

# Memorandum

**Date:** October 19, 2018  
**To:** Citizens Advisory Committee  
**From:** Anna LaForte – Deputy Director for Policy and Programming  
**Subject:** 11/13/2018 Board Meeting: Adopt 18 2019 Prop K 5-Year Prioritization Programs (5YPPs), with Conditions, Amend 16 2014 5YPPs, Approve a Fund Exchange and Amend the 2017 Prop AA Strategic Plan to Provide \$2,064,919 to the Bus Stop Enhancement Project, and Approve Two Prop K Fund Exchanges to Help Backfill the Regional Improvement Program Shortfall for the Central Subway

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• Adopt 18 2019 Prop K 5YPPs (See Attachment 1)</li> <li>• Amend 16 2014 5YPPs (See Attachment 1)</li> <li>• Amend the 2017 Prop AA Strategic Plan to provide \$2,064,919 to the Bus Stop Enhancement Project through a cost neutral fund exchange with Geary Bus Rapid Transit Prop K funds</li> <li>• Approve two Prop K fund exchanges to help backfill the Regional Improvement Program (RIP) shortfall for the Central Subway</li> </ul> <p>We have worked with project sponsors to refine project proposals and programming recommendations for the 2019 5YPP Update. On October 16, the Board approved the first ten 5YPPs on their first read. This month, we are presenting the remaining 5YPPs for adoption. Sixteen require concurrent 2014 5YPP amendments to better reflect the planned allocations for the remainder of this fiscal year. This group of 5YPPs includes three fund exchanges to address eligibility issues so we can support the subject projects. Two of the fund exchanges use Prop K to reduce our long standing RIP commitment to the Central Subway project and meet the project’s cash flow needs. We are also recommending, with conditions, an increase of \$34 million in Prop K programming as well as significant advancement of funds to help fill a funding gap and support potential acceleration of the replacement of 151 light rail vehicles (LVRs) for the San Francisco Municipal Transportation Agency (SFMTA). Additional details are provided below in this memo and Attachment 4 lists the conditions. Transportation Authority Board adoption of the 5YPPs is a prerequisite for allocation of funds from the Prop K programmatic categories. Attachment 2 provides a summary list of all the projects included in the 5YPPs in Group 2. At the meeting we will present highlights of each 5YPP and sponsors will be available to answer questions.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other:</li> </ul> <hr/>
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## **DISCUSSION**

### **Background.**

The voter approved 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 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 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 Board approved the overall approach for updating the Strategic Plan and 5YPPs in April 2018, including the proposed schedule and outreach approach.

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 Board adopted the 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 identify the specific projects that will be funded with Prop K over the next five-year period starting July 1, 2019 through June 30, 2024.

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 that category, as well as any other interested agencies. The Board has designated the lead agencies for the 2019 5YPPs as shown in Attachment 1.

In early May, we released guidance to project sponsors on the process for updating the 5YPPs. By the end of July, sponsors had submitted 115 applications (known as Project Information Forms) for projects across the 21 Prop K programmatic categories.

### **Adoption of the 2019 5YPPs – Group 2.**

We are recommending approval of 18 5YPPs listed in Attachment 1 and included in the enclosure. We consider several factors as we evaluate the proposed programming and prepare draft recommendations. For example, 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), leveraging of non-Prop K funds, and whether the requested expenditure rates 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 run out of Prop K funds. We are also looking across the 5YPPs for cross-cutting themes such as geographic equity and ensuring consistency with Strategic Plan policies.

### **What's in Each 5YPP.**

In compliance with Expenditure Plan requirements, each 5YPP includes: a prioritization methodology to rank projects within a category, a 5-year program or list of projects, Project Information Forms, and performance measures. The 5YPPs also include a summary of project delivery accomplishments for the prior 5YPP period and proposed leveraging of non-Prop K funds.

The sections that we anticipate being of most interest to the CAC include:

- **Table 2 - Project Delivery Snapshot.** This table shows completed projects and the percent complete for active projects.
- **Table 3 - Prioritization Criteria and Scoring Table.** This table includes scores for proposed projects using both program-wide and category specific criteria. These are largely the same as the criteria used in the 2014 5YPPs.
- **Table 4 - 5-Year Project List.** This table shows the amount of Prop K funds requested for each project by fiscal year. It also shows the amount of funds available by fiscal year as approved in the Strategic Plan Baseline, making it easy to see which categories are requesting to advance funds from future years.
- **Project Information Forms.** These documents contain scope, schedule, budget and funding plan information to help justify programming of Prop K funds to the projects.

### **Amendments to 2014 5YPPs.**

As part of the 2019 5YPP update process, we have been working with sponsors to update Prop K funding needs for Fiscal Year 2018/19, the final fiscal year of the 2014 5YPP period. This effort has resulted in the need for comprehensive amendments to 2014 5YPPs for several categories. We have identified any programmed, but unallocated funds and worked with sponsors to confirm which projects should remain programmed in Fiscal Year 2018/19 and what funds should be reprogrammed in the 2019 5YPP period. Through this process, we identified four potential scenarios requiring an amendment to the 2014 5YPP for a given category:

1. Projects are not advancing and the sponsor is requesting to reprogram funds to new projects in the 2019 5YPP period.
2. Projects are delayed and the sponsor is requesting to delay programming for the same projects into the 2019 5YPP period.
3. Projects are not advancing and sponsor is requesting to reprogram funds to new projects for allocation during Fiscal Year 2018/19.
4. Sponsor is requesting to advance funds into Fiscal Year 2018/19.

Each 2019 5YPP document contains the proposed 2014 5YPP amendment, if needed.

### **Neighborhood Transportation Improvement Program (NTIP) Cycle 2.**

We are recommending \$7.7 million in Prop K funds for NTIP Cycle 2 grants. This provides the same level of funding as in the 2014 5YPP period: \$100,000 for planning projects and \$600,000 as local match for capital projects in each district, for a total of \$700,000 per district. Given that some districts have not used the full amount of funds available in the 2014 5YPP period, we are recommending that each district be allowed to carry forward a maximum of \$300,000 in unallocated NTIP funds into the 2019 5YPP period. This would allow a district to have a maximum NTIP amount of \$1,000,000. Our recommendation also includes \$650,000 over the next five years to enable SFMTA and SFCTA staff to continue working with the Board to support the NTIP. Please

see Attachment 3 for details on our NTIP Cycle 2 recommendations, as well as a summary of NTIP allocations to date and remaining NTIP amounts for each district.

### **SFMTA Light Rail Vehicle (LRV) Procurement.**

SFMTA has been working with the Metropolitan Transportation Commission (MTC) and the Transportation Authority to explore the possibility of accelerating procurement of 151 replacement light rail vehicles, as well as filling a funding gap that exists whether the procurement is accelerated or not. The three agencies have developed a preliminary funding plan but are still evaluating various aspects including the overall cost-benefit analysis. The revised timeline could accelerate delivery of the first vehicles by as many as 18 months and shorten the overall delivery window from six and a half years to only three. The chief advantages are providing more reliable and comfortable service sooner to the public and reducing operations and maintenance costs by retiring older vehicles that cost more to maintain in a good condition. Tradeoffs include financing costs needed to ensure cash is on hand to meet the proposed accelerated schedule and incurring costs due to replacing LRVs prior to the end of the Federal Transit Administration (FTA)-established useful life. These costs reduce funds that would be available for other projects, including future vehicle procurements.

