

Table of Contents

No.	Fund Source	Project Sponsor ¹	Expenditure Plan Line Item/ Category Description	Project Name	Phase	Funds Requested	Page No.
1	Prop K	SFMTA	Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network, Transit Enhancements, Visitacion Valley Watershed	Geneva-Harney BRT	Planning, Environmental	\$ 4,338,174	1
2	Prop K	SFMTA	Transit Enhancements	T-Third Phase 3 Feasibility Study	Planning	\$ 540,000	41
3	Prop K	SFMTA	Vehicles - Muni	Replace 27 Paratransit Vans	Design, Procurement	\$ 718,215	67
4	Prop K	SFMTA	Guideways - Muni	Subway Wiring - Van Ness Station	Construction	\$ 634,600	79
5	Prop K	SFMTA	Upgrades to Major Arterials	Alemanya Interchange Improvement Phase 1 [NTIP Capital]	Design, Construction	\$ 276,603	91
Total Requested						\$ 6,507,592	

¹ Acronyms: SFMTA (San Francisco Municipal Transportation Agency)



This Page Intentionally Left Blank

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

FY of Allocation Action: 2016/17

Project Name: Geneva-Harney BRT

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

EXPENDITURE PLAN INFORMATION

Prop K EP category: Other transit enhancements:: (EP-16)

Prop K EP Line Number (Primary): 16

Current Prop K Request: \$ 4,338,174

Prop K Other EP Line Numbers: 1, 27

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisory District(s): District 10, District 11

REQUEST

Brief Project Description (type below)

The Geneva-Harney Bus Rapid Transit (BRT) line is a proposed rapid transit service between Balboa Park BART/Muni Station and Hunters Point Shipyard that will provide existing and future neighborhoods along the San Mateo-San Francisco County border with a bus connection to the border area's key regional transit system hubs. Funding is requested for the environmental phase of the project.

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

See attached Word document.

Project Location (type below)

The project extends from Balboa Park BART in the west to Hunters Point Shipyard in the east via Geneva Ave., Bayshore Ave., Blanken Ave., Tunnel Ave., Harney Way, Arelious Walker Dr., Crisp, Rd. and other future roadways in the Candlestick Point/Hunters Point Shipyard development.

Project Phase (select dropdown below)

Multiple Phases

Map or Drawings Attached? Yes

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

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

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

Is the requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?

Greater than Programmed Amount

Prop K 5YPP Amount: \$ 1,315,000

Prop AA Strategic Plan Amount:

Please describe and justify the necessary amendment:

The SFMTA is requesting amendments to three 5YPPs in order to fund the environmental studies phase of the Geneva-Harney BRT project. The project is a high priority because it is a development commitment of the City and County of San Francisco and the SFMTA and is tied to major potential benefits of the Candlestick/Hunters Point Shipyard development, such as over 2,000 units of affordable housing. In order to meet the goal to start operations in 2023, the project needs to proceed into the environmental review/project approval phase in the next few months.

The 5YPP amendments are as follows: 1.) Amend the Transit Enhancements 5YPP to add the subject project and program \$1,983,175 in funds deobligated from an allocation made in a previous 5YPP cycle for the Automatic Fare Collection Program to the subject project. 2.) Amend the Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5YPP to add the subject project and program \$540,000 from the Muni Forward Implementation of TEP project to the subject project. SFMTA will still have sufficient programming (over \$3.3 million) to advance the next generation of Muni Forward priorities in the near term. 3.) Amend the New and Upgraded Streets Visitacion Valley Watershed 5YPP to program \$500,000 from the Bi-County - Interim Solutions Placeholder project to the subject project.

See attached scoring sheets for the subject project for the BRT/TPS and Transit Enhancements 5YPPs to which this project is proposed to be added.

As eligible sponsors for these categories, Caltrain, BART, and SF Public Works have concurred with the 5YPP amendments.

GENEVA HARNEY BRT PROPOSITION K ALLOCATION REQUEST FORM: PROJECT BACKGROUND AND SCOPE

PROJECT OVERVIEW

The Geneva Harney Bus Rapid Transit (BRT) project (Geneva BRT) will provide high-quality, high-capacity transit service to a seven-mile corridor connecting 19th Avenue, Balboa Park BART and the Candlestick Point/Hunters Point Shipyard development. The BRT route will serve the neighborhoods of the Outer Mission, Crocker-Amazon, Visitacion Valley, Little Hollywood, Executive Park, Candlestick Point, Bayview and Hunters Point Shipyard and portions of the cities of Brisbane and Daly City. (See Figure 1 map next page.) The BRT route will fill a significant east-west gap in the future transportation network by connecting over 18,000 new residential units, 4+ million square feet of new commercial, two regional transit hubs, two college campuses and two retail centers. By 2020 or soon after, the mile-wide Geneva Avenue corridor between Hunters' Point and Balboa Park is expected to add 7,000 jobs and 7,000 residential units. By 2040, the corridor is forecast to add 18,000 households and 19,000 jobs, over 100% increase from existing. It is essential that the southern portion of San Francisco be served by transit to provide access for this growing population.

There currently is no Muni service connecting major future development areas east of Bayshore Boulevard with Balboa Park BART station, although the 8 Bayshore rapid service now runs on Bayshore Boulevard to Balboa Park. Limited residential population and employment in this southeast corner of San Francisco does not justify new service now. However, with future growth in the corridor at development projects east of Bayshore Boulevard (Schlage Lock, Executive Park, and Candlestick Point/Hunters Point Shipyard), plus revitalization of the Hope SF Sunnydale residential site, there will be a major need for such a transit connection. In particular, the BRT service, extending to the 19th Avenue corridor, was a major commitment as part of the Candlestick/Hunters Point Shipyard (CP/HPS) Phase II development, the largest development project in San Francisco in decades. The SFMTA plans to operate buses every 8-10 minutes (during peak periods) eventually increasing frequency to every five minutes. Infrastructure provided by that development for BRT is expected to be completed by 2023, which is also the SFMTA goal for initiating service. Initial BRT service is currently planned to be combined with the 28 Rapid (28R) line to provide a full route "one seat" "southern link" connection between the 19th Avenue corridor and the CP/HPS development, alternating during peak periods with "short line" buses that would connect City College, Balboa Park BART, the Bayshore Caltrain Station, and the Shipyard.

The Geneva Harney BRT would serve as a key element in an enhanced regional transit connection in this part of San Francisco. Balboa Park BART station is one of the major regional transit hubs in San Francisco. An intermodal transit facility at the Caltrain Bayshore Station is envisioned that will increase access between BRT, T-Third Light rail and other Muni Lines and Caltrain passengers, facilitating additional regional connectivity. The project would provide access between these regional hubs and to new and existing land uses served by these regional facilities.

