Item 10 Enclosure
Citizens Advisory Committee
June 27, 2018

Prop K Grouped Allocation Requests
July 2018 Board Action

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[1] Acronyms: BART (Bay Area Rapid Transit District); SFCTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency).

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

FY of Allocation Action:	FY2018/19
Project Name:	Geary Bus Rapid Transit - Phase 1 (Geary Rapid)
Grant Recipient:	SFMTA - Department of Parking and Traffic

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Rapid Bus Network
Current Prop K Request:	$1,392,213
Supervisorial District(s):	District 01, District 02, District 03, District 05, District 06

REQUEST

Brief Project Description
The Geary Rapid project will make traveling on Geary a more reliable and safer experience with dedicated bus-lanes and safety improvements for people walking between Market and Stanyan streets. The requested funds are for one element of the Geary Rapid scope - fiber optic conduit infrastructure - which is necessary to construct prior to surface improvements and will allow for reliable traffic signal coordination on the corridor to optimize traffic flow for all users.

Detailed Scope, Project Benefits and Community Outreach
See attachment.

Project Location
Along the 38 Geary corridor (Geary Street, Geary Boulevard and O'Farrell Street) between Market and Stanyan Streets.

Project Phase(s)
Construction

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	$8,718,054

Scope for SFMTA Allocation for Geary BRT
Phase 1 (now called Geary Rapid)

The SFMTA is requesting Proposition K funds for implementation of Phase 1 Geary Bus Rapid Transit improvements. Specifically, this request is for the funding of the fiber optic conduit infrastructure which is necessary to construct prior to surface improvements and will allow for reliable traffic signal coordination on the corridor to optimize traffic flow for all users. All other implementation scope, including the installation of fiber optic cables, is currently planned to be funded through future allocation requests or by other federal, state and local sources.

Background

Following the adoption of the Geary Corridor BRT Study (Feasibility Study) in May 2007, through Resolution 07-65 the San Francisco County Transportation Authority Board appropriated the first installment of Prop K funds for the environmental and advanced conceptual engineering phase for the BRT project. The environmental review phase of this project is being led by the San Francisco County Transportation Authority (SFCTA); the San Francisco Municipal Transportation Agency (SFMTA), the City agency responsible under the San Francisco Charter for developing and providing transportation facilities and services, is working in close coordination with the SFCTA to complete this project.

The Geary BRT Project is a coordinated set of transit and pedestrian improvements along the 6.5-mile Geary corridor between the Transbay Transit Center and 48th Avenue. Key BRT features include dedicated bus lanes, transit signal priority, boarding improvements, consolidated bus stops, high-amenity stations, and pedestrian safety enhancements. Geary BRT is a signature project in the voter-approved Prop K Expenditure Plan.

The Geary BRT Project environmental review phase is complete. In January 2017, the SFCTA Board certified the Environmental Impact Report and selected a Locally Preferred Alternative (LPA) (and amended the LPA in June 2017). The SFMTA Board concurred in the selection of the amended LPA and adopted California Environmental Quality Act (CEQA) findings in July 2017. The environmental phase concluded with the publication of a combined Final Environmental Impact Statement and Record of Decision (FEIS/ROD) on June 15 2018, an action by the Federal Transit Administration (FTA) completing the federal environmental review requirements. With the completion of the environmental review phase, the SFMTA is working to transition the project into design and implementation.

The implementation is planned to occur in two phases: Phase 1 – Near-term / Initial Construction Phase improvements (branded as the Geary Rapid Project), which includes all scope between Market and Stanyan Streets such as some key segments of transit-only lanes, pedestrian and transit bulb-outs, signal modifications, and a 5-block road diet; and Phase 2 – the Full BRT project that includes the remainder of the proposed improvements between Stanyan and 34th Avenue. The reason for this phasing is to provide travel and other community benefits to the Geary corridor on a rolling basis so that the community does not need to wait until the full BRT project starts construction after 2020 for the public to benefit from improvements. The section below describes the anticipated Phase 1 improvements.

Scope – Geary Rapid

The SFMTA requests a construction phase Prop K allocation of $1,392,213 to help fund the implementation of the Phase 1 Geary Rapid improvements. The agencies crafted the near-term Improvements to be a subset of, and otherwise compatible with, the project's LPA. The proposed near-term improvements included in the Initial Construction Phase respond to Board and public input asking for travel and other community benefits to be delivered to the corridor while the full project continues through the project development process. The implementation of the near-term proposals will be phased such that the elements with faster lead-times, such

as transit-only lane treatments, bus zone changes, and pedestrian safety improvements, will be implemented soon after the EIS completion, while other elements requiring more time for design and contracting work, such as concrete bulb-outs, will be implemented later.

The previous SFMTA Geary BRT Phase 1 Prop K funding request, requested in December 2014, included funding to complete the conceptual engineering and detailed design phases. With detailed design nearing completion, this phase will be to implement the subset of Initial Construction phase improvements. This phase of the project includes SFMTA-implemented scope such as red transit-only lane installation, bus stop changes and traffic signal re-timing, as well as publicly bid construction contract scope such as transit bulbs, traffic signal upgrades and fiber optic conduit installation, and includes construction support costs.

SFMTA and SFCTA are working closely with staff from San Francisco Public Works (PW) and the San Francisco Public Utilities Commission (PUC) to coordinate on the implementation of both the Near-term Improvements and the Full project. SFMTA, PW and PUC have coordinated to ensure utilities are accounted for, including all modifications or relocations needed to utilities due to proposed changes. Deliverables from this phase include delivery of the SFMTA-led and contractor-led scope of work.

Geary Rapid construction includes the following scope of improvements (this request covers the installation of fiber-optic conduit in item B. and is scheduled for construction prior to the remaining elements):

A. Concrete work: bus and pedestrian bulb-out improvements. The near-term improvements include approximately 10 new bus bulb-out installations, one new transit island, and modifications to approximately four existing bus bulbs. The work here accounts for necessary relocations of water and sewer utilities, as well as concrete bus pads. This also includes over 30 pedestrian bulb-outs, as well as needed accompanying curb ramp upgrades. The pedestrian improvements along this corridor have been coordinated with Vision Zero Walk First's efforts.

B. Traffic signal improvements. The near-term improvements will install upgraded equipment at nine intersections along the corridor, including new vehicle and pedestrian countdown signal heads, and new poles. At most of these locations complete upgrades are needed in order to install pedestrian countdown capability. At other locations, the upgrades support smoother bus and traffic operations. At one location, a signalized queue jump would be provided for transit. The near-term improvements will also include a new signalized pedestrian crossing at Buchanan and a new traffic signal at Cook. New fiber optic conduits and cables would also be installed along the corridor connecting all traffic signal controller cabinets to improve the reliability and capabilities of communication systems along the 38 Geary routes, which benefits Transit Signal Priority (TSP) technology.

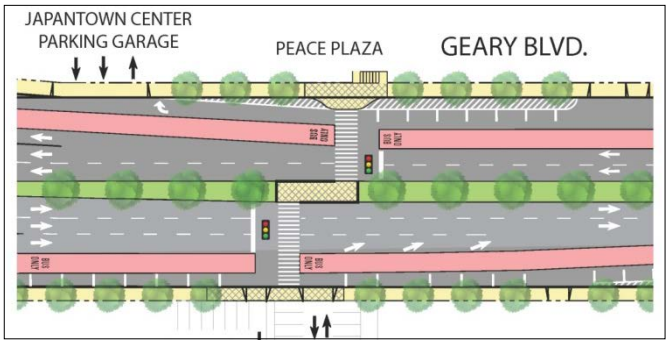
C. Dedicated bus lanes. From Van Ness Avenue to Stanyan Street, the near-term improvements include side-running bus lanes, with a few exceptions.[1] Work would be limited to this segment of the corridor only. The near-term/initial construction phase cost estimate does not account for curb-to-curb pavement resurfacing, which will be funded by Public Works' Paving Program. The lanes will be delineated with red color treatment.

D. Japantown Transportation Improvements. Other improvements include a package of improvements to address the long blocks and few crossing opportunities between residences and sites of interest on either side of Geary in the Japantown area. Currently, 18% of pedestrians at Webster cross illegally at the surface without crosswalks, which has resulted in two fatalities since 2008. The package of improvements includes:

[1] For a few blocks near the Masonic Avenue and Fillmore Street intersections, the buses would operate on narrow frontage roads adjacent to the grade-separated Geary tunnels at those locations. Some blocks of the frontage roads lack sufficient width for a bus lane and the mixed-flow travel lane needed to provide access to adjacent land uses and side streets. In such cases, the buses will share the lane with mixed-flow traffic.

- **Roadway redesign between Gough and Scott**, where the roadway currently expands to provide additional travel lanes. Phase 1 will convert one travel lane in each direction into a transit only lane, and remove an additional travel lane. These changes will calm traffic and prioritize transit, while providing a consistent number of travel lanes throughout the corridor.

- **Adding at-grade, ADA-accessible crosswalks at Webster and Steiner with large pedestrian refuges.** The above-mentioned roadway redesign allows for large pedestrian median refuges to be installed in the space reallocated from a through-traffic lane. Additionally, the Steiner Street pedestrian overcrossing structure would be removed. This would remove potential blind spots caused by the bridge piers and provide space for large pedestrian median refuges. The area around the bridge touch-down ramps is adjacent to the Raymond Kimbell Playground and Hamilton Recreation Center Rec & Park facilities and will be improved through a design developed with Rec & Park, Public Works and SFMTA collaboration.
- **New pedestrian signal at Buchanan / Peace Plaza** will be installed as a two-phase crossing with a large, protected median refuge where school groups and other pedestrians can gather safely. The two-phase, "Z" design is intentional in order to provide good sight lines between pedestrians and oncoming traffic.



E. Right-turn pockets. At 12 locations with heavy right-turning vehicle demand and high pedestrian crossing activity, where there will be side-running bus lanes, the project will install right-turn pockets so that right-turning vehicles that are stopped to wait for pedestrians to cross can queue in a pocket adjacent to the side-running bus lane, leaving the bus lane clear for buses.

F. Bus operation improvements. The near-term improvements also lengthen six bus zones to facilitate vehicle maneuvers around bus stops and stations, as well as relocations of six stops from the near side of intersections to the far side, for improved bus flows through traffic to maximize the benefit of transit signal priority. This scope element includes stop pattern changes such as removal of seven local stops and conversion of two Rapid stops to local stops.

Outreach

During the environmental phase, the project team conducted four major rounds of outreach, held over 250 meetings with over 65 stakeholder groups, and participated in 34 Citizens Advisory Committee meetings over the course of a multi-year environmental review process to collaborate and share ideas in the development of the project. The team has also used corridor surveys, OWL visualization kiosks, fliering and ambassadors at

bus stops, corridor postings, and web, email and social media updates, and newspaper ads. The project's design has benefited significantly from the important input received from the community. As such, the design elements of the BRT project that emerged from this outreach process have helped gain community support.

SFMTA has worked in close coordination with the SFCTA to refine the Phase 1 proposals in response to stakeholder feedback from the initial staff design recommendation to the LPA which was approved by the SFCTA and SFMTA Boards. Since 2017, SFMTA has begun leading most project communication and outreach with stakeholders. SFMTA has established a project website (www.sfmta.com/Geary), a project email (gearyrapid@sfmta.com) and phone number (415.646.2300), and has conducted several initial outreach efforts including: 1) conducting a pedestrian intercept survey to understand general perceptions about the Geary corridor from people traveling in the area in March 2017, with over 1,400 valid responses 2) conducting stakeholder meetings with adjacent residences, businesses and property owners in close proximity to parts of the street where major changes are proposed to vet and refine design proposals; 3) conducting a door-to-door merchant loading survey; and 4) establishing the new SFMTA-led Geary Community Advisory Committee, with 15 members, to guide the project through its design and implementation stages as a successor to the SFCTA-led CAC that guided the project through its planning and environmental review stages. SFMTA is preparing for additional outreach to vet the near-term proposals with the community in Summer 2018 before seeking SFMTA parking and traffic legislation for the near-term improvements anticipated in Summer 2018.