The recommended action before the Transportation Authority Board is to approve, with conditions, the proposed programming of an additional \$34.9 million in Prop K funds from the Vehicles-Muni category and to advance cash flow in the Vehicles-Muni and Vehicles-Discretionary category to support the potential accelerated procurement as part of approval of the corresponding 5YPPs. The Vehicles-Muni category is the single largest programmatic category and is one of the main drivers of our need to issue debt. Adopting the Strategic Plan with the most aggressive advancement of funds to support the replacement of the 151 LRVs now, means that the funds are in place if the SFMTA and the Board choose to support the accelerated option. If a less aggressive or non-accelerated procurement schedule is chosen, the vehicles categories and the rest of the Prop K program will see lower financing costs and more funds available for projects.

If the proposed programming is approved, there will be \$189.2 million in Prop K funds for replacement of the LRVs. There would be no funds remaining for other projects in the Vehicles-Muni or Vehicles-Discretionary category after this 5-year period and financing costs for these two vehicles categories go up by about \$24 million.

The proposed Prop K programming for the accelerated delivery schedule is subject to the conditions shown in Attachment 4. This attachment also shows a comparison of the original and potential accelerated schedule for replacement of the 151 LRVs, which are part of a contract with Siemens Mobility that also includes purchase of LRVs to expand the SFMTA's fleet:

The SFMTA Board will be briefed on the LRV procurement and Central Subway projects (see below) at its November 6 meeting.

### **Amendment of the 2017 Prop AA Vehicle Registration Fee Strategic Plan.**

The SFMTA proposed \$2,064,919 in Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network category funds in the 2019 5YPP Update for the Bus Stop Enhancement Project. However, the project is not eligible for that category because most of the bus stops to be enhanced are not located on streets designated as Transit Preferential Streets (e.g. Folsom, Mission, 19th Avenue). To enable the project to advance, we are recommending an amendment to the 2017 Prop AA Strategic Plan to reprogram \$2,064,919 in Transit Reliability and Mobility Improvement category funds from Geary BRT to the Bus Stop Enhancement Project. To keep Geary BRT whole, we have

increased the amount for Geary BRT by an equal amount of Prop K funds in the 2019 5YPP for the Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network category. The proposed Prop AA Strategic Plan amendment is attached to the relevant 5YPP.

### **Approval of Central Subway Fund Exchanges to Help Backfill RIP Shortfall.**

The Transportation Authority has a long-standing commitment of RIP funds to the Central Subway project. We have always known that the RIP funds would not all be available in time to meet the project's cash flow needs given the unreliability of the fund source. Senate Bill 1 helped to stabilize RIP funds, albeit at a relatively low level of about \$13 million every two years compared to historic funding levels. Recognizing this, the SFMTA budgeted the remaining RIP funds as part of the project contingency. Now that the project is nearing completion and SFMTA anticipates that it will use up all of the budgeted contingency, SFMTA staff has been working with staff from the MTC and the Transportation Authority to develop a funding plan to backfill \$61.75 million in remaining RIP funds.

The proposed funding plan, summarized in Attachment 5, is roughly a three way split between the agencies with MTC and the Transportation Authority providing \$21 million each and the SFMTA \$20 million. Many of the identified sources will require additional action, including board/commission action in order to commit the funds to the Central Subway.

Through adoption of the 2019 Prop K Strategic Plan Baseline, we identified \$964,968 in de-obligated Prop K funds from prior fund exchanges in the Central Subway category. The SFMTA plans to seek allocation of these funds before the end of the calendar year, which will count toward our RIP commitment to the project. As part of the subject agenda item, we are seeking approval of the following two Prop K fund exchanges to cover the remainder of our proposed \$21 million contribution toward the RIP shortfall:

- **Prop K/OBAG 2 Better Market Street Fund Exchange** – \$15.98 million in One Bay Area Grant Cycle 2 funds programmed to Better Market Street would be exchanged with an equivalent amount of Prop K funds from the Guideways-Discretionary category. San Francisco Public Works is agreeable to this fund exchange, which will require MTC approval.
- **Prop K/Prop B General Fund L Taraval Transit Enhancements** – We are recommending programming an extra \$4,055,032 in Prop K funds from the Guideways-Discretionary category to the L Taraval project in the 2019 5YPP, enabling SFMTA to redirect an equivalent amount of Prop B General Fund or other SFMTA funds from L Taraval to Central Subway.

The fund exchanges are required because the guideways category is for state of good repair work and not for transit expansion projects. Similarly, the MTC will need to approve some fund exchanges to address eligibility issues and make funds available for the Central Subway project. MTC staff anticipate bringing related actions to its commission in November/December 2018. If the Board approves the above fund exchanges, our remaining RIP commitment will be reduced from \$61.75 million to \$40.75 million for the Central Subway project as shown in Attachment 6.

### **Adoption of the 2019 Prop K Strategic Plan.**

Development of the Strategic Plan and 5YPPs is an iterative process. As we developed recommendations for Prop K programming for each category, we have made corresponding

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changes to the Strategic Plan Baseline expenditures and rerun the model to determine projected financing costs. This enabled us to confirm that the Expenditure Plan categories and the Prop K program as a whole can accommodate the proposed expenditures within the funds available.

At the November 6 Board meeting we will also present the Draft 2019 Strategic Plan for approval as a separate item. We are targeting completion of the update process by the end of calendar year 2018 to allow project sponsors to include programmed Prop K funds in their Fiscal Year 2019/20 annual budgets.

### **FINANCIAL IMPACT**

There is no impact on the Transportation Authority's annual budget associated with the recommendation actions. However, the 5YPPs are an important financial planning document for the Transportation Authority as the 5YPPs, along with the 2019 Strategic Plan (subject of a separate agenda item) establish the expected annual sales tax allocations and set maximum annual reimbursements. The 2019 Strategic Plan and 5YPPs will provide an updated baseline for forecasting when and how much debt the Transportation Authority may need to issue to support delivery of the projects. Actual allocation of funds is subject to separate approval action by the Transportation Authority.

### **CAC POSITION**

The CAC will be briefed on this item at its October 24, 2018 meeting.

