

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

**FY of Allocation Action:** 2018/19

**Project Name:** Jefferson Street Improvements Phase 2 [NTIP Capital]

**Grant Recipient:** Department of Public Works

**EXPENDITURE PLAN INFORMATION**

**Prop K EP category:** Pedestrian Circulation/Safety: (EP-40)

**Prop K EP Line Number (Primary):** 40      **Current Prop K Request:** \$ 1,413,740

**Prop K Other EP Line Numbers:** \_\_\_\_\_

**Prop AA Category:** \_\_\_\_\_

**Current Prop AA Request:** \$ -

**Supervisorial District(s):** District 03

**REQUEST**

**Brief Project Description (type below)**

Phase 2 of the Jefferson Street Improvements Project will construct 3 blocks of streetscape improvements between Powell and Jones Streets, completing the design developed from the 2010 Fisherman's Wharf Public Realm Plan. The project includes widened sidewalks, pedestrian-scale lighting, bike parking, new landscaping, trees, public seating and construction of a narrowed roadway with geometrically-patterned pavement. The project will improve pedestrian safety along a street that sees more than 60,000 pedestrians per day on a typical summer weekend.

**Detailed Scope, Project Benefits and Community Outreach (type below)**

See attached detailed scope description.

**Project Location (type below)**

Jefferson Street, between Powell Street and Jones Street, in the Fisherman's Wharf district

**Project Phase (select dropdown below)**

Construction (CON)

**Map or Drawings Attached?** Yes

**Other Items Attached?** Yes

**5YPP/STRATEGIC PLAN INFORMATION**

**Type of Project in the Prop K  
5YPP/Prop AA Strategic Plan?** New Project

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

**Please describe and justify the necessary amendment:**

The subject request includes a Pedestrian Circulation/Safety 5YPP amendment to:

- > Reprogram a total of \$1,213,740 in Active Transportation Program (ATP) Local Match placeholder funds to the subject project.
- > Program \$200,000 in FY15/16 Neighborhood Transportation Improvement Program (NTIP) placeholder funds to the subject project.

The ATP local match placeholder funds are not needed to provide required local match for currently funded ATP projects. The soonest that local matching funds for the next ATP funding cycle (applications due in July 2018) would be needed is FY 2019/20. This local match funding will be addressed in the 2019 5YPP updates. In funding the subject request, the funds would be providing a portion of the required local match to another discretionary state grant program, the Local Partnership Program (LPP) Competitive Program, funded by Senate Bill 1 (2017). LPP guidelines include the requirement that local match funds be secured by the time the project sponsor, in this case SFPW, submits an LPP fund allocation request to the California Transportation Commission (CTC). To adhere to the project schedule and meet the strict timely use of funds requirements of the LPP, SFPW plans to submit the allocation request to the CTC by August 1, 2018.

## Jefferson Street Improvements Phase 2

### Background

The comprehensive Jefferson Street project envisioned in the Fisherman's Wharf Public Realm Plan was broken into two phases, the first of which was completed in 2013 between Hyde and Jones. In 2014, an average of 150,412 people visited SF each day. Fisherman's Wharf is the second most visited neighborhood and Pier 39 is the top attraction. Fisherman's Wharf has longer blocks than typical to city centers, which have comparable levels of pedestrian activity. Longer blocks are less pedestrian-friendly, necessitating additional compensatory investments. Other challenges include the lack of a coherent pedestrian network, the lack of a cycling network, narrow and congested sidewalks, and an uninviting streetscape. The Jefferson Street Improvement project will widen pedestrian footpaths along the entire length of Jefferson because the current sidewalk width is inadequate for the volume of pedestrians, forcing pedestrians to navigate in a crowded and cluttered landscape with narrow, congested, and uninviting sidewalks; crowding at crossings caused by long signal phases; and heavy vehicular traffic causing insecurity, noise and pollution. Jefferson Street is in the High Injury Network, a tool created by San Francisco Department of Public Health to prioritize investments that reduce traffic related deaths and severe injuries. A redesigned Jefferson plays the central role in the vision to create a walkable district, prioritizing fewer cars, widened sidewalks, and a safe two-way bicycle route along the Bay. The project will help complete a gap in the Bay Trail, a 400 mile-long recreation path that runs around the entire San Francisco Bay. Most of the trail is off-street, but at Fisherman's Wharf, it becomes undefined and cyclists must navigate chaotic streets with complex mixed traffic: double decker tourist buses, street cars, amphibious vehicles, trucks, three wheeled scooters, horses and wagons, private cars, segways, and pedestrians.

In January 2018 the Transportation Authority approved project priorities for the Local Partnership Program (LPP) competitive grant program, nominating Jefferson Street Improvements Phase 2 to apply to the state for \$6.5 million in LPP funds. On April 27, 2018 the California Transportation Commission awarded \$6.8 million to San Francisco Public Works (SFPW) for Jefferson Street Improvements Phase 2. The subject Prop K request would provide a portion of the required dollar-for-dollar local matching funds.