Benefits

Key benefits of the project include:

- **Transit reliability and travel time improvements, and legibility:** New transit-only lanes, bus stop consolidations and removals, and bus bulbs will all help prevent bus bunching, meaning bus riders will experience fewer gaps in service and a faster, more reliable travel time. Bus stops will have upgraded amenities including new signage.
- **Pedestrian safety:** People walking along Geary are eight times more likely to be hit by a car than the citywide average. A suite of features proven to save lives will be implemented to address this trend including: new pedestrian bulbs to shorten intersection crossing distances and improve visibility to motorists; new pedestrian countdown signals to improve intersection safety; and daylighting every intersection to increase the visibility of pedestrians crossing the street.
- **Geary Expressway calming:** The eight-lane Geary Expressway creates quality of life and traffic safety challenges for the neighborhoods surrounding it. Reducing the number of travel lanes, plus introducing new surface-level crosswalks and new signalized crossings, will serve to improve livability.
- **Optimized traffic flow:** Traffic signals will be upgraded, and the corridor communication system will have improved reliability and capabilities as a result of the new fiber optic infrastructure. Signals will also be re-timed providing improved traffic flow for all users.
- **Accessibility upgrades:** Concrete ADA-compliant curb ramps, Accessible Pedestrian Signals, and new median refuges will improve the corridor's accessibility for all street users.
- **Bicycling upgrades:** Safety improvements, such as new green-backed sharrows, will be implemented at intersections where cross streets are a part of the Bicycle Network.

Implementation

This current Prop K request is only for construction of the fiber optic conduit infrastructure which is planned to be delivered via the Public Utility Commission's (PUC) construction contract, which consists primarily of underground water and sewer improvements. This PUC contract would be advertised before the Geary Rapid Surface contract. This delivery plan allows better pricing, more flexible design, and streamlined construction. Fiber optic conduit infrastructure is required to enhance the capabilities of the Intelligent Transportation Systems (ITS) along the corridor, including Transit Signal Priority (TSP), as described in the project scope.

E10-6

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

Project Name:	Geary Bus Rapid Transit - Phase 1 (Geary Rapid)

ENVIRONMENTAL CLEARANCE

Environmental Type:	EIR/EIS

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Apr-Mar-Jun	2007	Apr-Mar-Jun	2008
Environmental Studies (PA&ED)	Jul-Aug-Sep	2011	Apr-Mar-Jun	2018
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2015	Oct-Nov-Dec	2018
Advertise Construction	Jan-Feb-Mar	2018		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2018		
Operations				
Open for Use			Jan-Feb-Mar	2021
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2021

SCHEDULE DETAILS

Schedule shown above is for the Phase 1 (Geary Rapid).

Community outreach has been ongoing for the past several years. SFMTA is preparing for a final round of design outreach in Summer 2018 to seek community feedback on this phase of design before final changes are considered for approval by the SFMTA Board in Summer 2018. SFMTA plans on a multi-channel pre-construction and construction phase campaign to inform stakeholders of what to expect during construction and to continue bi-monthly meetings with the SFMTA-led Geary CAC that was formed in July 2017.

The Geary Rapid project has been closely coordinated with SF Public Works (PW), the SF Public Utilities Commission (PUC) and the Department of Technology (DT) to minimize construction impacts to the community and reduce funding needs. PUC is improving its sewer and water mains along the corridor, PW is repaving the roadway, and DT is installing fiber optic conduit. This multi-disciplinary work will be delivered via four separate construction contracts. The first two overlap in location (Stanyan - Van Ness) and follow each other sequentially, the third, demolition of the Steiner pedestrian overcrossing, also overlaps in location with the first two contracts but is planned to be be constructed primarily over a single long weekend, while the fourth contract encompasses the eastern project limits (Van Ness - Market). PUC will administer the first contract which includes sewer, water and fiber optic conduit work, and PW will administer the other three contracts. Additionally, some striping and traffic changes to improve transit performance and pedestrian safety will be implemented by the SFMTA field shops soon after legislation in a manner compatible with subsequent construction work.

Geary Rapid Project (BRT Phase 1):	100% design	Advertise	Notice To Proceed
PUC Sewer and Water Improvements (Stanyan - Van Ness)	12/2017	3/2018	8/2018
PW Geary Rapid West Surface (Stanyan - Van Ness)	10/2018	1/2019	7/2019
PW Steiner Bridge Demolition	6/2018	8/2018	2/2019
PW Geary Rapid East (Van Ness - Market)	7/2018	8/2018	2/2019

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

Project Name: Geary Bus Rapid Transit - Phase 1

MAJOR LINE ITEM BUDGET

CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Budget Line Item	Totals	% of contract	SFPUC	SFMTA	Contractor
1. Contract					
Task 1: Fiber Optic Conduit	$ 618,710				$ 618,710
Task 2: Traffic Routing/other	$ 390,140				$ 390,140
Subtotal	$ 1,008,850				$ 1,008,850
2. Construction Management/Support	$ 151,328	15%	$ 151,328		
3. Contingency	$ 231,536	23%		$ 231,536	
4. Legal Fees	$ 500			$ 500	
TOTAL CONSTRUCTION PHASE	**$ 1,392,213**		**$ 151,328**	**$ 232,036**	**$ 1,008,850**

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

Project Name:	Geary Bus Rapid Transit - Phase 1 (Geary Rapid)

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Rapid Bus Network	$0	$1,392,213	$0	$1,392,213
Phases in Current Request Total:	$0	$1,392,213	$0	$1,392,213

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	$0	$1,392,213	$1,978,946	$3,371,159
TSIP GENERAL FUND	$0	$0	$94,600	$94,600
TRANSIT PERFORMANCE INITIATIVE - INVESTMENT (FEDERAL)	$0	$9,609,241	$0	$9,609,241
PROP A T2030 GO - PED	$0	$11,692,500	$1,606,500	$13,299,000
OBAG 2	$0	$6,939,000	$0	$6,939,000
MTA REV BOND 2014	$0	$0	$700,000	$700,000
Funding Plan for Entire Project Total:	$0	$29,632,954	$4,380,046	$34,013,000

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$0	$0	
Environmental Studies (PA&ED)	$0	$0	
Right of Way	$0	$0	
Design Engineering (PS&E)	$3,680,046	$0	Actual cost, plus cost to complete
Construction	$30,332,954	$1,392,213	Engineer's Estimates
Operations	$0	$0	
Total:	$34,013,000	$1,392,213	

% Complete of Design:	95.0%
As of Date:	06/15/2018

Expected Useful Life:	30 Years

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST

Fund Source	Phase	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Fund Source Total
PROP K	Construction	$1,392,213	$0	$0	$0	$0	$1,392,213
	Total:	$1,392,213	$0	$0	$0	$0	$1,392,213

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

Project Name:	Geary Bus Rapid Transit - Phase 1 (Geary Rapid)

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	$1,392,213	Total Prop AA Requested:	$0
Total Prop K Recommended:	$1,392,213	Total Prop AA Recommended:	$0

SGA Project Number:	101-xxxxxx	Name:	Geary Bus Rapid Transit - Phase 1 Near Term
Sponsor:	SFMTA - Department of Parking and Traffic	Expiration Date:	12/31/2021
Phase:	Construction	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-101	$1,392,213	$0	$0	$0	$0	$1,392,213

Deliverables

1. Provide 2-3 digital photos during construction.

Special Conditions

1. SFMTA may not incur expenses for the construction phase until Transportation Authority staff releases the funds ($1,392,213) pending receipt of evidence of completion of design (e.g. copy of certifications page).

2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes

1. Prop K funds will only be used for the fiber optic conduit portion of the project scope.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	90.09%	No Prop AA

Geary Bus Rapid Transit Funding Plan
June 2018

Near-Term Improvements [1]

Source [3]	Type	Status	Project Phases [2] PLAN	ENV	CER/PS&E	CON	Total by Status	TOTAL
Bus Rapid Transit (BRT) - EIR/S scope								
Prop A T2030 GO Bond Pedestrian Safety Improvements	Local	Allocated			$2,051,506	$7,400,000	**$9,451,506**	**$13,299,000**
		Programmed				$3,847,494	**$3,847,494**	
		Planned						
Transit Performance Initiative - Investment	Federal, State	Allocated						**$9,609,241**
		Programmed				$9,609,241	**$9,609,241**	
		Planned						
One Bay Area Grant Second Round (OBAG 2)	Federal, State	Allocated						**$6,939,000**
		Programmed				$6,939,000	**$6,939,000**	
		Planned						
Prop K Sales Tax	Local	Allocated			$1,978,946		**$1,978,946**	**$3,371,159**
		Programmed				$1,392,213	**$1,392,213**	
		Planned						
SFMTA Revenue Bond Series 2014	Local	Allocated				$700,000	**$700,000**	**$700,000**
		Programmed						
		Planned						
Transportation and Street Infrastructure Program - Follow the Paving (General Fund)	Local	Allocated			$94,600		**$94,600**	**$94,600**
		Programmed						
		Planned						
SFMTA Scope Sub-Total								**$34,013,000**
General Fund	Local	Allocated			$360,300		**$360,300**	**$2,245,871**
		Programmed						
		Planned				$1,885,571	**$1,885,571**	
Prop AA Vehicle Registration Fee	Local	Allocated						**$2,397,129**
		Programmed				$2,397,129	**$2,397,129**	
		Planned						
SFPW Paving Sub-Total								**$4,643,000**
SF PUC	Local	Allocated						**$26,000,000**
		Programmed						
		Planned			$2,600,000	$23,400,000	**$26,000,000**	
PUC Scope Sub-Total								**$26,000,000**
	Total Phase 1	**Allocated**			**$4,485,352**	**$8,100,000**	$12,585,352	**$64,656,000**
		Programmed				**$24,185,077**	$24,185,077	
		Planned			**$2,600,000**	**$25,285,571**	$27,885,571	
					$7,085,352	**$57,570,648**	$64,656,000	

Geary Bus Rapid Transit Funding Plan
June 2018

Full BRT (Remainder of Project) [1]

Source [3]	Type	Status	Project Phases [2] PLAN	ENV	CER/PS&E	CON	Total by Status	TOTAL
FTA 5309 Small Starts [4]	Federal	Allocated						**$100,000,000**
		Programmed						
		Planned				$100,000,000	**$100,000,000**	
Prop K Sales Tax	Local	Allocated	$780,000	$8,693,146	$6,319,470		**$15,792,616**	**$47,427,008**
		Programmed			$17,553,655	$13,226,737	**$30,780,392**	
		Planned		$854,000			**$854,000**	
Prop AA	Local	Allocated						**$2,064,919**
		Programmed			$2,064,919		**$2,064,919**	
		Planned						
TBD [5]	TBD	Allocated						**$85,852,073**
		Programmed						
		Planned			$9,846,552	$76,005,521	**$85,852,073**	
	Total Phase 2	**Allocated**	**$780,000**	**$8,693,146**	**$6,319,470**		**$15,792,616**	**$235,344,000**
		Programmed			**$19,618,574**	**$13,226,737**	**$32,845,311**	
		Planned		**$854,000**	**$9,846,552**	**$176,005,521**	**$186,706,073**	
			$780,000	**$9,547,146**	**$35,784,596**	**$189,232,258**	**$235,344,000**	

1 The Near-Term Improvements include a potential initial set of project elements between Market and Stanyan, including side-running bus-only lanes, stop upgrades, repaving, traffic signal and striping work, pedestrian crossing enhancements, and water and sewer upgrades. The Full BRT package includes all remaining Geary BRT project elements, including the proposed center bus-only lanes through the Richmond district.

2 Acronyms for project phases include: PLAN - pre-environmental planning, ENV - Environmental Documentation, CER/PS&E - Conceptual Engineering Report/Plans, Specifications & Estimates or Final Design, CON - Construction. The construction phase includes the incremental cost for procuring new BRT vehicles for the project.

3 Acronyms for funding sources include: FTA - Federal Transit Administration, SFMTA - San Francisco Municipal Transportation Agency, and SFPUC - San Francisco Public Utilities Commission.

4 The Geary BRT project team plans to apply for Small Starts funds in 2018. Small Starts projects must be seeking no more than $100 million.

5 Potential sources for the Full BRT package include, but are not limited to MTC Transit Performance Initiative, cap and trade funds, Senate Bill 1 funded programs such as the Local Partnership Program program, other state or federal discretionary funds, or a new local revenue measure(s).

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

FY of Allocation Action:	FY2018/19
Project Name:	Geary Bus Rapid Transit - Additional Funds
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Rapid Bus Network
Current Prop K Request:	$854,000
Supervisorial District(s):	District 01, District 02, District 03, District 05, District 06

REQUEST

Brief Project Description
The Geary BRT Project would create dedicated bus-only lanes along the seven-mile 38/38R route. This Project would enhance the existing bus-only lanes on Geary and O'Farrell Streets from Market Street to Gough Street, and new bus-only lanes on Geary Boulevard from Gough Street to 34th Avenue. The Project would also provide other pedestrian- and transit-supportive improvements such as bulb-outs, high-amenity stations, and signal improvements.

