

**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
 Rehab/Upgrade Existing Facilities - Muni Category (EP 20M)
 Programming and Allocations to Date**

Pending November 16, 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Carry Forward From 2014 5YPP									
SFMTA	Potrero Yard Modernization	PLAN/CER	Allocated		\$1,000,000				\$1,000,000
SFCTA	Potrero Modernization - Enhanced Oversight ²	PLAN/CER	Allocated		\$75,000				\$75,000
SFMTA	Building Progress FIX - Placeholder ^{1,3}	CON	Programmed			\$500,000			\$500,000
SFMTA	Muni Metro East Expansion	PS&E	Allocated		\$1,899,677				\$1,899,677
SFMTA	Muni Metro East Expansion ³	CON	Programmed				\$2,800,000		\$2,800,000
SFMTA	Muni Metro East Expansion ⁴	CON	Planned			\$4,240,948			\$4,240,948
SFMTA	New Castro Station Elevator ¹	PS&E	Allocated	\$1,500,000					\$1,500,000
Total Programmed in 2019 5YPP				\$1,500,000	\$2,974,677	\$4,740,948	\$2,800,000	\$0	\$12,015,625
Total Allocated and Pending				\$1,500,000	\$2,974,677	\$0	\$0	\$0	\$4,474,677
Total Unallocated				\$0	\$0	\$4,740,948	\$2,800,000	\$0	\$7,540,948
Total Programmed in 2021 Strategic Plan				\$1,500,000	\$2,974,677	\$4,740,948	\$2,800,000	\$0	\$12,015,625
Deobligated Funds						\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

¹ 5YPP amendment to accommodate allocation of \$1,500,000 for New Castro Station Elevator (Resolution 20-020, 12/17/2019):

Building Progress FIX - Placeholder: Delay \$127,000 in cash flow from FY 2019/20 to FY 2020/21.

New Castro Station Elevator: Change project phase from construction to design; Prop K amount and year of programming are unchanged and project is fully funded through

² 5YPP amendment to accommodate appropriation of \$75,000 for Potrero Yard Modernization - Enhanced Oversight (Resolution 21-030, 2/23/2021):

Cumulative Remaining Programming Capacity: Reduced from \$1,714,312 to \$1,639,312.

Potrero Yard Modernization - Enhanced Oversight: Added project with \$75,000 in planning funds in FY2020/21.

³ 2021 Strategic Plan Update and corresponding 5YPP amendment to delay programming and cash flow to reflect current project delivery schedule (Resolution XX-XX, date)

⁴ 5YPP amendment to reprogram an \$4,240,948 in deobligated funds to the Muni Metro East Expansion project

Cumulative Remaining Programming Capacity: Reduced from \$4,240,948 to \$0; from funds deobligated from projects completed under budget or with other funds.

Muni Metro East Expansion: Programmed additional \$4,240,948 for construction in FY2021/22.

**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
 Rehab/Upgrade Existing Facilities - Muni Category (EP 20M)
 Cash Flow (Maximum Annual Reimbursement)**

Pending November 16, 2021 Board

Project Name	Phase	Fiscal Year						Total
		2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	
Carry Forward From 2014 5YPP								
Potrero Yard Modernization	PLAN/CER			\$1,000,000				\$1,000,000
Potrero Modernization - Enhanced Oversight	PLAN/CER			\$45,000	\$30,000			\$75,000
Building Progress FIX - Placeholder	CON	\$0	\$0	\$0	\$500,000			\$500,000
Muni Metro East Expansion	PS&E		\$300,000	\$1,599,677				\$1,899,677
Muni Metro East Expansion	CON				\$0	\$2,800,000		\$2,800,000
Muni Metro East Expansion	CON				\$1,866,667	\$692,462	\$1,681,819	\$4,240,948
New Castro Station Elevator	PS&E	\$500,000	\$1,000,000					\$1,500,000
Cash Flow Programmed in 2019 5YPP		\$500,000	\$1,300,000	\$2,644,677	\$2,396,667	\$3,492,462	\$1,681,819	\$12,015,625
Total Cash Flow Allocated and Pending		\$500,000	\$1,300,000	\$2,644,677	\$30,000	\$0	\$0	\$4,474,677
Total Cash Flow Unallocated		\$0	\$0	\$0	\$2,366,667	\$3,492,462	\$1,681,819	\$7,540,948
Total Cash Flow in 2021 Strategic Plan		\$500,000	\$1,300,000	\$2,644,677	\$2,396,667	\$3,492,462	\$1,681,819	\$12,015,625
Deobligated Funds				\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation								
Board Approved Allocation/Appropriation								