### Scope

Phase 2 of the Jefferson Street Improvements Project is designed to improve the safety, vibrancy, and travel within Fisherman's Wharf and to close the infrastructure gap between Phase 1 of the project and the Embarcadero, the roadway of the Port of San Francisco. The project will create safer streets for all modes of transportation along Jefferson Street between Powell Street and Jones Street and improve a portion of the San Francisco Bay Trail. The project will include the following improvements:

- Narrowing of the roadway by 16% (from 44 feet to 37 feet)
- Removal of 35 parking spaces
- Widening of sidewalk space by 46% on southern blocks (from 15 feet to 22 feet)
- Installation of pedestrian-scale lighting (50 poles along 1,400 linear feet)
- High visibility continental crosswalks at 4 intersections
- Pedestrian bulb-outs at 1 intersection
- Clearly defined roadway, intersections and crosswalks with special paving
- Improved directional markings for bicycles
- New seating elements and bike racks
- New street trees and landscaping
- New geometrically patterned concrete roadway to help reduce motor vehicular speeds

Pedestrians will see significantly wider sidewalks, a major increase in pedestrian infrastructure capacity for Jefferson Street. The widened sidewalks with new curb ramps will provide pedestrians greater visibility when crossing at intersections and will reduced crossing distances. Wider sidewalks with also greatly improved sidewalk circulation and reduce the collision risks caused when people are forced to walk on the roadway. The subsequent reduction in roadway area, along with the elimination of 35 parking spots, will slow traffic and potentially reduce motor vehicle volume. The crosswalks at Jones, Taylor, Mason, and Powell Streets will also be upgraded and repainted, and the unmarked crossing between Mason and Powell will be remediated with a new raised pedestrian crossing. New tree plantings will help pedestrians clearly demarcate the curb line, and pedestrian-scale lighting will increase visibility of the sidewalk. These improvements will help safely guide pedestrian traffic, while giving motorists visual cues on pedestrian travel.

For bikes, a reduced roadway will remove gaps around the dangerous F-line tracks and remove unused roadway areas around the tracks that many bicyclists currently travel along. Removing this space will encourage bicyclists to use the shared bike/motor vehicle lane, removing the conflict between bikes and streetcars, thereby removing the risk of bikes getting caught in the tracks. The roadway will be repaved with concrete, which will distinctly outline the bike path, directing bicyclists down a safer path along the San Francisco Bay Trail.

### **Parking**

On-street parking will be removed to allow for the widening of sidewalks on the south side of Jefferson Street. There is currently a parking lot that runs along the entire north side of Jefferson Street between Taylor and Powell that can accommodate the loss in parking. There are also a half dozen additional parking lots or garages within one block of the project limits.

**Prioritization Criteria and Scoring Table**  
**Pedestrian Circulation/Safety (EP 40)**  
 Pending 02.28.2017

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA					Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Provides Benefits to Multiple Users	High Injury Corridor	Leveraging		
<b>Total Possible Score</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>20</b>	
<b>Corridor Projects</b>									
6th Street Improvements - PS&E	4	3	0	3	3	2	0	15	
6th Street Improvements - CON	3	3	0	3	3	2	0	14	
7th Street Streetscape	3	3	0	3	3	2	2	16	
Wiggle Neighborhood Green Corridor	4	2	1	2	3	2	2	16	
<b>Follow-the-Paving</b>									
Locations will be scored at the time of allocation. See text and Project Information Form for more details.									
<b>Citywide Pedestrian Safety &amp; Circulation Improvements</b>									
Locations will be scored at the time of allocation. See text and Project Information Form for more details.									
Locations will be scored at the time of allocation. See text and Project Information Form for more details.									
WalkFirst Pedestrian Program Local Match	3	1	0	3	1	2	1	11	
WalkFirst Pedestrian Improvements	3	1	0	3	1	2	2	12	
WalkFirst Continental Crosswalks	3	2	0	3	3	2	1	14	
WalkFirst Rectangular Rapid Flashing Beacon	Locations will be scored at the time of allocation. See text and Project Information Form for more details.								
Golden Gate Road Diet [Vision Zero]	Locations will be scored at the time of allocation. See text and Project Information Form for more details.								
Neighborhood Transportation Improvement Program (NTIP)	Locations will be scored at the time of allocation. See text and Project Information Form for more details.								
Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]	4	3	0	3	2	2	0	14	
Jefferson Street Improvements Phase 2 [NTIP Capital]	4	3	3	3	3	2	2	20	

**Prioritization Criteria Definitions:**

**Project Readiness:** Project likely to need funding in fiscal year proposed. Factors to be considered include adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors may significantly delay project.

**Community Support:** Project has clear and diverse community support and/or was it identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program.  
 Three points for a project in an adopted community based plan with evidence of diverse community support.  
 Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups.  
 One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

**Time Sensitive Urgency:** Project needs to proceed in proposed timeframe to enable construction coordination with another project (e.g., minimize costs and construction impacts); to support another funded or proposed project (e.g. new signal controllers need to be installed to support TIEP implementation); or to meet timely use of funds deadlines  
**Safety:** (One point for each): Addresses documented safety issue; reduces potential conflicts between modes; and increases security.

**High Injury Corridor:** Project is located on a WalkFirst Safety Streets corridor.

**Provides Benefits to Multiple Users:** Projects receives one point each for addressing the needs of bicyclists, motorists, and/or transit users.

