

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

| | | |
|----------------------------------|---|--|
| Prop K Category: | <input type="text" value="A. Transit"/> | Gray cells will automatically be filled in. |
| Prop K Subcategory: | <input type="text" value="i. Major Capital Projects (transit)"/> | |
| Prop K EP Project/Program: | <input type="text" value="a.1 Bus Rapid Transit/MUNI Metro Network"/> | |
| Prop K EP Line Number (Primary): | <input type="text" value="1"/> | Current Prop K Request: <input type="text" value="\$872,859"/> |
| Prop K Other EP Line Numbers: | <input type="text"/> | |

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

SCOPE

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

Indicate whether work is to be performed by outside consultants and/or by force account.

Please see attached scope of work.

San Francisco County Transportation Authority Proposition K Sales Tax Program Allocation Request Form

Introduction

The San Francisco Municipal Transportation Agency (SFMTA) requests a Prop K allocation of \$872,859 to fund SFMTA and DPW's efforts in support of the planning and environmental review phases of the Geary Bus Rapid Transit (BRT) project. This request includes \$482,000 for further refinement and planning of near-term proposals for capital investments that could be made in the Geary Corridor shortly after federal approval of the environmental document. The near-term proposals have been developed in response to San Francisco County Transportation Authority (SFCTA) Board and other input seeking faster delivery of benefits to the corridor. The near-term improvements would be cleared in the environmental document and full engineering design work would begin immediately thereafter.

The remaining \$390,859 is intended to cover expenses already incurred by SFMTA to support the Geary BRT project and sufficient funds to cover SFMTA participation through completion of the environmental phase. SFMTA costs were originally to be funded through an existing appropriation to the SFCTA. Funding these expenses through a direct allocation to the SFMTA is administratively less burdensome and it allows the SFCTA to use the equivalent amount of funds from the prior allocation to cover increased staff costs associated with the recent effort to develop a near-term proposal, unexpectedly higher consultant costs from developing the near-term proposal and from an under-performing consultant, as well as Planning Department and City Attorney costs that were included as line items in SFMTA's initial budget allowance.

The environmental review phase of this project is being led by the San Francisco County Transportation Authority (SFCTA) in close coordination with the SFMTA. The SFMTA, the City agency responsible under the San Francisco Charter for developing and providing public transportation facilities and services, will take over as lead for the project following environmental clearance. The SFMTA will lead the preliminary and detailed design phases and will be responsible for construction and operation of the facility.

Project Background

The Geary Bus Rapid Transit (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 will culminate with publication of an Environmental Impact Report/Statement (EIR/S), a project approval and document certification action by the SFCTA Board, a project approval by the SFMTA Board, and an action by the Federal Transit Administration (FTA) completing the federal environmental review requirements.

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form**

Project Need

As recognized by previous and current planning efforts for the Geary corridor, Geary serves as an important vehicular and transit corridor, serving high-density commercial and residential areas along its entire length.

The streets comprising the corridor – Geary Boulevard west of Gough Street and the one-way couplet streets of Geary Street and O’Farrell Street east of Gough Street – together serve as a major thoroughfare for local as well as through traffic. Each day the corridor sees more than 50,000 person-trips via public transit and serves automobile volumes that vary between 12,000 in the outlying neighborhoods west of Park Presidio to 45,000 at the highest-demand locations. In addition, the corridor hosts tens of thousands of daily pedestrian trips. Unlike many public transit routes that can have disproportionate usage patterns related to commute direction and commute period, transit ridership on the Geary corridor is consistently high throughout the day, on weekdays and weekends, and in both the eastbound and westbound directions.

While the Geary corridor serves thousands of multimodal trips per day, current transit performance and pedestrian conditions in the Geary corridor are in need of improvement in several key ways:

- 1) Existing transit service in the Geary corridor is unreliable, slow, and crowded, and is in need of improvement in order to promote high ridership and competitiveness with other travel modes.
- 2) Geary Boulevard’s wide travelway and high vehicle travel speeds create unfavorable pedestrian conditions, especially west of Gough Street and throughout the Richmond District. Also, the block of Geary between Masonic and Presidio Avenues constitutes a key connection in the area's bicycle network, but its current design is not optimal for bicycle movement.
- 3) The Geary corridor’s existing street and streetscape environment do not provide a high-quality transit passenger experience, despite the corridor’s high transit ridership.

Project Description and Benefits

The core purpose of the project is to enhance the attractiveness of transit and pedestrian travel along the Geary corridor between the Transbay Terminal on the east, at First and Mission Streets, and 48th Avenue on the west. Based on the established project need and purpose, the EIR/EIS considers the potential for four build alternatives with a range of improvements. The Staff Recommended Alternative (SRA) would operate BRT (to replace the existing limited service), local, and express service. From the Transbay Terminal to Palm Street, buses would operate in dedicated side-running bus-only lanes replacing the existing outside travel lanes of the Geary corridor, next to the existing curbside parking lane that would remain at most locations. Between Palm Street and 27th Avenue, local and BRT buses would operate in dedicated bus-only lanes in the center of the Geary corridor, with no bus passing lanes. Every stop would serve both local and BRT buses. Between 27th Avenue and 34th Avenue, all buses would operate in new side-running bus-only lanes. Between 34th Avenue and 48th Avenue, no bus-only lanes would be constructed; all buses would operate in mixed-flow lanes.

San Francisco County Transportation Authority Proposition K Sales Tax Program Allocation Request Form

Potential Initial Construction Phase Near-Term Improvements

SFMTA, in coordination with SFCTA, has been conducting pre-development work to identify, determine the feasibility of, and then refine a set of potential Initial Construction Phase near-term proposal for improvements in the Geary BRT corridor, so that they can be integrated into the full project’s EIR/EIS and then quickly advanced to construction. The Initial Construction Phase’s capital investments would be compatible with Staff Recommended Alternative (SRA) as defined in the EIR/EIS, and would result in mainly permanent and some temporary investments on the corridor.

Because official action will not be taken to select the full project’s Locally Preferred Alternative until the end of the environmental review process, the Initial Construction Phase proposal will remain preliminary until then, with the potential for further refinement as needed. However, the MTA’s planning work has identified elements such as:

- Side-running bus lanes from Van Ness Avenue to Stanyan Avenue, colorized where pavement condition allows
- Station and stop changes to improve bus operations, such as lengthening of six bus zones, installation or modification of approximately 10 bus bulbs, and shifting of 10 bus stops from the near side of an intersection to the far side, and consolidation of 10 selected local stops
- Traffic signal improvements at approximately 10 intersections, such as new signal lights and poles, for upgraded pedestrian signal equipment and smoother bus and traffic operations, including queue-jump installations at two intersections
- Installation of approximately 10-15 right-turn pockets to keep the bus lanes free of queued turning vehicles
- Pedestrian crossing bulb-outs at approximately 10 locations, as well as needed accompanying curb ramp upgrades

The table on the following page shows how the Initial Construction Phase near-term proposal relates to improvements already planned for the Geary corridor (baseline) and the full BRT project. The estimated cost of design and construction of the near-term proposals is \$16 - 20 million. The SFMTA and SFCTA staffs have agreed to a proposed funding plan for the near-term proposals that includes \$10 million from the Prop K BRT category. These funds would come out of funds programmed for the Geary BRT project given that most of the near-term proposal elements are part of the longer-term BRT project.