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**Prioritization Criteria and Scoring Table
Facilities - Muni, Undesignated (EPs 20M)**

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA			Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Leveraging	Improves Efficiency of Transit Operations	
<i>Total Possible Score</i>	4	3	3	4	3	3	20
Muni Metro East Expansion Phase II - MME&1399 Marin Interim Improvements	4	2	3	2	3	2	16

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

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 TEP implementation) or to meet timely use of funds deadlines associated with matching funds.

Safety: Project improves safety for passengers, operators and/or employees. Projects that address a documented safety issue should score more highly.

Leveraging: Project leverages non-Prop K funds.

Improves Efficiency of Transit Operations: Project directly contributes to improved efficiency (e.g. level boarding, additional fare gates).

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**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Project Information Form			
Project Name:	Muni Metro East Expansion Phase II - MME & 1399 Marin Interim Improvements		
Implementing Agency:	San Francisco Municipal Transportation Agency		
Prop K Expenditure Plan Information			
Category:	A. Transit		
Subcategory:	iii. System Maintenance and Renovation (transit)		
EP Line (Primary):	20M-Facilities - MUNI		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2021/2022, 2022/23		
Project Information			
Project Location:	601 25th Street & 1399 Marin Street		
Supervisory District(s):	District 10		
Project Manager:	Tess Kavanagh		
Phone Number:	415-646-2428		
Email:	tess.kavanagh@sfmta.com		
Brief Project Description for MyStreetSF (80 words max):	Develop two sites, 1399 Marin and an empty 4-acre lot adjacent to the Muni Metro East (MME) light rail storage and maintenance facility, to provide temporary storage of Muni buses during planned reconstruction of other vehicle maintenance and storage facilities. The project is timed to provide an interim facility for storage and maintenance of trolley coaches during redevelopment of the Potrero trolley coach maintenance yard. The MME site will eventually be redeveloped to provide parking and maintenance infrastructure for an expanded light rail fleet.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Please see the attached scope description		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	<ul style="list-style-type: none"> > Project team presented the project to Dogpatch Neighborhood Association in July 2020. Outreach team developed Project website: https://www.sfmta.com/projects/muni-temporary-trolley-bus-facility-muni-metro-east-and-1399-marin. > Project Manager and SFMTA Real Estate team has been coordinating with nearby neighbors and stakeholders, including the Navigation Center at 25th, the Port and property owners along Cesar Chavez. > A new round of outreach will be initiated in the upcoming quarter once team has Service Plan impacts to share with the community. 		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.			
Type of Environmental Clearance Required:	Categorically Exempt		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1"> <tr> <td>Yes</td> <td>Diagram/ arial photo</td> </tr> </table>	Yes	Diagram/ arial photo
Yes	Diagram/ arial photo		

Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering		Contracted	Q3-Jan-Feb-Mar	2018/19	Q3-Jan-Feb-Mar	2020/21
Environmental Studies (PA&ED)			Q3-Jan-Feb-Mar	2018/19	Q3-Jan-Feb-Mar	2020/21
Right of Way						
Design Engineering (PS&E)	65%		Q1-Jul-Aug-Sep	2020/21	Q3-Jan-Feb-Mar	2021/22
Advertise Construction			Q4-Apr-May-Jun	2021/22		
Start Construction (i.e. Award Contract)			Q2-Oct-Nov-Dec	2021/22		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2023/24
Project Completion (means last eligible expenditure)					Q3-Jan-Feb-Mar	2024/25

Comments/Concerns
 SFMTA anticipates a Categorical Exemption and that an EIR will not be required, as the project was included as part of the EIR for the Eastern Neighborhoods area plan. Project is on an accelerated schedule, with overlapping planning and design phases.