**Leveraging:** Project leverages non-Prop K funds.

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**Project Name:** Jefferson Street Improvements Phase 2 [NTIP Capital]

**ENVIRONMENTAL CLEARANCE**

**Environmental Type:** EIR/EIS

**PROJECT DELIVERY MILESTONES**

Enter dates below for ALL project phases, not just for the current request, based on the best information available. For PLANNING requests, please only enter the schedule information for the PLANNING phase.

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-Jun	2008	Apr-Jun	2012
Environmental Studies (PA&ED)	Jan-Mar	2012	Jul-Sep	2012
Right-of-Way				
Design Engineering (PS&E)	Jan-Mar	2016	Jul-Sep	2018
Advertise Construction	Jul-Sep	2018		
Start Construction (e.g. Award Contract)	Apr-Jun	2019		
Operations (i.e., paratransit)				
Open for Use			Apr-Jun	2020
Project Completion (means last eligible expenditure)			Oct-Dec	2020

**SCHEDULE DETAILS**

Provide dates for any COMMUNITY OUTREACH planned during the requested phase(s). Identify PROJECT COORDINATION with other projects in the area (e.g. paving, MUNI Forward) and relevant milestone dates (e.g. design needs to be done by DATE to meet paving schedule). List any timely use-of-funds deadlines (e.g. federal obligation deadline). If a project is comprised of MULTIPLE SUB-PROJECTS, provide milestones for each sub-project. For PLANNING EFFORTS, provide start/end dates for each task.

The SB1 Local Partnership Program funds for the subject project, awarded by the California Transportation Commission on April 27, 2018, have a requirement that SFPW award the construction contract within 6 months of the grant award, or by October 2018.

The project will require the relocation of a water line along one block as well as the relocation of a gas line along one block to allow for the sidewalk widening. The SF Water Department and PG&E have been notified and Public Works is coordinating these relocations with both agencies. Public Works has been working with the Port of San Francisco and the Fisherman's Wharf Community Benefit District (CBD) throughout the design phase to coordinate design and construction related issues. A stakeholder meeting was held in Fall 2016 to provide an update to the design and solicit feedback from merchants and other project stakeholders. Public Works will continue to work with the Fisherman's Wharf CBD and merchants along the corridor to provide outreach about the construction and hold update meetings as needed.

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

**Project Name:** Jefferson Street Improvements Phase 2 [NTIP Capital]

**FUNDING PLAN - FOR CURRENT REQUEST**

Enter the funding plan for the phase(s) that are the subject of the CURRENT REQUEST. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 1,413,740		\$ -	\$ 1,413,740
Prop AA	\$ -	\$ -	\$ -	\$ -
SB1 Local Partnership Program	\$ -	\$ 6,782,000	\$ -	\$ 6,782,000
SF Port General Fund	\$ 250,000			\$ 250,000
SF Public Works General Fund	\$ 3,119,000			\$ 3,119,000
MTA Prop A GO Bond	\$ 2,000,260			\$ 2,000,260
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ 6,783,000</b>	<b>\$ 6,782,000</b>	<b>\$ -</b>	<b>\$ 13,565,000</b>

Identified for Jefferson Street Improvements Ph 2 as part of the CCSF's annual budget process, pending approval of the Fiscal Year 2018/19 CCSF budget by the Board of Supervisors and Mayor .

**FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)**

Enter the funding plan for all phases (planning through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 1,413,740		\$ -	\$ 1,413,740
Prop AA	\$ -	\$ -	\$ -	\$ -
SB1 Local Partnership Program	\$ -	\$ 6,782,000	\$ -	\$ 6,782,000
SF Port General Fund	\$ 250,000			\$ 250,000
SF Public Works General Fund	\$ 3,119,000		\$ 1,496,000	\$ 4,615,000
MTA Prop A GO Bond	\$ 2,000,260		\$ -	\$ 2,000,260
	\$ 6,783,000	\$ 6,782,000	\$ 1,496,000	\$ 15,061,000

Pending approval of the FY 2018/19 CCSF budget.

**COST SUMMARY**

Show total cost for ALL project phases (in year of expenditure dollars) based on best available information. Source of cost estimate (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ 107,000	\$ -		Actual cost
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 1,389,000	\$ -	\$ -	Actual cost
Construction (CON)	\$ 13,565,000	\$ 1,413,740	\$ -	Estimate based on 99% design
Operations (Paratransit)	\$ -	\$ -		
<b>Total:</b>	<b>\$ 15,061,000</b>	<b>\$ 1,413,740</b>	<b>\$ -</b>	

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% Complete of Design:  as of   
 Expected Useful Life:  Years

**PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST** (instructions as noted below)

Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.

