

FUNDING GUIDE

Table of CIP Funding Sources
Funding Guide

TABLE OF CIP FUNDING SOURCES

The table below provides an overview of the funding sources that make up the FY 2017-2021 Capital Improvement Program (CIP) listed by Fund Administrator. Table II in the Appendix provides the programmed amount for each funding source listed below.

Administered By	CIP Fund Code	Fund Name
California Governor's Office of Emergency Services	CalEMA-CTSGP(Prop1B)	California Transit Security Grant Program (CTSGP)
Caltrans	Caltrans-ATP-Regional	Caltrans Active Transportation Program (ATP) - Regional
Caltrans	Caltrans-ATP-State	Caltrans Active Transportation Program (ATP) - State
Caltrans	Caltrans-Cap&Trade	Caltrans Cap & Trade
Caltrans	Caltrans-Cap&Trade-TIRCP	Caltrans Cap & Trade - Transit & Intercity Rail Capital Program (TIRCP)
Caltrans	Caltrans-HSIP-Cycle10	Caltrans Highway Safety Improvement Program (HSIP)
Caltrans	Caltrans-PTMISEA(Prop1B)	Caltrans Proposition 1B PTMISEA
Caltrans	Caltrans-PTMISEA(Prop1B)-Interest	Caltrans Proposition 1B PTMISEA - Interest
Caltrans	Caltrans-Planning	Caltrans Sustainable Transportation Planning (CSTP) Grant Program
Caltrans	Caltrans-SHOPP	State Highway Operations and Protections Program (SHOPP)
City and County of San Francisco (CCSF)	CCSF-CentralFreewayProceeds	Central Freeway Proceeds
City and County of San Francisco (CCSF)	Developer-5M	Developer Fee Revenue - 5M
City and County of San Francisco (CCSF)	Developer-CPMC	Developer Fee Revenue - California Pacific Medical Center (CPMC)

Administered By	CIP Fund Code	Fund Name
City and County of San Francisco (CCSF)	Developer-ParkMerced	Developer Fee Revenue - Park Merced
City and County of San Francisco (CCSF)	CCSF-GOBond(PropA)	General Obligation (GO) Bond
City and County of San Francisco (CCSF)	CCSF-GOBond(PropA)-CompleteStreets	General Obligation (GO) Bond - Complete Streets
City and County of San Francisco (CCSF)	CCSF-GOBond(PropA)-Corridors	General Obligation (GO) Bond - Corridor Improvements
City and County of San Francisco (CCSF)	CCSF-GOBond(PropA)-Facility	General Obligation (GO) Bond - Facility Improvements
City and County of San Francisco (CCSF)	CCSF-GOBond(PropA)-MuniForward	General Obligation (GO) Bond - Muni Forward
City and County of San Francisco (CCSF)	CCSF-GOBond(PropA)-PedSafety	General Obligation (GO) Bond - Pedestrian Safety
City and County of San Francisco (CCSF)	CCSF-GOBond(PropA)-Signals	General Obligation (GO) Bond - Signals
City and County of San Francisco (CCSF)	CCSF-IPIC	Interagency Planning Implementation Committee (IPIC)
City and County of San Francisco (CCSF)	CCSF-IPIC-BP	Interagency Planning Implementation Committee (IPIC) - Balboa Park
City and County of San Francisco (CCSF)	CCSF-IPIC-EN	Interagency Planning Implementation Committee (IPIC) - Eastern Neighborhoods
City and County of San Francisco (CCSF)	CCSF-IPIC-MO	Interagency Planning Implementation Committee (IPIC) - Market Octavia
City and County of San Francisco (CCSF)	CCSF-IPIC-TC	Interagency Planning Implementation Committee (IPIC) - Transit Center

Administered By	CIP Fund Code	Fund Name
City and County of San Francisco (CCSF)	CCSF-NewRevenue	New Revenue Measure
City and County of San Francisco (CCSF)	CCSF-GeneralFund-PropBStreets	Proposition B Streets Bond
City and County of San Francisco (CCSF)	CCSF-GeneralFund	San Francisco General Fund
City and County of San Francisco (CCSF)	CCSF-SOMASTabilization	SoMa Stabilization Funds
City and County of San Francisco (CCSF)	CCSF-TSF	Transportation Sustainability Fee (TSF)
Federal Transit Administration (FTA)	FTA-5307	FTA 5307 Formula Funds
Federal Transit Administration (FTA)	FTA-5309-CC	FTA 5309 - Core Capacity
Federal Transit Administration (FTA)	FTA-5309-FG	FTA 5309 - Fixed Guideway Modernization Program
Federal Transit Administration (FTA)	FTA-5309-NS	FTA 5309 - New Starts
Federal Transit Administration (FTA)	FTA-5309-SS	FTA 5309 - Small Starts
Federal Transit Administration (FTA)	FTA-5310-NF	FTA 5310 - New Freedom
Federal Transit Administration (FTA)	FTA-5337-FG	FTA 5337 - Fixed Guideway
Federal Transit Administration (FTA)	FTA-5309-BUS	FTA Bus & Bus Facilities Program
Federal Transit Administration (FTA)	FTA-TCP	Transit Capital Priorities
Metropolitan Transportation Commission (MTC)	MTC-AB664	MTC AB664 Bridge Toll Funds
Metropolitan Transportation Commission (MTC)	MTC-Climate	MTC Climate Initiatives Program
Metropolitan Transportation Commission (MTC)	MTC-Lifeline-Cycle5	MTC Lifeline Program
Metropolitan Transportation Commission (MTC)	MTC-Lifeline-Cycle6	MTC Lifeline Program
Metropolitan Transportation Commission (MTC)	MTC-TPI-Incentive	MTC Transit Performance Initiatives (TPI) - Incentive
Metropolitan Transportation Commission (MTC)	MTC-TPI-Investment	MTC Transit Performance Initiatives (TPI) - Investment