Detailed Scope, Project Benefits and Community Outreach
See attached scope of work.

Project Location
Geary Corridor from Transbay Terminal to 48th Avenue

Project Phase(s)
Environmental Studies (PA&ED)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount
Prop K 5YPP Amount:	$0
Justification for Necessary Amendment	
SFCTA is requesting amendment to the Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5YPP to reprogram $854,000 from the Planning/Conceptual Engineering phase to the Environmental phase of the subject project.	

Geary Bus Rapid Transit Project
Environmental Studies and Initial Preliminary Engineering
San Francisco County Transportation Authority Scope of Work Amendment
May 25, 2018

The following scope of work describes revised and additional activities required to complete the environmental and initial preliminary engineering phase of the Geary Bus Rapid Transit (BRT) Project. The Transportation Authority is leading this phase of work, in close coordination with the San Francisco Municipal Transportation Agency (SFMTA). The SFMTA will lead the engineering design and construction phases of the project, during which the Transportation Authority will be responsible for environmental compliance.

In May 2007, the Transportation Authority approved the Geary Corridor BRT Feasibility Study, and through Resolution 07-65 it committed $1,183,000 in Prop K funds to the environmental and initial preliminary engineering phase of the project. The original scope of work included:

A. Project Management and External Coordination

B. Environmental Impact Analysis and Documentation

C/D. Alternatives Analysis/ Initial Preliminary Engineering

In July 2015, through Resolution 16-06, the Transportation Authority approved an amended scope that added the following task:

E. Environmental Compliance

This amendment adds scope to these existing tasks as detailed below and adds two new tasks as follows:

F. CEQA Litigation

G. Records Litigation

Previous Scope Installments

The current environmental phase budget, including environmental compliance, is $8,719,526.

Since inception of the environmental phase, the scope of work has been amended to add work items as needs surfaced as a result of project refinement and public input, including:

- Development of improvements on Geary and O'Farrell Streets ("Inner Geary") east of Van Ness Avenue
- Analysis for the complex Fillmore and Masonic grade-separated intersections, including engineering and transportation modeling
- Additional build alternatives – Alternative 3-Consolidated and the Hybrid Alternative – that responded to previous community feedback to preserve parking

- Additional detailed technical analysis on design options responding to community concerns, and designation of the Hybrid Alternative as the Staff-Recommended Alternative
- Focused community outreach and coordination with more than 60 community groups, including with Geary merchants, transit advocacy groups, and disability advocacy groups
- In-depth inter-agency coordination to build early consensus on the project, including local stakeholder agencies and the Federal Transit Administration (FTA)

Progress Since April 2017

Since the last appropriation request in 2017, the project team has made substantial progress, as follows:

Coordinated with FTA to complete the Final EIS. After working with the project team to resolve comments on several administrative drafts, FTA published its Record of Decision in the Federal Register on June 15, 2018, concluding that all requirements of NEPA and associated regulations have been met.

Continued coordination with the project design team. Environmental review staff has worked closely with the SFMTA project design team to ensure all changes to the project made in response to public input during the environmental review process are reflected in design work for the project, which is proceeding in parallel with environmental approvals.

Scope of Work for Current Funding Request

As the project has progressed, the project team has identified additional work items necessary to complete this phase of project development, including original scope items that have been initiated but require further resources and newly identified remaining work to be done. The requested funds represent an addition to the previous total funds as shown in Table 1 below. This request would be retroactive to the beginning of FY17-18 since expenses, including legal fees, have been higher than anticipated.

Table 1. Geary BRT Environmental Phase Funding

Previous and Current Funding Requests	Amount
R07-65	$1,183,000
R08-81	$1,125,000
R11-32	$1,647,515
R14-17	$2,790,598
R15-29	$872,859
R16-06	$471,920
R17-39	$602,254
All Previous Requests	*$8,693,145*
Current Funding Request	$854,000
Total	*$9,547,146*

In Table 2 and the sections below, we provide details regarding the work for each task that would be covered by this request.

Table 2. Geary BRT Environmental Phase Remaining Work Items

Task	Original scope items remaining	Original scope items requiring additional funds	Newly identified scope items
Task A. Project Management and External Coordination		Ongoing project management Federal, state, regional agency coordination	
Task B. Environmental Impact Analysis and Documentation		Nine rounds of FTA review of Final EIS (increase from 5 rounds expected) and associated revisions	
Tasks C/D. Initial Preliminary Engineering/ Alternatives Analysis	None		
Task E. Environmental Compliance		Monitoring of the engineering design process for environmental compliance and completion of any supplemental documentation	
Task F. CEQA Litigation		Respond to litigation regarding the project's CEQA clearance (Note: Previous appropriation combined this task with Task B.)	
Task G. Records Litigation			Respond to litigation regarding requests for project records

The increased scope items requiring additional work and newly identified additional scope items are described below.

Task A. Project Management and External Coordination

- *Ongoing project management.* This task includes providing internal and external periodic project updates, managing the technical consultant and overall inter-agency project team, and other administrative project support. As the project schedule has extended, the need for ongoing management has also extended.
- *Federal, state, regional agency coordination.* Continued coordination is needed with the FTA and other agencies in order to ensure compliance with the Federal Record of Decision (ROD) and state Mitigation Monitoring and Reporting Program (MMRP).

Task B. Environmental Impact Analysis and Documentation

- *Final Environmental Document.* The FTA and local agencies previously agreed to prepare the Final EIR separate from a Final EIS. Following approval of the EIR, the Transportation Authority and SFMTA collaborated with FTA in the subsequent preparation of a Final EIS and ROD for the Project in compliance with NEPA. Preparing separate documents entailed additional local agency review cycles and additional FTA review cycles, as well as project team work to incorporate agency comments.

Task E. Environmental Compliance

- *Implementation of the MMRP.* This task includes review of draft plans and preliminary engineering documents to be used during construction, oversight of the continued Federal Section 106 cultural resources consultation process, review of parking legislation and required mitigations replacing color loading zones for community impacts, and review of updated Construction Plan for construction impacts. This request covers this effort through the end of 2018, with further MMRP implementation funding to accompany future SFMTA allocation requests for design and construction.
- *Supplemental Environmental Documentation.* This task entails staff and consultant engagement to ensure SFMTA project designs are in environmental compliance, including preparation of any supplemental documentation, in order to enable completion of final design for Phase 1 of the project.

Task F. CEQA Litigation

- *Legal.* A CEQA legal challenge was filed on February 6, 2017. Staff and legal counsel are preparing the necessary documents to support a response to this challenge.

Task G. Records Litigation

- *Legal.* A public records legal challenge was filed on January 29, 2018. Staff and legal counsel are preparing the necessary documents to support a response to this challenge.

Contingency

- This request includes a contingency to account for the possibility of legal fees or environmental compliance costs that could be higher than anticipated.

Environmental Review Schedule

Following publication of the Final EIS and FTA ROD in the Federal Register on June 15, 2018, SFMTA will continue engineering design activities for both phases of the project. Schedules for these activities are provided in the schedule section of this Prop K appropriation request form.

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

Project Name:	Geary Bus Rapid Transit - Additional Funds

ENVIRONMENTAL CLEARANCE

Environmental Type:	EIR/EIS

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Apr-Mar-Jun	2007	Apr-Mar-Jun	2008
Environmental Studies (PA&ED)	Jul-Aug-Sep	2011	Jul-Aug-Sep	2018
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2015	Oct-Nov-Dec	2018
Advertise Construction	Jan-Feb-Mar	2018		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2018		
Operations				
Open for Use			Jan-Feb-Mar	2021
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2021

SCHEDULE DETAILS

This funding request is to complete the environmental phase of the project, which is in parallel with SFMTA design of both the Phase 1 and Phase 2 portions of the project. The schedule above shows Phase 1.
Phase 2 schedule - PS&E: Early 2018 - Summer 2020, Advertise: Summer 2020, Construction: Fall 2020 - Summer 2022.

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

Project Name:	Geary Bus Rapid Transit - Additional Funds

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Rapid Bus Network	$854,000	$0	$8,693,146	$9,547,146
Phases in Current Request Total:	$854,000	$0	$8,693,146	$9,547,146

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	$854,000	$32,172,605	$17,771,562	$50,798,167
PROP AA	$0	$4,462,048	$0	$4,462,048
TRANSPORTATION AND STREET INFRASTRUCTURE PROGRAM - FOLLOW THE PAVING (GENERAL FUND)	$0	$0	$94,600	$94,600
TRANSIT PERFORMANCE INITIATIVE - INVESTMENT	$0	$9,609,241	$0	$9,609,241
TBD	$85,852,073	$0	$0	$85,852,073
SF PUC	$26,000,000	$0	$0	$26,000,000
SFMTA REVENUE BOND SERIES 2014	$0	$0	$700,000	$700,000
PROP A T2030 GO BOND PEDESTRIAN SAFETY IMPROVEMENTS	$0	$3,847,494	$9,451,506	$13,299,000
ONE BAY AREA GRANT SECOND ROUND (OBAG 2)	$0	$6,939,000	$0	$6,939,000
GENERAL FUND	$1,885,571	$0	$360,300	$2,245,871
FTA 5309 SMALL STARTS	$100,000,000	$0	$0	$100,000,000
Funding Plan for Entire Project Total:	$214,591,644	$57,030,388	$28,377,968	$300,000,000

Geary Bus Rapid Transit Funding Plan
June 2018

Near-Term Improvements [1]

Source [3]	Type	Status	Project Phases [2] PLAN	ENV	CER/PS&E	CON	Total by Status	TOTAL
Bus Rapid Transit (BRT) - EIR/S scope								
Prop A T2030 GO Bond Pedestrian Safety Improvements	Local	Allocated			$2,051,506	$7,400,000	**$9,451,506**	**$13,299,000**
		Programmed				$3,847,494	**$3,847,494**	
		Planned						
Transit Performance Initiative - Investment	Federal, State	Allocated						**$9,609,241**
		Programmed				$9,609,241	**$9,609,241**	
		Planned						
One Bay Area Grant Second Round (OBAG 2)	Federal, State	Allocated						**$6,939,000**
		Programmed				$6,939,000	**$6,939,000**	
		Planned						
Prop K Sales Tax	Local	Allocated			$1,978,946		**$1,978,946**	**$3,371,159**
		Programmed				$1,392,213	**$1,392,213**	
		Planned						
SFMTA Revenue Bond Series 2014	Local	Allocated				$700,000	**$700,000**	**$700,000**
		Programmed						
		Planned						
Transportation and Street Infrastructure Program - Follow the Paving (General Fund)	Local	Allocated			$94,600		**$94,600**	**$94,600**
		Programmed						
		Planned						
SFMTA Scope Sub-Total								**$34,013,000**
General Fund	Local	Allocated			$360,300		**$360,300**	**$2,245,871**
		Programmed						
		Planned				$1,885,571	**$1,885,571**	
Prop AA Vehicle Registration Fee	Local	Allocated						**$2,397,129**
		Programmed				$2,397,129	**$2,397,129**	
		Planned						
SFPW Paving Sub-Total								**$4,643,000**
SF PUC	Local	Allocated						**$26,000,000**
		Programmed						
		Planned			$2,600,000	$23,400,000	**$26,000,000**	
PUC Scope Sub-Total								**$26,000,000**
	Total Phase 1	**Allocated**			**$4,485,352**	**$8,100,000**	$12,585,352	**$64,656,000**
		Programmed				**$24,185,077**	$24,185,077	
		Planned			**$2,600,000**	**$25,285,571**	$27,885,571	
					$7,085,352	**$57,570,648**	$64,656,000	

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Geary Bus Rapid Transit Funding Plan
June 2018

Full BRT (Remainder of Project) [1]

Source [3]	Type	Status	Project Phases [2] PLAN	ENV	CER/PS&E	CON	Total by Status	TOTAL
FTA 5309 Small Starts [4]	Federal	Allocated						**$100,000,000**
		Programmed						
		Planned				$100,000,000	**$100,000,000**	
Prop K Sales Tax	Local	Allocated	$780,000	$8,693,146	$6,319,470		**$15,792,616**	**$47,427,008**
		Programmed			$17,553,655	$13,226,737	**$30,780,392**	
		Planned		$854,000			**$854,000**	
Prop AA	Local	Allocated						**$2,064,919**
		Programmed			$2,064,919		**$2,064,919**	
		Planned						
TBD [5]	TBD	Allocated						**$85,852,073**
		Programmed						
		Planned			$9,846,552	$76,005,521	**$85,852,073**	
	Total Phase 2	**Allocated**	**$780,000**	**$8,693,146**	**$6,319,470**		**$15,792,616**	**$235,344,000**
		Programmed			**$19,618,574**	**$13,226,737**	**$32,845,311**	
		Planned		**$854,000**	**$9,846,552**	**$176,005,521**	**$186,706,073**	
			$780,000	**$9,547,146**	**$35,784,596**	**$189,232,258**	**$235,344,000**	

1 The Near-Term Improvements include a potential initial set of project elements between Market and Stanyan, including side-running bus-only lanes, stop upgrades, repaving, traffic signal and striping work, pedestrian crossing enhancements, and water and sewer upgrades. The Full BRT package includes all remaining Geary BRT project elements, including the proposed center bus-only lanes through the Richmond district.