We will work with SFMTA to continue to develop a funding plan for the Initial Construction Phase as it proceeds with planning and conceptual engineering work. Potential sources to fill the estimated \$5-\$10 million gap include cap and trade, State Prop 1B, Prop K (not from BRT funds), Prop AA vehicle registration fee, and Props A (General Obligation Bond) and B.

Tasks and Deliverables

| Task or Milestone | Estimated Completion |
|-------------------|----------------------|
|-------------------|----------------------|

**San Francisco County Transportation Authority
 Proposition K Sales Tax Program Allocation Request Form**

| | Date |
|---|------------------------|
| Complete Administrative Draft EIR/EIS for Draft Release | Winter 2014/2015 |
| Complete Final EIR/EIS | July 2015 |
| Record of Decision/ Transition project to SFMTA | September/October 2015 |
| Complete Near-Term Project Planning/Design | Winter 2015/16 |

Implementation

This project will be implemented by SFMTA, with major design support from DPW.

5YPP Amendment/Special Condition

In order to ensure that the full BRT project continues to move forward concurrently with the Initial Construction Phase near-term improvements, as a condition of this allocation, the Transportation Authority reprograms \$10 million from current Geary BRT funding to design/construction of the Initial Phase and reserves all the remaining Prop K funds currently programmed to Geary BRT for the full project.

The current request also requires a minor 5YPP amendment to adjust the phase of programming. See attached 5YPP for details.

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

FY 2014/15

Project Name: Geary Bus Rapid Transit

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : EIR/EIS Completion Date (mm/dd/yy)
 Status: Underway 10/01/15

PROJECT DELIVERY MILESTONES

Enter dates for ALL project phases, not just for the current request. Use July 1 as the start of the fiscal year. Use 1, 2, 3, 4 to denote quarters and XXXX/XX for the fiscal year (e.g. 2010/11). Additional schedule detail may be provided in the text box below.

| | Start Date | | End Date | |
|--|------------|-------------|----------|-------------|
| | Quarter | Fiscal Year | Quarter | Fiscal Year |
| Planning/Conceptual Engineering | 4 | 2006/07 | 4 | 2007/08 |
| Environmental Studies (PA&ED) | 2 | 2008/09 | 1 | 2015/16 |
| Conceptual Engineering | 2 | 2014/15 | 3 | 2015/16 |
| R/W Activities/Acquisition | | | | |
| Design Engineering (PS&E) | 3 | 2014/15 | 2 | 2017/18 |
| Advertise Construction | 2 | 2015/16 | | |
| Start Construction (e.g., Award Contract) | 2 | 2015/16 | | |
| Procurement (e.g. rolling stock) | 1 | 2017/18 | 2 | 2019/20 |
| Project Completion (i.e., Open for Use) | | | 2 | 2019/20 |
| Project Closeout (i.e., final expenses incurred) | | | 3 | 2019/20 |

SCHEDULE COORDINATION/NOTES

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

Schedule reflects Potential Initial Construction (Phase 1) and Full Project (Phase 2). SFMTA anticipates seeking allocation of design funds for the near-term proposal and the full BRT project concurrently in early 2015. Construction of the near-term proposal would begin immediately following receipt of the Record of Decision, currently anticipated in September 2015.

See attached Project Schedule for more details on the Phase 1 and Phase 2 implementation schedules.

Attachment 1. Geary BRT Project Environmental Review and Implementation Schedule

| Timeline | Environmental Review Process | Initial Construction Phase (Phase 1) | Full Project (Phase 2) |
|----------------|---|---|--|
| Winter 2014/15 | Release of Draft Environmental Document | Conceptual engineering completed | |
| Spring 2015 | Public Comment Period | Detailed design initiated | Conceptual engineering initiated |
| Summer 2015 | Response to Comments, Release of Final Environmental Document | | |
| Fall 2015 | Certification, Record of Decision | | |
| Winter 2015/16 | | Detailed design completed Phase 1a Construction Initiated* (bus zone changes, right turn pockets, and transit-only lane installation) | Conceptual engineering completed Small Starts application submitted to Federal Transit Administration** |
| Spring 2016 | | | Detailed design initiated** |
| Summer 2016 | | | |
| Fall 2016 | | Phase 1b Construction Initiated* (bus bulbs, pedestrian bulbs, signal upgrades) | |
| ... | | | |
| Winter 2017/18 | | | Detailed design completed** Construction initiated** |
| ... | | | |
| Winter 2019/20 | | | Construction completed** |

*pending phasing analysis to be completed during design, and pending city coordination opportunities

**pending funding, and pending analysis to be completed during conceptual engineering

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

FY 2014/15

Project Name: Geary Bus Rapid Transit

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.

Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

| | |
|----------------------------------|-----|
| Planning/Conceptual Engineering | |
| Environmental Studies (PA&ED) | Yes |
| Design Engineering (PS&E) | |
| R/W Activities/Acquisition | |
| Construction | |
| Procurement (e.g. rolling stock) | |

| Cost for Current Request/Phase | | |
|--------------------------------|--------------------------|---------------------------|
| Total Cost | Prop K - Current Request | Prop AA - Current Request |
| | | |
| \$7,618,972 | \$872,859 | |
| | | |
| | | |
| | | |
| \$7,618,972 | \$872,859 | \$0 |

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

| | Total Cost |
|----------------------------------|---------------------|
| Planning/Conceptual Engineering | |
| Environmental Studies (PA&ED) | \$ 7,618,972 |
| Design Engineering (PS&E) | |
| R/W Activities/Acquisition | |
| Construction | |
| Procurement (e.g. rolling stock) | |
| Total: | \$ 7,618,972 |

| Source of Cost Estimate |
|-------------------------|
| actual, current |
| |
| |
| |

% Complete of Design: 10 as of 11/26/14

Expected Useful Life: 50 Years

MAJOR LINE ITEM BUDGET

| SUMMARY BY TASK | |
|---|-------------------|
| Totals | |
| 1. Data Collection, Scoping, Purpose and Need | \$ 12,398 |
| 2. EIR, ADEIR Preparation | \$ 216,766 |
| 3. Preferred Alternative & FEIR/S | \$ 138,140 |
| 4. Near Term Planning | \$ 482,910 |
| 5. Transition | \$ 22,646 |
| TOTAL | \$ 872,859 |

Overhead rate: 0.803* (Salary + Mandatory Fringe Benefit).