Administered By	CIP Fund Code	Fund Name
Metropolitan Transportation Commission (MTC)	MTC-TDAArticle3	MTC Transportation Development Act (TDA) Article 3
Office of Homeland Security (OHS)	OHS-TSGP	Federal Transit Security Grant Program
Office of Traffic Safety (OTS)	CAOTS-OTS	Office of Traffic Safety (OTS) Grant Program
San Francisco County Transportation Authority (SFCTA)	SFCTA-OBAG	One Bay Area Grant (OBAG) Program
San Francisco County Transportation Authority (SFCTA)	SFCTA-VRF(PropAA)	Proposition AA Vehicle Registration Fee
San Francisco County Transportation Authority (SFCTA)	SFCTA-SalesTax(PropK)	SF Proposition K Sales Tax*
San Francisco County Transportation Authority (SFCTA)	SFCTA-TFCA-PM	Transportation Fund for Clean Air (TFCA)
San Francisco Municipal Transportation Agency (SFMTA)	SFMTA-Operating	SFMTA Operating Funds
San Francisco Municipal Transportation Agency (SFMTA)	SFMTA-Operating-FundBalance	SFMTA Operating Funds - Fund Balance
San Francisco Municipal Transportation Agency (SFMTA)	SFMTA-RevBond-2014	SFMTA Revenue Bond - 2014
San Francisco Municipal Transportation Agency (SFMTA)	SFMTA-RevBond-2017	SFMTA Revenue Bond - 2017
San Francisco Municipal Transportation Agency (SFMTA)	SFMTA-RevBond-2019	SFMTA Revenue Bond - 2019
San Francisco Municipal Transportation Agency (SFMTA)	SFMTA-RevBond-2021	SFMTA Revenue Bond - 2021
San Francisco Municipal Transportation Agency (SFMTA)	CCSF-TIDF	Transit Impact Development Fee (TIDF)
San Francisco Municipal Transportation Agency (SFMTA)	CCSF-TSIP	Transportation & Street Infrastructure Program

*SF Proposition K Sales Tax is listed in the Funding Guide below by Expenditure Plan (EP) categories.

FUNDING GUIDE

Fund Name	Fund Description
California Governor's Office of Emergency Services	
California Transit Security Grant Program (CTSGP)	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 2006 general election, authorized the issuance of \$19.925B in general obligation bonds over a ten-year period for transportation capital projects that relieve congestion, facilitate goods movement, improve air quality, and enhance the safety of the state's transportation system. Funded with \$1B of the \$19.925B, the California Transit Security Grant Program (CTSGP) is one of a number of programs created by Prop 1B and is administered by the California Governor's Office of Emergency Services (CalOES). Funds under the CTSGP are for capital projects that protect critical transportation infrastructure and the traveling public from acts of terrorism, major disasters and other emergencies. Funds in this account are appropriated annually by the Legislature to the State Controller's Office (SCO) for allocation in accordance with Public Utilities Code formula distributions: 50% allocated to Local Operators based on fare-box revenue and 50% to Regional Entities (in the SF Bay Area, the Metropolitan Transportation Commission) based on population.
California Department of Transportation (Caltrans)	
Caltrans Active Transportation Program (ATP) - Regional	Regional appropriation of the Caltrans Active Transportation Program (ATP). This funding source is administered by the Metropolitan Transportation Commission (MTC) and is distributed to local agencies through a competitive application process. For additional funding details see Caltrans-ATP-State.
Caltrans Active Transportation Program (ATP) - State	The Active Transportation Program was created in 2013 by California Senate Bill 99 and California Assembly Bill 101 to encourage active modes of transportation such as bicycling and walking. Eligible uses include both capital projects and non-infrastructure programs that encourage biking and walking, increase safety and mobility of non-motorized transportation, promote greenhouse gas reduction, enhance public health, and benefit disadvantaged communities. ATP is administered by Caltrans Local Assistance and funds are allocated by the California Transportation Commission (CTC). The program is financed by various federal and state funds appropriated in the California annual State Budget, including: the federal Transportation Alternative Program, \$21 million from the Highway Safety Improvement Program (HSIP) or similar federal sources, and the State Highway Account. Half of ATP funds are distributed to Metropolitan Planning Organizations (MPOs) throughout California, and half is available on a competitive statewide basis to MPOs and transit agencies. Most ATP grants require a minimum 11.47% local match.