Fund Source	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	Total
Prop K	\$ -	\$ 329,496	\$ 1,070,167	\$ 14,077	\$ -	\$ 1,413,740
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



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<b>Budget</b>					
<b>SUMMARY BY MAJOR LINE ITEM</b>					
<b>Description</b>	<b>SFPW</b>	<b>SFMTA</b>	<b>Contract</b>	<b>Totals</b>	<b>% of Contract</b>
Pavement Work			\$ 1,771,127	\$ 1,771,127	
Landscaping & Trees			\$ 1,778,036	\$ 1,778,036	
Sewer			\$ 831,736	\$ 831,736	
Electrical			\$ 1,199,367	\$ 1,199,367	
Structural			\$ 399,750	\$ 399,750	
Mechanical			\$ 42,425	\$ 42,425	
Traffic			\$ 866,125	\$ 866,125	
Water Dept Work			\$ 287,028	\$ 287,028	
<b>Subtotal</b>			<b>\$ 7,175,594</b>	<b>\$ 7,175,594</b>	
Mobilization			\$ 358,755	\$ 358,755	4%
Traffic Control			\$ 717,579	\$ 717,579	8%
Partnering			\$ 15,375	\$ 15,375	0.2%
Design Contingency			\$ 358,755	\$ 358,755	4%
<b>Subtotal Construction Estimate</b>			<b>\$ 8,626,058</b>	<b>\$ 8,626,058</b>	
Construction Contingency			\$ 862,549	\$ 862,549	9%
Muni Support *		\$ 2,050,200	\$ 2,050,200	\$ 2,050,200	22%
<b>Total Construction Estimate</b>			<b>\$ 9,488,607</b>	<b>\$ 11,538,807</b>	
Construction Support	\$ 2,026,193			\$ 2,026,193	21%
<b>Total Project Cost</b>	<b>\$ 2,026,193</b>	<b>\$ 2,050,200</b>	<b>\$ 9,488,607</b>	<b>\$ 13,565,000</b>	

\* Includes costs to Muni from shutdown of the F streetcar line and associated bus substitution, as well as other needed transit support.

**San Francisco County Transportation Authority  
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**TRANSPORTATION AUTHORITY RECOMMENDATION**

**This section is to be completed by Transportation Authority Staff.**

**Last Updated:** 5/17/2018      **Res. No:** 2018-060      **Res. Date:** 6/26/2018

**Project Name:** Jefferson Street Improvements Phase 2 [NTIP Capital]

**Grant Recipient:** Department of Public Works

		<b>Action</b>	<b>Amount</b>	<b>Phase</b>
<b>Funding Recommended:</b>		Prop K Allocation	\$ 1,413,740	Construction (CON)
		<b>Total:</b>	<b>\$ 1,413,740</b>	

**Total Prop K Funds:** \$ 1,413,740      **Total Prop AA Funds:** \$ -

**Justification for multi-phase recommendations and notes for multi-sponsor recommendations:**

**Fund Expiration Date:** 6/30/2021      **Eligible expenses must be incurred prior to this date.**

<b>Intended Future Action</b>	<b>Action</b>	<b>Amount</b>	<b>Fiscal Year</b>	<b>Phase</b>

Trigger:

**Deliverables:**

1. Quarterly progress reports shall provide anticipated dates of upcoming project milestones (e.g. ground-breaking, ribbon-cutting) and at least 1 photo of work in progress or completed work, in addition to all other requirements described in the Standard Grant Agreement (SGA). See SGA for definitions.
2.

**Special Conditions:**

1. The recommended allocation is contingent upon a concurrent Pedestrian Circulation/Safety 5YPP amendment to reprogram \$1,213,740 in Active Transportation Program Local Match placeholder funds and program \$200,000 in Neighborhood Transportation Improvement Program (NTIP) placeholder funds to the subject project. See attached 5YPP amendment for details.
2. The recommended allocation is contingent upon SFPW securing an additional \$5,369,260 in local matching funds, as required by the Local Partnership Program guidelines, to fully fund the project.
3.

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**TRANSPORTATION AUTHORITY RECOMMENDATION**

**This section is to be completed by Transportation Authority Staff.**

**Last Updated:** 5/17/2018      **Res. No:** 2018-060      **Res. Date:** 6/26/2018

**Project Name:** Jefferson Street Improvements Phase 2 [NTIP Capital]

**Grant Recipient:** Department of Public Works

**Notes:**

1.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	89.58%	No Prop AA
Actual Leveraging - This Project	90.61%	No Prop AA

**SFCTA Project**

**Reviewer:** P&PD

**SGA PROJECT NUMBER**

**Sponsor:** Department of Public Works

**SGA Project Number:** 140-908092      **Name:** Jefferson Street Improvements Phase 2 [NTIP Capital]

**Phase:** Construction (CON)      **Fund Share:** 10.42%

**Cash Flow Distribution Schedule by Fiscal Year**

Fund Source	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22+	Total
Prop K		\$329,496	\$ 1,070,167	\$ 14,077		<b>\$1,413,740</b>

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

**FY of Allocation Action:** 2018/19

**Current Prop K Request:** \$ 1,413,740

**Current Prop AA Request:** \$ -

**Project Name:** Jefferson Street Improvements Phase 2 [NTIP Capital]

**Grant Recipient:** Department of Public Works

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

<b>Required for Allocation Request Form Submission</b> Initials of sponsor staff member verifying the above statement
<b>RA</b>