Figure 1. BRT Corridor Map

GENEVA-HARNEY BUS RAPID TRANSIT



* Geneva-Harney BRT stop locations are under review.
 - Route alignment options for environmental review to be determined and refined during the environmental scoping and community outreach process. Route option concepts are shown for background information only.
 - Street networks and parks shown in Candlestick Point and Hunters Point Shipyard represent future conditions.

In addition to high-frequency bus service, the project would provide new pedestrian and bicycle facilities in an area with very limited connections. There are currently no east-west bike lanes or paths between the existing Bay Trail along the Candlestick Point shoreline and the Geneva Avenue corridor in San Francisco. The BRT project would analyze parallel bicycle/pedestrian facilities to fill this gap.

The Geneva Harney BRT project encompasses three segments, each of which has different conditions and considerations. The Eastern segment from Hunters Point Shipyard to Executive Park is being designed and constructed by the Candlestick Point/Hunters Point Shipyard development project. The Western segment from the Daly City limit to Balboa Park BART station will be designed and constructed by the Muni Forward 8 Bayshore Project. These two segments have been given environmental clearance under the California Environmental Quality Act (CEQA). The Central segment (between Executive Park and the Daly City/San Francisco border) is the most complex because of a lack of existing or planned facilities that can be utilized efficiently and effectively for BRT. BRT infrastructure has not been environmentally cleared for that Central segment, which is the main focus of the proposed work effort.

The work on the Central segment will be coordinated with the schedule, cost and scope of the Eastern and Western segments.

Segment	Estimated Capital Cost	Funding Source	Status
Western (not included in detailed cost and funding tables)	\$25.0 M	Primarily SFMTA Prop A funds, also Prop K and several other funding sources	BRT Infrastructure to be designed and constructed through 8 Bayshore Muni Forward project
Central (included in detailed cost and funding tables)	\$102.5 M (see this ARF for further detail)	(See detailed funding tables)	ARF requesting funding to complete preliminary environmental scoping and move into environmental review/project approval phase
Eastern (not included in detailed cost and funding tables)	\$98.1 M	Private developer	BRT infrastructure to be designed and constructed by Candlestick/Hunters Point Shipyard developer FivePoint

PRIOR STUDY AND ALIGNMENTS

There has been significant effort to define alternatives for that Central segment (between Executive Park and the Daly City/San Francisco border). In late 2013, the San Francisco County Transportation Authority (SFCTA) started a BRT Feasibility Study. The existing street network in the central segment is irregular due to the variety of land uses and proximity to jurisdictional boundaries; creating an efficient, high-frequency transit route could require creation of new street alignments. The Feasibility Study, completed in July 2015, included a conceptual planning and design study, with a cross-jurisdictional, community consensus-building process exploring a bus project using existing streets. It analyzed two potential BRT alignments between Harney Way and Bayshore Blvd almost entirely using existing streets: Tunnel Avenue to Alana Way via Beatty Avenue and through Little Hollywood via a Blanken/Lathrop couplet. The Feasibility Study identified significant concerns with both alignments.

Given tradeoffs required by previously considered alignments, the SFMTA has initiated a pre-environmental study to consider a third alignment option. The scope of this current effort includes conceptual engineering design for a potential BRT transit corridor between US 101/Alana Way and Tunnel Avenue through the northern portion of the Recology campus. This Recology North alignment could address the concerns identified in the Feasibility Study with the Little Hollywood and Beatty Avenue alignments, and support high-quality, reliable BRT service. Such a corridor would be exclusively for BRT, limiting potential conflicts with other modes that could occur on alternative alignments. The products of this conceptual engineering effort will include rough order of magnitude calculations for roadway design features, costs, and construction requirements. The focus is on reserving a corridor that could be used for transit and minimizes impacts to Recology's planned campus expansion related to the City's Zero Waste goals.

PURPOSE AND NEED FOR CURRENT PROP K REQUEST

The proposed allocation would support SFMTA and other agencies in completing the pre-environmental studies, conducting environmental review for the BRT corridor, identifying a locally preferred project alternative, and receiving approval for this key component of the future transportation network.

As a development commitment of the City & County of San Francisco and the SFMTA tied to major potential benefits of the Candlestick/Hunters Point Shipyard development, such as over 2,000 units of affordable housing, the BRT project cannot wait for completion of Connect SF to be prioritized. In order to meet our goal to start operations in 2023, the project needs to proceed into the environmental review/project approval phase in the next few months. Also, the project was included as a priority project in the San Francisco 2040 Transportation Plan.

The current funding request covers: completion of preliminary environmental scoping, preparation of environmental documents for state and federal clearance, the conceptual engineering needed to support environmental review and project approval, as well as required project management and community involvement efforts for these tasks.

A portion of the current request is addressing work tasks done for earlier, previously funded phases of the project. A Pre-Environmental Study Prop K Supplement was allocated in fall 2015 to support unanticipated additional costs, primarily from the San Francisco Public Works (SFPW) and their consultant team for conceptual engineering and cost estimating for a potential BRT roadway through

the Recology property. This supplemental funding was instrumental in developing a promising approach for the alignment given the substantial constraints of the alignments originally studied. However, current and future study is complicated due to the need to support increased inter-agency coordination, as the corridor passes through two counties and three cities. The SFMTA conducted extensive coordination with other projects, e.g., reviewing detailed engineering concepts for portions of the project through Candlestick Point and working on multi-agency effort to include the project in the Plan Bay Area update. Another complicating factor is the planning and implementation of development projects in the area, including a parallel proposal by Recology to reconfigure the campus to meet Zero Waste goals and ongoing and imminent decisions regarding the approved Schlage Lock and Executive Park projects, requiring the involvement of the BRT project staff. Therefore, in addition to funding the next phases of the BRT planning process, this requested Proposition K allocation also would cover additional study of the “Recology Alignment” to determine if it should go forward for environmental review.

PROJECT SCHEDULE

The western segment infrastructure is being designed and constructed by the 8 Bayshore Muni Forward project. Design is expected to start in summer 2017 and extend into 2019. Construction is expected around 2020-2021. The eastern segment is being designed and constructed by FivePoint/Lennar as an integral part of the Candlestick/Hunters Point Shipyard development project. All the infrastructure is expected to be in place by 2023 with the exception of the Yosemite Slough Bridge and the Hunters Point Transit Center, which are not essential to starting operations or attracting substantial ridership. Thus, these other segments should essentially be finished in time for the desired start-up of the BRT service.

The forecast schedule for the Central Segment (the subject of this request) is as follows and may change, depending on funding availability and approvals. Public outreach will occur throughout the planning process, although only public hearings that are required for CEQA or approvals are identified on the schedule below. It should also be noted that the Planning Department will serve as the Lead Agency for CEQA, and as such will determine the CEQA approach and timeline.