SFMTA

| Task | Project Manager II | | Principal Planner IV | | Senior Planner III | | Planner II | | Intern Fully Burdened | | Total |
|---|--------------------|------------|----------------------|-----------|--------------------|-----------|------------|----------|-----------------------|----------|-------------------|
| | Hours | Cost | Hours | Cost | Hours | Cost | Hours | Cost | Hours | Cost | |
| 1. Data Collection, Scoping, Purpose and Need | 0 | \$0 | 0 | \$157 | 92 | \$135 | 0 | \$115 | 0 | \$0 | \$12,398 |
| 2. EIR, ADEIR Preparation | 110 | \$21,159 | 300 | \$47,175 | 650 | \$87,594 | 347 | \$40,044 | 260 | \$20,795 | \$216,766 |
| 3. Preferred Alternative & FEIR/S | 200 | \$38,470 | 125 | \$19,656 | 285 | \$38,407 | 215 | \$24,811 | 210 | \$16,796 | \$138,140 |
| 4. Near Term Planning | 1000 | \$192,350 | 1325 | \$208,356 | 610 | \$82,204 | 0 | \$0 | 0 | \$0 | \$482,910 |
| 5. Transition | 50 | \$9,617.50 | 40 | \$6,290 | 50 | \$6,738 | 562 | \$64,835 | 470 | \$37,591 | \$22,646 |
| Subtotals | 1360 | \$261,596 | 1790 | \$281,478 | 1687 | \$227,340 | 562 | \$64,835 | 470 | \$37,591 | |
| FTE Totals | 0.654 | | 0.861 | | 0.811 | | 0.270 | | 0.226 | | |
| SFMTATotal | | | | | | | | | | | \$ 872,859 |

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

FY 2014/15

Project Name: Geary Bus Rapid Transit

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$872,859

5-Year Prioritization Program Amount: \$0 (enter if appropriate)

Strategic Plan Amount for Requested FY: \$19,206,516

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0

5-Year Prioritization Program Amount: (enter if appropriate)

Strategic Plan Amount for Requested FY: (enter if appropriate)

If the amount requested is inconsistent (e.g., greater than) with the Prop K/Prop AA Strategic Plan amount and/or the 5-Year Prioritization Program (5YPP), provide a justification in the space below including a detailed explanation of which other project or projects will be deleted, deferred, etc. to accommodate the current request and maintain consistency with the 5YPP and/or Strategic Plan annual programming levels.

The Prop K 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2014/15 for the environmental studies phase in the Bus Rapid Transit (BRT)/Transit Preferential Streets 5YPP, under the Geary BRT line item. The proposed 5YPP amendment would reprogram a total of \$872,859 in Fiscal Year 2014/15 funds from the planning and conceptual engineering phase of the project to the environmental studies phase. See the attached 5YPP amendment for details.

The Strategic Plan amount shows all funds programmed for the BRT/Transit Preferential Streets category in Fiscal Year 2014/15.

Enter the funding plan for the phase or phases for which Prop K/Prop AA funds are currently being requested. Totals should match those shown on the Cost worksheet.

| Fund Source | Planned | Programmed | Allocated | Total |
|---------------|-----------|------------|-----------|-----------|
| Prop K | \$872,859 | | | \$872,859 |
| | | | | \$0 |
| | | | | \$0 |
| | | | | \$0 |
| | | | | \$0 |
| | | | | \$0 |
| Total: | \$872,859 | \$0 | \$0 | \$872,859 |

Actual Prop K Leveraging - This Phase: 0.00%

Expected Prop K Leveraging per Expenditure Plan 81.67%

\$7,618,972
Total from Cost worksheet

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

Is Prop K/Prop AA providing **local match funds** for a state or federal grant?

| Fund Source | \$ Amount | Required Local Match | |
|-------------|-----------|----------------------|----|
| | | % | \$ |
| | | | |
| | | | |

| FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES) | | | | |
|--|---------|------------|-----------|-------|
| Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet. | | | | |
| Fund Source | Planned | Programmed | Allocated | Total |
| | | | | \$0 |
| See attached Funding Plan for details. | | | | \$0 |
| | | | | |
| Total: | \$0 | \$0 | \$0 | \$ - |

Actual Prop K Leveraging - Entire Project: **\$ 7,618,972**
 Expected Prop K Leveraging per Expenditure Plan: Total from Cost worksheet
 Actual Prop AA Leveraging - Entire Project:

| FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST | |
|---|--|
| Use the table below to enter the proposed cash flow distribution schedule (e.g. the maximum Prop K/Prop AA funds that are guaranteed to be available for reimbursement each fiscal year) for the current request. If the schedule is more aggressive than the Prop K/Prop AA Strategic Plan and/or 5YPP, please explain in the text box below how cash flow for other projects and programs will be slowed down to accommodate the current request without exceeding annual cash flow assumptions made in the Strategic Plan. | |

Prop K Funds Requested:

| Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule | | | |
|---|------------------|-----------------------|-----------|
| Fiscal Year | Cash Flow | % Reimbursed Annually | Balance |
| FY 2014/15 | \$654,644 | 75.00% | \$218,215 |
| FY 2015/16 | \$218,215 | 25.00% | \$0 |
| | | 0.00% | \$0 |
| | | 0.00% | \$0 |
| | | 0.00% | \$0 |
| Total: | \$872,859 | | |

Prop AA Funds Requested:

| Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule | | | |
|--|------------|-----------------------|---------|
| Fiscal Year | Cash Flow | % Reimbursed Annually | Balance |
| | | | |
| | | | |
| | | | |
| Total: | \$0 | | |

Geary Bus Rapid Transit Funding Plan
Updated: November 2014

| Source | Type | Status | Project Phases ¹ | | | TOTAL |
|--------------------------------|---------|-------------------|-----------------------------|----------------------|----------------------|----------------------|
| | | | ENV, CER/PE | PS&E | CON | |
| 5309 Small Starts ² | Federal | Allocated | | | \$0 | \$75,000,000 |
| | | Programmed | | | \$0 | |
| | | Planned | | \$75,000,000 | \$75,000,000 | |
| Prop K ³ | Local | Allocated | \$7,346,113 | | \$7,346,113 | \$44,429,113 |
| | | Programmed | \$17,300,000 | \$5,283,000 | \$37,083,000 | |
| | | Planned | | | \$0 | |
| TBD ⁴ | TBD | Allocated | | | \$0 | \$208,774,289 |
| | | Programmed | | | \$0 | |
| | | Planned | \$6,956,217 | \$6,670,105 | \$195,147,967 | |
| Totals | | Allocated | \$7,346,113 | \$0 | \$7,346,113 | \$328,203,402 |
| | | Programmed | \$17,300,000 | \$14,500,000 | \$37,083,000 | |
| | | Planned | \$6,956,217 | \$6,670,105 | \$283,774,289 | |
| | | | \$31,602,330 | \$275,430,967 | \$328,203,402 | |

¹ Acronyms used for project phases include: ENV - Environmental Documentation, CER/PE, Conceptual Engineering Report/Preliminary Engineering (30% Design), PS&E - Plans, Specifications & Estimates or Final Design, CON - Construction. The construction phase includes the incremental cost for procuring new BRT vehicles for the project.