### **SUPPLEMENTAL MATERIALS**

Attachment 1 – List of 5YPPs Recommended for Adoption and Lead Agencies for Each 5YPP

Attachment 2 – Master List of Projects Included in Group 2 5YPPs

Attachment 3 – Summary of recommended NTIP Programming and NTIP allocations to date

Attachment 4 – SFMTA LRV Procurement (including recommended conditions)

Attachment 5 – Central Subway RTIP Backfill Funding Plan

Attachment 6 - Remaining Regional Improvement Program (RIP) Commitments

Enclosures (19):

- A. Draft 2019 Prop K Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network 5YPP
- B. Draft 2019 Prop K Caltrain Capital Improvement Program 5YPP
- C. Draft 2019 Prop K Transit Enhancements 5YPP
- D. Draft 2019 Prop K New and Renovated Vehicles - Muni & Vehicles – Discretionary 5YPP
- E. Draft 2019 Prop K New and Renovated Vehicles - PCJPB 5YPP
- F. Draft 2019 Prop K Rehabilitate/Upgrade Existing Facilities - Muni 5YPP
- G. Draft 2019 Prop K Rehabilitate/Upgrade Existing Facilities - PCJPB 5YPP
- H. Draft 2019 Prop K Rehabilitate/Upgrade Existing Facilities - Discretionary 5YPP
- I. Draft 2019 Prop K Guideways - Muni 5YPP
- J. Draft 2019 Prop K Guideways - PCJPB 5YPP
- K. Draft 2019 Prop K Guideways - Discretionary 5YPP
- L. Draft 2019 Prop K New and Upgraded Streets 5YPP

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- M. Draft 2019 Prop K Traffic Calming 5YPP
- N. Draft 2019 Prop K Bicycle Circulation/Safety 5YPP
- O. Draft 2019 Prop K Pedestrian Circulation/Safety 5YPP
- P. Draft 2019 Prop K Curb Ramps 5YPP
- Q. Draft 2019 Prop K Transportation Demand Management/Parking Management 5YPP
- R. Draft 2019 Prop K Transportation/Land Use Coordination 5YPP

**Attachment 1.**  
**2019 Prop K Strategic Plan/5YPP Update**  
**List of 5YPPs Recommended for Adoption and Lead Agency**



Group 1 - Approved on first read at the October 16, 2018 Board meeting

<b>EP No.<sup>1</sup></b>	<b>Category</b>	<b>5YPP Lead Agency<sup>2</sup></b>
8	BART Station Access, Safety and Capacity	BART
9*	Ferry	PORT
20B*	Rehabilitate/Upgrade Existing Facilities - BART	BART
22B	Guideways - BART	BART
31*	New Signals and Signs	SFMTA
32	Advanced Technology and Information Systems (SFgo)	SFMTA
33*	Signals and Signs	SFMTA
34* - 35	Street Resurfacing, Rehabilitation, and Maintenance	SFPW
37*	Pedestrian and Bicycle Facility Maintenance	SFPW
42	Tree Planting and Maintenance	SFPW

Group 2 - To Be Considered at the November 2018 Board meetings

<b>EP No.<sup>1</sup></b>	<b>Category</b>	<b>5YPP Lead Agency<sup>2</sup></b>
1*	Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network	SFMTA
7*	Caltrain Capital Improvement Program	PCJPB
10-16*	Transit Enhancements	SFMTA
17M*/17U	New and Renovated Vehicles - Muni and Discretionary	SFMTA
17P*	New and Renovated Vehicles - PCJPB	PCJPB
20M*	Rehabilitate/Upgrade Existing Facilities - Muni	SFMTA
20P*	Rehabilitate/Upgrade Existing Facilities - PCJPB	PCJPB
20U	Rehabilitate/Upgrade Existing Facilities - Discretionary	SFCTA
22M*	Guideways - Muni	SFMTA
22P*	Guideways - PCJPB	PCJPB
22U	Guideways - Discretionary	SFCTA
26-30*	New and Upgraded Streets	SFCTA
38*	Traffic Calming	SFMTA
39*	Bicycle Circulation/Safety	SFMTA
40*	Pedestrian Circulation/Safety	SFMTA
41*	Curb Ramps	SFPW
43*	Transportation Demand Management/Parking Management	SFCTA
44*	Transportation/Land Use Coordination	SFCTA

\*Categories marked with an asterisk require a concurrent amendment to the 2014 5YPP with the adoption of the 2019 5YPP.

**Attachment 1.**  
**2019 Prop K Strategic Plan/5YPP Update**  
**List of 5YPPs Recommended for Adoption and Lead Agency**



<sup>1</sup> EP No. stands for Expenditure Plan category number.

<sup>2</sup> The lead agency role is a coordinator or convener role among eligible project sponsors for that category and other interested agencies and stakeholders. It does not confer veto power. Agency acronyms include: BART (Bay Area Rapid Transit District), SFPW (Department of Public Works), PCJPB (Peninsula Corridor Joint Powers Board or Caltrain), PORT (Port of San Francisco), SFCTA (San Francisco County Transportation Authority), and SFMTA (San Francisco Municipal Transportation Agency).

**Attachment 2**  
**San Francisco County Transportation Authority**  
**2019 Prop K 5-Year Prioritization Programs Update**  
**Draft Project List for Fiscal Years 2019/20 - 23/24 - Group 2**  
**Sorted by Expenditure Plan #**

Primary Expenditure Plan # <sup>1</sup>	Sponsor <sup>2</sup>	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
1, 16	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 begin construction for the Geary BRT project between Stanyan Street and 34th Avenue. The project includes transit improvements like bus-only lanes, signal optimization, upgraded stations, and pedestrian improvements like highly visible crosswalks, sidewalk extensions, median refuges, and lighting.	\$5,441,104	District 01, District 02, District 03, District 05, District 06
N/A	SFMTA	Transit Stop Enhancement Program	Program to update and upgrade 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. In order to address Prop K eligibility issues, project is proposed to be funded with Prop AA Vehicle Registration Fees through a fund exchange with Geary BRT.	\$0	Citywide
7	PCJPB	Local Capital Match Placeholder	Prop K helps to offset San Francisco's local match contribution to Caltrain's capital budget for Caltrain's Capital Improvement Program (CIP) projects, including continued implementation of express tracks between San Francisco and San Jose to improve travel time and reliability. This work may include passing siding, to allow express trains to bypass local service where additional tracks are not appropriate and/or right of way is limited. Projects are designed to improve service levels.	\$4,250,000	District 06, District 10
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.	\$926,100	District 02, District 03
12, 17M	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.	\$4,225,544	District 03, District 05, District 06
13	BART	Balboa Park Station Area 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.	\$250,000	District 11

