radar Sign Installation	Annual program to install up to four Speed Radar Signs (e.g., Vehicle Speed Feedback Signs) citywide.

Primary Expenditure Plan #²	Sponsor³	Project Name	Brief Project Description
38	SFPW	John Yehall Chin Elementary School Safe Routes to School Project	This project aims to improve the safety and convenience of walking, biking, and taking transit to John Yehall Chin Elementary School. The project will construct curb extensions and a raised crosswalk at intersections in the neighborhoods surrounding 350 Broadway Street.
39	PCJPB	Caltrain Wayside Bike Parking Improvements	This project will design, procure, install and maintain bicycle parking and access improvements at the 4th & King and 22nd Street Caltrain Stations.
39	SFMTA	Beale Street Bikeway	Protected north-south bikeway on Beale Street from Market to Folsom Streets that connects to the Transbay Transit Center.
39	SFMTA	Bike to Work Day	Bike To Work Day annual sponsorship and outreach.
39	SFMTA	Page Street Neighborway	Implement walking and biking improvements on Page Street from Stanyan to Webster Streets.
39	SFMTA	Citywide Neighborway Program	Annual program to plan, design and construct improvements to create a safe and accessible network of Neighborways throughout San Francisco.
39	SFMTA	Short-term Bike Parking	Site, legislate and install short-term bicycle racks throughout San Francisco, including responding to requests for racks as well as proactive siting of racks in under-served locations
39	SFMTA	Bicycle Outreach and Education	Provide encouragement and education in support of increasing the number of people who bicycle in SF and ensure the safe use of their apparatus
39	SFMTA	The Embarcadero Southbound Bike Lane Spot Improvements	Improve bicycle network along southbound Embarcadero between Broadway and Howard Streets
39	SFMTA	Valencia Bikeway Improvements	This project will plan, design, and construct protected bikeways on Valencia Street from Market Street to 15th Street. This project will be informed by the District 8 NTIP funded Valencia Bikeway Implementation Plan.
40	SFMTA	6th Street Pedestrian Safety Project	In support of San Francisco's Vision Zero initiative, the 6th Street Pedestrian Safety Project aims to create a safe and inviting place for people to walk, bike, and drive by transforming 6th Street with wider sidewalks, new traffic signals, and streetscape improvements. Improvements will include bulb-outs, a road diet and crosswalks.
40	SFMTA	Bayview Community Based Transportation Plan Near Term Implementation	Implementation of near term safety improvements recommended as part of the Bayview Community Based Transportation Plan effort.
40	SFMTA	Cesar Chavez/Bayshore/Potrero Intersection Improvements (Hairball) Phase 2	Improve existing limited circulation network for people walking and biking to create a continuous, accessible, and safe series of bicycle and pedestrians pathways that connect the surrounding areas and destinations

Primary Expenditure Plan # ²	Sponsor ³	Project Name	Brief Project Description
40	SFMTA	Folsom-Howard Streetscape	Implementation of better, safer streets on Howard Street between 3rd Street and 11th Street and on Folsom Street between 2nd Street and 11th Street, including improvements to bicycle, pedestrian and transit facilities, upgrades to traffic signals, traffic circulation modifications, and changes to parking and loading.
40	SFMTA	Grove Street/Civic Center Improvements	Bicycle and pedestrian improvements on Grove Street between Octavia Boulevard and Market Street.
40	SFMTA	Lake Merced Pedestrian Safety	Improved safety for pedestrians crossing Lake Merced Boulevard between Font and Sunset Boulevards.
40	SFMTA	Leavenworth Livable Street	Implement complete street and safety improvements on Leavenworth from McAllister to Post Streets.
40	SFMTA	Mission Street Excelsior Safety Improvements	Improve pedestrian safety and transit reliability on Mission Street from Geneva Avenue to Alemany Boulevard and along Geneva Avenue from Mission Street to Moscow Street.
40	SFMTA	Monterey Street Safety Improvements	Plan, design and construct safety improvements on Monterey Boulevard from Miramar Avenue to I-280.
40	SFMTA	Ocean Avenue Safety Improvements	Improve safety, accessibility, and comfort for people walking and biking on Ocean Avenue between Geneva Avenue/Phelan Avenue and San Jose Avenue.
40	SFMTA	The Embarcadero at Pier 27 / Cruise Ship Terminal Complete Street Improvements	Improvements for all roadways users, including people walking and biking, at The Embarcadero and Pier 27.
41	SFPW	Curb Ramps	San Francisco Public Works' Curb Ramp program meets the City's obligations under federal and state accessibility statutes, regulations, and policies to provide sidewalks and crosswalks that are readily and easily usable by people with disabilities.
42	SFPW	Tree Planting	With the passage of Proposition E in November of 2016, Public Works has guaranteed funding to care for all street trees in the public right-of-way. As a result, Public Works requests to use all Prop K Tree Planting and Maintenance category funds to plant and establish trees, which Prop E explicitly does not fund. Public Works and our community partners will plant and water approximately 795 trees annually, focusing on existing empty basins, with these funds.
43	SFCTA	AV Shuttles Pilot	This pilot would be a partnership with Shipyard developer Fivepoint to partner with AV operator Easymile (electric AV) to provide trips between the Shipyard residential center and Third Street light rail. Fivepoint and SFCTA would partner to scope data collection strategy. Core goals would be to reduce emissions through reduction in vehicular trips. SFCTA would evaluate how this service provided trips to transit as TDM and reduced emissions by reducing vehicle trips.