**CONTACT INFORMATION**

**Project Manager**

**Grants Section Contact**

Name: David Froehlich

Rachel Alonso

Title: Project Manager

Transportation Finance Analyst

Phone: 415.558.4041

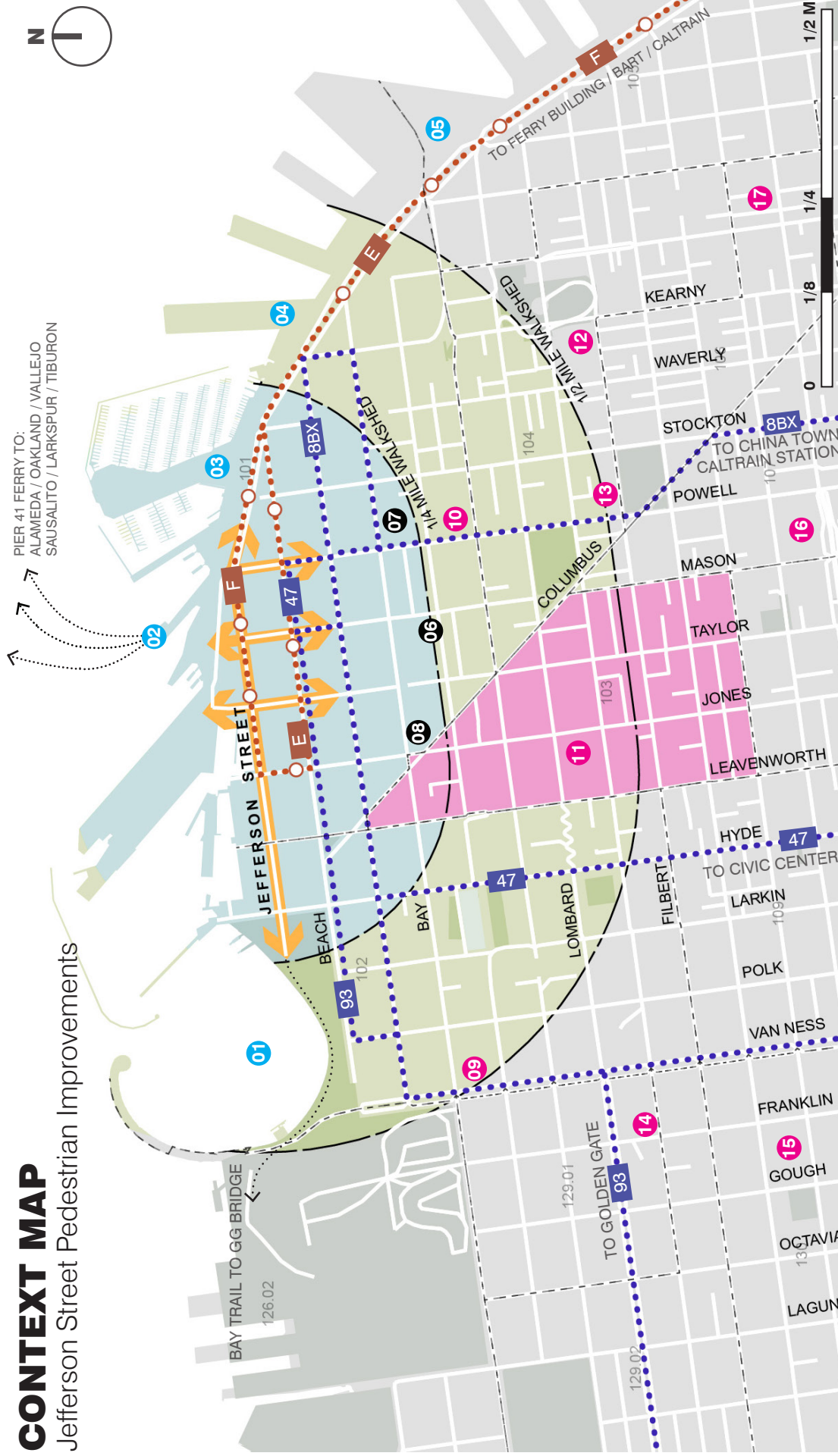
415.554.4139

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# CONTEXT MAP

## Jefferson Street Pedestrian Improvements



PIER 41 FERRY TO:  
ALAMEDA / OAKLAND / VALLEJO  
SAUSALITO / LARKSPUR / TIBURON

### LEGEND

- Census Tract 103
- Access Points
- Historic Streetcar Route
- Historic Streetcar Stops
- Bus Routes

### DESTINATION POINTS

- 01** Aquatic Park
- 02** Pier 41 Ferry Terminal
- 03** Amtrak Station
- 04** Pier 35 Cruise Terminal
- 05** Pier 27 Herman Cruise Terminal
- 06** 455 Bay Street - Latitude 38 Housing Services
- 07** 227 Bay Street - SF Housing Authority
- 08** North Beach Place Apts. - SF Housing Authority

### SCHOOLS

- 09** Galileo High School
- 10** Francisco Middle School
- 11** Yick Wo Elementary School
- 12** Garfield Elementary School
- 13** St. Peter and St. Paul Salesian School
- 14** Hergl School
- 15** Sherman Elementary School
- 16** Jean Parker Elementary School
- 17** John Yehall Chin Elementary School