Primary Expenditure Plan # <sup>1</sup>	Sponsor <sup>2</sup>	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisorial District
13	SFMTA	Geneva/San Jose M-Line Terminal	Planning and design of accessible boarding facilities and pedestrian safety improvements for the M Ocean View stops adjacent to Balboa Park Station. These improvements will create safer 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 the Geneva-San Jose Intersection Study [NTIP Planning].	\$1,706,408	District 11
16	BART	Market St. / Balboa Park New Elevator Master Plan	Develop a new 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.	\$500,000	District 03, District 06, District 11
16	SFMTA	Muni Subway Expansion Project (19th Ave M-Line)	This planning effort would further advance conceptual engineering and conduct the environmental review phase for the Muni Subway Expansion Project. This phase of work would not commence until after completion of the SF Transit Corridors Study, and would advance if prioritized via that effort. This project would: 1) Construct a new light-rail tunnel between West Portal and Parkmerced to improve the Muni Metro M-line's speed, reliability, and capacity, including tying in to the existing Twin Peaks Tunnel; 2) Re-design 19th Avenue between Eucalyptus and Brotherhood with wider sidewalks, a bike path separated from traffic, and new trees and landscaping. These improvements are anticipated to make Muni Metro a more reliable and attractive option for existing riders and attract new riders. These improvements are also anticipated to make 19th Avenue feel safer and more comfortable for everyone who travels along this street, including people walking, cycling, driving, and riding transit.	\$2,744,300	District 07, District 11
17M, 17U, 15	SFMTA	Light Rail Vehicle Procurement	Purchase 151 new Light Rail Vehicles (LRVs) to replace outdated Breda vehicles that have reached the end of their useful life and purchase an additional 68 LRVs to expand Muni's light rail fleet, 24 of which will accommodate the needs of the Central Subway.	\$62,767,634	Citywide
17M	SFMTA	Transit Vehicle Replacement or Rehabilitation - Placeholder	Placeholder for project to replace or rehabilitate Muni transit vehicles.	\$4,491,196	TBD
17P	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.	\$3,950,000	District 06, District 10
20M	SFMTA	Building Progress FIX - Placeholder	This is a placeholder for funds to help bring SFMTA maintenance and support facilities into a state of good repair.	\$500,000	TBD
20M	SFMTA	Muni Metro East Expansion	This project will expand the capacity of the Muni Metro East light rail storage and maintenance facility to allow for an expanded fleet by developing an empty 4-acre lot adjacent to the existing site. SFMTA also plans to use the additional capacity for temporary storage of light rail vehicles during planned reconstruction of other vehicle maintenance and storage facilities.	\$4,699,677	District 10

Primary Expenditure Plan # <sup>1</sup>	Sponsor <sup>2</sup>	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
20M	SFMTA	New Castro Station Elevator	Install a new three-stop elevator on the south side of Market Street at the Castro Muni Station, opening at the top level onto Harvey Milk Plaza on Market Street.	\$1,500,000	District 08
20P	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.	\$1,150,000	District 06, District 10
20U	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. Since both elevators will be able to stop at both platforms, if one elevator is taken out of service, the other can be used to maintain accessible service for both operators.	\$1,000,000	District 03, District 06
20U	SFMTA	Potrero Facility Reconstruction	Rebuild the 100 year old, seismically deficient Potrero Maintenance Facility to provide a larger facility that services and stores trolley electric and battery buses.	\$4,848,403	District 10
22M	SFMTA	Cable Car Infrastructure Rehabilitation - Placeholder	This is a Prop K placeholder for ongoing improvements to the guideways system and infrastructure projects throughout the SFMTA's cable car system to improve safety and reliability. Projects include structural, mechanical and other improvements along with replacement/rehabilitation of fixed guideway infrastructure and components of the cable car system.	\$103,442	TBD
22M	SFMTA	Muni Metro Rail Replacement Program - Placeholder	This is a placeholder for an on-going program of phased replacement of sections of rail in SFMTA's Light Rail and Cable Car systems. Sections of rail to be replaced are prioritized based on their potential for failure and derailments, the amount of noise and vibration experienced at surrounding structures, and to complement related projects by other city departments. These projects improve the safety, comfort and reliability of Muni service.	\$12,004,119	TBD
22M	SFMTA	Overhead Lines Rehabilitation - Placeholder	This is a Prop K placeholder for ongoing phased replacement and upgrade of the traction power system that provides 615 volt D.C. current for the SFMTA's fleet of trolley coaches, light rail vehicles, and historic streetcars. This includes, but is not limited to, overhead contact wire, guy wire, special work (switches/ curves/ crossings), confirmer lights, and the support poles for the overhead system, as well as upgrades of feeders and substation equipment/structures required in conjunction with various overhead upgrades. These projects increase the safety and reliability of Muni service. In addition, this work supports one of the greenest fleets in the nation, helping San Francisco and the State achieve greenhouse gap reduction goals.	\$10,250,908	TBD
22M, 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.	\$2,891,650	District 10
22M	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder	This is a placeholder for an on-going program consisting of various projects to ensure that all command and control systems for safe and efficient operation of fixed guideway rail transit lines remain in supported and up-to-date industry configurations, and in a good state of repair.	\$8,899,899	TBD

Primary Expenditure Plan # <sup>1</sup>	Sponsor <sup>2</sup>	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisorial District
22P	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.	\$6,150,000	District 06, District 10
22U, 44	SFPW	Better Market Street	The Better Market Street project, extending from The Embarcadero to Octavia Boulevard, will include major transportation streetscape and safety improvements for transit passengers, bicyclists and pedestrians along 2.2 miles of the city's premier boulevard and most important transit corridor. Scope elements include but are not limited to extending Muni only lanes, constructing larger boarding islands, and providing a new continuous protected bikeway. The first phase of the project to be constructed is anticipated to be from 6th to 8th streets. In order to help backfill the Transportation Authority's \$61.75 million STIP commitment to the Central Subway, we are proposing to program \$15.98 million in Prop K discretionary guideways funds to Better Market Street and exchange an equivalent amount of OBAG2 funds with Central Subway.	\$17,230,000	District 03, District 05, District 06
22U	SFMTA	L-Taraval Transit Enhancements (Segment B)	Replace light rail track and overhead contact system components along the L-Taraval light rail line from West Portal Station to Sunset Blvd, along Ulloa Street, 15th Avenue and Taraval Street. This is part of a larger set of transit and street improvements including transit stop placement optimization, bus bulbs, pedestrian safety improvements, boarding islands, traffic signals, and traffic and turn lane modification. In order to help backfill the Transportation Authority's \$61.75 million STIP commitment to the Central Subway project, we are proposing to program \$4,055,032 in Prop K discretionary guideways funds to the L-Taraval Transit Enhancements project freeing up an equivalent amount of Prop B General Fund that the SFMTA will make available for Central Subway construction.	\$4,055,032	District 04, District 07
22U	PCJPB	Peninsula Corridor Electrification	The Peninsula Corridor Electrification Project will convert Caltrain from a diesel-hauled commuter rail service to one that uses electrically powered trains consisting of high-performance electric multiple units for service between San Francisco (Fourth and King Street Station) and San Jose (Tamien Station). It will result in faster, more frequent service; reduce pollutants; support Caltrain's long-term financial sustainability; and provide infrastructure for blended Caltrain and high-speed rail systems.	\$4,912,000	District 06, District 10
26	SFPW	South Ocean Beach Mutli-Use Trail	Create a multi-use trail along the Great Highway, between Sloat Blvd and Skyline Blvd. The trail will be located on the southbound lanes of the Great Higway, which have been affected by coastal erosion and which is being reconfigured as part of the Great Highway Permanent Restoration project. The project will create a 12 to 18-foot shared-use path, and a 19,500 square feet parking lot to provide access to coastal areas.	\$259,119	District 7