SUMMARY

For Prop K ARF:

Planning/Conceptual Engineering (PLAN)

End: Oct-Dec 2016

Environmental Studies (PA&ED)

Start: Jan-Mar 2017

End: Apr-Jun 2019

PLANNING EFFORTS	Period (Fiscal Year Quarters)	
	Start	End
Refine Alignments and Complete Preliminary Environmental Scope/Schedule/Budget	Q1 (July-Sept.) FY2017	Q3 (Jan.-Mar.) FY2017
Engineering & Environmental Contract – prepare and award	Q1 (July-Sept.) FY2017	Q3 (Jan.-Mar.) FY2017
Environmental Review – NOP/ Scoping Meeting; conduct Technical Studies	Q3 (Jan.-March) FY2017	Q4 (April-June) FY2018
Develop Conceptual Engineering Designs and Studies	Q4 (April-June) FY2017	Q2 (Oct.-Dec.) FY2018
Draft/Release CEQA Document for Public Review; Conduct Public Hearings and Receive Comments	Q3 (Jan.-March) FY2018	Q2 (Oct.-Dec.) FY2019
Prepare / Revise Staff-Recommended Locally-Preferred Alternative & Final CEQA Document (including Response to Comments)	Q3 (Jan.-March) FY2019	Same
Certification of CEQA Document / Adoption of Locally-Preferred Alternative	Q4 (April-June) FY2019	Same

Consistent with Prop K policies, SFMTA will not incur costs for the environmental review phase prior to the allocation of the Prop K funds for that phase of the project.

PROJECT SCOPE OF WORK

Overview of ARF Phases

The current funding request includes two major phases: preliminary environmental scoping and the environmental review phase (which includes three elements).

Phase 1. Complete preliminary environmental scoping (Pre-Environmental Study Closeout);

Phase 2. Environmental Review, including:

- 2.1. Project Management;
- 2.2. BRT conceptual engineering designs (10 to 12% design level);
- 2.3. Preparation of an Environmental Document that meets the requirements of the California Environmental Quality Act (CEQA) and provides the analysis to support a future National Environmental Policy Act (NEPA) determination by FTA.

Phase 1 preliminary scoping is critical to inform subsequent conceptual engineering and environmental documentation necessary for the project approval phase (Project Approval/Environmental Document, or PA/ED).

Phase 1. Preliminary Environmental Scoping

This task includes steps needed to develop the scope/schedule/budget for the environmental review phase. These tasks extend the pre-environmental study tasks previously funded and respond to additional design issues identified in the summer of 2016 that need resolution prior to completing the project definition needed for environmental review. Consistent with SGA language in section II.A.1 of Resolution 15-17 (Project 127.910008-9 Geneva Harney BRT Feasibility/Pre-Environmental Study), the additional cost for Phase 1 tasks is associated with the approved scope of work for the prior allocation and therefore is authorized for expenditure prior to approval of this supplemental allocation request.

Task 1.1. Complete conceptual design refinement of a BRT Alignment Alternative through the Recology Campus

SFMTA and other departments of the City and County of San Francisco are meeting with Recology to refine the design of the BRT alignment alternative through the Recology Campus. Limited concerns identified by Recology during a July 2016 site visit are being addressed through additional on-site alignment field work and subsequent engineering analysis.

Task 1.2. Develop transportation circulation concepts from Executive Park East to Tunnel Avenue.

SFMTA will conduct a conceptual analysis of current and future circulation patterns for all transportation modes (Bicycle, Pedestrian, Transit and Automobiles & Trucks) in the project segment between Executive Park and Tunnel Avenue, including the crossing under US 101. This task will identify a proposed BRT operations concept in this project segment that supports reliable BRT operations, improves safety for all roadway users, and accommodates multimodal transportation demand from the planned residential and commercial development in Executive Park and Candlestick Point/Hunters Point Shipyard. The BRT concept should support strong connections between BRT and regional transit hubs,

while limiting adverse environmental and social impacts. This considers connections to the Bayshore Caltrain station and other transit hubs, and limiting impacts to neighborhoods and sensitive resources. Extensive interagency coordination and preliminary design work is needed to ensure that recent Executive Park development documents (Streetscape Plan and tentative maps) address BRT needs. This involves complex property negotiations with developers.

Task 1.3. Develop Environmental Document Scope and Strategy

This ARF requests funds all environmental review costs for City & County of San Francisco departments/agencies and the consultant team. It presumes that CEQA review of the BRT project will be satisfied through the preparation of an Environmental Impact Report that will build on prior CEQA analyses. Since the Planning Department is the Lead Agency for CEQA review, it will make the final decision on environmental review strategy and have final approval for documents.

The Federal Transit Administration (FTA) will also be consulted to determine if an Environmental Assessment (EA) is the most appropriate path for NEPA review to evaluate the BRT project. (For purposes of scoping/scheduling/budgeting for this ARF, an EIR/EA document is assumed; if an EIS is required it would require changes to the project scope and budget.) The strategy must respond to continuing changes in related projects, such as Executive Park development and the Recology campus redesign.

It is expected that up to three BRT project alternatives and a No Project alternative will be selected initially for analysis in the environmental review document, based on the Feasibility Study and additional conceptual engineering efforts. The alternatives will likely need to consider multiple alignments for the Central Segment, and also will need to reduce or avoid identified significant environmental impacts in the Eastern and Western Segments, if any. These alternatives will be further refined during the project scoping process that will initiate the CEQA review and support the NEPA review of the BRT project.

SFMTA staff will develop and issue a Request For Proposals (RFP) to select a consulting team that will review project alternatives, prepare a conceptual engineering analysis required to support the environmental analysis of alternatives, and conduct the environmental analysis and community outreach needed to identify a recommended alternative.

In addition to the funds for tasks listed above, this ARF requests funds for a consultant or contract planning/engineering staff to provide technical assistance to Daly City's limited engineering and planning staff. Tasks could include participation in technical analysis of environmental resources and transportation impacts, review of concept plans and technical analysis of environmental resources; and analysis of the potential for transit oriented development projects that would leverage the infrastructure investment from the BRT project. It is expected that Daly City and/or San Mateo County could provide matching funding for this effort and the overall project, consistent with the benefits to be derived.

Task 1.4. Pre-Environmental Interagency and Outreach Efforts

Initial stakeholder and public outreach will be conducted in coordination with the 8 Bayshore Muni Forward project, which is planning public engagement activities beginning in fall 2016. Because of the BRT, this outreach effort would be more extensive than originally envisioned for the 8 Bayshore project. The BRT project team will partner with the Muni Forward team, and continue outreach efforts with the City Departments & Agencies (SFCTA, SF Planning, Public Works, SFPUC; and the City of Daly City, and

conduct inter-agency outreach efforts with the San Mateo City/County Association of Governments and key stakeholders. This includes development of a project charter among partner agencies that will help guide the environmental review phase and outreach efforts.