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)  
Pedestrian Circulation/Safety (EP 40)  
Programming and Allocations to Date**

Pending June 26, 2018

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
<b>Corridor Projects</b>									
SEMTA	6th Street Improvements (NTIP) <sup>6</sup>	PS&E	Programmed	\$0					\$0
SEMTA	6th Street Improvements (NTIP) <sup>5,6,10</sup>	CON	Programmed	\$400,000					\$400,000
SEMTA	6th Street Pedestrian Safety Improvement <sup>6</sup>	PA&ED	Allocated		\$2,012,000				\$2,012,000
SEMTA	Wiggle Neighborhood Green Corridor <sup>10</sup>	CON	Allocated			\$572,100			\$572,100
SEMTA	7th Street Streetscape	PS&E	Programmed	\$174,000					\$174,000
<b>Follow-the-Paving</b>									
SEMTA	Follow-the-Paving (Spot Improvements)	PS&E, CON	Programmed		\$50,000				\$50,000
<b>Citywide Pedestrian Safety &amp; Circulation Improvements</b>									
SEMTA	Active Transportation Program Local Match <sup>16</sup>	PLAN/CER	Programmed	\$0					\$0
SEMTA	Active Transportation Program Local Match <sup>16</sup>	PS&E	Programmed	\$0					\$0
SEMTA	Active Transportation Program Local Match <sup>1,16</sup>	CON	Programmed	\$0					\$0
SFPW	ER Taylor Elementary School Safe Routes to School <sup>1</sup>	CON	Allocated	\$6,575					\$6,575
SFPW	Longfellow Elementary School Safe Routes to School <sup>1</sup>	CON	Allocated	\$64,578					\$64,578
SEMTA	Active Transportation Program Local Match <sup>16</sup>	PS&E	Programmed				\$0		\$0
SEMTA	Active Transportation Program Local Match <sup>16</sup>	CON	Programmed					\$0	\$0
SEMTA	Jefferson Street Improvements Phase 2 [NTIP Capital] <sup>16</sup>	CON	Pending					\$1,413,740	\$1,413,740
SEMTA	WalkFirst <sup>3,5</sup>	PLAN/CER	Programmed	\$0					\$0
SEMTA	WalkFirst <sup>3,4,5</sup>	PS&E	Programmed	\$0					\$0
SEMTA	WalkFirst <sup>2,3,4</sup>	CON	Programmed	\$0					\$0
SEMTA	WalkFirst Continental Crosswalks <sup>2</sup>	CON	Allocated	\$423,000					\$423,000
SEMTA	WalkFirst Rectangular Rapid Flashing Beacons -Planning/Conceptual Engineering	PLAN	Allocated	\$17,100					\$17,100
SEMTA	WalkFirst Rectangular Rapid Flashing Beacons -Design (PS&E)	PS&E	Allocated	\$47,400					\$47,400

## Programming and Allocations to Date

Pending June 26, 2018

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SEMTA	WalkFirst Rectangular Rapid Flashing Beacons - Construction	CON	Allocated	\$158,400					\$158,400
SEMTA	Golden Gate Road Diet [Vision Zero]	CON	Allocated	\$120,000					\$120,000
SEMTA	WalkFirst Phase 1 Pedestrian Safety Implementation [Vision Zero] - Design	PS&E	Allocated	\$200,000					\$200,000
SEMTA	WalkFirst Phase 1 Pedestrian Safety Implementation [Vision Zero] - Construction	CON	Allocated	\$800,000					\$800,000
	WalkFirst Phase 1 Pedestrian Safety Implementation [Vision Zero] - Construction	Deobligated	Deobligated			(\$144,146)			(\$144,146)
SEMTA	WalkFirst	PLAN/CER	Programmed			\$53,996			\$53,996
SEMTA	WalkFirst	PS&E	Programmed			\$110,000			\$110,000
SEMTA	WalkFirst	CON	Programmed			\$65,000			\$65,000
SEMTA	Safe Streets Project Evaluation Program <sup>12</sup>	PLAN	Allocated				\$130,150		\$130,150
SEMTA	Bessie Carmichael Crosswalk [NTIP Capital] - Planning	PLAN	Allocated		\$7,500				\$7,500
SEMTA	Bessie Carmichael Crosswalk [NTIP Capital] - Design	PS&E	Allocated		\$6,000				\$6,000
SEMTA	Bessie Carmichael Crosswalk [NTIP Capital] - Construction	CON	Allocated		\$14,500				\$14,500
SEMTA	Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]	PLAN	Allocated	\$50,000					\$50,000
SEMTA	Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]	PLAN	Deobligated			(\$5,314)			(\$5,314)