Fund Name	Fund Description
Caltrans Cap & Trade	In 2006, California passed climate law AB 32, which established a goal of reducing greenhouse gas emissions to 1990 levels by 2020. To help reach this goal, the State of California initiated a cap-and-trade program that generates revenue by selling carbon credits to support investments in renewable energy, low-carbon transportation, and sustainable community development. Cap-and-trade revenue is managed through the Greenhouse Gas Reduction Fund (GGRF). Competitive funding opportunities available through the Greenhouse Gas Reduction Fund include the Transit & Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP)
Caltrans Cap & Trade - Transit & Intercity Rail Capital Program (TIRCP)	The Transit & Intercity Rail Capital Program is a competitive grant opportunity financed by California Cap & Trade funds (see Caltrans Cap & Trade). Eligible uses include capital and operational investments to modernize intercity, commuter, and urban rail systems with the goal of reducing greenhouse gas emissions and vehicle miles traveled (VMT) throughout California. TIRCP aims to provide at least 25 percent of available funding to projects that provide a direct, meaningful, and assured benefit to disadvantaged communities.
Caltrans Highway Safety Improvement Program (HSIP)	The Highway Safety Improvement Program (HSIP) is a federal program authorized in 2012 as part of Moving Ahead for Progress in the 21st Century (MAP-21). The purpose of HSIP is to achieve a significant reduction in traffic fatalities through a data-driven, strategic approach to improving safety on public roads. Eligible uses include strategies, activities or projects on public roads that improve road safety and are consistent with the data-driven State Strategic Highway Safety Plan (SHSP). California's HSIP program focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means. California's allotment of HSIP funding is administered by Caltrans Local Assistance. Eligible projects must meet a minimum Cost/Benefit ratio as defined by Caltrans. For Cycle 7 (2015), the maximum award amount for any single project or agency was \$10 million (minimum award amount \$100,000).

Fund Name	Fund Description
Caltrans Proposition 1B PTMISEA	The Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) was created by Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Of the \$19.925 billion available to Transportation, \$3.6 billion dollars was allocated to PTMISEA to be available to transit operators over a ten-year period. PTMISEA funds may be used for transit rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or rolling stock (buses and rail cars) procurement, rehabilitation or replacement. Funds in this account are appropriated annually by the Legislature to the State Controllers Office (SCO) for allocation in accordance with Public Utilities Code formula distributions: 50% allocated to Local Operators based on fare-box revenue and 50% to Regional Entities based on population.
Caltrans Proposition 1B PTMISEA - Interest	Interest earned from Caltrans Proposition 1B PTMISEA funding (see Caltrans Proposition 1B PTMISEA).
Caltrans Sustainable Transportation Planning (CSTP) Grant Program	
Caltrans State Highway Operations and Protections Program (SHOPP)	The State Highway Operations and Protection Program (SHOPP) provides State of Good Repair funding for the preservation and protection of the State Highway System (SHS). Eligible projects include capital improvements on the State Highway System that do not add capacity and that target emergency, safety, and fix-it-first needs.
Caltrans Sustainable Transportation Planning (CSTP) Grant Program	The Caltrans Sustainable Transportation Planning grant program was created to support Caltrans' core mission to "Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability." This program streamlines several previous grant programs, including Environmental Justice, Community-Based Transportation Planning, and Transit Planning. It is divided into two funding pools: Strategic Partnership grants and Sustainable Communities grants. Strategic Partnership Grants fund transportation planning studies of interregional and statewide significance, with awards ranging from \$100,000 - \$500,000. Sustainable Communities Grants fund transportation planning studies of multimodal transportation issues having statewide, interregional, regional or local significance & that assist in achieving the Caltrans Mission and overarching objectives, with awards ranging from \$50,000 - \$500,000.

Fund Name	Fund Description
City & County of San Francisco	
Central Freeway Proceeds	In 1998 and 1999, San Francisco voters passed two ballot initiatives (Propositions E and I) approving that the Central Freeway north of Market Street be demolished and replaced by a ground-level boulevard along Octavia Street between Market and Fell Streets. Proposition I required that all funds generated by the sale or lease of parcels made available by the demolition of the Central Freeway go towards the Octavia Boulevard project, and to transportation improvements on or ancillary to Octavia Boulevard. These funds are managed by the San Francisco County Transportation Authority (SFCTA) in partnership with the San Francisco Municipal Transportation Agency and other city agencies. The Market and Octavia Community Advisory Committee (MO CAC) and the City's Interagency Plan Implementation Committee (IPIC) both support and help oversee project proposals funded by Central Freeway proceeds.
Developer Fee Revenue - 5M	Developer fee revenue from the San Francisco 5M project.
Developer Fee Revenue - California Pacific Medical Center (CPMC)	Developer fee revenue from the California Pacific Medical Center (CPMC).
Developer Fee Revenue - Parkmerced	Developer fee revenue from Parkmerced construct improvements to the M Oceanview Muni line.
General Obligation (GO) Bond	In 2014, San Francisco voters approved a \$500 million General Obligation (GO) bond that provides funding for critical capital investments to upgrade the transit system, improve service, enhance safety and accessibility, and support the long-term renovation of Muni's maintenance and storage facilities.
General Obligation (GO) Bond - Complete Streets	Complete Streets funding from the 2014 San Francisco GO Bond. See CCSF General Obligation (GO) Bond.
General Obligation (GO) Bond - Corridor Improvements	Corridor improvements funding from the 2014 San Francisco GO Bond. See CCSF General Obligation (GO) Bond.
General Obligation (GO) Bond - Facility Improvements	Facility improvements funding from the 2014 San Francisco GO Bond. See CCSF General Obligation (GO) Bond, above.
General Obligation (GO) Bond - Muni Forward	Muni Forward funding from the 2014 San Francisco GO Bond. See CCSF General Obligation (GO) Bond.
General Obligation (GO) Bond - Pedestrian Safety	Pedestrian safety funding from the 2014 San Francisco GO Bond. See CCSF General Obligation (GO) Bond.