² The Geary BRT project team plans to apply for Small Starts funds in early 2016. \$75 million is the maximum amount of Small Starts funds available to a project.

³ Resolution XX will reserve \$10 million from current Geary BRT funding for design/construction of the Initial Construction Phase and will reserve all the remaining Prop K funds currently programmed to Geary BRT for the Full Project.

⁴ Potential sources under consideration to fill the funding gap include additional sales tax, MTC Transit Performance Initiative funds, OneBayArea Grant, bridge tolls, other state or federal discretionary funds, and the Mayor's 2030 Transportation Task Force. The latter identified Geary BRT (listed as Geary Rapid Network Improvements) as one of the few named projects in its investment plan, with a \$27 million investment. The Task Force also deemed Geary BRT to be eligible for a portion of the \$58 million identified for the Transit Performance Initiative in the Task Force investment plan.

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

| Amount | | Phase: |
|--|------------------|-------------------------------|
| Funding Recommended: Prop K Allocation | \$872,859 | Environmental Studies (PA&ED) |
| | | |
| | | |
| | | |
| Total: | \$872,859 | |

Notes (e.g., justification for multi-phase recommendations, notes for multi-EP line item or multi-sponsor recommendations):

Cash Flow Distribution Schedule by Fiscal Year (for entire allocation/appropriation)

| Source | Fiscal Year | Maximum Reimbursement | % Reimbursable | Balance |
|---------------|-------------|-----------------------|----------------|---------|
| Prop K EP 1 | FY 2014/15 | \$872,859 | 100.00% | \$0 |
| | | | 0.00% | \$0 |
| | | | 0.00% | \$0 |
| | | | 0.00% | \$0 |
| | | | 0.00% | \$0 |
| Total: | | \$872,859 | 100% | |

Cash Flow Distribution Schedule by Fiscal Year & Phase (for entire allocation/appropriation)

| Source | Fiscal Year | Phase | Maximum Reimbursement | Cumulative % Reimbursable | Balance |
|---------------|-------------|-------------------------------|-----------------------|---------------------------|---------|
| Prop K EP 1 | FY 2014/15 | Environmental Studies (PA&ED) | \$872,859 | 100% | \$0 |
| | | | | 100% | \$0 |
| | | | | 100% | \$0 |
| | | | | 100% | \$0 |
| | | | | 100% | \$0 |
| Total: | | | \$872,859 | | |

Prop K/Prop AA Fund Expiration Date: Eligible expenses must be incurred prior to this date.

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

| | Action | Amount | Fiscal Year | Phase |
|-----------------------|-------------------------------|----------------------|----------------------|----------------------|
| Future Commitment to: | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| | Trigger: <input type="text"/> | | | |

Deliverables:

- Upon project completion, provide an updated scope, schedule, cost and funding plan for the Potential Initial Construction Phase near-term project. This deliverable may be met through submission of an allocation request for design of the near-term project.
-

Special Conditions:

- The recommended allocation is contingent upon a 5YPP amendment to reprogram \$872,859 in FY 14/15 funds currently programmed to the planning and conceptual engineering phase of the Geary BRT project to the environmental studies phase. See attached 5YPP amendment for details.
- In order to ensure that the full BRT project continues to move forward concurrently with the Initial Construction Phase near-term improvements, as a condition of this allocation, the TA reprograms \$10 million from current Geary BRT funding to design/construction of the Initial Phase and reserves all the remaining Prop K funds currently programmed to Geary BRT for the full project.
- The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes:

- Prop K policy against retroactive expenses is waived for this allocation. See scope for details.

Supervisorial District(s):

| | |
|--|---------|
| Prop K proportion of expenditures - this phase: | 100.00% |
| Prop AA proportion of expenditures - this phase: | 0.00% |

Sub-project detail? If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer:

Project # from SGA:

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

MAPS AND DRAWINGS

Insert or attach files of maps, drawings, photos of current conditions, photo compositions, etc. to support understanding of the project scope and evaluation of how geographic diversity was considered in the project prioritization process.

This text box and the blue header may be deleted to better accommodate any graphics.



Outer Richmond (West of 25th Ave)
Though BRT buses will continue to 48th Avenue, both ridership and traffic congestion wane toward the corridor's western end, rendering dedicated bus lanes less vital to balance, improve, and sustain service. BRT vehicles would travel in dedicated lanes along the side of the Street. West of 33rd Avenue, BRT vehicles would travel in the existing mixed traffic lanes. Transit riders here would still benefit from the project's other features, including low-floor boarding, and branded stops.



Special Study Areas A & B
A. MASONIC UNDERPASS
The intersection of Geary and Masonic features several complications, including a long underpass, a mix of bus, pedestrian, and bicycle flows at the surface. Alternative 2 would construct the bus-only lane on the service roads. For Alternatives 3 and 4, buses would operate in the underpass, which would be used for transit station design and pedestrian access.



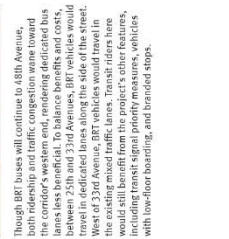
B. FILLMORE UNDERPASS
At Fillmore Street, Geary Boulevard through-travel lanes operate in a short underpass, with side lanes on the service roads. Alternative 2 would construct the bus-only lanes on the service roads. For Alternatives 3 and 4, the underpass would need to be filled to allow buses to run in the center of the street. The underpass would be used for transit station design and pedestrian access, but not assumed to be fully hindered by the BRT project.



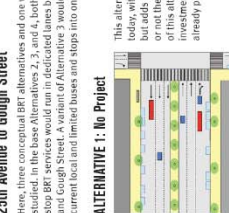
Inner Geary (Gough to Transbay Transit Center)
Buses would run in the existing bus-only lanes on Geary (westbound) and O'Farrell (eastbound) before reaching Market Street to connect with the new Transbay line. In this segment of the corridor, the BRT project would include bus markings and signage for the bus-only lanes. Spot improvements would be applied near Union Square and Market Street to address congestion affecting bus speeds and reliability, including intersection adjustments and traffic signal timing.



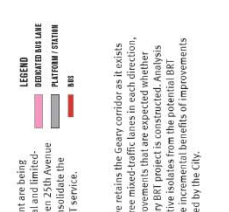
Left-Turn Opportunities
Removing left turns from Geary Boulevard could improve transit performance, smooth traffic flow, and create additional space to preserve additional on-street parking. For all alternatives, the project includes options to remove some or all existing left turn opportunities and will identify the traffic impacts of these changes.