Primary Expenditure Plan # <sup>1</sup>	Sponsor <sup>2</sup>	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
27	SFMTA	Bayshore Caltrain Pedestrian Connection	New pedestrian connection to the existing Bayshore Caltrain Station from Bayshore Boulevard through the Schlage Lock site. The project was identified in the 2013 Bi-County Study as an interim solution to support planned growth in the area and as a neighborhood priority. Prop K funds, committed to this project in June 2014 (Resolution 14-85), will be used to reimburse a portion of the Schlage Lock developer expenditures spent on the connection as it will be a part of the development project's internal street network.	\$2,000,000	District 10
27	SFMTA	Bi-County - Project Development Placeholder	This is a placeholder to support project development for priorities identified in the Transportation Authority's Bi-County Transportation Study.	\$2,000,000	District 10
27	SFMTA	Southeast Muni Expansion, Harney-101 Transit Crossing (Geneva-Harney Bus Rapid Transit)	Design of 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.	\$4,035,272	District 10
30	Any Eligible	NTIP Capital Placeholder	The Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisorial district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. This placeholder is for capital funds.	\$250,000	TBD
30, 38	SFMTA	Sloat Skyline Intersection Improvements	Redesign the 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 of a modern roundabout, or a low-build option that maintains current stop sign control with modifications to diverters, medians, and pedestrian and bicycle facilities.	\$910,000	District 04, District 07
38	SFMTA	6th Street Safety Improvements	In support of San Francisco's Vision Zero initiative, the 6th Street Safety Project aims to create a safe and inviting place for people to walk, bike, and drive by transforming 6th Street between Market Street and Harrison Street with wider sidewalks, new traffic signals, and streetscape improvements.	\$9,226,200	District 06
38	SFMTA	Advancing Equity through Safer Streets	Plan, design, and construct traffic calming measures in residential locations as identified by SFMTA staff in cooperation with the Department of Public Health. The goal of the program is to make streets safer for seniors and people with disabilities, decreasing traffic injuries and increasing their ability to safely and comfortably navigate neighborhood streets. Improvements may include speed humps, speed cushions, traffic islands, and/or raised crosswalks.	\$3,750,000	TBD
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. Improvements may include speed humps, speed cushions, traffic islands, and/or raised crosswalks.	\$6,000,000	TBD

Primary Expenditure Plan # <sup>1</sup>	Sponsor <sup>2</sup>	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisorial District
38	SFMTA	Bayview Community Based Transportation Plan Implementation	This project will implement safety improvements recommended as part of the Bayview Community Based Transportation Plan effort. Potential improvements include: sidewalk or intersection improvements; bike lanes, neighborways, and bike parking; bus shelter and signal improvements; and new street trees, public art, and pedestrian plazas.	\$2,460,000	District 10
38	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. Potential near term improvements include: paint- and post-based improvements (e.g., painted safety zones, buffered bikeways) to improve safety and comfort for pedestrians and bicyclists, signal retiming and inclusion of leading pedestrian intervals, improved sidewalks, bike lanes, and increased bike parking.	\$85,000	District 10
38	SFMTA	Excelsior Neighborhood Traffic Calming	The project will design and implement traffic calming and promote local connectivity in the Excelsior and new Mission Terrace neighborhoods.	\$2,080,000	District 11
38	Any Eligible	NTIP Placeholder	The Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisorial district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. This placeholder is for capital funds.	\$2,850,000	TBD
38, 39	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. Project will develop and implement near-term, cost-effective measures, and develop an implementation plan for long-term improvements for a redesigned Ocean Avenue.	\$1,800,000	District 07, District 11
38	SFMTA	Schools Engineering Program	Plan, design and implement street safety measures and traffic calming projects within school zones via three related engineering programs, including 1) Traffic Operations Program - new and upgraded signage and pavement markings at school sites citywide; 2) School Loading Zone Traffic Calming Program - traffic calming measures on loading zone streets; 3) School Walk Audit Program - safety improvements identified through a collaborative planning process.	\$5,000,000	TBD
38	SFMTA	Safer Taylor Street	Streetscape improvements as identified through a Caltrans Planning Grant and Prop K funded planning phase to improve safety for all roadway users on Taylor Street between Market Street and Sutter Street. Improvements may include sidewalk widening, reduced traffic lanes, bulbouts and shorter pedestrian crossings, landscaping, art, neighborhood amenities, and improved loading zones and curb management.	\$3,429,749	District 03, District 06
38	SFMTA	Speed Radar Sign Installation	Annual program to install up to four Speed Radar Signs (i.e., Vehicle Speed Feedback Signs) citywide. Speed radar signs are intended to encourage drivers to reduce speed.	\$900,000	TBD

Primary Expenditure Plan # <sup>1</sup>	Sponsor <sup>2</sup>	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
38	SFMTA	Safe Streets Evaluation	Ongoing evaluation of street design and engineering improvements on bicycle and pedestrian safety in support of the Vision Zero Safe Streets initiative. The evaluation program will continue to track trends over time and provide evidence-based recommendations to inform future project design by analyzing how upgraded street designs impact safety and comfort.	\$400,000	TBD
39	SFMTA	Beale Street Bikeway	Design and construct a two-way class IV bike facility between Market and Folsom Streets and Muni-only lane between Market and Natoma Streets. The project will also include dedicated southbound left turn pockets and signal phases at the intersections of Mission and Beale and Howard and Beale streets to facilitate the bike and pedestrian movements.	\$640,000	District 06
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	\$380,000	Citywide
39	SFMTA	Bike to Work Day	Bike to Work Day (BTWD) is an annual event that promotes cycling as a viable option for commuting to work. Prop K funds will be used for promotion of BTWD, as well as event-day services like energizer stations with educational materials and activities.	\$208,790	Citywide
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.	\$800,000	District 06, District 10
39	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.	\$480,000	District 09, District 10
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. Neighborways are local streets with low vehicle volumes and low speeds designed to facilitate safe and comfortable connections to local destinations for people walking and biking.	\$3,750,000	Citywide
39, 40	SFMTA	Grove Street/Civic Center Improvements	Design and construct bicycle and pedestrian improvements on Grove Street between Octavia Boulevard and Market Street.	\$3,182,000	District 05, District 06
39	Any Eligible	N'TIP Placeholder	The Transportation Authority's Neighborhood Transportation Improvement Program (N'TIP) funds communitybased neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The N'TIP has two components: a planning component to fund community-based planning efforts in each Supervisorial district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. This placeholder is for capital funds.	\$1,000,000	TBD
39	SFMTA	Page Street Neighborway	Plan, design, and construct improvements for walking and bicycling on Page Street from Stanyan Street to Webster Street. This is a 'Neighborway' project and will use a variety of traffic calming and other measures to lower vehicle speeds and volumes, as well as address conflicts and collision patterns, thereby giving people walking and bicycling priority over vehicular traffic along this residential corridor.	\$1,570,000	District 05
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	\$1,990,000	Citywide