Task 1.5. Right-of-Way Review

The SFMTA Real Estate, City and County of San Francisco Department of Real Estate (RED) staff and the Office of City Attorney will provide initial guidance and review preparing for an appraisal and potential negotiations for any potential early right-of-way acquisitions and/or easements in the BRT corridor. This will require extensive inter-department work with City Real Estate Division, SFMTA Real Estate and the Office of the City Attorney.

Phase 2. Environmental Review

Element 2.1 Project Management, Outreach, Funding and Approvals

This Phase 2 element provides the administrative framework, agency/community involvement and funding strategy essential to a successful project.

Task 2.1.1. Project Management

This task will provide funding for the SFMTA BRT Project team to refine the project charter (before environmental review commences), budget and track project time and schedule adherence, coordinate meetings and perform other needed administrative tasks.

This task will also provide funding for the Consultant Team prime consultant to develop a project management and quality control/quality assurance plan and risk management plan, as well as to track overall hours and schedule adherence of all consultant team members and to maintain a risk register.

Task 2.1.2. Interagency and Stakeholder Outreach for Conceptual Engineering & Environmental Review

The BRT project team will partner with the Muni Forward team, and continue outreach efforts from the Pre-Environmental phase with the City Family (SFCTA, SF Planning, Public Works, SFPUC), as well as the City of Daly City, the San Mateo City/County Association of Governments, the San Mateo County Transportation Authority, SamTrans/Caltrain and other key stakeholders.

Elements of this task include:

- Core Team meetings;
- Technical Advisory Committee (TAC) meetings;
- Updates to Directors Working Group and policy bodies;
- Coordination with other projects; and
- Coordination with regional, state and federal regulatory agencies.

Because the alignment travels a substantial distance through Daly City, Daly City staff will be a critical part of the core team. Also, the Recology North alignment would travel under the US 101 freeway and either immediately adjacent to or within the Caltrans right-of-way near the entry to the Recology campus, so Caltrans staff will need to be engaged.

Task 2.1.3. Community Outreach for Environmental Review Tasks

The BRT project team will develop a communication plan consistent with the SFMTA Public Outreach & Engagement Team Strategy (POETS). The BRT team will also partner with the Muni Forward team, and continue outreach efforts to the community and neighborhood groups. Implementation of the communications plan will likely involve:

- Scoping meetings;
- Other meetings (e.g., neighborhood associations, business associations, SFMTA Citizens Advisory Committee); and
- Project Website and Online Engagement strategy (social media and other tools)

The outreach strategy should tie back to the SFCTA's previous outreach efforts for the Feasibility Study, which included a multi-jurisdictional Citizens Advisory Committee (CAC). Outreach opportunities include meetings with standing committees (e.g., the SFMTA and SFCTA CAC's), key stakeholders (e.g., neighborhood and business associations), and online tools. The SFMTA has an active presence through project websites, Facebook page, and Twitter feeds.

Task 2.1.4. Refine Funding Strategy and Obtain Funder Support

The SFMTA has identified funding likely to support the project through detailed design. However, likely sources of construction funding have not been determined. This effort will benefit from initial discussions with potential funding agencies such as the FTA, the SFCTA, and the San Mateo City/County Association of Governments. New development project approvals (e.g., proposed Hunters Point Shipyard intensification) may provide the opportunity for additional developer support. Project funding requirements could affect the project schedule and project description, and a level of certainty regarding funding would contribute to more effective environmental review and project decision making.

Task 2.1.5. Obtain Project Approvals

The EIR will be reviewed and certified by the San Francisco Planning Commission. The SFMTA Board of Directors will also take action to approve a Locally Preferred Alternative (LPA) based on the analysis in the EIR. Because a substantial portion of the alignment travels through Daly City, it will be necessary to obtain approvals from Daly City, presumably both the Planning Commission and the City Council. An encroachment permit may be needed from Caltrans for portions of the alignment near US 101. Other approvals or endorsements will likely be needed from agencies such as the Office of Community Investment & Infrastructure (confirming fulfillment of the development commitment), and the US Army Corps of Engineers for wetlands impacts and design for the Yosemite Slough Bridge in the CP-HPS development).

Element 2.2. BRT Conceptual Engineering and Analysis

This Phase 2 element involves engineering analysis and design necessary to support the environmental review. This effort will take into account transit service and real estate analyses.

Task 2.2.1. Conceptual Engineering for BRT Corridor

Conceptual engineering will refine the BRT concepts developed earlier and should be consistent with current Muni Forward service plans and transit service operations analyses. This effort will include:

- Identifying design modifications to facilitate possible future extension of the T-Third light rail service to Geneva Avenue while minimizing roadway and platform reconstruction;
- Conceptual engineering drawings (plans, profiles and cross-sections) for each alternative, plus station designs;
- Signal priority concepts and timing plans; and
- Pedestrian and bicycle facility concepts.

Task 2.2.2. Real Estate Analyses

Preparation for potential negotiation regarding the Recology North alignment would include: analysis of possible changes to Recology site plan, possible procurement of an easement as opposed to purchase in fee simple, appraisals, etc. If federal funding may be needed, real estate procedures (such as appraisals) need to follow federal guidelines, including development of a Real Estate Acquisition Management Plan (RAMP).

Task 2.2.3. Cost Estimate for the BRT Project

The SFMTA will develop estimates of the total capital cost and operating costs for up to three build alternatives and one no-build alternative. Final refinements to previously generated estimates, will be based on refinements to designs, considering feedback from agencies and the larger community served by the BRT project on project features. The methodology for estimates will be consistent with FTA and SFMTA standards.

Element 2.3. BRT Environmental Documentation

This Phase 2 element will provide environmental clearance for the project. The scope and budget assume that the CEQA document will be an EIR, and the NEPA document will be an Environmental Assessment (EA). Because a dedicated federal funding source has not been identified for the BRT Project as of the preparation of this ARF (October 2016), it is expected that the EA will be drafted during this phase, to be finalized in a later phase. The environmental clearance strategy will be adjusted based on feedback from FTA under Task 1.3 and/or if federal funds are identified for the detailed design phase. It is anticipated that the necessary technical studies to satisfy both CEQA and NEPA will be provided as part of this effort.

Task 2.3.1. Prepare CEQA and NEPA Initial Study/Notice of Preparation

The SFMTA and the consultant will prepare and distribute the Notice of Preparation (NOP) and Initial Study (IS) for the BRT Project EIR. The consultant will work under the direction of SF Planning and SFMTA staff to coordinate public and agency scoping meetings. Notice of the scoping meeting will be carried out in accordance with the requirements of CEQA/NEPA and Chapter 31 of the San Francisco Administrative Code.

This effort and the overall environmental review process will comply with federal environmental regulations, such as Section 106 of the National Historic Preservation Act, Section 4(f) (49 USC § 303), and various executive orders.