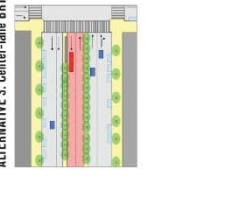
ALTERNATIVE 1: No Project
This alternative retains the Geary corridor as it exists today, with three mixed-traffic lanes in each direction, but adds improvements that are expected whether or not the Geary BRT project is constructed. Analysis of this alternative isolates from the potential BRT project the benefits of improvements already planned by the CTA.



ALTERNATIVE 2: Side-lane BRT
Dedicated BRT lanes would be installed on the side, to the left of the parking lane, but vehicles would be able to enter the bus-only lane for parking, loading, and unloading. Right-turn lanes, bus bays at the end of the lane, and right-turn lanes for vehicles would be included at selected locations to minimize conflicts between buses and turning vehicles. This alternative would retain most on-street parking capacity.



ALTERNATIVE 3: Center-lane BRT with Dual Medians
Dedicated BRT lanes would be installed in the center of the street, completely separated from mixed traffic by two side medians, which would feature bus platforms and landscaping. At local stops, passing zones would be provided for BRT vehicles. This alternative would retain most on-street parking capacity, but less than Alternative 2.



ALTERNATIVE 4: Center-lane BRT with Single Median
Dedicated BRT lanes would be installed in the center of the street, completely separated from mixed traffic, on both sides of a wide median, which would serve as a platform and landscaped median. Buses would be able to enter the bus-only lane for parking, loading, and unloading. Right-turn lanes for vehicles would be included at selected locations to minimize conflicts between buses and turning vehicles. This alternative would retain most on-street parking capacity.



Hybrid Options
Different alternatives could be selected for different sections of the corridor and combined to create a hybrid alternative. The project would be transitioning between the side and center of the Street as needed.

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

FY of Allocation Action:

2014/15

Current Prop K Request:

\$ 872,859

Current Prop AA Request:

\$ -

Project Name:

Geary Bus Rapid Transit

Implementing Agency:

San Francisco Municipal Transportation Agency

Signatures

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

Project Manager

Name (typed): Monica Munowitch

Title: Senior Transportation Planner

Phone: (415) 522-4804

Fax: (415) 522-4829

Email: monica.munowich@sfmta.com

Address: One South Van Ness - 7th Floor,
San Francisco, CA 94103

Signature: _____

Date: _____

Grants Section Contact

Joel Goldberg

Management

(415) 522-4805

(415) 522-4829

joel.goldberg@sfmta.com

One South Van Ness - 7th Floor,
San Francisco, CA 94103

Signature: _____

Date: _____

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 Board approval on December 16, 2014

| Agency | Project Name | Phase | Status | Fiscal Year | | | | Total | | |
|--|--|-----------|------------|---------------------------|--------------|--------------|-------------|--------------|---------|--------------|
| | | | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | | 2018/19 | |
| Transit Rapid Network - Bus Rapid Transit | | | | | | | | | | |
| SFMTA | Van Ness Bus Rapid Transit | PS&E | Programmed | \$1,594,280 | | | | \$1,594,280 | | |
| SFMTA | Van Ness Bus Rapid Transit | CON | Programmed | | \$27,730,984 | | | \$27,730,984 | | |
| SFMTA | Geary Bus Rapid Transit ¹ | PLAN/CER | Programmed | \$16,427,141 | | | | \$16,427,141 | | |
| SFMTA | Geary Bus Rapid Transit ¹ | PA&ED | Pending | \$872,859 | | | | \$872,859 | | |
| SFMTA | Geary Bus Rapid Transit | PS&E | Programmed | | \$14,500,000 | | | \$14,500,000 | | |
| SFMTA | Geary Bus Rapid Transit | CON | Programmed | | | | \$2,529,000 | \$2,529,000 | | |
| Transit Rapid Network - Transit Effectiveness and Performance | | | | | | | | | | |
| SFMTA | Muni Forward Implementation of TEP | PLAN/CER | Programmed | \$1,125,000 | | | | \$1,125,000 | | |
| 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 | \$20,019,280 | \$42,802,484 | \$3,025,500 | \$2,529,000 | \$0 | \$68,376,264 |
| Total Allocated and Pending in 5YPP | | | | | | | | | | |
| Total Deobligated in 5YPP | | | | \$872,859 | \$0 | \$0 | \$0 | \$0 | \$0 | \$872,859 |
| Total Unallocated in 5YPP | | | | \$19,146,421 | \$42,802,484 | \$3,025,500 | \$2,529,000 | \$0 | \$0 | \$67,503,405 |
| Total Programmed in 2014 Strategic Plan | | | | \$20,019,280 | \$42,802,484 | \$3,025,500 | \$2,529,000 | \$0 | \$0 | \$68,376,264 |
| Deobligated from Prior 5YPP Cycles ** | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Cumulative Remaining Programming Capacity | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

**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 XX, Project YY)
 Reprogram \$872,859 from the planning phase to the environmental review phase.
 Resolution XX 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.

Attachment 2. Geary Bus Rapid Transit Improvements Description and Checklist by Phase
November 21, 2014

Introduction

The SFMTA and SFCTA are proposing phased implementation of the Geary BRT project in order to expedite the delivery of transit improvements to the Geary corridor. The following project description materials describe the scope of the improvements, including a narrative description and a checklist table showing the scope elements to be included.

The cost estimates illustrate that the full project is estimated to cost \$300-320M (above the \$250M Small Starts Grant application cap), so we are working to identify what elements/segments would be included in the Geary BRT Small Starts application, and what might be constructed concurrently using other funds (including other federal funds). For this reason, we believe the best approach is to define the project comprehensively in the project's joint environmental document that is currently under development.

In addition to defining the project components for the Small Starts application, we are also working to implement an initial construction phase of near-term improvements (Phase 1) after the approval of the EIR/EIS. These improvements, which will result in some, but not all, of the travel time benefits associated with the full project, are consistent with the full project elements and could be implemented on a shorter timeline. We anticipate the near-term implementation occurring concurrently with the full-project design. The Phase 1 elements are estimated to cost approximately \$15-20M, which is largely included within the cost of the full project¹.

¹ An exception is the bus lane colorization, which has a 3-to-5-year useful life and will need to be re-applied with the full project.

Project Scope Narrative

This narrative describes planned and completed bus, pedestrian, and street improvements to the Geary corridor. It describes three categories of improvements: baseline improvements recently completed or already underway, the full Bus Rapid Transit project, and the near-term improvements to be implemented after the environmental process.