Primary Expenditure Plan #²	Sponsor³	Project Name	Brief Project Description
43	SFCTA	ConnectSF Modal Study Follow On	ConnectSF is the multi agency long range transportation planning program. Studies and projects proposed under the program umbrella are designed to help San Francisco reach the 50-year vision, adopted in 2018. The Streets and Freeways Study (SFS) and the Transit Corridors Study (TCS) modal studies will identify projects and policies that will help San Francisco work towards the 50-year vision. The intent of the ConnectSF Modal Study Follow on will be to take projects, operational strategies and preliminary policies identified in the SFS and TCS and develop them further for implementation.
43	SFCTA	Mobility as a Service Pilot	The Transportation Authority and TIMMA seek to design and pilot an aggregated mobility services pilot on Treasure Island, Downtown/SOMA, and/or District 10. The objective is to aggregate the area public and private transit operators (water taxi, ferry, AC Transit, and Muni); toll; parking; and emerging mobility service information into a single user interface for trip planning, booking, payment, and navigation. This pilot application could coordinate with incentives and discount programs. Results of this pilot could inform future research, transit incentives programs, and citywide expansions.
43	SFCTA	Pricing & Incentives	Placeholder for the following four potential efforts 1) Decongestion Pricing and Incentives Study 2) Incentives Programs (similar to BART Travel Incentives) 3) Lombard Crooked Street Management System Implementation.
43	SFCTA	Transportation Sustainability Program Evaluation Tool	The Transportation Sustainability Program Evaluation (TSP) Evaluation Tool will provide decision-makers with the ability to quantify the effectiveness of travel demand management (TDM) strategies included in the TSP program that are intended to shift travel behavior. The effort involves identifying the tool performance requirements based on user needs, collecting, warehousing and analyzing data, and implementing a tool that can easily be used by developers, planners, decision-makers and the public.
43	SFE	Commuter Benefits Ordinance update	The purpose of this project is to review and consider amendments to the San Francisco Commuter Benefits Ordinance (CBO) in light of the 2017 update to Federal Tax Code, and information gathered on the needs and concerns of San Francisco businesses and nonprofits. This project will coordinate with the Bay Area Commuter Benefits Program.

Primary Expenditure Plan #²	Sponsor³	Project Name	Brief Project Description
43	SFMTA	Comprehensive Employee TDM Program	Based on an initial employer pilot program, roll out an information and education outreach program that targets areas of the city that are identified as having available transportation options, having a barrier to use based on information deficit or perception of service, and having an ability to shift modes in support of the Transportation Demand Management Strategy.
43	SFMTA	Comprehensive Residential TDM Program	Based on an initial residential pilot program, roll out an information and education outreach program that targets areas of the city that are identified as having available transportation options, having a barrier to use based on information deficit or perception of service, and having an ability to shift modes in support of the Transportation Demand Management Strategy.
43	SFMTA	Curb Management Strategy	Develop a Curb Management Strategy that reevaluates allocation of curb space to emphasize access for people and goods rather than almost exclusively private car storage. The Curb Management Strategy will identify ways that existing curb management tools could be better utilized, make recommendations for additional curb management tools, and provide guidance to project managers in implementing curb management tools.
43	SFMTA	TDM for Tourists	Develop, identify and create materials needed to encourage increased use of bicycles for transportation in San Francisco. Develop a single location where access is provided to resources that are known to support people interested in bicycling, safety materials, resources for bicycles and accessories, links to educational opportunities, community activities and other resources (clubs, shops, etc.). The goal will be to build on the branding developed in the bicycle outreach program in order to support bicycle ridership growth in SF.
43	SFMTA	Bicycle One-Stop Resource	Develop, identify and create materials needed to encourage increased use of bicycles for transportation in San Francisco. Develop a single location where access is provided to resources that are known to support people interested in bicycling, safety materials, resources for bicycles and accessories, links to educational opportunities, community activities and other resources (clubs, shops, etc.). The goal will be to build on the branding developed in the bicycle outreach program in order to support bicycle ridership growth in SF.
43	SFMTA	TDM Evaluation	Evaluate, on a biannual basis, the effectiveness of the citywide transportation demand management (TDM) program. This evaluation will be used to modify programs and program mixes in order to support the provision of high-value TDM offerings that are effective in increasing the use of sustainable transportation systems in San Francisco.