2 Acronyms for project phases include: PLAN - pre-environmental planning, ENV - Environmental Documentation, CER/PS&E - Conceptual Engineering Report/Plans, Specifications & Estimates or Final Design, CON - Construction. The construction phase includes the incremental cost for procuring new BRT vehicles for the project.

3 Acronyms for funding sources include: FTA - Federal Transit Administration, SFMTA - San Francisco Municipal Transportation Agency, and SFPUC - San Francisco Public Utilities Commission.

4 The Geary BRT project team plans to apply for Small Starts funds in 2018. Small Starts projects must be seeking no more than $100 million.

5 Potential sources for the Full BRT package include, but are not limited to MTC Transit Performance Initiative, cap and trade funds, Senate Bill 1 funded programs such as the Local Partnership Program program, other state or federal discretionary funds, or a new local revenue measure(s).

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$780,000	$0	$0	Actual costs
Environmental Studies (PA&ED)	$9,547,146	$854,000	$0	Actual costs and cost to complete
Right of Way	$0	$0	$0	
Design Engineering (PS&E)	$42,424,942	$17,553,655	$2,064,919	Actual costs and SFMTA estimate based on previous projects (Note: Subject to review as part of 5YPP update for EP1.)
Construction	$247,247,912	$14,618,950	$2,397,129	SFMTA estimate based on previous projects
Operations	$0	$0	$0	
Total:	$300,000,000	$33,026,605	$4,462,048	

% Complete of Design:	45.0%
As of Date:	05/25/2018
Expected Useful Life:	30 Years

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

Project Name: Geary Bus Rapid Transit - Additional Funds

MAJOR LINE ITEM BUDGET

TASKS
A - Project Management and External Coordination
B - Environmental Impact Analysis and Documentation
C/D - Alternatives Analysis/Advanced Conceptual Engineering
E - Environmental Compliance*
F - CEQA Litigation**
G - Records Litigation
Total
**$100,000 in previously budgeted Task E funds was used for more time-sensitive work on Task B.*
***The existing Task F budget was included in Task B in the previous appropriation request.*

ENVIRONMENTAL PHASE BUDGET SUMMARY

	Task						Contingency (Amount)	Contingency (%)	Total
	A	B	C/D	E	F	G			
Existing Budget	$ 1,000,129	$ 4,624,512	$ 2,153,272	$ -	$ 250,000	$ -	$ 665,232	8%	**$ 8,693,145**
Current Request	$ 18,000	$ 90,000	$ -	$ 180,000	$ 312,000	$ 155,000	$ 99,000	13%	**$ 854,000**
Total with This Request	**$ 1,018,129**	**$ 4,714,512**	**$ 2,153,272**	**$ 180,000**	**$ 562,000**	**$ 155,000**	**$ 764,232**	**9%**	**$ 9,547,146**

EXISTING BUDGET SUMMARY

Agency	Task						Contingency (Amount)	Contingency (%)	Total
	A	B	C/D	E	F	G			
Transportation Authority	$ 419,146	$ 536,120	$ 484,586	$ -	$ 90,000	$ -	$ 251,787	16%	$ 1,781,638
SFMTA	$ 19,598	$ 419,706	$ 505,556	$ -	$ -	$ -	$ -	0%	$ 944,860
Technical Consultants	$ 363,696	$ 2,947,510	$ 963,695	$ -	$ -	$ -	$ 327,538	8%	$ 4,602,440
Legal/Other Consultants	$ 197,689	$ 721,176	$ 199,435	$ -	$ 160,000	$ -	$ 85,907	7%	$ 1,364,207
Total - Existing Budget	**$ 1,000,129**	**$ 4,624,512**	**$ 2,153,272**	**$ -**	**$ 250,000**	**$ -**	**$ 665,232**	**8%**	**$ 8,693,145**

CURRENT REQUEST SUMMARY

Agency	Task						Contingency (Amount)	Contingency (%)	Total
	A	B	C/D	E	F	G			
Transportation Authority	$ 18,000	$ 6,000	$ -	$ 60,000	$ 17,000	$ 13,000	$ 14,000	12%	**$ 128,000**
Technical Consultants	$ -	$ 34,000	$ -	$ 100,000	$ 10,000	$ -	$ 22,000	15%	**$ 166,000**
Legal/Other Consultants	$ -	$ 50,000	$ -	$ 20,000	$ 285,000	$ 142,000	$ 63,000	13%	**$ 560,000**
Total - Current Request	**$ 18,000**	**$ 90,000**	**$ -**	**$ 180,000**	**$ 312,000**	**$ 155,000**	**$ 99,000**	**13%**	**$ 854,000**

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

Project Name:	Geary Bus Rapid Transit - Additional Funds

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	$854,000	Total Prop AA Requested:	$0
Total Prop K Recommended:	$854,000	Total Prop AA Recommended:	$0

SGA Project Number:		Name:	Geary Bus Rapid Transit - Environmental Compliance
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	12/31/2019
Phase:	Environmental Studies	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-101	$180,000	$0	$0	$0	$0	$180,000

Deliverables

1. Monthly progress reports shall provide a percent complete for scope included in the grant, a percent complete for the overall project (through construction), and a listing of completed scope elements. Provide cost reports including both consultant and agency costs, and any updates to the project scope, schedule, budget, or funding plan.

Special Conditions

1. Recommendation is contingent on an amendment to the Bus Rapid Transit/Transit Preferential Streets 5YPP to reprogram $854,000 in Prop K funds from the Planning/Conceptual Engineering phase to the Environmental phase of the project. See attached 5YPP amendment for details.

E10-28

SGA Project Number:		Name:	Geary Bus Rapid Transit - Environmental Review
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	12/31/2019
Phase:	Environmental Studies	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-101	$674,000	$0	$0	$0	$0	$674,000

Deliverables

1. Monthly progress reports shall provide a percent complete for scope included in the grant, a percent complete for the overall project (through construction), and a listing of completed deliverables by task. Provide cost reports including both consultant and agency costs, and any updates to the project scope, schedule, budget, or funding plan.

Special Conditions

1. Recommendation is contingent on an amendment to the Bus Rapid Transit/Transit Preferential Streets 5YPP to reprogram $854,000 in Prop K funds from the Planning/Conceptual Engineering phase to the Environmental phase of the project. See attached 5YPP amendment for details.

Notes

1. Per Prop K Strategic Plan policies, retroactive expenditures are allowable for this project because the Transportation Authority has previously approved the scope of the project and that scope has incurred increased costs.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.00%	No Prop AA
Actual Leveraging - This Project	83.07%	98.51%

5-Year Project List (FY 2014/15 – FY 2018/19)

Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network (EP 1)

Programming and Allocations to Date

Pending July 24, 2018 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Geary Bus Rapid Transit (BRT)	PLAN/ CER	Programmed		$0				$0
Transit Rapid Network - Bus Rapid Transit									
SFMTA	Van Ness BRT Detailed Design	PS&E	Allocated	$1,594,280					$1,594,280
SFMTA	Van Ness Improvements - EP 1 [2,4]	CON	Allocated			$21,541,930			$21,541,930
SFMTA	Geary Bus Rapid Transit [1,2,3,6,7]	PLAN/ CER	Programmed	$6,200,551					$6,200,551
SFMTA	Geary Bus Rapid Transit - Environmental Phase Support [1]	PA&ED	Allocated	$872,859					$872,859
SFCTA	Geary BRT - Environmental Completion & Compliance during Design [3]	PA&ED	Appropriated		$471,920				$471,920
SFMTA	Geary BRT - Near-Term Improvements (Phase 1) - Design (CER & PS&E) [3]	PS&E	Allocated		$1,978,946				$1,978,946
SFMTA	Geary BRT - Full BRT (Phase 2) - Design (CER) [3]	PS&E	Allocated		$6,319,470				$6,319,470
SFMTA	Geary Bus Rapid Transit - Additional Funds [6]	PA&ED	Allocated			$602,254			$602,254
SFMTA	Geary Bus Rapid Transit	PS&E	Programmed		$14,500,000				$14,500,000
SFMTA	Geary Bus Rapid Transit [2,3]	CON	Programmed				$7,325,841		$7,325,841
SFMTA	Geary Bus Rapid Transit - Phase 1 (Geary Rapid)	CON	Pending					$1,392,213	$1,392,213
SFCTA	Geary Bus Rapid Transit - Additional Funds [7]	PA&ED	Pending					$854,000	$854,000
SFMTA	Geneva-Harney BRT environmental [5]	PA&ED	Allocated			$540,000			$540,000
Transit Rapid Network - Transit Effectiveness and Performance Initiatives									
SFMTA	Muni Forward Implementation of TEP [5]	PLAN/CER	Programmed	$585,000					$585,000
SFMTA	Muni Forward Implementation of TEP	PLAN/CER	Programmed			$2,754,000			$2,754,000
SFMTA	Transit Performance Initiative Program Local Match	PS&E, CON	Programmed		$271,500				$271,500
SFMTA	Transit Performance Initiative Program Local Match	PS&E, CON	Programmed			$271,500			$271,500
Any eligible	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed		$300,000				$300,000

Programmed in 5YPP	$9,252,690	$23,841,836	$25,709,684	$7,325,841	$2,246,213	$68,376,264
Total Allocated and Pending in 5YPP	$2,467,139	$8,770,336	$22,684,184	$0	$2,246,213	$36,167,872
Total Deobligated in 5YPP	$0	$0	$0	$0	$0	$0
Total Unallocated in 5YPP	$6,785,551	$15,071,500	$3,025,500	$7,325,841	$0	$32,208,392
Total Programmed in 2014 Strategic Plan	$20,019,280	$42,802,484	$3,025,500	$2,529,000	$0	$68,376,264
Deobligated from Prior 5YPP Cycles **	$435,717					$435,717
Cumulative Remaining Programming Capacity	$11,202,307	$30,162,955	$7,478,771	$2,681,930	$435,717	$435,717

** Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period.

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

[1] 5YPP Amendment to the Geary BRT project (Resolution 15-29, Project 101-910051)

Reprogram $872,859 from the planning phase placeholder to Geary Bus Rapid Transit - Environmental Phase Support

Resolution 15-29 reserves $10 million from current Geary BRT funding for design/construction of the Initial Construction Phase and reserves all the remaining Prop K funds currently programmed to Geary BRT for the Full Project.

[2] 5YPP Amendment to Van Ness and Geary BRT (Resolution 15-40)

Reprogram $6,189,054 from Van Ness BRT to Geary BRT upon concurrent programming of an equivalent amount of Cycle 4 Lifeline Prop 1B funds to Van Ness BRT.

[3] 5YPP Amendment to Geary BRT project (Resolution 16-06, Project 101-907052-4)

Reprogram $471,920 from planning phase placeholder to Geary BRT - Environmental Completion & Compliance during Design

Reprogram $8,298,416 from planning phase placeholder to the final design phase for two allocations: $1,978,946 to Phase 1 Near Term Improvements and $6,319,470 for Phase 2 Full BRT.

[4] Van Ness Improvement (renamed from Van Ness BRT): $21,541,930 programmed in FY 15/16 was allocated in FY 16/17 (Resolution 17-002, Project 101-907055)

[5] 5YPP Amendment to add Geneva-Harney BRT Environmental Phase (Resolution 17-16, Project 101-910056)

Geneva-Harney BRT: Added project with $540,000 in FY2016/17 funds for environmental.