Task 2.3.2. Prepare Draft EIR

The Draft EIR will focus on potential impacts as identified by the Initial Study. The consultant will prepare the Administrative and Public Drafts of the EIR. Technical studies will incorporate the necessary analysis to satisfy both CEQA and NEPA review, utilizing the appropriate technical guidance and regulatory standards as directed by SF Planning and FTA, respectively. The DEIR will also respond to the needs of other Responsible Agencies (e.g., Daly City may require traffic level of service analysis that San Francisco does not).

Task 2.3.3. Respond to Public Comments, Finalize and Certify EIR

This task includes holding and documenting a Draft EIR public hearing at the Planning Commission and preparing the draft and final Response to Comments in accordance with CEQA regulations and Chapter 31 of the San Francisco Administrative Code. The Mitigation Monitoring and Reporting Program is also prepared.

In addition to Draft EIR and EIR certification hearings at the Planning Commission, presentations to the SFMTA Board of Directors and the SFCTA Board will be required. In addition, hearings before the City of Daly City may be scheduled (also see Task 2.1.5, Project Approvals).

Following final certification of the EIR, a Final EIR will be prepared that contains the draft EIR, amendments to the draft EIR, Responses to Comments, all appropriate Motions and Resolutions and appendices. An Administrative Record of the CEQA process will also be prepared by the consultant in consultation with the Planning Department and SFMTA.

Task 2.3.4. Prepare Draft NEPA Environmental Assessment and Specialized Studies

At the direction of FTA and SFMTA, the consultant will prepare the initial Environmental Assessment (EA) outline for BRT project and conduct any additional analysis required by FTA. This includes, but is not limited to Archaeological and Cultural Resource analysis to meet the standards for Section 106 of the National Historic Preservation Act and Section 4(f) of the U.S. Department of Transportation Act. If warranted, a draft Finding of No Significant Impact (FONSI) shall be prepared for FTA review and approval.

PROJECT OUTCOME AND NEXT STEPS

Successful conclusion of this effort will provide environmental clearance and project approval for an essential “missing link” in the future transportation network in the southeast section of San Francisco. The project would next proceed into detailed design, any necessary right-of-way acquisitions or agreements, construction, testing, and start of operations. These steps will require careful coordination with multiple development projects, other jurisdictions, and other transportation improvements.

Prioritization Criteria and Scoring Table
Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network (EP 1)

	PROP K PROGRAM-WIDE CRITERIA			BUS RAPID TRANSIT SUBCATEGORY SPECIFIC CRITERIA			Total					
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Named in Prop K Expenditure Plan							
<i>Total Possible Score</i>	4	3	3	5	5		20					
Transit Rapid Network - Bus Rapid Transit												
Van Ness Bus Rapid Transit	4	3	3	3	5		18					
Geary Bus Rapid Transit	3	2	0	3	5		13					
Geneva-Harney Bus Rapid Transit	3	2	2	3	0		10					
	PROP K PROGRAM-WIDE CRITERIA			TEP SUBCATEGORY SPECIFIC CRITERIA			Total					
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	On Rapid Network	In TEP						
<i>Total Possible Score</i>	4	3	3	4	1	1	20					
Muni Forward Implementation of TEP	These are placeholders. SFMTA will score once specific projects are identified.											
Transit Performance Initiative Program Local Match												
Neighborhood Transportation Improvement Program												

Prioritization Criteria Definitions:

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

Community Support: Project has clear and diverse community support and/or was identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program.

Three points for a project in an adopted community based plan with evidence of diverse community support.

Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups.

One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

Time Sensitive Urgency: Project needs to proceed in proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts); to support another funded or proposed project (e.g. new signal controllers need to be installed to support TEP implementation); or to meet timely use of funds deadlines associated with matching funds.

Safety: (One point for each): Addresses documented safety issue; reduces potential conflicts between modes; benefits users of multiple modes; and increases security.

Named in Prop K Expenditure Plan: Projects in the Prop K BRT/TPS/Muni-Metro Expenditure Plan include Geary, Potrero, and Van Ness. If not included in Prop K BRT/TPS/Muni-Metro Expenditure Plan, project must be identified through an adopted plan (e.g. Bi-County Study, SFTP, TEP or successor effort).

On Rapid Network: Projects identified on designated Muni Rapid Network.

In Transit Effectiveness Project (TEP): Improvements are included in the Transit Effectiveness Project.

Improves On-Time Performance: Improves transit service schedule adherence or the level of success of service in remaining on the published schedule.

Improves Travel Time: Results in trnp time reduction.

Prioritization Criteria and Scoring Table
Other Transit Enhancements (EP16)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY-SPECIFIC CRITERIA				Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Improves On-Time Performance	Improves Travel Time	Improves Customer Experience	
<i>Total Possible Score</i>	4	3	3	4	2	2	2	20
Glen Park Transportation Improvements	3	3	2	3	0	0	2	13
Geary Bus Rapid Transit	3	2	3	3	2	2	2	17
19th Avenue/M-Ocean View	2	2	0	4	2	2	2	14
Neighborhood Transportation Improvement Program (NTIP)	Locations will be scored at the time of allocation. See text and Project Information Form for more details.							
Central Subway Phase 3	3	1	0	1	2	2	2	11
Geneva Harney BRT	3	2	2	3	2	2	2	16

Prioritization Criteria Definitions:

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

Community Support: Project has clear and diverse community support and/or was it identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program.

Three points for a project in an adopted community based plan with evidence of diverse community support.

Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups.

One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

Time Sensitive Urgency: Project needs to proceed in proposed timeframe to enable construction coordination with another project (e.g., minimize costs and construction impacts); to support another funded or proposed project (e.g. new signal controllers need to be installed to support TEP implementation); or to meet timely use of funds deadlines associated with matching funds.

Safety: One point for each: Addresses demonstrated safety issue; reduces potential conflicts between modes; benefits users of multiple modes; and increases security.

Improves On-Time Performance: Improves transit service schedule adherence or the level of success of service in remaining on the published schedule.

Improves Travel Time: Results in trip time reduction.

Improves Customer Experience: Includes elements that improve the customer experience (e.g. improved stop access, amenities such as shelters, real time travel information, etc.).

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

Project Name: Geneva-Harney BRT

ENVIRONMENTAL CLEARANCE

Environmental Type: TBD

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Dec	2013	Jan-Mar	2017
Environmental Studies (PA&ED)	Jan-Mar	2017	Apr-Jun	2019
Right-of-Way	Jan-Mar	2019	Apr-Jun	2020
Design Engineering (PS&E)	Jul-Sep	2019	Oct-Dec	2020
Advertise Construction	Apr-Jun	2021		
Start Construction (e.g. Award Contract)	Jul-Sep	2021		
Operations (i.e., paratransit)				
Open for Use			Oct-Dec	2023
Project Completion (means last eligible expenditure)			Oct-Dec	2024

SCHEDULE DETAILS

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

COMMUNITY OUTREACH
 As the SFMTA is preparing to embark on the Environmental phase, the project team is also preparing to re-engage with the community to:

1. Provide an update on the project as part of the Muni Forward 8 Bayshore outreach.
2. Share any new findings from the Environmental phase with reformed CAC every three months and as-needed town halls and other community event outreach opportunities (Sunday Streets, neighborhood meetings, focus groups).
3. Engage new stakeholders who may not have been engaged in the Feasibility Study phase that ended in 2015.