65% design complete pertains to MME portion of scope.

Muni Metro East Expansion – Interim Improvements

Scope Description

The Muni Metro East Expansion – Interim Improvements project is part of SFMTA Building Progress Program, a \$1.2 billion multi-year effort to renovate and modernize SFMTA facilities. The first major rebuild project in the Program is the Potrero Yard Modernization Project to replace the obsolete two-story maintenance building and bus yard located at Bryant and Mariposa streets with a three-story, efficient bus maintenance and storage garage. The project is commencing developer procurement and design. Construction is expected to begin in 2023, and will require relocation of the Potrero Yard's fleet, and its operations and maintenance functions.

The Muni Metro East Expansion – Interim Improvements project will develop two sites to provide temporary facilities for bus parking and maintenance during the re-build of Potrero Yard.

1. A vacant 4-acre lot adjacent to the Muni Metro East Facility (MME), will be converted into a bus parking facility to support the temporary operation of the Potrero trolley operations division. In the future, these baseline improvements will be converted for the storage of up to 36 light rail vehicles, and possible construction of a maintenance building for light rail vehicles as the light rail fleet grows and additional fleet storage capacity is needed. Increasing the capacity of the site will provide vehicle storage capacity for future expansion of both the bus and light rail fleets. It will also be a "swing facility" for interim storage of transit vehicles while other vehicle storage/maintenance facilities are reconfigured, expanded and/or rebuilt as planned in SFMTA's 2017 Facilities Framework.
2. All the proposed expansion space at the MME bus yard will be needed for bus storage, leaving no room for maintenance activities and equipment. Therefore, SFMTA is proposing to redevelop space at its bus yard at 1399 Marin. 1399 Marin is currently used for new bus acceptance, where SFMTA receives new buses for inspection, testing and modification before they are placed into service. The facility at 1399 Marin will not later be redeveloped into a future LRV yard and will continue to support the rubber tire fleet after Potrero is re-built.

Planning for expansion of the MME facility began in early 2019, funded by a Prop K allocation of \$3.5 million, and completed in December 2020. The Planning and Design phases of the subject project will overlap to facilitate an accelerated project schedule. SFMTA has finalized the scope of early construction work (i.e. MME expansion site improvements), and will begin final design of those elements while the rest of the project scope (i.e. the 1399 Marin facility improvements) is still being developed. SFMTA also plans to compress the bid-and-award process by including the Early Works scope in the Potrero Developer contract, allowing construction to start in the same fiscal quarter that the contract for the Marin facility improvements will be advertised. Cost estimates prepared as part of conceptual engineering reports earlier in the planning phase will be updated in upcoming preliminary engineering reports. Updated cost estimates are a deliverable of the Prop K grant for the planning phase.

Improvements to the MME expansion site will include:

- Paved bus parking for trolley buses including overhead contact system and yard lighting
- New Bus Wash Building, approximately 3200 square feet
- New Fare Collection Building, approximately 3200 square feet
- Mobile Trailers to house operations staff
- Security/ Muni Meet & Greet Building for general yard security and Muni Operations for the control of incoming/ outgoing buses)

Muni Metro East Expansion – Interim Improvements

Scope Description

- Bio-swale and underground cistern to address the SFPUC storm water management requirements
- Electrical, communication and other miscellaneous work.