Fund Name	Fund Description
General Obligation (GO) Bond - Signals	Signals funding from the 2014 San Francisco GO Bond. See CCSF General Obligation (GO) Bond.
Interagency Planning Implementation Committee (IPIC)	In October 2006, the San Francisco Board of Supervisors passed legislation to formalize interagency coordination and implementation of citywide Area Plans through the establishment of the Interagency Plan Implementation Committee (IPIC). IPIC manages fund programming of Development Impact Fees within Area Plan jurisdictions, coordinates with Citizen Advisory Committees (CACs), and provides a forum for intra-departmental collaboration with regards to capital planning and implementation. Specific Area Plan neighborhoods under IPIC's purview include Balboa Park, Eastern Neighborhoods, Market Octavia, Visitation Valley and the Transit Center District.
Interagency Planning Implementation Committee (IPIC) - Balboa Park	See Interagency Planning Implementation Committee (IPIC), above.
Interagency Planning Implementation Committee (IPIC) - Eastern Neighborhoods	See Interagency Planning Implementation Committee (IPIC), above.
Interagency Planning Implementation Committee (IPIC) - Market Octavia	See Interagency Planning Implementation Committee (IPIC), above.
Interagency Planning Implementation Committee (IPIC) - Transit Center	See Interagency Planning Implementation Committee (IPIC), above.
Interagency Planning Implementation Committee (IPIC) - Visitation Valley	See Interagency Planning Implementation Committee (IPIC), above.
New Revenue Measure	This source is a placeholder for future ballot initiatives for transportation funding. If approved, this funding will likely support facility, fleet, transit optimization and street safety projects.

Fund Name	Fund Description
Proposition B Streets Bond	Proposition B was approved by San Francisco voters in 2014. This initiative amended the San Francisco Charter to require the city to increase the base contribution from the General Fund to the SFMTA by a percentage equal to the city's annual population increase, taking into account daytime and nighttime populations. Prop B also requires that 75% of the population-based increase will be directed at projects that improve Muni's reliability, frequency of service, and capacity and to pay for Muni repairs; the other 25% must be used for capital expenditures to improve street safety.
San Francisco General Fund	Revenue from the San Francisco General Fund.
SoMa Stabilization Funds	The South of Market Community Stabilization Fund is administered by the Mayor's Office of Housing and Community Development (MOHCD) and used to stabilize the community and promote equity through strategies that mitigate the impact of development. Objectives of the fund include strengthening community cohesion and neighborhood planning, supporting economic and workforce development for low-income residents and businesses that serve the South of Market community, increasing access to affordable housing opportunities for existing South of Market residents, and improving infrastructure and the physical environment.
Transportation Sustainability Fee (TSF)	The Transportation Sustainability Fee (TSF) is a citywide transportation fee placed on new development in the City and County of San Francisco (CCSF). As a part of CCSF's Transportation Sustainability Program, the TSF will be an update to the current Transportation Impact Development Fee (TIDF) by expanding applicability to include market-rate residential development and certain large institutions. The TSF is expected to provide funding for the purchase of new Muni fleet, improvements to local and regional transit systems, and pedestrian and bicycling infrastructure improvements.

Federal Transit Administration (FTA)