Primary Expenditure Plan # <sup>1</sup>	Sponsor <sup>2</sup>	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisorial District
39	SFMTA	The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements	Complete street improvements to The Embarcadero corridor between North Point and Jefferson/Powell Streets, which will include design of a protected bikeway on The Embarcadero as well as potential circulation and curbspace management changes to the Jefferson, Powell, and Beach intersections and adjacent related roadway approaches.	\$250,000	District 03
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.	\$1,000,000	District 06, District 08, District 09
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.	\$900,963	District 06
40	SFMTA	Lake Merced Pedestrian Safety	Improve safety for pedestrians crossing Lake Merced Boulevard between Font and Sunset Boulevards. Recommendations to be identified through a community based transportation planning process could include new traffic signals or beacons, enhanced crosswalks, pedestrian visibility improvements and transit stop amenities focused on safety.	\$480,000	District 07
40	SFMTA	Leavenworth Livable Street	Implement complete street and safety improvements on Leavenworth from McAllister to Post Streets. Countermeasures may include sidewalk widening, bulbs, crosswalk upgrades, signal upgrades, accessibility upgrades, a new bikeway, and landscaping.	\$750,000	District 03, District 06
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. Potential improvements may include signals, corner bulbs, transit bulbs, boarding islands, spot bike improvements, loading zone/parking changes.	\$1,000,000	District 11
40	SFMTA	Monterey Street Safety Improvements	Plan, design and construct safety improvements on Monterey Boulevard from Miramar Avenue to I-280. Monterey Boulevard is on the City's High Injury Network and serves as an important bicycle connection. Improvements will respond to specific crash factors on the corridor and may include paint- and post-based improvements to improve safety for pedestrians and bicyclists, as well as curb extensions to reduce crossing distances. Specific improvements will be developed during the planning process.	\$245,000	District 07, District 08
40	SFMTA	Vision Zero Improvements Placeholder	Programmatic funds for future projects that are key in the City's focus on Vision Zero, the City's goal to reduce all traffic deaths to zero by 2024.	\$2,000,000	TBD
40	Any Eligible	NTIP Placeholder	The Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisorial district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. This placeholder is for capital funds.	\$1,100,000	TBD

Primary Expenditure Plan # <sup>1</sup>	Sponsor <sup>2</sup>	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
41	SFPW	Curb Ramps	Prop K funds will be used to construct and reconstruct accessible curb ramps and related sidewalk, curb, gutter, and roadway work in the public right-of-way. 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.	\$6,163,134	TBD
43	SFE	Commuter Benefits Ordinance Update	Review and consider amendments to the San Francisco Commuter Benefits Ordinance (CBO) which applies to businesses and nonprofits that have 20 or more employees nationwide and a location in San Francisco. Project will 1) engage stakeholders 2) consider effects of amending the ordinance on SF employers and employees 3) engage in best-practice research to offer increased resources to employers in supporting their employees in commuting sustainably 4) revising, creating and translating guidance materials and employee communication templates, 5) revising CBO language as needed, and 6) providing guidance to businesses subject to the Bay Area program.	\$100,610	Citywide
43	SFMTA	Employer TDM Program - Placeholder	This is a placeholder for funds to develop, pilot and implement an on-going program for working with employees of existing employers in San Francisco to increase the number of people walking, bicycling, and taking transit, and reduce single occupant vehicle use. SFMTA will establish goals and evaluation metrics for the program; design and implement an initial employer pilot program; and then based on a successful evaluation of the pilot program, roll out an on-going employer-based information and education outreach program.	\$536,000	Any
43	SFMTA	Residential TDM Program - Placeholder	This is a placeholder for funding to develop, pilot and launch a program for working with residents of existing housing units in San Francisco to reduce single-occupancy vehicle use. Through this program, SF will establish goals and evaluation metrics for the program; design and implement an initial residential pilot program; and then based on a successful evaluation of the pilot program, roll out an on-going resident-based information and education outreach program.	\$700,000	Any
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, including the Streets and Freeways Study (SFS) and the Transit Corridors Study (TCS) are designed to help San Francisco reach the 50-year vision, adopted in 2018. The intent of the ConnectSF Modal Study Follow on will be to take projects, operational strategies and preliminary policies identified in the SFS and the TCS and develop them further for implementation.	\$300,000	Citywide
43	SFMTA	Curb Management Strategy	Develop a curb management strategy that emphasizes access for people and goods rather than private car storage, and determines how to allocate curb space both across time and physical space, where to allocate space (proximity) for different users, and how to manage curb space across physical space and time. Scope includes Phase 1: development of a policy framework, Phase 2: development of tools, procedures and strategies, informed by pilot projects, and Phase 3: implementation and evaluation.	\$615,400	Citywide

Primary Expenditure Plan # <sup>1</sup>	Sponsor <sup>2</sup>	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
43	SFCTA	Emerging Mobility Services Pilot - Placeholder	The proposed funding is a placeholder Emerging Mobility Services Pilots, such as an Autonomous Vehicle (AV) shuttle pilot on San Francisco public streets, preferably serving a Community of Concern; candidate locations include Districts 4, 6, or District 10. An AV pilot is also an opportunity to partner with SFMTA's curb management team to test curb management strategies. Goals of the pilots would include, but are not limited to, support for transit and reduced emissions. SFCTA would evaluate the pilot performance.	\$100,000	District 04, District 06, District 10
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, and should focus on including benefits and service for Communities of Concern. Results of this pilot could inform future research, transit incentives programs, and citywide expansions.	\$200,000	District 03, District 06, District 10
43	Any Eligible	NTIP Placeholder	The Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) funds communitybased neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisorial district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. This placeholder is for capital funds.	\$500,000	Citywide
43	SFMTA	TDM for Tourists	This is a placeholder for funding to launch and operate a five-year program that involves working with hotels, travel agents, and on-line travel services to provide materials, outreach, and marketing to increase the number of people who use transit to come into SF and increase the use of non-automotive uses while visiting SF's many sites	\$325,000	Citywide
43	SFCTA	Transportation Sustainability Program Evaluation Tool	The Transportation Sustainability Program (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 away from single-occupant motor vehicles to sustainable forms of travel like transit, biking and walking. The effort involves identifying the tool's 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.	\$400,000	Citywide
44	Any Eligible	Housing Incentive Pool Local Match	This placeholder will provide local matching funds to the MTC's Housing Incentive Pool (HIP) grant program. The purpose of HIP is to reward jurisdictions that permit or preserve the most housing units at the very low, low, and moderate income housing units from 2015 through 2020, based on the housing unit needs identified through the Regional Housing Needs Allocation (RHNA) for 2015-23.	\$550,000	Any