Baseline Improvements

Some bus and pedestrian improvements are already funded and in-progress, including service plan improvements, Transit Signal Priority (using wireless technology), existing vehicle fleet replacement with new, 60-foot, articulated, low-floor, diesel-electric hybrid buses, and branding elements for buses and stations. Also, improvements have recently been completed to provide colorized bus lanes from Market Street to Van Ness Avenue.

Full Project: Staff-Recommended Alternative

A. Dedicated bus lanes with red colorization treatment. From Market Street to Van Ness Avenue, colorized bus lanes already exist. From Van Ness to Palm Avenue, the project would extend side-running bus lanes, with a few exceptions². This includes resurfacing the bus lane in segments with poor pavement condition. From Palm Avenue to 27th Avenue, the project would provide center-running bus lanes. From 27th to 34th Avenue, the project would provide side-running bus lanes. For the center-running segment, this scope element includes new concrete pavement for the bus lanes, as well as two new, dual, landscaped medians, and necessary sewer relocation and replacement work.

B. Station and stop bus-operation improvements. Along the side-running segments of the corridor, this includes bus bulb-out installations or modifications at approximately 20 locations to facilitate bus vehicle maneuvers around bus stops and stations. The work here accounts for necessary relocations of water and sewer utilities, as well as concrete bus pads at each BRT stop. It also includes re-locations of approximately 10 stops from the near sides of intersections to the far side, for improved bus flows through traffic and to maximize the benefits of transit signal priority. This scope element also includes bus stop pattern changes such as removal of approximately 20 local stops and conversion of a few selected Limited/BRT stops to local stops.

C. Station and stop passenger amenities. This includes station and stop amenities such as shelters, real-time transit information, station communications, lighting, custom paving, and landscaping.

D. Bus service changes. The existing 38 Geary would continue to operate as local service, stopping at every stop. The existing 38 Limited would become the BRT service, stopping only at BRT stops. The BRT

² 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.

project would increase the amount of service provided by these lines to accommodate additional demand as is anticipated by ridership forecasts. The 38AX and 38BX express services, operating only in the peak-hour in the peak direction, would become one express line called the 38X, stopping at BRT stops along the Geary corridor west of Masonic and traveling along Pine and Bush to reach downtown destinations. Note that the SFMTA will make periodic and incremental service adjustments based on ridership trends; for the analysis, the project used a high-frequency service plan to respond to anticipated forecasted ridership increases.

E. Bus vehicle changes. New, low-floor, articulated 60-foot diesel hybrid-electric motorcoaches are anticipated in the baseline to replace the existing fleet, but up to 16 additional vehicles are accounted for in the project cost estimate to enable the proposed increase in service for the BRT project.

F. Traffic signal improvements and communications. The project will install upgraded and new equipment at approximately 50 intersections along the corridor, including new vehicle and pedestrian countdown signal heads, and new poles. These upgrades are needed for smoother bus and traffic operations, as well as for pedestrian crossing safety benefits. At six locations, signalized queue jumps would be provided for transit. At five currently unsignalized locations, the project would install new traffic signals. This scope element also includes installation of fiber optic cable to improve the reliability of traffic signal communications and facilitate real-time traffic monitoring.

G. Right-turn pockets. In side-running segments, at approximately 10-15 locations with heavy right-turning vehicle demand and high pedestrian crossing activity, 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.

H. Other street improvements. This includes replacement street lighting to accompany the center-running bus lanes (existing lighting is located in the existing median), street re-surfacing wherever needed, adjusting parking meters to accommodate roadway design changes, and new landscaping on existing medians.

I. Pedestrian improvements. This includes installing approximately 60 pedestrian bulb-outs, enhanced approximately 5 new signalized pedestrian crossings, pedestrian crosswalk striping at approximately 70 intersections, approximately 120 curb ramp upgrades throughout the corridor where needed, and sidewalk repair near curbside stations where needed (pedestrian signal modifications at existing signalized intersections are accounted for under traffic signal improvements).

J. Other changes at key areas. Other improvements include street redesign between Masonic and Presidio to add a colorized bike lane making a key connection in the bicycle network. It also includes a road diet between Gough and Scott combined with street-level pedestrian crossing improvements and removal of existing pedestrian overcrossings in the Japantown area in part to enable provision of a bus lane in that location.

Near-Term Improvements – Potential Initial Construction Phase

A. Dedicated bus lanes. From Van Ness to Stanyan Avenue, the near-term improvements include side-running bus lanes, with a few exceptions.³ Work would be limited to this segment of the corridor only. The near-term/initial construction phase cost estimate does not account for pavement resurfacing. Where feasible, the lanes will be delineated with red color treatment.

B. Station and stop bus-operation improvements. The near-term improvements include approximately 10 new bus bulb-out installations and modifications to approximately five existing bulbs. The work here accounts for necessary relocations of water and sewer utilities, as well as concrete bus pads at each BRT stop. The near-term improvements also lengthen six bus zones to facilitate vehicle maneuvers around bus stops and stations, as well as relocations of approximately 10 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 approximately 10 local stops and conversion of a few selected Limited/BRT stops to local stops.

F. Traffic signal improvements. The near-term improvements will install upgraded equipment at approximately 5 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 two locations, signalized queue jumps would be provided for transit, and a new signal would be added at one location.

G. Right-turn pockets. At approximately 10-15 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.

I. Pedestrian improvements. This includes approximately 10 pedestrian bulb-outs, as well as needed accompanying curb ramp upgrades.

J. Other changes at key areas. Other improvements include a road diet between Gough and Scott to remove 2 travel lanes and striping to re-allocate that space to the median.

³ 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.

Table 1. Geary Bus Rapid Transit Scope Checklist Table

| | Element | Baseline | Initial Construction Phase [Phase 1] | Full Project after Initial Phase [Phase 2] |
|---|--|---------------------------------------|---|---|
| A | Dedicated colorized bus lanes | x [partial: Inner Geary red lanes] | x [partial: side lanes only, Van Ness to Stanyan, no re-surfacing] | x [includes center-running segment Palm to 27th] |
| B | Station/stop bus-operation improvements | | x [partial: subset of all locations] | x |
| C | Station/stop passenger amenities | x [partial: shelters/branding] | | x |
| D | Bus service changes | x | | x |
| E | Bus vehicle changes | x | | x |
| F | Traffic signals and communications and Transit Signal Priority | x [partial: wireless TSP] | x [partial: subset of all locations] | x [includes fiber for improved life cycle/reliability, traffic monitoring] |
| G | Right turn pockets | | x | |
| H | Street improvements | | | x |
| I | Pedestrian improvements | | x [partial: subset of all bulb-out locations] | x [includes enhanced striping at all intersections] |
| J | Other changes at key areas | | x [partial: includes Fillmore-area road diet] | x [includes Masonic-area bike lane and other street changes; includes Fillmore ped bridge removals and street-level crossings] |

Notes:

Baseline: improvements already in-progress, not included in Initial Construction Phase or Full Project

Initial Construction Phase [Phase 1]: improvements to be initiated immediately after environmental phase is completed; to be funded from local sources.