FTA 5307 Formula Funds	The Federal Section 5307 Urbanized Area Formula program provides funding to urbanized areas and to state Governors for transit capital and operating assistance and for transportation-related planning. Eligible uses include planning, engineering, design and evaluation of transit projects; technical transportation-related studies; capital investments in bus and bus-related activities; capital investments in new and existing fixed guideway systems; and signals, communications, and computer hardware and software. 5307 grants are administered by the Federal Transit Administration (FTA). 5307 grants are formula-based grants awarded on the basis of population, population density, passenger miles, and revenue/route miles for various modes. Grant awards typically require a minimum 20% local match.
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Fund Name	Fund Description
FTA 5309 - Core Capacity	The 5309 Core Capacity program provides funding for substantial corridor-based investments in existing fixed guideway systems. Core Capacity grants are financed by federal transportation funds and administered by the Federal Transit Administration (FTA). To be eligible, projects must: 1) Be located in a corridor that is at or over capacity or will be in five years; 2) Increase capacity by 10%; and 3) Not include project elements designated to maintain a state of good repair. Grants are awarded on a project-basis with regards to mobility improvements, environmental benefits, cost-effectiveness, and economic development.
FTA 5309 - Fixed Guideway Modernization Program	The 5309 Fixed Guideway Modernization program provides funding for the modernization of existing rail systems, including light, heavy, rapid, and other fixed guideway rail systems. Fixed Guideway Modernization grants are financed by federal transportation funds and administered by the Federal Transit Administration (FTA). Grants are awarded to eligible recipients using a formula allocation that is based on the size of the fixed guideway transit system. Eligible activities include capital projects to modernize or improve existing fixed guideway systems (including purchase and rehabilitation of rolling stock, track, line equipment, structures, signals and communications, power equipment and substations, passenger stations and terminals); upgrades to security equipment, maintenance facilities and operational equipment; and preventive maintenance. 5309 Fixed Guideway Modernization grants require a minimum 20% local match.
FTA 5309 - New Starts	The 5309 New Starts program provides funding for new and expanded fixed guideway and bus rapid transit systems to improve transportation options in key corridors. New Starts grants are financed by federal transportation funds and administered by the Federal Transit Administration (FTA). To be eligible, the total project cost must be greater than \$250 million and total New Starts funding sought must equal or exceed \$75 million. Eligible recipients include state and local governments and public agencies. Grants are awarded on a project-basis with regards to mobility improvements, environmental benefits, cost-effectiveness, and economic development.
FTA 5309 - Small Starts	The 5309 Small Starts program provides funding for new and expanded fixed guideway and bus rapid transit systems to improve transportation choices in key corridors. Small Starts grants are financed by federal transportation funds and administered by the Federal Transit Administration (FTA). To be eligible, the total project cost must be less than \$250 million and total Small Starts funding sought must be less than \$75 million. Eligible recipients include state and local governments and public agencies. Grants are awarded on a project-basis with regards to mobility improvements, environmental benefits, cost-effectiveness, and economic development.

Fund Name	Fund Description
FTA 5310 - New Freedom	The 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, i.e. New Freedom (NF) program, provides funding for transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities. These grants are financed by federal transportation funds and administered by the Federal Transit Administration (FTA). Eligible recipients include state and local governments and public agencies such as SFMTA. Grants are awarded on a project-basis with regards to mobility improvements, environmental benefits, cost-effectiveness, operating efficiency, and land use planning.
FTA 5337 - Fixed Guideway	The 5337 State of Good Repair Grant program provides funding to rehabilitate, replace, and maintain "high intensity" fixed guideway transit systems to ensure that they are in a state of good repair. Funding is limited to fixed guideway systems (including rail, bus rapid transit and passenger ferries) and high intensity bus systems. Eligible projects include replacement or rehabilitation of rail infrastructure; passenger facilities; signals and communications upgrades; and maintenance and operating support. 5337-FG is financed by federal transportation funds and administered by the Federal Transit Administration (FTA). Eligible recipients include operators of transit systems that meet the "high intensity" threshold. 5337 Fixed Guideway grants typically require a local match of 10%-20%.
FTA Bus & Bus Facilities Program	The 5339 Bus and Bus Facilities program provides funding for new and replacement buses and bus-related equipment and facilities. Eligible projects include fleet or service expansions, maintenance and transfer facilities, terminals, passenger shelters, the bus-portion of intermodal facilities, computers, garage equipment and bus rebuilds. Grants are awarded by the Federal Transit Administration (FTA) to states and local governments, as well as to sub-recipients such as public agencies, private companies and non-profit organizations engaged in public transportation. 5339 Bus and Bus Facilities is a discretionary program aimed at supplementing formula funding in both urbanized and rural areas; it supersedes the previous Section 5309 Bus and Bus Facilities program.
Transit Capital Priorities	This fund source is a placeholder for future Federal funds that will be collected by the Metropolitan Transportation Commission (MTC) and distributed through a regional prioritization process. Funding sources distributed through this process include section 5307, 5337, 5339 and STP/CMAQ. This funding will likely be used for rehabilitation and expansion of the transportation system, and will be distributed to regional agencies by MTC based on their established transportation capital priorities.