Muni Forward Implementation of TEP: Reduced by $540,000 in FY2014/15. With this amendment SFMTA has sufficient funds to advance Muni Forward near-term priorities.

[6] 5YPP Amendment to Geary BRT - Additional Funds project (Resolution 17-39, Project 101-901057)

Reprogram $602,254 from planning phase to the environmental review phase.

[7] 5YPP Amendment to Geary Bus Rapid Transit (Resolution 18-xx)

Reprogram $854,000 from Planning/Conceptual Engineering phase to the Environmental phase.

5-Year Project List (FY 2014/15 – FY 2018/19)

Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network (EP 1)

Cash Flow ($) Maximum Annual Reimbursement

Pending July 24, 2018 Board

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Geary Bus Rapid Transit (BRT)	PLAN/ CER		$0	$0				$0
Transit Rapid Network - Bus Rapid Transit								
Van Ness BRT Detailed Design	PS&E	$1,275,424	$318,856					$1,594,280
Van Ness Improvements - EP 1 2,4	CON			$9,085,977	$7,219,098	$5,236,855		$21,541,930
Geary Bus Rapid Transit 1,2,3,6,7	PLAN/ CER	$0	$6,200,551					$6,200,551
Geary Bus Rapid Transit - Environmental Phase Support 1	PA&ED	$872,859						$872,859
Geary BRT - Environmental Completion & Compliance during Design 3	PA&ED		$401,920	$70,000				$471,920
Geary BRT - Near-Term Improvements (Phase 1) - Design (CER & PS&E) 3	PS&E		$1,978,946					$1,978,946
Geary BRT - Full BRT (Phase 2) - Design (CER) 3	PS&E		$3,159,735	$3,159,735				$6,319,470
Geary Bus Rapid Transit - Additional Funds 6	PA&ED			$452,254	$150,000			$602,254
Geary Bus Rapid Transit	PS&E		$4,785,000	$9,715,000				$14,500,000
Geary Bus Rapid Transit 2,3	CON				$787,301	$4,359,027	$2,179,513	$7,325,841
Geary Bus Rapid Transit - Phase 1 (Geary Rapid)	CON					$1,392,213		$1,392,213
Geary Bus Rapid Transit - Additional Funds 7	PA&ED					$854,000		$854,000
Geneva-Harney BRT environmental 5	PA&ED					$540,000		$540,000
Transit Rapid Network - Transit Effectiveness and Performance Initiatives								
Muni Forward Implementation of TEP 5	PLAN/CER	$292,500	$292,500					$585,000
Muni Forward Implementation of TEP	PLAN/CER			$2,754,000				$2,754,000
Transit Performance Initiative Program Local Match	PS&E, CON		$271,500					$271,500
Transit Performance Initiative Program Local Match	PS&E, CON			$271,500				$271,500
Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON		$150,000	$150,000				$300,000

Cash Flow Programmed in 5YPP	$2,440,783	$17,559,008	$25,658,466	$8,156,399	$12,382,095	$2,179,513	$68,376,264
Total Cash Flow Allocated	$2,148,283	$5,859,457	$12,767,966	$7,369,098	$8,023,068	$0	$36,167,872
Total Cash Flow Deobligated	$0	$0	$0	$0	$0	$0	$0
Total Cash Flow Unallocated	$292,500	$11,699,551	$12,890,500	$787,301	$4,359,027	$2,179,513	$32,208,392
Cash Flow Programmed in 2014 Strategic Plan	$10,806,780	$19,965,197	$23,982,894	$11,724,644	$1,264,500	$632,250	$68,376,264
Deobligated from Prior 5YPP Cycles **	$435,717						$435,717
Cumulative Remaining Cash Flow Capacity	$8,801,714	$11,207,903	$9,532,331	$13,100,575	$1,982,980	$435,717	$435,717

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

See 2014 Prop K 5YPP - Program of Projects Programming and Allocations to Date table for programming footnotes.

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

FY of Allocation Action:	FY2018/19
Project Name:	Balboa Park Station Area Improvements
Grant Recipient:	Bay Area Rapid Transit District

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Balboa Park BART/MUNI Station Access
Current Prop K Request:	$700,000
Supervisorial District(s):	District 07, District 11

REQUEST

Brief Project Description
This project will create an open space plaza at the southern end of the Balboa Park Station in the current passenger drop-off area. The plaza will function as a multi-modal transit hub and a pubic open-space.

Detailed Scope, Project Benefits and Community Outreach
This project will create an open space plaza at the southern end of the Balboa Park Station in the current passenger drop-off area. There will be a transit oriented development project located in the current SFMTA parking area that will create low-income housing with retail spaces at street/ground level. The plaza will function as a multi-modal transit hub and a pubic open-space. The new plaza area will redesign the vehicular access through San Jose Avenue that creates a reduced passenger drop-off area loop, while closing off vehicular access to Geneva Avenue. This will create flexible space that meets the needs of the community, enhances safety and encourages multi-modal access to the station. This project is being planned and designed in coordination with multiple stakeholders including the Balboa Park Station Community Advisory Committee, BART, SFMTA, and the Mayor's Office. The project is included in the Balboa Park Station Area CAC Proposed 2018 Work Plan.

Project Location
Balboa Park Station

Project Phase(s)
Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	$700,000

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

Project Name:	Balboa Park Station Area Improvements

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Oct-Nov-Dec	2017	Apr-Mar-Jun	2018
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Apr-Mar-Jun	2018	Oct-Nov-Dec	2019
Advertise Construction	Oct-Nov-Dec	2019		
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2020		
Operations				
Open for Use			Oct-Nov-Dec	2021
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2021

SCHEDULE DETAILS

Completion of 65% design expected in April 2019, completion of 100% design expected in November 2019

BART will meet with the Balboa Station CAC at key project milestones and upon request to provide updates on the project.

Since 2017, BART, MOHCD, SFMTA, and the Mission Housing team have held monthly coordination meetings on planning, design, outreach, process, real estate, legal and other issues. The monthly meetings will continue through the design and construction phases. The construction of this project is closely tied to the affordable housing project at the station.

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

Project Name:	Balboa Park Station Area Improvements

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Balboa Park BART/MUNI Station Access	$700,000	$0	$0	$700,000
BART FUNDS	$0	$0	$350,000	$350,000
Phases in Current Request Total:	$700,000	$0	$350,000	$1,050,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	$700,000	$0	$0	$700,000
MAYOR'S OFFICE OF HOUSING AND DEVELOPMENT	$4,000,000	$0	$0	$4,000,000
BART FUNDS	$0	$0	$410,000	$410,000
Funding Plan for Entire Project Total:	$4,700,000	$0	$410,000	$5,110,000

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$60,000	$0	Based on actual cost
Environmental Studies (PA&ED)	$0	$0	
Right of Way	$0	$0	
Design Engineering (PS&E)	$1,050,000	$700,000	BART staff
Construction	$4,000,000	$0	Initial concept design, may be revised based on final design specifications
Operations	$0	$0	
Total:	$5,110,000	$700,000	

% Complete of Design:	20.0%
As of Date:	05/21/2018
Expected Useful Life:	100 Years

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN			
Budget Line Item	**Totals**		**% of phase**
1. Total Labor	$	100,000	14%
2. Consultant	$	530,000	76%
3. Other Direct Costs *	$	20,000	3%
4. Contingency	$	50,000	7%
TOTAL PHASE	**$**	**700,000**	

TOTAL LABOR COST BY AGENCY		
BART	$	100,000
TOTAL	**$**	**100,000**

* e.g. Permitting costs from the City and County of San Francisco PUC/DPW/DBI, a traffic study, and outreach materials.

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

Project Name:	Balboa Park Station Area Improvements

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	$700,000	Total Prop AA Requested:	$0
Total Prop K Recommended:	$700,000	Total Prop AA Recommended:	$0

SGA Project Number:		Name:	Balboa Park Station Area Improvements
Sponsor:	Bay Area Rapid Transit District	Expiration Date:	06/30/2020
Phase:	Design Engineering	Fundshare:	66.7

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-113	$500,000	$200,000	$0	$0	$0	$700,000

Deliverables

1. Upon project completion, provide evidence of completion of 100% design (e.g. copy of certifications page) and an updated scope, schedule, budget and funding plan for construction.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	33.33%	No Prop AA
Actual Leveraging - This Project	86.3%	No Prop AA

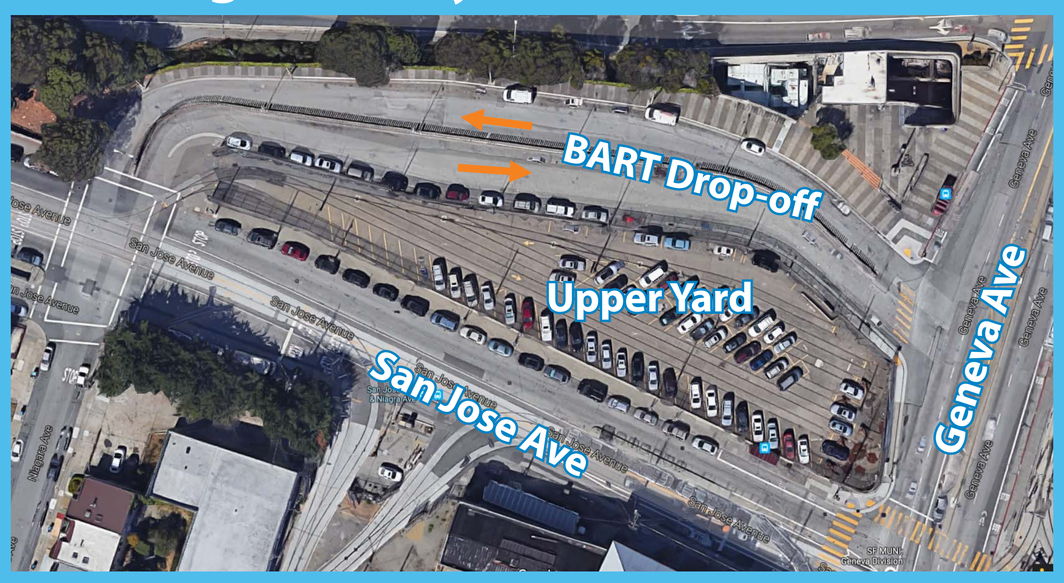
BETTER STATIONS.

BALBOA PARK STATION: PATRON DROP-OFF + PLAZA

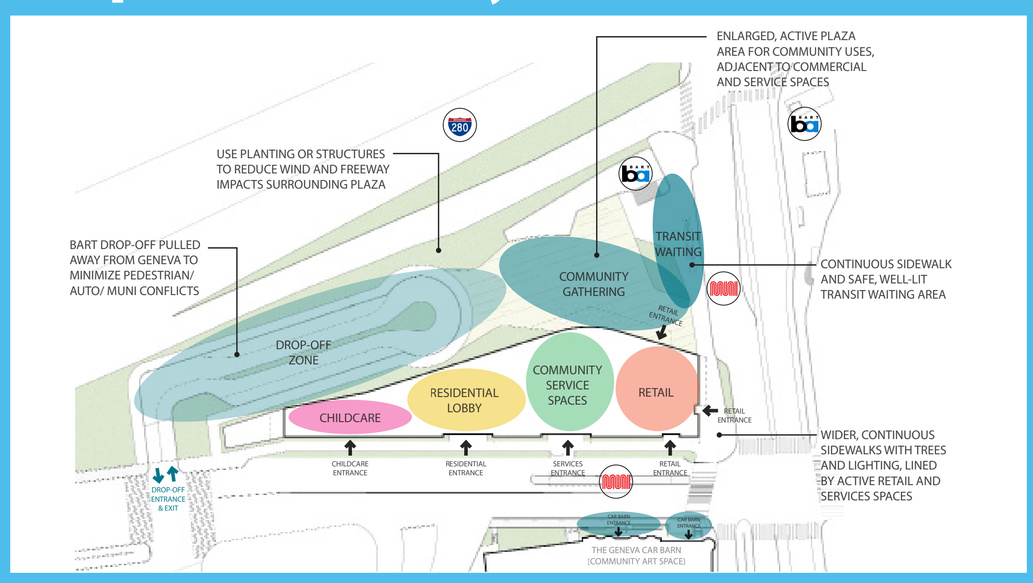
The upper yard adjacent to the Balboa Park Station is the site of future affordable housing and community space. BART is collaborating with San Francisco Mayor's Office of Housing and Community Development, Mission Housing Development Corporation, Related California and SFMTA to repurpose the patron drop-off area adjacent to the south entrance to create a shared public space that is:

- **Flexible to meet the needs of the community and coordinates with the planned community /commercial space;**
- **Safe and inviting for transit passengers; and**
- **Meets BART's maintenance and operation needs.**

Existing Site Layout

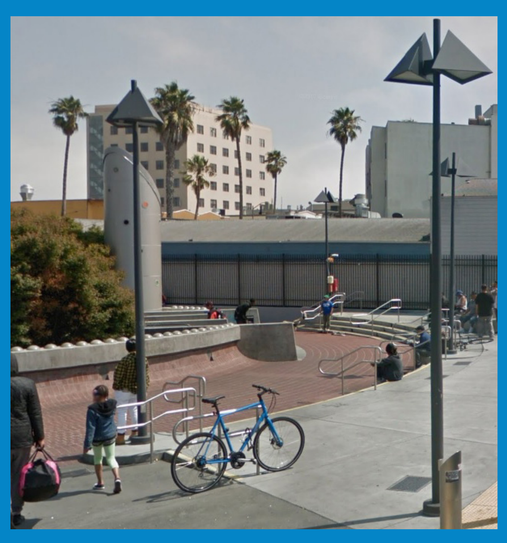


Proposed Site Layout



Potential Plaza Features

Pedestrian-Scaled Lighting



Specialty Pavement in Plaza Area

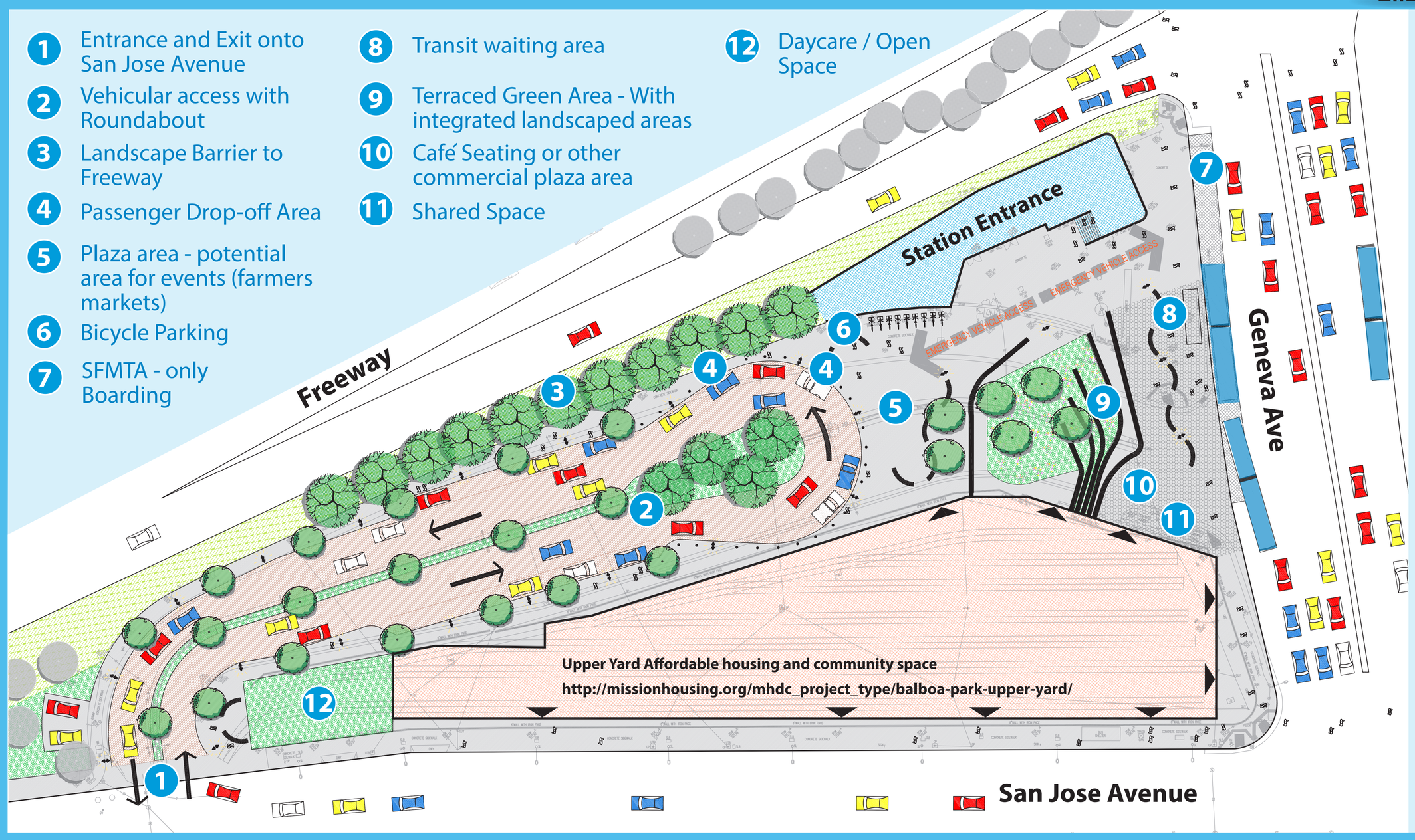
Public Seating Areas

Terraced Plaza

BETTER STATIONS.

Alternative 1: Roundabout

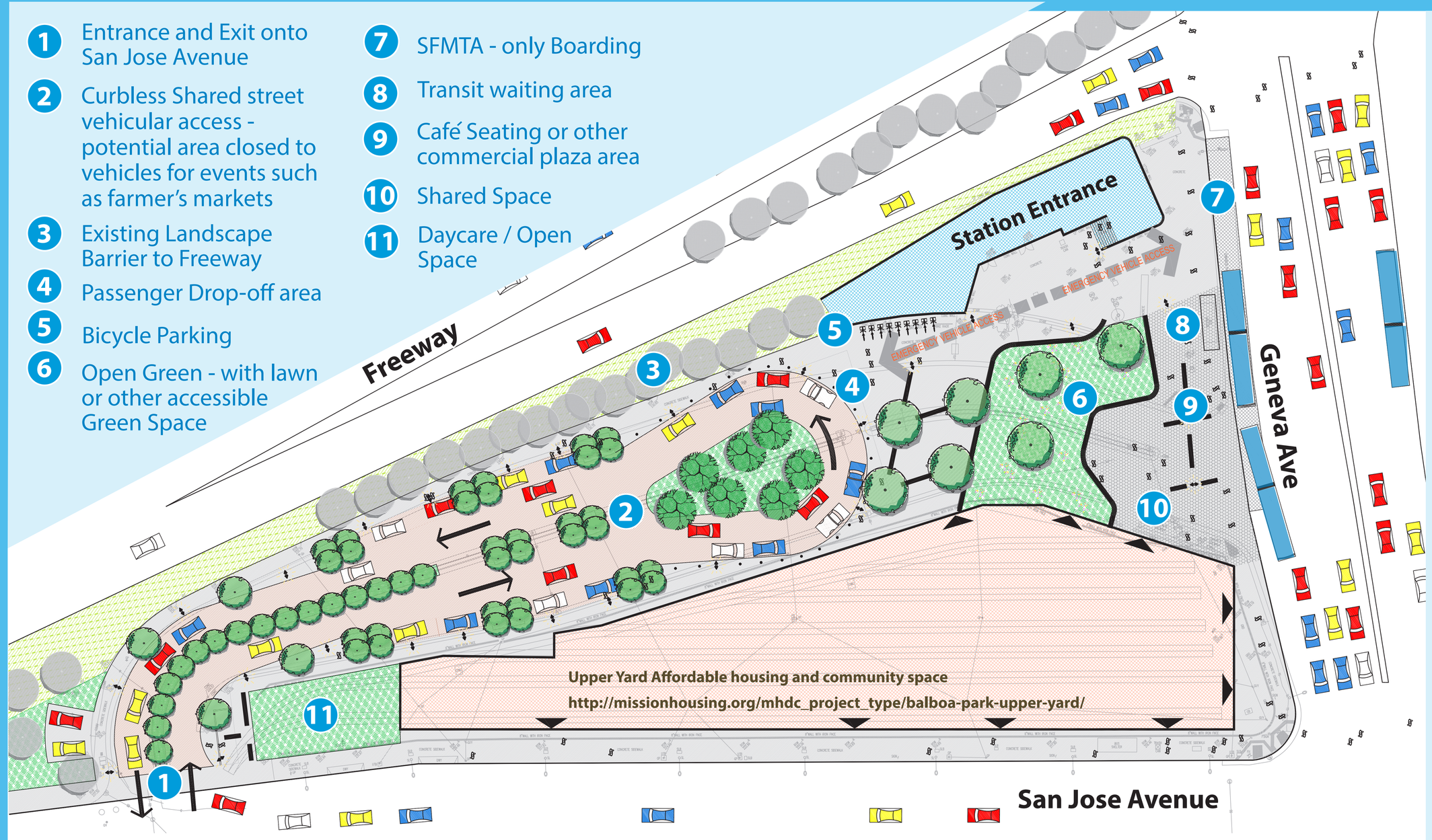
1. Entrance and Exit onto San Jose Avenue
2. Vehicular access with Roundabout
3. Landscape Barrier to Freeway
4. Passenger Drop-off Area
5. Plaza area - potential area for events (farmers markets)
6. Bicycle Parking
7. SFMTA - only Boarding
8. Transit waiting area
9. Terraced Green Area - With integrated landscaped areas
10. Café Seating or other commercial plaza area
11. Shared Space
12. Daycare / Open Space



Conceptual Drawings - for discussion purposes. Final project will necessitate further design and coordination

Alternative 2: Roundabout with Shared Street

1. Entrance and Exit onto San Jose Avenue
2. Curbless Shared street vehicular access - potential area closed to vehicles for events such as farmer's markets
3. Existing Landscape Barrier to Freeway
4. Passenger Drop-off area
5. Bicycle Parking
6. Open Green - with lawn or other accessible Green Space
7. SFMTA - only Boarding
8. Transit waiting area
9. Café Seating or other commercial plaza area
10. Shared Space
11. Daycare / Open Space



Conceptual Drawings - for discussion purposes. Final project will necessitate further design and coordination

BART

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

FY of Allocation Action:	FY2018/19
Project Name:	Alemany and Rousseau Traffic Signal Conduits
Grant Recipient:	SFMTA - Department of Parking and Traffic

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	New Signals and Signs
Current Prop K Request:	$150,000
Supervisorial District(s):	District 08, District 11

REQUEST

Brief Project Description
Design of a new signal at the intersection of Alemany Boulevard and Rousseau Street and installation of signal conduits and pullboxes to support the future signal installation. The subsurface work will be coordinated with the planned re-paving of Alemany Boulevard (SB 1 funded), allowing SFMTA to comply with the City's 5-year moratorium when it is ready to construct the signal.The future signal would improve pedestrian connections between the Glen Park BART station area with the Muni bus stops and a supermarket at Mission/Trumbull.

Detailed Scope, Project Benefits and Community Outreach
Design of a new signal at the intersection of Alemany Boulevard and Rousseau Street and construction work to install signal conduits and pullboxes for the signal. The work will be done in conjunction with an SB1 funded paving project on Alemany Boulevard between Seneca Avenue and Congdon Street. Coordinating the subsurface work with the paving project will allow SFMTA to comply with the City's 5-year moratorium on post-paving excavations and still signalize the Alemany/Rousseau intersection within the next few years. This intersection is on the Vision Zero High Injury Network, with six reported injury collisions in the five-year period between 2012 and 2016, one of which was a pedestrian collision. The future signal would improve pedestrian connections between the Glen Park BART station area with the Muni bus stops and a supermarket at Mission/Trumbull.

Project Location
Intersection of Alemany Boulevard and Rousseau Street

Project Phase(s)
Construction, Design Engineering (PS&E)

Justification for Multi-phase Request
Multi-phase allocation is recommended given the short duration of the design phase and the concurrent schedule for SFMTA's design of the signal and SFPW's construction phase to install conduit to support future signal construction.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount

5YPP/STRATEGIC PLAN INFORMATION

Prop K 5YPP Amount:	$150,000

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

Project Name:	Alemany and Rousseau Traffic Signal Conduits

ENVIRONMENTAL CLEARANCE

Environmental Type:	TBD

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

This project is coordinated with SFPW's Alemany Boulevard Paving between Seneca Avenue and Congdon Street (contract 2925J).