The Muni Metro East Expansion project will also renovate the existing SFMTA facility at 1399 Marin to accommodate temporary trolley bus maintenance activities.

Improvements to the 1399 Marin site will include:

- Re-size roll up door openings to allow better clearance for bus movements
- Replace entire floor slab to provide smooth working surface for maintenance operations
- Add new storm drainage features to minimize flooding within building and on site
- Replace existing generator
- Repair existing shed building roof and siding
- Relocate restrooms from interior to staff trailer to clear space for shop and storage
- New canopy structure to provide additional maintenance capacity
- Replace site fencing/ gates
- Re-pave entire site
- New Overhead Catenary System (OCS) to charge trolley buses in a portion of the yard
- New site lighting
- New site utilities (water, electrical, air, CCTV, data)



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name: Muni Metro East Expansion Phase II - MME & 1399 Marin Interim Improvements

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering	\$ 3,487,532	\$ 3,487,532	\$ -	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 10,300,000	\$ 1,899,677	\$ 8,400,323	
Construction	\$ 106,542,573	\$ 7,040,948	\$ 99,501,625	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 120,330,105	\$ 12,428,157	\$ 107,901,948	
Percent of Total		10%	90%	

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)						
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Prop K	20M-Facilities - MUNI	Planning/Conceptual Engineering	Allocated	Previous	\$ 3,487,532		\$ 964,130	\$ 1,062,332	\$ 1,461,070		\$ -	\$ -
Prop K	20M-Facilities - MUNI	Design Engineering (PS&E)	Allocated	2020/21	\$ 1,899,677	\$ -	\$ -	\$ 1,139,806	\$ 759,871			\$ -
Prop B General Fund		Design Engineering (PS&E)	Programmed	2021/22	\$ 2,125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Caltrans-SB1-SGR		Design Engineering (PS&E)	Allocated	2020/21	\$ 3,518,367	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Developer-Mission Rock		Design Engineering (PS&E)	Programmed	2021/22	\$ 2,756,956	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	20M-Facilities - MUNI	Construction	Programmed	2022/23	\$ 2,800,000	\$ -	\$ -	\$ -	\$ -		\$ 2,800,000	\$ -
Prop K	20M-Facilities - MUNI	Construction	Planned	2021/22	\$ 4,240,948	\$ -	\$ -	\$ -	\$ -	\$ 1,866,667	\$ 692,462	\$ 1,681,819
Developer-TSF		Construction	Planned	2021/22	\$ 1,923,169	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Caltrans-SB1-SGR		Construction	Programmed	2021/22	\$ 6,327,331	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Developer-Mission Rock		Construction	Programmed	2022/23	\$ 1,880,821	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Caltrans-SB1-SGR		Construction	Planned	2022/23	\$ 4,749,596	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MTC-RM3-FleetFacility		Construction	Planned	2022/23	\$ 30,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B General Fund		Construction	Planned	2023/24	\$ 3,012,601	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Caltrans-SB1-SGR		Construction	Planned	2023/24	\$ 4,749,596	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MTC-RM3-FleetFacility		Construction	Planned	2023/24	\$ 25,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Developer - Pier 70		Construction	Planned	2024/25	\$ 4,743,044	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Caltrans-SB1-SGR		Construction	Planned	2024/25	\$ 2,115,467	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MTC-RM3-FleetFacility		Construction	Planned	2024/25	\$ 15,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 120,330,105	\$ -	\$ 964,130	\$ 2,202,138	\$ 2,220,941	\$ 1,866,667	\$ 3,492,462	\$ 1,681,819

Comments

SFMTA request includes reprogramming \$4,240,948 in funds deobligated from projects completed under budget to the subject project.

In the event that RM3 funding is blocked by the courts, SFMTA is considering alternative fund sources such as general obligation bonds, SFMTA operating funds, revenue bonds, and developer fees.



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 CITY & COUNTY OF SAN FRANCISCO

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