## Programming and Allocations to Date

Pending June 26, 2018

Agency	Project Name	Phase	Status	Fiscal Year						Total
				2014/15	2015/16	2016/17	2017/18	2018/19		
SFMTA, Any eligible	Neighborhood Transportation Improvement Program (NTIP) placeholder <sup>8,9,11,14</sup>	PS&E, CON	Programmed	\$178,088						\$178,088
SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) [NTIP Capital] <sup>11</sup>	PS&E	Allocated			\$80,000				\$80,000
SFMTA	Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital] <sup>9</sup>	PS&E	Allocated			\$80,000				\$80,000
SFMTA	Arguello Boulevard Near-term Improvements [NTIP Capital] <sup>8</sup>	PS&E	Allocated		\$10,520					\$10,520
SFMTA	Arguello Boulevard Near-term Improvements [NTIP Capital] <sup>8</sup>	PS&E	Deobligated		(\$10,520)					(\$10,520)
SFMTA	Lower Great Highway Pedestrian Improvements [NTIP Capital] <sup>13</sup>	PS&E	Allocated				\$70,500			\$70,500
SFMTA	Lower Great Highway Pedestrian Improvements [NTIP Capital] <sup>13</sup>	CON	Allocated				\$179,500			\$179,500
SFPW	Alemany Interchange Improvements - Phase 2 [NTIP Capital] <sup>14</sup>	PA&ED	Allocated				\$20,000			\$20,000
SFPW	Alemany Interchange Improvements - Phase 2 [NTIP Capital] <sup>14</sup>	PS&E	Allocated				\$380,000			\$380,000
SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements (The Hairball - Segments F & G) [NTIP Capital] <sup>11,15</sup>	CON	Allocated				\$220,000			\$220,000
SFMTA, Any eligible	Neighborhood Transportation Improvement Program (NTIP) placeholder <sup>11,15,16</sup>	PS&E, CON	Programmed		\$380,000					\$380,000
<b>Total Programmed in 5YPP</b>				\$2,639,141	\$2,470,000	\$811,636	\$1,000,150	\$1,413,740	\$8,334,667	
<b>Total Allocated and Pending in 5YPP</b>				\$1,887,053	\$2,050,520	\$732,100	\$1,000,150	\$1,413,740	\$7,083,563	
<b>Total Deobligated in 5YPP</b>				\$0	(\$10,520)	(\$149,460)	\$0	\$0	(\$159,980)	
<b>Total Unallocated in 5YPP</b>				\$752,088	\$430,000	\$228,996	\$0	\$0	\$1,411,084	
<b>Total Programmed in 2014 Strategic Plan</b>				\$6,408,893	\$850,000	\$228,996	\$300,000	\$300,000	\$8,087,889	
<b>Deobligated from Prior 5YPP Cycles **</b>				\$291,782					\$291,782	
<b>Cumulative Remaining Programming Capacity</b>				\$4,061,534	\$2,441,534	\$1,858,894	\$1,158,744	\$45,004	\$45,004	



## Programming and Allocations to Date

Pending June 26, 2018

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2014/15	2015/16	2016/17	2017/18	
<div style="border: 1px solid black; padding: 2px; margin-bottom: 2px;">Programmed</div> <div style="border: 1px solid black; padding: 2px; margin-bottom: 2px; background-color: #fce4d6;">Pending Allocation/Appropriation</div> <div style="border: 1px solid black; padding: 2px; background-color: #e2f0d9;">Board Approved Allocation/Appropriation</div>								

**FOOTNOTES:**

- <sup>1</sup> 5YPP amendment to add ER Taylor and Longfellow Safe Routes to School projects (Resolution 15-28, 12.16.2014)  
 Active Transportation Program Local Match: Reduced by \$71,153 in Fiscal Year 2014/15.  
 ER Taylor Safe Routes to School: Added project with \$6,575 in Fiscal Year 2014/15 funds for construction.  
 Longfellow Safe Routes to School: Added project with \$64,578 in Fiscal Year 2014/15 funds for construction.
- <sup>2</sup> WalkFirst funds from Fiscal Year 2014/15 (\$423,000) were allocated to WalkFirst Continental Crosswalks.
- <sup>3</sup> WalkFirst funds from Fiscal Year 2014/15 (\$222,900) were allocated to WalkFirst Rectangular Rapid Flashing Beacon Installation and Construction Coordination.
- <sup>4</sup> WalkFirst funds from Fiscal Year 2014/15 (\$120,000) were allocated to Golden Gate Road Diet [Vision Zero].
- <sup>5</sup> 5YPP amendment to fully fund WalkFirst Phase 1 Pedestrian Safety Implementation [Vision Zero] (Resolution 15-46, 03.24.2015)  
 6th Street Improvements (NTIP): Reduced by \$715,900 in Fiscal Year 2014/15 construction funds. SEMTA is planning on requesting \$1 million in Prop K funds for the environmental phase, through which it will determine costs and a funding plan for design and construction.  
 WalkFirst Phase 1 Pedestrian Safety Implementation [Vision Zero]: Added \$715,900 in Fiscal Year 2014/15 funds for design and construction. Project is fully funded with \$284,100 from the WalkFirst placeholders in Fiscal Year 2014/15.
- <sup>6</sup> 5YPP amendment to add 6th Street Pedestrian Improvements project environmental phase (Resolution 15-56, 6.23.15)  
 6th Street Improvements (NTIP): Reduced by \$700,000 in Fiscal Year 2014/15 for design.  
 6th Street Improvements (NTIP): Reduced by \$1,312,000 in Fiscal Year 2014/15 for construction.  
 6th Street Pedestrian Safety Improvement: Added project with \$2,012,000 in Fiscal Year 2015/16 funds for the environmental phase.
- <sup>7</sup> NTIP Placeholder funds from Fiscal Year 2014/15 (\$28,000) were allocated to Bessie Carmichael Crosswalk [NTIP Capital].
- <sup>8</sup> 5YPP amendment to fund Arguello Boulevard Near-term Improvements [NTIP Capital] (Resolution 2016-55, 5.24.16).  
 NTIP Placeholder: Reduced from \$722,000 to \$711,480.  
 Arguello Boulevard Near-term Improvements [NTIP Capital]: Added project with \$10,520 in Fiscal Year 2015/16 for design.  
 Note: Board concurrently approved a commitment to allocate \$78,696 in District 1 NTIP capital funds for pedestrian and bicycle paint improvements that will be
- <sup>9</sup> 5YPP amendment to fund Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital] (Resolution 17-012, 11/29/16)  
 Neighborhood Transportation Improvement Program (NTIP) design or construction: Reduced placeholder from \$711,480 in FY 2014/15 to \$631,480.  
 Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital]: Added project with \$80,000 in FY 2016/17 design funds.  
 Note: Board concurrently approved a commitment to allocate \$325,000 in District 8 NTIP capital funds for the construction phase of the project, contingent upon