Fund Name	Fund Description
Metropolitan Transportation Commission (MTC)	
MTC AB664 Bridge Toll Funds	The AB 664 Net Bridge Toll Revenue Program is a local funding source for capital improvements that further the development of public transportation in the Bay Area. AB664 is part of the Streets and Highway Code 30884, and is financed by 16% of the base toll revenue on the SF-Oakland Bay Bridge, San Mateo Bridge, and Dumbarton Bridge. AB664 funds are administered by the by the Metropolitan Transportation Commission (MTC).
MTC Climate Initiatives Program	The Climate Initiatives Program seeks to reduce greenhouse gas (GHG) emissions and pollution related to transportation in the Bay Area by providing grant funding to assist public agencies, businesses and community organizations in implementing innovative transportation-related greenhouse gas emission reduction strategies. The Climate Initiatives Program is part of the OneBayArea grant program, a joint initiative of the Metropolitan Transportation Commission (MTC) and other regional agencies. Climate Initiatives grants are financed by federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. All projects funded through these grant programs must meet certain federal fund eligibility and project delivery requirements.
MTC Lifeline Program	The Lifeline Transportation Program provides funding for projects that expand mobility options for all Bay Area residents. Lifeline grants are administered by the Metropolitan Transportation Commission (MTC) and financed by a variety of both state and federal fund sources. The primary goal of the program is to fund transportation projects developed through a collaborative and inclusive process and that meet mobility and accessibility needs in low-income communities across the Bay Area. Lifeline projects must address transportation gaps or barriers identified in community-based transportation plans or other local planning efforts in low-income neighborhoods
MTC Transit Performance Initiatives (TPI) - Incentive	The Transit Performance Initiatives (TPI) program provides funding for transit performance improvements in major corridors within the Bay Area and surrounding region. Eligible projects include signal priority changes, transit vehicle rehabilitation, stop consolidation, and roadway modifications along major transit corridors. TPI-Incentive is a formula program that historically has funded SFMTA vehicle rehabilitation projects. TPI awards are administered by the Metropolitan Transportation Commission (MTC) and financed primarily through Surface Transportation Program (STP) Congestion Mitigation and Air Quality Improvement (CMAQ) funds.

Fund Name	Fund Description
MTC Transit Performance Initiatives (TPI) - Investment	The Transit Performance Initiatives (TPI) program provides funding for transit performance improvements in major corridors within the Bay Area and surrounding region. Eligible projects include signal priority changes, transit vehicle rehabilitation, stop consolidation, and roadway modifications along major transit corridors. TPI-Investment is competitive and has funded Muni Forward capital projects. TPI awards are administered by the Metropolitan Transportation Commission (MTC) and financed primarily through Surface Transportation Program (STP) Congestion Mitigation and Air Quality Improvement (CMAQ) funds.
MTC Transportation Development Act (TDA) Article 3	The State Transportation Development Act (TDA) Article 3: Pedestrian/Bicycle Projects provides funding for pedestrian and bicycle facilities within the Metropolitan Transportation Commission (MTC) region. Eligible capital projects include pedestrian/bicycle bridges, bike lanes, and roadway or intersection safety improvements. Article 3 is financed by a ¼ cent sales tax that is collected statewide in California; the State Board of Equalization returns a portion of the statewide tax to individual counties based on the amount of tax collected in that county.
Office of Homeland Security (OHS)	
Federal Transit Security Grant Program	The Transit Security Grant Program (TSGP) provides funding to owners and operators of transit systems to protect critical surface transportation infrastructure and the traveling public from acts of terrorism and to increase the resilience of transit infrastructure. Eligible projects include operational activities, Top Transit List (TTAL) remediation, operational packages (OPacks)/surge patrols, infrastructure protection, asset protection and capital procurements such as intrusion detection, visual surveillance and passenger recognition software.
Office of Traffic Safety (OTS)	
Office of Traffic Safety (OTS) Grant Program	Office of Traffic Safety (OTS) grants provide funding for projects and programs that help to enforce traffic laws, educate the public in traffic safety, and provide varied and effective means of reducing fatalities, injuries and economic losses from collisions. OTS grants are financed by federal transportation funds and distributed by the California Office of Traffic Safety (CAOTS) and the California State Transportation Agency (CalSTA) based on a competitive application process. Eligible recipients must be local or state public agencies. OTS grants give priority to projects and programs that fall under ten areas of concentration: Alcohol-Impaired Driving, Distracted Driving, Drug-Impaired Driving, Occupant Protection, Pedestrian and Bicycle Safety, Traffic Records, Emergency Medical Services, Roadway Safety, Police Traffic Services, and Motorcycle Safety.