The outreach strategies and tactics will range from Inform to Involve depending on the site location, stakeholders in the adjacent areas and proposed design.

PROJECT COORDINATION
 Muni Forward 8 Bayshore Project
 Candlestick Point - Hunters Point Shipyard Project
 Bayshore Multi-Modal Facility Study

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

Project Name: Geneva-Harney BRT

FUNDING PLAN - FOR CURRENT REQUEST

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

Prop K EP Category	EP Line Number	Amount	If requesting funds from multiple, EP line items, use table at left to indicate the amount requested from each line item.
Other transit enhancements:: (EP-16)	16	\$ 1,983,174	
Visitacion Valley Watershed Area projects (San Francisco share): (EP-27)	27	\$ 1,815,000	
Bus Rapid Transit/MUNI Metro Network: (EP-1)	1	\$ 540,000	
Total:		\$ 4,338,174	

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 3,023,174	\$ 1,315,000	\$ -	\$ 4,338,174
Prop AA	\$ -	\$ -	\$ -	\$ -
CCSF Prop B	\$ -	\$ 66,438	\$ -	\$ 66,438
TBD	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 3,023,174	\$ 1,381,438	\$ -	\$ 4,404,612

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 3,023,174	\$ 1,315,000	\$ 638,798	\$ 4,976,972
Prop AA	\$ -	\$ -	\$ -	\$ -
Caltrans Transportation Planning Grant	\$ -	\$ -	\$ 300,000	\$ 300,000
CCSF Prop B	\$ -	\$ 4,320,170	\$ -	\$ 4,320,170
Transportation Sustainability Fee	\$ -	\$ 12,000,000	\$ -	\$ 12,000,000
SFMTA Bond	\$ -	\$ 7,796,000	\$ -	\$ 7,796,000
Visitacion Valley Area Plan Fee	\$ 750,000	\$ -	\$ -	\$ 750,000
Candlestick/Hunters Pt. Shipyard Development	\$ 41,000	\$ -	\$ -	\$ 41,000
SFMTA (various - vehicles)	\$ 15,000,000	\$ -	\$ -	\$ 15,000,000
TBD, incl. Bi-County Partners	\$ 57,359,268	\$ -	\$ -	\$ 57,359,268
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 76,173,442	\$ 25,431,170	\$ 938,798	\$ 102,543,410

This funding plan is for the Center Segment. See scope for cost detail for the Eastern and Western segments.

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

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 1,091,790	\$ 152,992		Actual costs
Environmental Studies (PA&ED)	\$ 4,251,620	\$ 4,185,182		SFMTA Staff
Right-of-Way	\$ 15,000,000	\$ -		SFMTA Staff based on Real Estate Section experience with other San Francisco capital projects
Design Engineering (PS&E)	\$ 10,200,000	\$ -	\$ -	Preliminary Planning
Construction (CON)	\$ 72,000,000	\$ -	\$ -	SFCTA Feasibility Study, SFPW Conceptual Engineering Report, Vehicle costs from SFMTA CIP included in CON
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 102,543,410	\$ 4,338,174	\$ -	

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

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

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

Phase:		Environmental Studies (PA&ED)				
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 1,446,058	\$ 1,446,058	\$ 1,446,058	\$ -	\$ -	\$ 4,338,174
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Project Name: Geneva-Harney BRT

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY

Agency/ Division	Phase 1 - Preliminary Environmental Scoping	Phase 2 - Environmental	Subtotal	Total	Percent by agency:
Consultant Contract		\$ 1,446,285		\$ 1,446,285	33%
SF Agencies					
SFMTA Sustainable Streets Division	\$ 107,653	\$ 1,132,495	\$ 1,240,148		29%
SFMTA Transit / CP&C	\$ 22,670	\$ 161,489	\$ 184,159		4%
SFMTA Real Estate	\$ 6,354	\$ 224,041	\$ 230,395		5%
SFMTA Communications	\$ 6,536	\$ 336,773	\$ 343,308		8%
SF Planning Department	\$ 3,064	\$ 220,176	\$ 223,241		5%
SF Public Works	\$ 4,215	\$ 61,704	\$ 65,918		2%
SF Public Utilities Commission	\$ -	\$ 2,639	\$ 2,639		0%
SF City Attorney			\$ 19,375		0%
SF Agencies Total				\$ 2,309,184	53%
Daly City Staff	\$ 300,300			\$ 300,300	7%
Contingency				\$ 282,405	7%
Total	\$ 450,792	\$ 3,585,602		\$ 4,338,174	
Percent by Task	10%	83%			

See budget detail on the following pages

**Geneva Harney Bus Rapid Transit Environmental Phase
October 2016 Major Line Item Budget**

Consultant Total \$ 1,446,285
 SF Staff Total \$ 2,309,184
 Daily City Staff Total \$ 300,300
 Contingency \$ 282,405
GRAND TOTAL \$ 4,338,174

[1] = Phase 1. Complete preliminary environmental scoping (Pre-Environmental Study Closeout)
 [2] = Phase 2. Environmental Review:
 Element 1. Project Management;
 Element 2. Prepare BRT conceptual engineering designs (10 to 12% design level) for Environmental Review;
 Element 3. Prepare an Environmental Document that meets the requirements the California Environmental Quality Act (CEQA) and