## Programming and Allocations to Date

Pending June 26, 2018

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2014/15	2015/16	2016/17	2017/18	

- <sup>10</sup> 5YPP amendment to fund Wiggle Neighborhood Green Corridor (Resolution 17-027, 02/28/2017)  
6th Street Improvements (NTIP): Reduced by \$572,100 in Fiscal Year 2014/15 construction funds. The project's design and construction phases are fully funded with Prop A General Obligation Bond revenues.  
Wiggle Neighborhood Green Corridor: Added \$572,100 in Fiscal Year 2016/17 funds for construction.
- <sup>11</sup> Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) [NTIP Capital]: Added project with \$80,000 from the NTIP placeholder (reduced from \$631,480 to \$551,480) (Resolution 17-027, 02/28/2017)  
Board concurrently approved a commitment to allocate a total of \$320,000 in District 9 and District 10 NTIP capital funds for the construction phase of the project, contingent upon completion of design. Commitment to allocate includes \$220,000 from the Pedestrian Circulation and Safety category and \$100,000 from the Bicycle Circulation and Safety category.
- <sup>12</sup> 5YPP amendment to fund Safe Streets Project Evaluation Program (Resolution 18-012)  
Safe Streets Project Evaluation Program: Added project with \$130,150 in Fiscal Year 2017/18 by reducing cumulative remaining programming capacity from \$441,242 to \$311,092.
- <sup>13</sup> 5YPP amendment to fund Lower Great Highway Pedestrian Improvements [NTIP Capital] (Resolution 18-35, 02/27/2018)  
Neighborhood Transportation Improvement Program (NTIP) Placeholder: Reduced from \$551,480 in FY 2014/15 to \$301,480.  
Lower Great Highway Pedestrian Improvements [NTIP Capital]: Added project with \$70,000 in FY2017/18 funds for design and \$180,000 in FY2017/18 funds for construction.
- <sup>14</sup> 5YPP amendment to fund Alemany Interchange Improvements - Phase 2 [NTIP Capital] (Resolution 18-35 02/27/2018)  
Neighborhood Transportation Improvement Program (NTIP) Placeholder: Reduced by \$123,392, from \$301,480 in FY 2014/15 to \$178,083. This is the amount of D9 NTIP Capital funds to be provided to the project. Remainder of funding from cumulative remaining programming capacity.  
Cumulative Remaining Programming Capacity: Reduced from \$311,092 to \$34,484  
Alemany Interchange Improvements - Phase 2 [NTIP Capital]: Added project with \$400,000 in FY2017/18 construction funds.
- <sup>15</sup> 5YPP amendment to fund Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements (The Hairball - Segments F & G) [NTIP Capital] (Resolution 18-35, 2/27/2018)  
Neighborhood Transportation Improvement Program (NTIP) Placeholder: Reduced by \$220,000, from \$800,000 in FY2015/16 to \$580,000.  
Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements (The Hairball - Segments F & G) [NTIP Capital]: Added project with \$220,000 in FY2017/18 construction funds, split between Districts 9 and 10. Along with concurrently approved \$100,000 in NTIP funds split evenly between Districts 9 and 10 in the Bicycle Circulation and Safety Category, this fulfills a prior commitment to allocate.
- <sup>16</sup> 5YPP amendment to fund Jefferson Street Improvements Phase 2 [NTIP Capital] (Resolution 18-XXX, xx/xx/2018):  
Active Transportation Program Local Match: Reduced by \$613,740 in FY14/15 planning, design and construction funds, \$300,000 in FY17/18 design funds and \$300,000 in FY18/19 construction funds.  
Neighborhood Transportation Improvement Program (NTIP) placeholder: Reduced by \$200,000 in FY15/16 design and construction funds from \$580,000 to \$380,000.  
Jefferson Street Improvements Phase 2 [NTIP Capital]: Added project with \$1,413,740 in FY18/19 construction funds.