Attachment 3. Geary Cost Estimate by Element and Phase
 Last Edited: November 26, 2014

| | Element | I. Potential Initial Construction Phase [Phase 1] | II. Full Project After Initial Phase [Phase 2] | III. Total, Phase 1 + Phase 2 | IV. Full Project [Single Phase] |
|---|---|---|--|-------------------------------|---------------------------------|
| A | Dedicated colored bus lanes | \$ 4,454,000 | \$ 80,242,000 | \$ 84,696,000 | \$ 80,242,000 |
| B | Station/stop bus-operation improvements | \$ 5,465,000 | \$ 48,355,000 | \$ 53,820,000 | \$ 53,818,000 |
| C | Station/stop passenger amenities | | \$ 60,283,000 | \$ 60,283,000 | \$ 60,283,000 |
| D | Bus service changes | | * | * | * |
| E | Bus vehicle changes | | \$ 22,655,000 | \$ 22,655,000 | \$ 22,655,000 |
| F | Traffic signals | \$ 3,750,000 | \$ 33,674,000 | \$ 37,424,000 | \$ 37,424,000 |
| G | Right turn pockets | \$ 130,000 | ** | ** | ** |
| H | Other street improvements | | \$ 34,649,000 | \$ 34,649,000 | \$ 34,779,000 |
| I | Pedestrian improvements | \$ 2,200,000 | \$ 20,096,000 | \$ 22,296,000 | \$ 22,296,000 |
| J | Other changes at key areas | \$ 50,000 | \$ 4,854,000 | \$ 4,904,000 | \$ 4,854,000 |
| | Total | \$ 16,049,000 | \$ 304,808,000 | \$ 320,857,000 | \$ 316,351,000 |
| | Environmental/planning phase cost | | | \$ 7,346,000 | \$ 7,346,000 |
| | Grand total | | | \$ 328,203,000 | \$ 323,697,000 |

Notes

Costs for baseline improvements already in-progress or underway, such as Transit Signal Priority, are not included in these costs.

I. Potential Initial Construction Phase [Phase 1]: Near-term improvements consist of some permanent and some temporary improvements. Includes some BRT components and some related improvements.

II. Full Project After Initial Phase [Phase 2]: includes all improvements after near-term implementation, including BRT and related improvements.

* Service/operation cost is not included here.

** Right-turn pocket costs are accounted for under Element H.

III. Total Cost, Phase I + Phase 2 is the summation of columns I and II

IV. Total Cost [Single-Phase Project]: project is constructed as a single phase (e.g., no initial phase). Lower costs result from lack of need for temporary improvements:

In Row (A), dedicated bus lane initial phase and full project cost is additive because of brief life cycle.

In Row (J), other changes at key areas - near-term and full project cost is additive because near-term changes are temporary

Enclosure B.
Prop K FY 2014/15 Capital Budget¹

| EP # | Sponsor | Project Name | Total | Cash Flow Distribution | | | | | FYs 2019/20 - 2027/2028 ² |
|---|---------|---|-----------------------|------------------------|----------------------|----------------------|---------------------|-------------|--------------------------------------|
| | | | | FY 2014/15 | FY 2015/16 | FY 2016/17 | FY 2017/18 | FY 2018/19 | |
| TRANSIT | | | | | | | | | |
| 1 | SFMTA | Van Ness Bus Rapid Transit | \$ 1,594,280 | \$ 1,275,424 | \$ 318,856 | | | | |
| 1 | SFMTA | Geary Bus Rapid Transit | \$ 872,859 | \$ 872,859 | | | | | |
| 5 | TJPA | Transbay Transit Center and Downtown Extension | \$ 43,046,950 | \$ 34,128,950 | \$ 4,693,000 | \$ 4,225,000 | | | |
| 5 | TJPA | Downtown Extension | \$ 1,219,000 | \$ 632,400 | \$ 586,600 | | | | |
| 6 | PCJPB | Caltrain Early Investment Program | \$ 7,470,000 | \$ 7,470,000 | | | | | |
| 7 | PCJPB | Railroad Bridge Load Rating | \$ 382,347 | \$ 191,174 | \$ 191,173 | | | | |
| 7 | PCJPB | Rail Grinding | \$ 620,400 | \$ 310,200 | \$ 310,200 | | | | |
| 8 | BART | Balboa Park Station Eastside Connections | \$ 2,030,000 | | | \$ 2,030,000 | | | |
| 14 | SFCTA | Quint-Jerrold Connector Road Contracting and Workforce Development Strategy | \$ 89,000 | \$ 89,000 | | | | | |
| 15 | SFMTA | Light Rail Vehicle Procurement | \$ 4,592,490 | | | \$ 3,092,490 | \$ 1,500,000 | | |
| 17M | SFMTA | Light Rail Vehicle Procurement | \$ 60,116,310 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 60,116,310 |
| 17M | SFMTA | Replace 60 New Flyer 60-Foot Trolley Coaches | \$ 20,831,776 | \$ 2,100,000 | \$ 12,800,000 | \$ 5,931,776 | | | |
| 17P | PCJPB | F40 Locomotive Mid-Life Overhaul | \$ 1,042,857 | \$ 521,429 | \$ 521,428 | | | | |
| 17U | SFMTA | Light Rail Vehicle Procurement | \$ 66,444,342 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 66,444,342 |
| 20M | SFMTA | Muni Metro East Paint & Body Shop and Historic Car Storage Structure | \$ 1,600,900 | \$ 600,900 | \$ 1,000,000 | | | | |
| 20P | PCJPB | Systemwide Station Improvements | \$ 210,989 | \$ 105,495 | \$ 105,494 | | | | |
| 22B | BART | Transbay Tube Cross-Passage Doors Replacement | \$ 250,000 | \$ 250,000 | | | | | |
| 22P | PCJPB | Quint Street Bridge Replacement | \$ 303,066 | \$ 303,066 | | | | | |
| 22P | PCJPB | Systemwide Track Rehabilitation | \$ 1,243,407 | \$ 621,704 | \$ 621,703 | | | | |
| Transit Subtotal | | | \$ 213,960,973 | \$ 49,472,601 | \$ 21,148,454 | \$ 15,279,266 | \$ 1,500,000 | \$ - | \$ 126,560,652 |
| PARATRANSIT | | | | | | | | | |
| 23 | SFMTA | Paratransit | \$ 9,670,000 | \$ 9,670,000 | | | | | |
| Paratransit Subtotal | | | \$ 9,670,000 | \$ 9,670,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| VISITACION VALLEY WATERSHED | | | | | | | | | |
| 27 | SFMTA | Bayshore Multimodal Station Location Study | \$ 14,415 | \$ 9,665 | \$ 4,750 | | | | |
| 27 | SFCTA | Bayshore Multimodal Station Location Study | \$ 14,415 | \$ 9,665 | \$ 4,750 | | | | |
| 27 | SFMTA | Geneva-Harney BRT Feasibility/Pre-Environmental Study | \$ 200,000 | \$ 112,866 | \$ 87,134 | | | | |
| Visitation Valley Watershed Subtotal | | | \$ 228,830 | \$ 132,196 | \$ 96,634 | \$ - | \$ - | \$ - | \$ - |
| STREET AND TRAFFIC SAFETY | | | | | | | | | |
| 34 | SFPW | West Portal Ave and Quintara St. Pavement Renovation | \$ 3,002,785 | \$ 2,402,228 | \$ 600,557 | | | | |
| 35 | SFPW | Street Repair and Cleaning Equipment | \$ 701,034 | \$ 350,517 | \$ 350,517 | | | | |
| 37 | SFPW | Public Sidewalk Repair | \$ 492,200 | \$ 492,200 | | | | | |
| 38 | SFMTA | John Yehall Chin Safe Routes to School | \$ 40,433 | \$ 40,433 | | | | | |
| 39 | SFMTA | Twin Peaks Connectivity | \$ 23,000 | \$ 19,866 | \$ 3,134 | | | | |
| 39 | SFMTA | Shared Roadway Bicycle Markings (Sharrows) | \$ 256,100 | \$ 151,000 | \$ 105,100 | | | | |