Primary Expenditure Plan #²	Sponsor³	Project Name	Brief Project Description
44	SFMTA/SFCTA	NTIP Pre-Development/Program Support	Prop K funds for the subject project would enable SFMTA and SFCTA staff to support Commissioner's efforts to identify, scope, and develop an implementation approach to proposed NTIP planning and capital projects.
44	SFPW	Better Market Street	Better Market Street will completely reconstruct San Francisco's premier boulevard and important regional transit corridor from Octavia Boulevard to the Embarcadero. The project will prioritize transit, provide safe pedestrian access for people of all ages and abilities, and build safe bicycle facilities and quality public spaces and streetscapes.
44	TBD	Planning Grants Local Match	Local match placeholder for Planning Grants
44	TBD	NTIP Planning	Funds the planning component of NTIP, which supports community-based planning efforts in each Supervisorial district (\$100,000 for each district over the next 5 years)
44	TBD	OBAG/HIP Local Match	Local match placeholder for One Bay Area Grant / Housing Incentive Pool program
44	TBD	OBAG3 Local Match	Local match placeholder for One Bay Area Grant program
44	TBD	PDA Planning Local Match	Local match placeholder for regional Priority Development Area Planning Grants
TBD	TBD	NTIP Capital	Funds the capital component of NTIP, which supports capital projects in each Supervisorial district (\$600,000 for each district over the next 5 years)

¹ All information presented is preliminary and pending evaluation of eligibility and funding requested. As of July 20, 2018 we have not received materials for the SFMTA Muni Vehicles, Facilities, and Guideways categories.

² Prop K Expenditure Plan numbers correspond to the below categories:

1	Rapid Bus Network	22M Guideways - MUNI
7	Capital Improvement Program	22P Guideways - PCJPB
8	BART Station Access, Safety & Capacity	26 Great Highway Erosion Repair
9	Ferry	27 Visitacion Valley Watershed
10	Trolleybus Lines Extension	30 Other Upgrades to Major Arterials
11	F-Line Extension to Ft Mason	31 New Signals and Signs
12	Purchase/Rehab Historic Streetcars	32 Adv. Technology & Info Systems SFgo
13	Balboa Park BART/MUNI Station Access	33 Signals and Signs
14	Relocation of Paul St to Oakdale - Caltrain	34 Street Resurfacing, Rehab, & Maintenance
15	Purchase Additional LRV's	35 Street Repair & Cleaning Equipment
16	Other Transit Enhancements	37 Pedestrian & Bicycle Facility Maintenance
17M	Vehicles - MUNI	38 Traffic Calming
17P	Vehicles - PCJPB	39 Bicycle Circulation/Safety
20B	Facilities - BART	40 Pedestrian Circulation/Safety

Primary Expenditure Plan # ²	Sponsor ³	Project Name	Brief Project Description
20M	Facilities - MUNI		41 Curb Ramps
20P	Facilities - PCJPB		42 Tree Planting & Maintenance
22B	Guideways - BART		43 Transportation Demand Mgmt
			44 Transportation/Land Use Coordination

³ Sponsor acronyms include Bay Area Rapid Transit District (BART), Department of the Environment (SFE), Department of Public Works (SFPW), Golden Gate Bridge, Highway and Transit District (GGBHTD), Peninsula Corridor Joint Powers Board/Caltrain (PCJPB), Port of San Francisco (SFPort), San Francisco County Transportation Authority (SFCTA), and San Francisco Municipal Transportation Agency (SFMTA).