Primary Expenditure Plan # <sup>1</sup>	Sponsor <sup>2</sup>	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
44	Any Eligible	Neighborhood Transportation Improvement Program Planning Placeholder	The Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisorial district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. This placeholder is for planning funds.	\$1,100,000	Any
44	Any Eligible	NTIP Capital Placeholder	The Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisorial district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. This placeholder is for capital funds.	\$900,000	Any
44	SFCTA, SFMTA	Neighborhood Transportation Improvement Program Support	The Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisorial district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. This funding enables SFMTA and SFCTA staff to support Commissioner's efforts to identify, scope, develop an implementation approach, and provide project delivery support.	\$650,000	Citywide
44	Any Eligible	OBAG3 Local Match	This funding provides local match to One Bay Area Grant (OBAG) Cycle 3 funds. MTC created OBAG to better integrate the region's federal transportation program with California's climate law (SB 375, Steinberg, 2008) and Plan Bay Area, the region's first Sustainable Communities Strategy. OBAG rewards communities and neighborhoods that have a track record of and/or plans in place to support transit-oriented development, particularly in areas that are slated for accepting growth in housing and/or employment (i.e., Priority Development Areas).	\$1,250,000	Any
44	Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)	This placeholder will provide the local match to planning grants for transportation studies and planning to support transit oriented development and neighborhood transportation planning.	\$750,000	Any
44	TBD	Regional Priority Areas Planning Local Match (e.g. Regional PDA Planning)	These funds provide local match to the MTC's Priority Development Area (PDA) planning grant program. Key goals of the PDA Planning program are to increase both housing (including affordable housing) and jobs; increase transit ridership; promote multimodal connections; and locate key services and retail within the PDAs. To be eligible for matching funds from this category, projects must support transit-oriented development and neighborhood transportation planning. Priority will be given to projects benefitting Communities of Concern that make improvements to transit, bicyclists, and pedestrians including streetscape beautification improvements such as landscaping, lighting and street furniture.	\$350,000	Any

Primary Expenditure Plan # <sup>1</sup>	Sponsor <sup>2</sup>	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
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<sup>1</sup> 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	22U	Guideways - Undesignated
9	Ferry	26	Great Highway Erosion Repair
10	Trolleybus Lines Extension	27	Visitacion Valley Watershed
11	F-Line Extension to Ft Mason	30	Other Upgrades to Major Arterials
12	Purchase/Rehab Historic Streetcars	31	New Signals and Signs
13	Balboa Park BART/MUNI Station Access	32	Adv. Technology & Info Systems SFgo
14	Relocation of Paul St to Oakdale - Caltrain	33	Signals and Signs
15	Purchase Additional LRV's	34	Street Resurfacing, Rehab, & Maintenance
16	Other Transit Enhancements	35	Street Repair & Cleaning Equipment
17M	Vehicles - MUNI	37	Pedestrian & Bicycle Facility Maintenance
17P	Vehicles - PCJPB	38	Traffic Calming
20B	Facilities - BART	39	Bicycle Circulation/Safety
20M	Facilities - MUNI	40	Pedestrian Circulation/Safety
20P	Facilities - PCJPB	41	Curb Ramps
20U	Facilities - Undesignated	42	Tree Planting & Maintenance
22B	Guideways - BART	43	Transportation Demand Mgmt
		44	Transportation/Land Use Coordination

<sup>2</sup> 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).

**Attachment 3.**  
**Neighborhood Transportation Improvement Program (NTIP) Summary**

**Proposed NTIP Programming for Projects**

<b>Prop K Category</b>	<b>2019 5YPP Proposed Programming FY 2019/20-FY 2023/24</b>
Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network	-
Balboa Park BART/MUNI Station Access	-
Other Transit Enhancements	-
Other Upgrades to Major Arterials	\$250,000
New Signals and Signs	-
Traffic Calming	\$2,850,000
Bicycle Circulation/Safety	\$1,000,000
Pedestrian Circulation/Safety	\$1,100,000
Transportation Demand Management	\$500,000
Transportation/Land Use Coordination	\$2,000,000
	<b>\$7,700,000</b>

**Proposed Programming for NTIP Program Support**

<b>Prop K Category</b>	<b>2014 5YPP Remaining Programming</b>	<b>2019 5YPP Proposed Programming FY 2019/20-FY 2023/24</b>
Transportation/Land Use Coordination	-	\$650,000
<b>Total</b>	-	<b>\$650,000</b>

**Total Allocated and Remaining Available Funds by District in the 2014 5YPP Period  
(FY 2013/14-FY 2018/19)**

<b>District</b>	<b>Total Allocated</b>	<b>Total Intended to Allocate/ Pending</b>	<b>Total Available Planning Funds*</b>	<b>Total Available Capital Funds*</b>
1	\$359,631	-	-	\$340,369
2	\$700,000	-	-	-
3	\$350,000	-	-	\$350,000
4	\$600,000	\$100,000	-	-
5	\$100,000	-	-	\$600,000
6	\$208,000	-	-	\$492,000
7	\$100,000	-	-	\$600,000
8	\$130,000	\$325,000	\$50,000	\$195,000
9	\$699,995	-	-	\$5
10	\$460,000	-	-	\$240,000
11	\$700,000	-	-	-
<b>Total</b>	<b>\$4,407,626</b>	<b>\$425,000</b>	<b>\$50,000</b>	<b>\$2,817,374</b>

\*not allocated, intended to allocate or pending

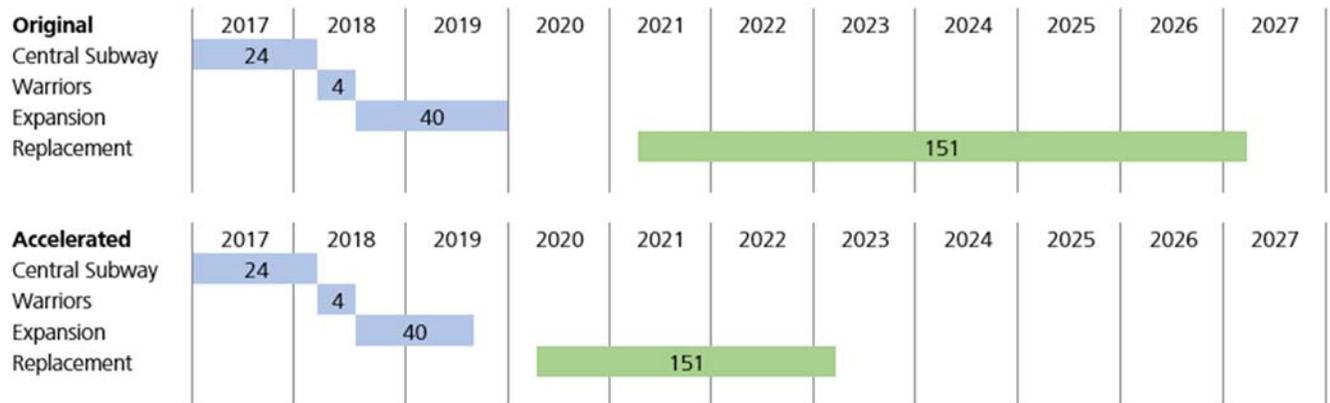
## Attachment 4. SFMTA LRV Procurement

### Siemens Mobility (contracted awarded July 2014)

	Replacement LRVs	Expansion LRVs	Notes
Base Contract	<b>151</b>	<b>24</b>	Expansion vehicles for Central Subway
Option 40		<b>40</b>	Option exercised
Option 45		45	Option not exercised, funding not identified
Warriors		<b>4</b>	Funded by the Warriors to serve Mission Bay
Totals:	151	213	168 total expansion LRVs planned to date

\*Bold indicates exercised options or purchased.