Enclosure B.
Prop K FY 2014/15 Capital Budget¹

| EP # | Sponsor | Project Name | Total | Cash Flow Distribution | | | | | FYs 2019/20 - 2027/2028 ² |
|--|--------------|--|---------------------|------------------------|---------------------|-------------|-------------|-------------|--------------------------------------|
| | | | | FY 2014/15 | FY 2015/16 | FY 2016/17 | FY 2017/18 | FY 2018/19 | |
| 39 | PCJPB | San Francisco Bicycle Parking Facility Improvements - Supplemental Funds | \$ 20,000 | \$ 20,000 | | | | | |
| 39 | SFMTA | Market Street Green Bike Lanes and Raised Cycletrack | \$ 758,400 | \$ 500,544 | \$ 257,856 | | | | |
| 40 | SFMTA | WalkFirst Continental Crosswalks | \$ 423,000 | \$ 211,500 | \$ 211,500 | | | | |
| 40 | Public Works | ER Taylor Elementary School Safe Routes to School | \$ 6,575 | \$ 6,575 | | | | | |
| 40 | Public Works | Longfellow Elementary School Safe Routes to School | \$ 64,578 | \$ 12,663 | \$ 51,915 | | | | |
| 42 | SFPW | Tree Planting and Maintenance | \$ 1,000,000 | \$ 1,000,000 | | | | | |
| Streets and Traffic Safety Subtotal | | | \$ 6,788,105 | \$ 5,207,526 | \$ 1,580,579 | \$ - | \$ - | \$ - | \$ - |

TSM/STRATEGIC INITIATIVES

| | | | | | | | | | |
|---|-----------------|---|---------------------|---------------------|---------------------|-------------------|-------------|-------------|-------------|
| 43 | SFE | Commuter Benefits Ordinance Employer Outreach | \$ 77,546 | \$ 77,546 | | | | | |
| 43 | SFCTA | Bay Area Transit Core Capacity Study | \$ 450,000 | \$ 315,000 | \$ 135,000 | | | | |
| 43 | SFCTA | San Francisco Corridor Management Study | \$ 300,000 | \$ 75,000 | \$ 125,000 | \$ 100,000 | | | |
| 43 | SFCTA | Treasure Island Mobility Management Program | \$ 150,000 | \$ 150,000 | | | | | |
| 44 | SFMTA | Persia Triangle | \$ 200,685 | \$ 100,343 | \$ 100,342 | | | | |
| 44 | SFCTA | NTIP Predevelopment/Program Support | \$ 75,000 | \$ 75,000 | | | | | |
| 44 | SFMTA | NTIP Predevelopment/Program Support | \$ 75,000 | \$ 75,000 | | | | | |
| 44 | SFMTA | Western Addition Community-Based Transportation Plan [NTIP] | \$ 240,000 | \$ 96,000 | \$ 96,000 | \$ 48,000 | | | |
| 44 | SF Public Works | Chinatown Broadway Phase IV | \$ 701,886 | \$ 175,471 | \$ 526,415 | | | | |
| 44 | Public Works | ER Taylor Elementary School Safe Routes to School | \$ 47,140 | \$ - | \$ 47,140 | | | | |
| 44 | Public Works | Longfellow Elementary School Safe Routes to School | \$ 61,865 | \$ - | \$ 61,865 | | | | |
| 44 | SFMTA | Mansell Corridor Improvement | \$ 572,754 | \$ - | \$ 472,754 | \$ 100,000 | | | |
| TSM/Strategic Initiatives Subtotal | | | \$ 2,951,876 | \$ 1,139,360 | \$ 1,564,516 | \$ 248,000 | \$ - | \$ - | \$ - |

| | | | | | | | | | |
|--------------|--|--|-----------------------|----------------------|----------------------|----------------------|---------------------|-------------|-----------------------|
| TOTAL | | | \$ 233,599,784 | \$ 65,621,683 | \$ 24,390,183 | \$ 15,527,266 | \$ 1,500,000 | \$ - | \$ 126,560,652 |
|--------------|--|--|-----------------------|----------------------|----------------------|----------------------|---------------------|-------------|-----------------------|

¹ This table shows Cash Flow Distribution Schedules for all FY 2014/15 allocations approved to date, along with the current recommended allocation(s).

² Light Rail Vehicle Procurement. See Resolution 15-12 for cash flow details.

Shaded lines indicate allocations/appropriations that are part of the current action.

Enclosure C.
Prop K FY 2014/15 Capital Budget¹

| | Total | FY 2014/15 | FY 2015/16 | FY 2016/17 | FY 2017/18 | FY 2018/19 | FYs 2019/20 - 2027/28² |
|-----------------------|----------------|-------------------|-------------------|-------------------|-------------------|-------------------|--|
| Prior Allocations | \$ 232,726,925 | \$ 64,748,824 | \$ 24,390,183 | \$ 15,527,266 | \$ 1,500,000 | \$ - | \$ 126,560,652 |
| Current Request(s) | \$ 872,859 | \$ 872,859 | \$ - | \$ - | \$ - | \$ - | \$ - |
| New Total Allocations | \$ 233,599,784 | \$ 65,621,683 | \$ 24,390,183 | \$ 15,527,266 | \$ 1,500,000 | \$ - | \$ 126,560,652 |

¹ This table shows total cash flow for all FY 2014/15 allocations approved to date, along with the current recommended allocation(s).

² Light Rail Vehicle Procurement. See Resolution 15-12 for cash flow details.