Fund Name	Fund Description
San Francisco County Transportation Authority (SFCTA)	
One Bay Area Grant (OBAG) Program	The One Bay Area Grant Program (OBAG) was established to better integrate the Bay Area region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. Eligible projects and programs include support for Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs), programs to promote the Regional Housing Need Allocation (RHNA) process, and transportation investments such as Transportation for Livable Communities, bicycle and pedestrian improvements, and planning activities. OBAG grants are managed by the Metropolitan Transportation Commission (MTC) and are financed by a mixture of federal and local funds including the Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Transportation Alternatives (TA) Program. The MTC distributes OBAG funds to county Congestion Management Agencies (CMAs) using a formula based on population, housing growth and prioritization of low-income housing.
Proposition AA Vehicle Registration Fee	Proposition AA is a \$10 county-wide Vehicle Registration Fee passed in 2010 that generates approximately \$5 million a year for transportation projects in San Francisco. Funds are distributed by the San Francisco County Transportation Authority (SFCTA) to local projects in three Programmatic Categories: Street Repair and Reconstruction (50%), Pedestrian Safety (25%), and Transit Reliability and Mobility Improvements (25%). The Prop AA Strategic Plan includes a detailed 5-year prioritized program of projects (5YPP) for each of the programmatic categories above. Prop AA 5YPPs are developed by the SFCTA in conjunction with partner agencies to provide clear guidance for prioritizing and allocating Prop AA funds.
SF Proposition K Sales Tax - EP 1	Proposition K Expenditure Plan 1: Bus Rapid Transit, Transit Preferential Streets & Muni/Metro Network (EP1) provides funding for the implementation of Bus Rapid Transit (BRT) and Transit Preferential Streets (TPS) programs. Eligible uses include dedicated transit lanes in primary corridors, real-time transit information systems, transit-priority signals, and streetscape improvements with the goal of creating an integrated citywide network of fast, reliable bus and surface light rail services. Prop K is a 1/2 cent sales tax administered by the San Francisco County Transportation Authority.
SF Proposition K Sales Tax - EP 10 -16	Proposition K Expenditure Plans 10-16: Transit Enhancements (EP10-16) provide funding for programmatic transit improvements that promote system connectivity and accessibility, close service gaps, and improve and expand transit service levels. Eligible uses include ridership studies, preliminary engineering studies, and capital projects to provide new or extended transit services (e.g. the Mission Bay Loop light rail project). Prop K is a 1/2 cent sales tax administered by the San Francisco County Transportation Authority.

Fund Name	Fund Description
SF Proposition K Sales Tax - EP 17M	Proposition K Expenditure Plan 17M: New and Renovated Vehicles, MTA (EP17M) provides funding for the upgrade, rehabilitation and replacement of transit vehicles, spare parts and onboard equipment related to the SFMTA's Muni transit fleet. Prop K is a 1/2 cent sales tax administered by the San Francisco County Transportation Authority.
SF Proposition K Sales Tax - EP 20M	Proposition K Expenditure Plan 20M: Facilities, MTA (EP20M) provides funding for rehabilitation, upgrades, and/or replacement of existing SFMTA facilities for maintenance and operations, rail stations, and facilities for administrations. Prop K is a 1/2 cent sales tax administered by the San Francisco County Transportation Authority.
SF Proposition K Sales Tax - EP 22M	Proposition K Expenditure Plan 22: Guideways, MTA (EP22M) provides funding for rehabilitation, upgrades and/or replacement of rail, overhead trolley wires, signals, and automatic train control systems related to the SFMTA. The intent of EP22 is to implement Transit Preferential Streets (TPS) standards whenever light rail rehabilitation, upgrade or replacement projects are undertaken. Prop K is a 1/2 cent sales tax administered by the San Francisco County Transportation Authority.
SF Proposition K Sales Tax - EP 27	Proposition K Expenditure Plans 26-30: New and Upgraded Streets (EP26-30) provide funding for the upgrade and extension of streets and other vehicular facilities to bring them up to current standards as well as the addition of transit Preferential Streets (TPS) treatments to transit corridors and construction of major bicycle and pedestrian facilities. Prop K is a 1/2 cent sales tax administered by the San Francisco County Transportation Authority.
SF Proposition K Sales Tax - EP 30	Proposition K Expenditure Plans 26-30: New and Upgraded Streets (EP26-30) provide funding for the upgrade and extension of streets and other vehicular facilities to bring them up to current standards as well as the addition of transit Preferential Streets (TPS) treatments to transit corridors and construction of major bicycle and pedestrian facilities. Prop K is a 1/2 cent sales tax administered by the San Francisco County Transportation Authority.
SF Proposition K Sales Tax - EP 31	Proposition K Expenditure Plan 31: New Signals and Signs (EP31) provides funding for programmatic improvements involving new traffic signs and signals (including pedestrian and bicycle signals), implementation of transit priority systems on select corridors, and new pavement markings. Prop K is a 1/2 cent sales tax administered by the San Francisco County Transportation Authority.
SF Proposition K Sales Tax - EP 32	Proposition K Expenditure Plan 32: Advanced Tech Info Systems (EP32) provides funding for programmatic improvements using advanced technology and information systems to better manage roadway operations for transit, traffic, cyclists, and pedestrians. Prop K is a 1/2 cent sales tax administered by the San Francisco County Transportation Authority.