Figure 1: Original vs. Accelerated Replacement Schedule



### Proposed Conditions for Allocation of Prop K Funds for the 151 Replacement LRVs

- (1) SFMTA may not give notice to proceed on procurement of the 151 replacement vehicles prior to allocation of additional Prop K funds (up to \$62.7 million);
- (2) As a prerequisite to allocation of additional Prop K funds, SFMTA shall present to the SFMTA Board and Transportation Authority CAC and Board the proposed schedule, cost and funding plan, including any associated financing costs, along with an updated cost benefit analysis of early retirement of the LRVs;
- (3) Allocation of additional Prop K funds will be conditioned upon SFMTA and MTC providing evidence that all their respective funds are committed to the project.

## Attachment 5. Central Subway RTIP Backfill Funding Plan

### Central Subway Regional Transportation Improvement Program (RTIP) Shortfall Proposed Funding Plan<sup>1</sup>

	Rounded (\$ Millions)	SFCTA Share Not Rounded
<b>RTIP Shortfall<sup>2</sup></b>	<b>\$62</b>	\$ 61,750,000
<b>MTC</b>		
Anticipated FY19 Bonus FTA Transit Formula Funds (fixed guideway) <sup>3</sup>	3-8	
FY 19 FTA Transit Formula Funds (5337) (debt service surplus funds)(fixed guideway) <sup>3</sup>	13	
Bridge Tolls AB664/BATA Project Savings	0-5	
<b>MTC Total</b>	<b>21</b>	
<b>SFMTA</b>		
PTMISEA interest (previously committed to Central Subway)	1	
Revenue Based/Developer Fees	11	
Senate Bill 1 - State of Good Repair Funds, Low Carbon Transit Operations Program, and/or State infrastructure bond interest.	8	
<b>SFMTA Total</b>	<b>20</b>	
<b>SFCTA</b>		
Prop K/OBAG2 Fund Exchange (Better Market Street) - PROPOSED <sup>4</sup>	16	\$ 15,980,000
Prop K/Prop B General Fund (L Taraval Transit Enhancements) Fund Exchange - PROPOSED <sup>4</sup>	4	\$ 4,055,032
Prop K Central Subway Category (programmed)	1	\$ 964,968
<b>SFCTA Total</b>	<b>21</b>	<b>\$ 21,000,000</b>
<b>Revised SFCTA Remaining RTIP Commitment to Central Subway:</b>		<b>\$ 40,750,000</b>

<sup>1</sup>Metropolitan Transportation Commission (MTC), San Francisco County Transportation Authority (SFCTA), and San Francisco Municipal Transportation Agency (SFMTA) staff worked collaboratively to develop this proposed funding plan. Several of the proposed sources will require Board/Commission approval or other actions before funds would be committed to the project.

<sup>2</sup>Following adoption of the 2018 STIP, the SFCTA's remaining RIP commitment to Central Subway was \$61,750,000. With the passage of Senate Bill 1, we are receiving about \$13 million in RIP funds every two years.

<sup>3</sup>The proposed federal transit funds can be made available to the Central Subway via a fund exchange with an eligible SFMTA fixed guideway project or project(s) to be identified, subject to MTC Commission approval. Ranges account for uncertainty in fund availability by source.

<sup>4</sup>The two proposed Prop K fund exchanges to help backfill the Central Subway RIP commitment are part of the recommended actions at the November 2018 SFCTA Board meetings.

## Attachment 6. Remaining Regional Improvement Program (RIP) Commitments

San Francisco County Transportation Authority  
 Draft Remaining Regional Improvement Program (RIP) Commitments<sup>1</sup>  
 Updated October 10, 2018

Project <sup>2</sup>	Initial RIP Commitment	Current Remaining RIP Commitment	Proposed New RIP or Other Funds	Proposed Remaining RIP Commitment
Presidio Parkway [Fulfilled]	\$84,101,000	\$0		\$0
Central Subway [SFCTA 1st priority] <sup>3</sup>	\$92,000,000	\$61,750,000	\$21,000,000	\$40,750,000
MTC STP/CMAQ Advance for Presidio Parkway [SFCTA 2nd priority] <sup>4</sup>	\$34,000,000	\$34,000,000		\$34,000,000
Caltrain Downtown Extension to a New Transbay Transit Center [SFCTA 3rd priority]	\$28,000,000	\$17,847,000		\$17,847,000
Caltrain Electrification [Fulfilled]	\$24,000,000	\$0		\$0
<b>Total</b>	<b>\$262,101,000</b>	<b>\$113,597,000</b>	<b>\$21,000,000</b>	<b>\$92,597,000</b>

<sup>1</sup> Based on Transportation Authority Board-adopted priorities (Resolution 14-25, Approved October 22, 2013).

<sup>2</sup> Acronyms include California Transportation Commission (CTC), Congestion Mitigation and Air Quality (CMAQ), Metropolitan Transportation Commission (MTC), San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA), and Surface Transportation Program (STP).

<sup>3</sup> Central Subway is currently the SFCTA's highest priority for future RIP funds. Since the RIP funds were unavailable when SFMTA was awarding the construction contracts, we are honoring this commitment by programming new RIP funds when they become available to other SFMTA eligible projects to comply with CTC guidelines or by programming other SFCTA funds to Central Subway. Staff is proposing two fund exchanges, that along with \$964,968 in de-obligations from prior fund exchanges in the Prop K Central Subway category, will direct a total of \$21,000,000 toward the remaining Central Subway RTIP Commitment.

- The first exchange is a dollar-for-dollar exchange of \$15.98 million in federal One Bay Area Grant 2 (STP/CMAQ) funds from the Better Market Street project with Prop K funds from the Guideways-discretionary category. This fund exchange requires concurrence by the MTC.
- The second fund exchange is a dollar-for-dollar exchange of \$4,055,032 in FY 2019/20 SFMTA Prop B Population Set Aside funds programmed to the L Taraval Transit Improvements project with an equivalent amount of funds from the Prop K Guideways-discretionary category.

<sup>4</sup> Through Resolution 12-44, the SFCTA accepted MTC's proposed advance of \$34 million in STP/CMAQ funds for Presidio Parkway to be repaid with future county share RIP funds. Repayment of the advance, i.e. by programming \$34 million in RIP funds to a project or projects of MTC's choice, is the second priority after the Central Subway.