City Department	Preliminary Environmental Scoping FY1617				Environmental Phase - FY1617				Environmental Phase - FY1718 and FY 1819						
	Hours	Cost	FTE	Project Phase [1]	Hours	Cost	FTE	Project Phase [2]	Hours	Cost	FTE	Project Phase [2]			
	FY17 Annual Fully Burdened Rate				FY17 Annual Fully Burdened Rate				FY18 and FY 19 Annual Fully Burdened Rate						
SFMTA Sustainable Streets Division															
Planner V (5283) - Planning - PROJECT OVERSIGHT	\$ 448,480	32 \$	6,900	0.015	Phase 1	\$ 448,480	70 \$	15,024	0.034	Phase 2: Elements 1, 2 and 3	\$ 528,036	104 \$	26,402	0.050	Phase 2: Elements 1, 2 and 3
Planner IV (5290) - Planning - PROJECT MANAGER	\$ 382,141	16 \$	2,940	0.008	Phase 1	\$ 382,141	624 \$	114,642	0.300	Phase 2: Elements 1, 2 and 3	\$ 450,055	936 \$	202,525	0.450	Phase 2: Elements 1, 2 and 3
Planner III (5298) - Planning - ENVIR. REVIEW LEAD	\$ 326,380	240 \$	37,659	0.115	Phase 1	\$ 326,380	300 \$	48,957	0.150	Phase 2: Elements 1, 2 and 3	\$ 384,508	312 \$	57,676	0.150	Phase 2: Elements 1, 2 and 3
Planner II (5288) - Planning - DEPUTY PROJECT MGR.	\$ 280,051	240 \$	32,314	0.115	Phase 1	\$ 280,051	1045 \$	140,726	0.503	Phase 2: Elements 1, 2 and 3	\$ 330,058	1560 \$	247,543	0.750	Phase 2: Elements 1, 2 and 3
Associate Engineer (5207) - Transit Engineering	\$ 357,071	80 \$	13,734	0.038	Phase 1	\$ 357,071	416 \$	71,414	0.200	Phase 2: Elements 2 and 3	\$ 420,586	416 \$	84,117	0.200	Phase 2: Elements 2 and 3
Full Engineer (5211) - Transit Engineering	\$ 469,484	16 \$	3,611	0.008	Phase 1	\$ 469,484	106 \$	23,944	0.051	Phase 2: Elements 2 and 3	\$ 490,309	106 \$	25,006	0.051	Phase 2: Elements 2 and 3
Planner IV (5290) - Transit Engineering	\$ 382,141	30 \$	5,512	0.014	Phase 1	\$ 382,141	70 \$	12,802	0.034	Phase 2: Elements 2 and 3	\$ 450,055	104 \$	22,503	0.050	Phase 2: Elements 2 and 3
Senior Engineer (5211) - Livable Streets	\$ 469,484	16 \$	3,611	0.008	Phase 1	\$ 469,484	42 \$	9,437	0.020	Phase 2: Elements 2 and 3	\$ 552,725	62 \$	16,582	0.030	Phase 2: Elements 2 and 3
Associate Engineer (5207) - Livable Streets	\$ 357,071	8 \$	1,373	0.004	Phase 1	\$ 357,071	28 \$	4,785	0.013	Phase 2: Elements 2 and 3	\$ 420,586	42 \$	8,412	0.020	Phase 2: Elements 2 and 3
SUBTOTALS		678 \$	107,653			2700 \$	441,730				3642.1 \$	690,765			
TOTAL SFMTA SSD															

City Department	Preliminary Environmental Scoping FY1617				July - December 13, the anticipated allocation of the Prop K funds and execution of SGA.				Environmental Phase - FY1617				Environmental Phase - FY1718 and FY 1819			
	FY17 Annual Fully Burdened Rate	Hours	Cost	FTE	Project Phase [1]	FY17 Annual Fully Burdened Rate	Hours	Cost	FTE	Project Phase [2]	FY18 and FY 19 Annual Fully Burdened Rate	Hours	Cost	FTE	Project Phase [2]	
SFMTA Transit / CP&C																
Transit Planner III (5289) - Service Planning	\$ 367,928	32	\$ 5,660	0.015	Phase 1	\$ 367,928	139	\$ 24,651	0.067	Phase 2: Elements 2 and 3	\$ 384,508	208	\$ 38,451	0.100	Phase 2: Elements 2 and 3	
Transit Manager II (9141) - Operations	\$ 411,502	8	\$ 1,583	0.004	Phase 1	\$ 411,502	14	\$ 2,757	0.007	Phase 2: Elements 2 and 3	\$ 429,996	21	\$ 4,300	0.010	Phase 2: Elements 2 and 3	
Transit Manager III (9177) - Service Planning	\$ 443,797	16	\$ 3,414	0.008	Phase 1	\$ 443,797	14	\$ 2,973	0.007	Phase 2: Elements 2 and 3	\$ 463,797	21	\$ 4,638	0.010	Phase 2: Elements 2 and 3	
Senior Engineer (5211) - Constr. & Cap. Progs.	\$ 469,484	16	\$ 3,611	0.008	Phase 1	\$ 469,484	70	\$ 15,728	0.034	Phase 2: Elements 2 and 3	\$ 552,725	104	\$ 27,636	0.050	Phase 2: Elements 2 and 3	
Project Manager II (5504) - Constr. & Cap. Progs.	\$ 436,871	40	\$ 8,401	0.019	Phase 1	\$ 436,871	70	\$ 14,635	0.034	Phase 2: Elements 1, 2 and 3	\$ 514,389	104	\$ 25,719	0.050	Phase 2: Elements 1, 2 and 3	
SUBTOTALS		112	\$ 22,670			307	\$ 60,745				458	\$ 100,744				
TOTAL SFMTA Transit/CP&C	\$ 184,159															
SFMTA Real Estate																
Manager VIII (9182)	\$ 549,269	8	\$ 2,113	0.004	Phase 1	\$ 549,269	28	\$ 7,360	0.013	Phase 2: Elements 2 and 3	\$ 646,685	42	\$ 12,934	0.020	Phase 2: Elements 2 and 3	
Real Estate Development Manager (9151)	\$ 382,141	8	\$ 1,470	0.004	Phase 1	\$ 382,141	139	\$ 25,603	0.067	Phase 2: Elements 2 and 3	\$ 450,055	208	\$ 45,005	0.100	Phase 2: Elements 2 and 3	
Principal Administrative Analyst (1824)	\$ 360,252	16	\$ 2,771	0.008	Phase 1	\$ 360,252	279	\$ 48,274	0.134	Phase 2: Elements 2 and 3	\$ 424,324	416	\$ 84,865	0.200	Phase 2: Elements 2 and 3	
SUBTOTALS		32	\$ 6,354			446	\$ 81,237				666	\$ 142,804				
TOTAL SFMTA Real Estate	\$ 230,395															
SFMTA Communications																
Manager IV (9174)	\$ 421,863	8	\$ 1,623	0.004	Phase 1	\$ 421,863	28	\$ 5,653	0.013	Phase 2: Elements 2 and 3	\$ 496,925	42	\$ 9,938	0.020	Phase 2: Elements 2 and 3	
Public Information Officer (1312)	\$ 255,489	40	\$ 4,913	0.019	Phase 1	\$ 255,489	697	\$ 85,589	0.335	Phase 2: Elements 2 and 3	\$ 301,185	1040	\$ 150,592	0.500	Phase 2: Elements 2 and 3	