Fund Name	Fund Description
SF Proposition K Sales Tax - EP 33	Proposition K Expenditure Plan 33: Signals and Signs Maintenance and Renovation (EP33) provides funding for programmatic improvements involving the maintenance and upgrade of traffic signs and signals. Eligible uses include the installation of new mast arms, LED signals, conduits, wiring, pedestrian signals, left turn signals, transit pre-empt, and bicycle route signs and signals. Prop K is a 1/2 cent sales tax administered by the San Francisco County Transportation Authority.
SF Proposition K Sales Tax - EP 37	Proposition K Expenditure Plan 37: Pedestrian and Bicycle Facility Maintenance (EP37) provides funding for capital projects and repairs that facilitate walking and bicycling. Eligible uses include sidewalk repair and reconstruction, bike lane repair and reconstruction, pedestrian facility improvements (e.g. stairways, retaining walls, guardrails), and improvements to Muni passenger boarding islands. Prop K is a 1/2 cent sales tax administered by the San Francisco County Transportation Authority.
SF Proposition K Sales Tax - EP 38	Proposition K Expenditure Plan 38: Traffic Calming (EP38) provides funding for programmatic improvements that make neighborhood streets safe and livable for all users: pedestrians, cyclists, transit, and autos. Eligible uses include projects and programs to reduce auto speeds and improve safety conditions for pedestrians and cyclists. Prop K is a 1/2 cent sales tax administered by the San Francisco County Transportation Authority.
SF Proposition K Sales Tax - EP 39	Proposition K Expenditure Plan 39: Bicycle Circulation/Safety (EP39) provides funding for programmatic improvements that enhance the transportation system's usability and safety for cyclists. Eligible uses include infrastructure improvements, support for bicycle outreach, and educational programs. Prop K is a 1/2 cent sales tax administered by the San Francisco County Transportation Authority.
SF Proposition K Sales Tax - EP 40	Proposition K Expenditure Plan 40: Pedestrian Circulation/Safety (EP40) provides funding for programmatic improvements that enhance the transportation system's usability and safety for pedestrians. Eligible uses include renovation or construction of crosswalks, pedestrian islands on major thoroughfares, sidewalk bulb-outs, sidewalk widening, and improved pedestrian circulation around transit stations. Prop K is a 1/2 cent sales tax administered by the San Francisco County Transportation Authority.
SF Proposition K Sales Tax - EP 43	Proposition K Expenditure Plan 43: Transportation Demand Management/Parking Management (EP43) provides funding for the development and support of Transportation Demand Management (TDM) programs and parking requirements for downtown buildings, special event sites, and schools and universities. Eligible uses include programs and projects that can lead to reduction of single-occupant vehicle dependence and encourage alternative modes such as bicycling, and walking. Prop K is a 1/2 cent sales tax administered by the San Francisco County Transportation Authority.

Fund Name	Fund Description
SF Proposition K Sales Tax - EP 44	Proposition K Expenditure Plan 44: Transportation and Land Use Coordination (EP 44) provides funding for the development of studies and planning efforts to support transit oriented development and neighborhood transportation planning. Eligible uses include programs and projects that can support transit oriented development and provide improvements for transit, bicyclists, and pedestrians including streetscape beautification improvements. Prop K is a 1/2 cent sales tax administered by the San Francisco County Transportation Authority.
Transportation Fund for Clean Air (TFCA)	The Transportation Fund for Clean Air (TFCA) provides funding for bicycle, pedestrian and public transit projects that promote clean air and reduced motor vehicle emissions in the Bay Area. TFCA is financed by a \$4 vehicle surcharge collected by the Department of Motor Vehicles on motor vehicle registrations in the nine-county Bay Area region and are distributed by the Bay Area Air Quality Management District (BAAQMD). 40% of TFCA funds are divided evenly between the nine Bay area counties, with the remaining 60% available on a competitive basis for project applications. The San Francisco County Transportation Authority (SFCTA) is responsible for administering non-competitive TFCA funds within San Francisco County.

San Francisco Municipal Transportation Agency (SFMTA)

SFMTA Operating Funds	Discretionary SFMTA operating funds from sources such as farebox revenue, parking fees, and other operational sources.
SFMTA Operating Funds - Fund Balance	SFMTA Operating Fund Revenue - Reserve Funding for Capital Projects
SFMTA Revenue Bond	San Francisco voters authorized the SFMTA to issue revenue bonds in 2007 with the passage of Proposition A, and the SFMTA issued its first set of revenue bonds for new projects and financing existing debt in 2012. Funds raised by selling bonds can fund many transportation improvement projects focusing on Muni service and related facilities, parking garages, and pedestrian safety and bicycle infrastructure. Revenue Bond funds must be spent down within three years of issuance.
SFMTA Revenue Bond - 2014	See SFMTA Revenue Bond.
SFMTA Revenue Bond - 2017	See SFMTA Revenue Bond.
SFMTA Revenue Bond - 2019	See SFMTA Revenue Bond.
SFMTA Revenue Bond - 2021	See SFMTA Revenue Bond.

Fund Name	Fund Description
Transit Impact Development Fee (TIDF)	The Transit Impact Development Fee (TIDF) is an impact fee paid by private developers to the City of San Francisco. The fee is calculated based on square footage of commercial and residential space. These funds are eligible for use on projects supporting the reliability of the transportation system, street safety and regional transportation initiatives.
Transportation & Street Infrastructure Program	The Transportation and Streets Infrastructure Program (TSIP) provides funding for safe and complete streets projects in neighborhoods across San Francisco. Eligible uses include capital projects and programs that promote transit effectiveness and Transit First policies, such as: bicycle and pedestrian infrastructure projects, road maintenance, Muni state-of-good repair projects, and transit signalization. TSIP is financed by the City of San Francisco's general fund, and is mutually administered by the San Francisco County Transportation Authority, Department of Public Works, the Planning Department, the Mayor's Budget Office, and the Office of the Controller.