The paving project is expected to reach 100% design in September 2018 and start construction early 2019. SFPW will lead the construction phase that includes installation of the signal conduit and pull boxes as part of the Alemany paving contract.

SFMTA will design the signal in 2018.

SFMTA will start environmental clearance in June 2018 through a request for CEQA Categorical Exemption to the SF Planning Department and expects completion in August 2018 prior to the start of construction.

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

Project Name:	Alemany and Rousseau Traffic Signal Conduits

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: New Signals and Signs	$0	$150,000	$0	$150,000
Phases in Current Request Total:	$0	$150,000	$0	$150,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	$0	$150,000	$0	$150,000
	$0	$0	$0	$0
Funding Plan for Entire Project Total:	$0	$150,000	$0	$150,000

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$0	$0	
Environmental Studies (PA&ED)	$0	$0	
Right of Way	$0	$0	
Design Engineering (PS&E)	$20,000	$20,000	Engineer's cost estimate at 30% design and past bid prices
Construction	$130,000	$130,000	Engineer's cost estimate at 30% design and past bid prices
Operations	$0	$0	
Total:	$150,000	$150,000	

% Complete of Design:	30.0%
As of Date:	05/03/2018
Expected Useful Life:	30 Years

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST

Fund Source	Phase	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24 +	Fund Source Total
PROP K	Design Engineering (PS&E)	$20,000	$0	$0	$0	$0	$0	$20,000
PROP K	Construction	$130,000	$0	$0	$0	$0	$0	$130,000
	Total:	$150,000	$0	$0	$0	$0	$0	$150,000

MAJOR LINE ITEM BUDGET

ALEMANY AND ROUSSEAU TRAFFIC SIGNAL CONDUITS

SUMMARY BY MAJOR LINE ITEM - DESIGN			
Budget Line Item	**Totals**		**% of phase**
1. Total Labor	$	17,000	
2. Consultant	$	-	
3. Other Direct Costs *	$	500	
4. Contingency	$	2,500	14%
TOTAL PHASE	**$**	**20,000**	

* Printing costs

TOTAL LABOR COST BY AGENCY		
SFMTA	$	7,000
SFPW	$	10,000
TOTAL	**$**	**17,000**

SUMMARY BY MAJOR LINE ITEM - CONSTRUCTION								
Budget Line Item	**Totals**		**% of contract**	**SFPW**		**SFMTA**	**Contractor**	
1. Contract								
a: Pullboxes/Conduits	$	44,000					$	44,000
b: Traffic Routing	$	15,000					$	15,000
c: Misc Electrical	$	24,000					$	24,000
Subtotal	$	83,000					$	83,000
3. Construction Management/Support	$	33,500	40%	$	23,500	$ 10,000		
4. Other Direct Costs *	$	3,488	4%	$	3,488			
5. Contingency	$	10,012	12%	$	10,012			
TOTAL CONSTRUCTION PHASE	**$**	**130,000**		**$**	**37,000**	**$ 10,000**	**$**	**83,000**

* Bureau of Street Use and Mapping Survey Monument reference fee

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

Project Name:	Alemany and Rousseau Traffic Signal Conduits

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	$150,000	Total Prop AA Requested:	$0
Total Prop K Recommended:	$150,000	Total Prop AA Recommended:	$0

SGA Project Number:	131-907xxx	Name:	Alemany and Rousseau Traffic Signal Conduits
Sponsor:	SFMTA - Department of Parking and Traffic	Expiration Date:	03/31/2021
Phase:	Construction	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-131	$65,000	$65,000	$0	$0	$0	$130,000

Deliverables

1. Quarterly progress reports shall provide the percent complete of the conduit project, in addition to all other requirements described in the Standard Grant Agreement (SGA). Over the course of the project quarterly progress reports should include 2-3 photos of work in progress and completed work. See SGA for definitions.

Special Conditions

1. SFMTA may not incur expenses for the construction phase until Transportation Authority staff releases the funds ($130,000) pending receipt of evidence of completion of design (e.g. copy of certifications page).

2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

SGA Project Number:	133-907xxx	Name:	Alemany and Rousseau Traffic Signal Conduits
Sponsor:	SFMTA - Department of Parking and Traffic	Expiration Date:	06/30/2019
Phase:	Design Engineering	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-131	$20,000	$0	$0	$0	$0	$20,000

Deliverables

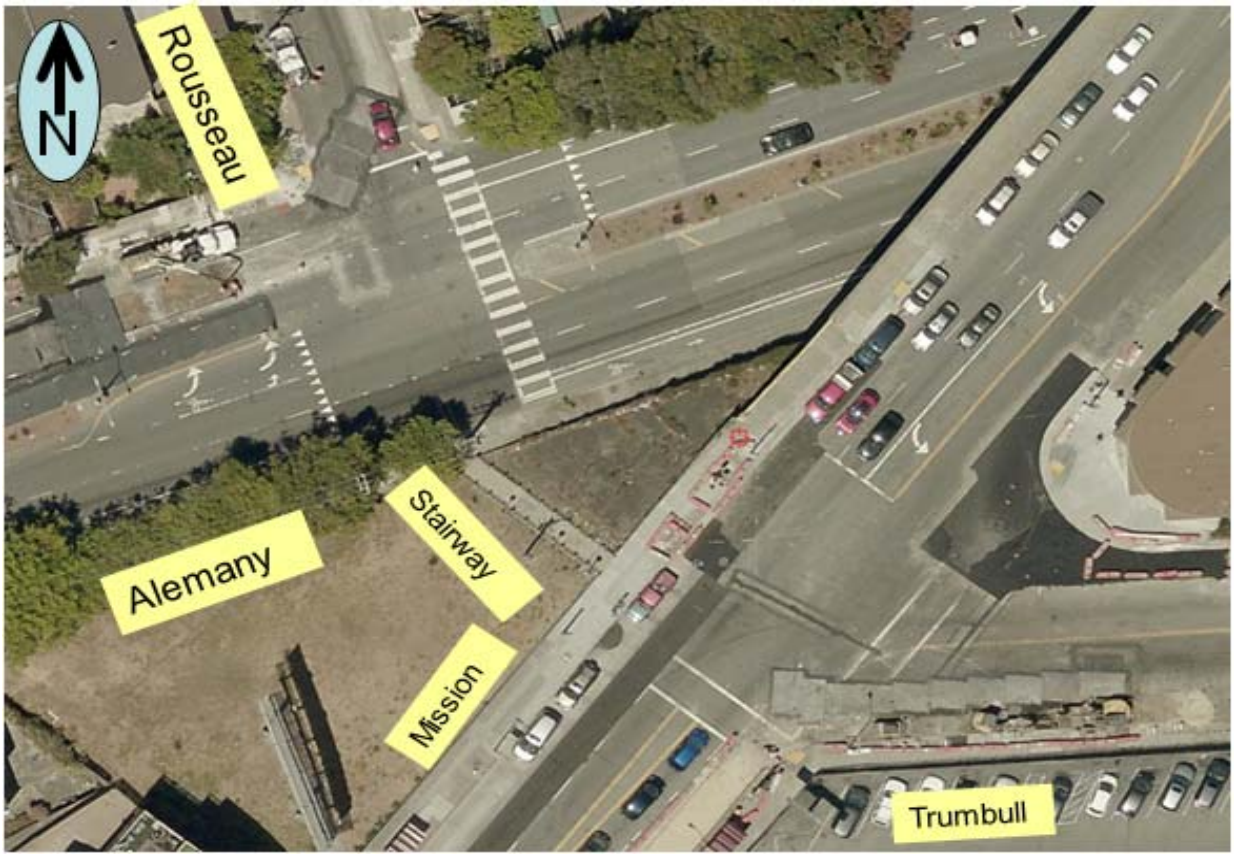
1. Quarterly progress reports shall provide the percent complete of the conduit project, in addition to all other requirements described in the Standard Grant Agreement (SGA).

2. Upon completion (anticipated December 2018) provide evidence of completion of 100% design (e.g. copy of signed seals page of the design package).
Special Conditions
1. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	0.0%	No Prop AA

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

MAPS AND DRAWINGS



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

FY of Allocation Action:	FY2018/19
Project Name:	Local Track Application-Based Traffic Calming Program
Grant Recipient:	SFMTA - Department of Parking and Traffic

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Traffic Calming
Current Prop K Request:	$200,000
Supervisorial District(s):	Citywide

REQUEST

Brief Project Description
Citywide application-based traffic calming program outreach, evaluation and prioritization of all eligible applications (up to 100 per year), planning recommendations for traffic calming devices, project development including balloting and targeted community outreach where needed, and conceptual engineering of traffic calming measures in up to 50 site-specific locations.The traffic calming projects that will be developed as a result of this allocation are intended to slow speeding traffic and reduce collisions to improve safety and enhance the quality of life for neighborhood residents.

Detailed Scope, Project Benefits and Community Outreach
Project Background
The San Francisco Municipal Transportation Agency (SFMTA) requests an allocation of $200,000 in Proposition K funds for the Local-Track Application-Based Traffic Calming program. This allocation will cover citywide program outreach, evaluation and prioritization of all eligible applications (up to 100 per year), planning recommendations for traffic calming devices, project development including balloting and targeted community outreach where needed, and conceptual engineering of traffic calming measures in approximately 50 site-specific locations. Further funds will be requested for detailed design and construction of these measures. The traffic calming projects that will be developed as a result of this allocation are intended to slow speeding traffic and reduce collisions to improve safety and enhance the quality of life for neighborhood residents.

In 2012, SFMTA received Proposition K funding to conduct an analysis of the program and to develop a revised methodology for selecting and implementing Traffic Calming projects to improve response and delivery, and to realign the program's focus with the original program intent and City priorities. Thus far, Proposition K has funded five cycles of the planning phase of this program. In the first application cycle SFMTA received 44 applications and completed design and construction of traffic calming measures at 17 locations. In the second year SFMTA received 55 applications, 17 of which were constructed. The popularity of and demand for the program has increased substantially since then. In the last year of the program (FY17/18) a total of 97 applications were received. Each year approximately 45% - 50% of applications are ultimately accepted based on the program's data-driven evaluation process and go through design and construction.

Scope
The following deliverables will result from this allocation request:
• Evaluation of up to 100 applications, including speed surveys at all applicable locations.
• Ranked list of eligible projects based on speeds, collisions, schools, etc.
• Project list of up to 50 locations that will be constructed in 2019 with notification letters sent to all applicants (accepted and not accepted into the traffic calming program)
• Community meetings for up to 10 locations
• Ballots and notification letters sent to residents for up to 50 project sites
• Conceptual design of up to 50 traffic calming devices, including an estimated 5-10 traffic islands and up to 50 speed humps, speed cushions and raised crosswalks.

Of the total amount:

• $26,953 will fund outreach and ongoing correspondence with traffic calming applicants.
• $136,449 will fund project selection and development. This includes evaluation and ranking of submitted applications, of which $90,000 will cover up to 300 uni-directional speed surveys at 100 locations. It also includes project development for up to 50 traffic calming locations, including recommendation of appropriate device(s) for each selected location, community outreach to finalize device selection, conceptual engineering of the devices, as well as balloting, legislation, and public hearing to approve the devices.
• $36,301 will fund conceptual design engineering of up to 50 traffic calming devices.

Process

A. Program Outreach and Correspondence

1. Program Outreach
This portion of the allocation will fund outreach efforts to disseminate and collect information regarding potential traffic calming projects. SFMTA will update and print applications and a brochure, and update the traffic calming program website as needed. SFMTA staff will also reach out to neighborhood organizations to inform them of the traffic calming application, planning and implementation process and share the announcements with each district supervisor.

The website will include:
• An overview of the residential traffic calming program
• Information about ranking and criteria for inclusion
• Detailed instructions for applying
• Links to resources that residents can pursue independently
• Traffic calming application
• Brochure that neighborhood champions can use as a talking point tool to help describe the benefits of traffic calming to their neighbors

Application materials will be made available in English, Spanish and Chinese.

2. Year-Round Correspondence
This portion of the allocation will allow SFMTA staff to be available to respond to questions throughout the year about the traffic calming process and about whether their neighborhood might be an be appropriate candidate for these requests. In addition, if residents submit applications in advance of the annual deadline, SFMTA staff will review the applications for completeness within 30 days of receipt, and request missing information if applicable.

B. Project Selection and Development

3. Evaluation and Ranking
This portion of the allocation will fund the evaluation and ranking of traffic calming applications from the general public. If a member of the public contacts the SFMTA to request traffic calming in their neighborhood and gathers the necessary 20 signatures (or 50 percent of addresses for blocks with fewer than 40 residential units) from their neighbors to submit an application on or before June 30, 2018, SFMTA staff will perform an evaluation to establish whether that location could be considered for traffic calming. The SFMTA will contract with an outside firm to conduct speed surveys for each eligible location (excluding locations that are not local-access residential streets), and staff will review application information for accuracy and will compile additional data needed for the ranking process.

Each application requires staff to perform the following tasks:
• Contact the applicant to acknowledge receipt and to ask follow-up questions;
• Conduct a field investigation;
• Review a traffic speed and volume survey;
• Research previous correspondence and history;
• Review collision history;
• Review adjacent complementary land uses;
• Review street designation and layout;
• Investigate whether engineering or other measure can address problem(s);

Once all data is collected, project locations will be ranked based on the following criteria:
• Evidence of speeding
• Traffic volumes
• Collision history
• Presence of a school, playground, senior center, etc.
• Opportunities for increasing walking and biking

The SFMTA will rank all eligible locations from the year's batch of applications.

4. Planning Recommendations
Once the locations with greatest need for traffic calming are identified, SFMTA staff will begin the process of reviewing locations for the most appropriate engineering solution. Blocks will first be evaluated for whether a speed hump would be appropriate for the location and possible given street geometry. If a speed hump is not an appropriate solution, staff would consider other traffic calming devices such as chicanes, traffic islands, medians and traffic circles. The budget estimate is based on approximately up to 50 traffic calming projects constructed per year. If the top locations result in a significantly higher or lower proportion of speed humps, or the total number of accepted locations is fewer than expected, the total number of devices would change for that year.

After the list of projects is identified, SFMTA staff will inform applicants of the results. These responses could take one of these forms:
• Accepted – top ranked locations recommended for devices in the current cycle
• Not Accepted – locations that do not rank for the current cycle. Applicants wishing to be considered in future years must re-apply.

5. Community Outreach for Island/Chicane Locations
For locations where the recommended device would require parking removal or displacement, or is considered a potentially controversial choice for the location, SFMTA staff will offer to meet with interested residents. SFMTA staff would work with the primary applicant to find a meeting location, and would send the meeting announcement to all residents on the affected block.

The purpose of these meeting would be for SFMTA staff to present the pros and cons of one or two devices that would be appropriate for the location, and take feedback from neighbors to advise the projects' final design.

For locations requiring this additional community outreach, the implementation cycle may be delayed compared to locations receiving standard speed humps.

6. Project Development
Project development includes funding for SFMTA staff to finalize community approval for specific traffic calming measures – which typically includes a balloting process and a public hearing. In the balloting process SFMTA staff typically mails letters to all addresses on the block where changes are proposed and asks the neighbors on the block to vote 'yes' or 'no' on the possible location of a traffic calming measure (such as a speed hump). To move forward, at least 50% of those voting have to approve the installation, with at least 20% of the ballots having been returned. Signatures from the application petition will count as "yes" votes unless a "no" vote is received from that household at ballot. In addition to determining if a traffic calming measure will be installed, the votes also influence where a measure is sited. The SFMTA makes every effort to avoid installing measures in front of a property which submitted a 'no' vote, to minimize opposition during or after construction.

C. Design Engineering

7. Design Engineering
SFMTA staff will perform conceptual design of all proposed devices that are approved by residential ballot. This does not include detailed design for complex measures (such as chicanes), striping drawing updates, or work order preparations, which will be included in a future Prop K allocation request to be submitted in January of 2019.

Schedule
Applications for traffic calming are due June 30, 2018. At that point, SFMTA staff will begin the process of evaluating the applications. The SFMTA plans to complete rankings by the end of the December 2018, and make planning recommendations by the end of January 2019. Community outreach, project development, and initial design will take place in winter and spring 2019.Upon completion of planning recommendations, the SFMTA will submit the project list to the SFCTA along with a Proposition K Allocation Request for the design and construction phases.

Completion of the associated construction phase of this project is expected to take place in winter 2020.

Project Location
Citywide

Project Phase(s)
Planning/Conceptual Engineering

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	$600,000

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

Project Name:	Local Track Application-Based Traffic Calming Program

ENVIRONMENTAL CLEARANCE

Environmental Type:	TBD

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

June 30, 2018: Applications and petitions due
September - November 2018: Data collection process
January - March 2019: Notify applicants whether their applications have been accepted into the program
May - June 2019: Start to ballot residents
April - August 2019: Possible community meetings for more complex measures.
June - September 2019: Public Hearings for all measures

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

Project Name:	Local Track Application-Based Traffic Calming Program

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Traffic Calming	$0	$200,000	$0	$200,000
Phases in Current Request Total:	$0	$200,000	$0	$200,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	$0	$1,000,000	$0	$1,000,000
Funding Plan for Entire Project Total:	$0	$1,000,000	$0	$1,000,000

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$200,000	$200,000	Estimate based on prior requests.
Environmental Studies (PA&ED)	$0	$0	
Right of Way	$0	$0	
Design Engineering (PS&E)	$95,000	$95,000	Estimate based on prior requests.
Construction	$705,000	$705,000	Estimate based on prior requests.
Operations	$0	$0	
Total:	$1,000,000	$1,000,000	

% Complete of Design:	0.0%
As of Date:	05/22/2018
Expected Useful Life:	20 Years

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

Project Name: Local Track Application-Based Traffic Calming Program

MAJOR LINE ITEM BUDGET

I. BUDGET SUMMARY BY PHASE

	TOTAL SFMTA LABOR	MATERIALS & SURVEY CONTRACT TOTAL	TOTAL PROJECT COSTS	CURRENT REQUEST
A. PROGRAM OUTREACH AND CORRESPONDENCE	$ 22,319	$ 4,634	$ 26,953	$ 26,953
B. PROJECT SELECTION AND DEVELOPMENT	$ 46,449	$ 90,000	$ 136,449	$ 136,449
C. CONCEPTUAL DESIGN	$ 36,301	$ -	$ 36,301	$ 36,301
D. DESIGN ENGINEERING** - (Not in this allocation request)	$ 94,127	$ -	$ 94,127	$ -
E. CONSTRUCTION** - (Not in this allocation request)	$ 51,606	$ 654,000	$ 705,606	$ -
TOTAL	**$ 250,802**	**$ 748,634**	**$ 999,436**	**$ 199,703**

FTE = Full Time Equivalent; MFB = Mandatory Fringe Benefits

A. PROGRAM OUTREACH AND CORRESPONDENCE

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Indirect Cost Rate	Overhead Multiplier	Hours	FTE	Cost
Sr. Engineer (5211)	$ 176,175	$ 91,654	$ 267,830	$ 187,481	$ 455,310	70%	1.7	10	0.005	$ 2,189
Planner V (5283)	$ 167,790	$ 88,000	$ 255,790	$ 179,053	$ 434,843	70%	1.7	10	0.005	$ 2,091
Transit Planner IV (5290)	$ 152,205	$ 81,208	$ 233,414	$ 163,389	$ 396,803	70%	1.7	25	0.012	$ 4,769
Senior Clerk (1406)	$ 63,083	$ 42,192	$ 105,276	$ 73,693	$ 178,968	70%	1.7	87	0.042	$ 7,465
Assistant Engineer (5203)	$ 112,926	$ 64,633	$ 177,559	$ 124,291	$ 301,851	70%	1.7	40	0.019	$ 5,805
								172	**0.08**	
									LABOR SUBTOTAL	**$ 22,319**

Outreach Materials	Unit Cost	# Units	Total
Program Outreach materials	$ 4,000	1	$ 4,000
City Attorney Fee	$ 254	2.5	$ 634
	OUTREACH MATERIALS SUBTOTAL		$ 4,634

A. PROGRAM OUTREACH AND CORRESPONDENCE SUBTOTAL $ 26,953

B. Project Selection and Development

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Indirect Cost Rate	Overhead Multiplier	Hours	FTE	Cost
Transit Planner IV (5290)	$ 141,393	$ 76,496	$ 217,889	$ 152,522	$ 370,411	70%	1.7	80	0.038	$ 14,247
Associate Engineer (5207)	$ 131,462	$ 72,169	$ 203,631	$ 142,542	$ 346,173	70%	1.7	20	0.010	$ 3,329
Assistant Engineer (5203)	$ 112,926	$ 64,633	$ 177,559	$ 124,291	$ 301,851	70%	1.7	110	0.053	$ 15,963
Planner I	$ 82,667	$ 51,301	$ 133,968	$ 93,778	$ 227,746	70%	1.7	40	0.019	$ 4,380
Senior Clerk (1406)	$ 63,083	$ 42,192	$ 105,276	$ 73,693	$ 178,968	70%	1.7	99	0.048	$ 8,531
								349	**0.2**	
									LABOR SUBTOTAL	**$ 46,449**

Survey Contract	Unit Cost	# Units	Total
Speed Surveys	$ 300	300	$ 90,000
	SURVEY CONTRACT SUBTOTAL		$ 90,000

B. Project Selection and Development SUBTOTAL $ 136,449

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

C. Conceptual Design

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Indirect Cost Rate	Overhead Multiplier	Hours	FTE	Cost
Engineer Principal (5212)	$ 204,503	$ 104,000	$ 308,503	$ 215,952	$ 524,455	70%	1.7	10	0.005	$ 2,521
Sr. Engineer (5211)	$ 176,175	$ 91,654	$ 267,830	$ 187,481	$ 455,310	70%	1.7	10	0.005	$ 2,189
Transit Planner IV (5290)	$ 141,393	$ 76,496	$ 217,889	$ 152,522	$ 370,411	70%	1.7	40	0.019	$ 7,123
Transit Planner III (5289)	$ 119,243	$ 66,843	$ 186,086	$ 130,261	$ 316,347	70%	1.7	40	0.019	$ 6,084
Associate Engineer (5207)	$ 131,462	$ 72,169	$ 203,631	$ 142,542	$ 346,173	70%	1.7	26	0.013	$ 4,327
Assistant Engineer (5203)	$ 112,926	$ 64,633	$ 177,559	$ 124,291	$ 301,851	70%	1.7	70	0.034	$ 10,158
Junior Engineer (5201)	$ 100,017	$ 58,945	$ 158,962	$ 111,274	$ 270,236	70%	1.7	30	0.014	$ 3,898
								226	**0.11**	
									LABOR SUBTOTAL	**$ 36,301**
									C. Conceptual Design SUBTOTAL	**$ 36,301**

Construction Materials & Contract Work	Unit Cost	# Units	Total	
Construct Approximately 50 Speed Humps *(estimated costs include SFMTA materials and DPW Labor and Materials)*	$ 8,000	50	$ 400,000	Exact number and location to be determined during planning phase
Construct Approximately 12 Islands *(estimated costs include SFMTA materials and DPW Labor and Materials)*	$ 12,000	12	$ 144,000	Exact number and location to be determined during planning phase
Construct traffic circle or other larger infrastructure project	$ 55,000	2	$ 110,000	Exact number and location to be determined during planning phase
CONSTRUCTION MATERIALS & CONTRACT WORK SUBTOTAL			$ 654,000	

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

Project Name:	Local Track Application-Based Traffic Calming Program

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	$200,000	Total Prop AA Requested:	$0
Total Prop K Recommended:	$200,000	Total Prop AA Recommended:	$0

SGA Project Number:	138-xxxxxx	Name:	Local Track Application-Based Traffic Calming
Sponsor:	SFMTA - Department of Parking and Traffic	Expiration Date:	03/31/2021
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-138	$170,000	$30,000	$0	$0	$0	$200,000

Deliverables

1. Quarterly progress reports (QPRs) shall describe outreach, evaluation, prioritization, and project development activities (i.e. community meetings, balloting) performed in the prior quarter in addition to the standard requirements for QPRs (see Standard Grant Agreement for details).

2. With the first QPR due October 15, 2018, following the June 2018 deadline for submitting traffic calming requests, submit the full list of applications received.

3. With QPR due January 15, 2019, submit the ranked list of applications, and identify the top locations that will be considered for implementation.

4. Upon completion, please provide an updated scope/schedule/budget. This deliverable can be met with submission of an allocation request for the design and/or construction phases.

Special Conditions

1. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes

1. Reminder: Prop K attribution is required on any public materials developed for the subject project. See Standard Grant Agreement for details.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	0.0%	No Prop AA