City Department		Preliminary Environmental Scoping FY1617	July - December 13, the anticipated allocation of the Prop K funds and execution of SGA.	Environmental Phase - FY1617	Discounted for starting on or after December 13.	Environmental Phase - FY1718 and FY 1819	FY17 Annual Fully Burdened Rate	FY18 and FY 19 Annual Fully Burdened Rate	Project Phase [1]	Project Phase [2]	Project Phase [2]
		Hours	Cost	FTE	Hours	Cost	FTE	Hours	Cost	FTE	Phase 2: Elements 2 and 3
		48	\$ 6,536		725	\$ 133,742		1082	\$ 203,031		
SUBTOTALS											
TOTAL SFMTA											
Communications											

TOTAL SFMTA	\$ 343,308
--------------------	-------------------

City Department	Preliminary Environmental Scoping FY1617				July - December 13, the anticipated allocation of the Prop K funds and execution of SGA.				Environmental Phase - FY1617				Environmental Phase - FY1718 and FY 1819			
	FY17 Annual Fully Burdened Rate	Hours	Cost	FTE	Project Phase [1]	FY17 Annual Fully Burdened Rate	Hours	Cost	FTE	Project Phase [2]	FY18 and FY 19 Annual Fully Burdened Rate	Hours	Cost	FTE	Project Phase [2]	
SF Planning Department																
5298 Planner III (subject matter planners)																
5298 Planner III																
5299 Planner IV	\$ 153.22	20	\$ 3,064	0.010	Phase 1	\$ 129.35	375	\$ 48,506	0.180	Phase 2: Elements 2 and 3	\$ 135.95	150	\$ 20,392	0.072	Phase 2: Elements 2 and 3	
0932 Manager IV (ERO)																
SUBTOTALS																
TOTAL SF Planning Dept		\$ 20	\$ 3,064				1040	\$ 141,897		Element 3		545	\$ 78,279		Element 3	
SF Public Works																
Project Manager II (5504)	\$ 216.38	4	\$ 866	0.002	Phase 1	\$ 216.38	30	\$ 6,491	0.014	Phase 2: Elements 1 and 3	\$ 227.42	30	\$ 6,822	0.014	Phase 2: Elements 1 and 3	
Senior Engineer (5211)	\$ 238.69		\$ -	0.000	Phase 1	\$ 238.69	20	\$ 4,774	0.010	Phase 2: Elements 1 and 3	\$ 250.86	20	\$ 5,017	0.010	Phase 2: Elements 1 and 3	
Structural Engineer (5218)	\$ 216.98	8	\$ 1,736	0.004	Phase 1	\$ 216.98	50	\$ 10,849	0.024	Phase 2: Elements 1 and 3	\$ 228.05	50	\$ 11,402	0.024	Phase 2: Elements 1 and 3	
Geotechnical Engineer (5241)	\$ 196.84		\$ -	0.000	Phase 1	\$ 196.84	20	\$ 3,937	0.010	Phase 2: Elements 1 and 3	\$ 206.88	20	\$ 4,138	0.010	Phase 2: Elements 1 and 3	
Administrative Engineer (5174)	\$ 201.68	8	\$ 1,613	0.004	Phase 1	\$ 201.68	20	\$ 4,034	0.010	Phase 2: Elements 1 and 3	\$ 211.97	20	\$ 4,239	0.010	Phase 2: Elements 1 and 3	
SUBTOTALS							140	\$ 30,085				140	\$ 31,619			
TOTAL SF Public Works		20	\$ 4,215				6	\$ 957		Phase 2: Elements 1 and 3		8	\$ 1,682		Phase 2: Elements 1 and 3	
SF Public Utilities Commission																
Associate Engineer (5207)	\$ 357.071	6	\$ 957	0.003	Phase 2: Elements 1 and 3	\$ 357.071	6	\$ 957	0.003	Phase 2: Elements 1 and 3	\$ 420,586	8	\$ 1,682	0.004	Phase 2: Elements 1 and 3	
SUBTOTALS							6	\$ 957				8	\$ 1,682			
TOTAL SF PUC																

City Department	Preliminary Environmental Scoping FY1617				Environmental Phase - FY1617				Environmental Phase - FY1718 and FY 1819						
	FY17 Annual Fully Burdened Rate	Hours	Cost	FTE	Project Phase [1]	FY17 Annual Fully Burdened Rate	Hours	Cost	FTE	Project Phase [2]	FY18 and FY 19 Annual Fully Burdened Rate	Hours	Cost	FTE	Project Phase [2]
SF City Attorney															
2 hours @ \$250/hr															
Real Estate Attorney	\$ 250	10	\$ 2,500	Phase 1	\$ 250	2	\$ 500	Phase 2: Elements 1 and 3	\$ 255	25	\$ 6,375	Phase 2: Elements 1 and 3			
TOTAL City Attorney	\$ 19,375														
SUBTOTALS - CITY STAFF															
TOTAL - CITY STAFF \$ 2,309,184															
Daily City															
Staff time estimates based on Consultant Hourly Rates for Engineering															
TOTAL Daily City	\$ 300,300														
SUBTOTALS - CITY STAFF															
TOTAL - CITY STAFF \$ 1,255,300															

Consultant Contract

Staff	Hourly Rates	Tasks Sub-Total	% of Contract	Principal \$	PM \$	Engineer \$	Planner \$	Project		Finance Expert \$	Tasks Total Hours
								Associate \$	125 \$		
Project Management		\$ 161,210	11%	\$ 270	\$ 480	\$ 8	\$ 48	\$ 104	\$ 235	\$ 110	790
Environmental Technical Analysis (CEQA + NEPA)		\$ 308,595	21%	\$ 72	\$ 160	\$ 459	\$ 474	\$ 480	\$ 480	\$ 480	1,645
Environmental Documentation (CEQA) *		\$ 354,300	24%	\$ 84	\$ 160	\$ 244	\$ 728	\$ 848	\$ 848	\$ 848	2,064
Conceptual Engineering		\$ 528,940	37%	\$ 32	\$ 160	\$ 720	\$ 1,500	\$ 320	\$ 320	\$ 320	2,732
Community Outreach		\$ 88,240	6%	\$ 48	\$ 96	\$ 32	\$ 160	\$ 144	\$ 144	\$ 144	480
Consultant Sub-total -- Hours		7,711		276	1,056	1,463	2,910	1,896	1,896	110	
Consultant Sub-total -- Cost		\$ 1,441,285		\$ 74,520	\$ 221,760	\$ 343,805	\$ 538,350	\$ 237,000	\$ 237,000	\$ 25,850	
Other Direct Costs (printing, etc.)		\$ 5,000									
Consultant Total		\$ 1,446,285									

* NEPA Documentation may require additional funding beyond this ARF request.

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 11/7/2016 **Res. No.:** _____ **Res. Date:** _____

Project Name: Geneva-Harney BRT

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

		Action	Amount	Phase
Funding Recommended:		Prop K Allocation	\$ 152,992	Planning/Conceptual Engineering (PLAN)
		Prop K Allocation	\$ 4,185,182	Environmental Studies (PA&ED)
		Total:	\$ 4,338,174	

Total Prop K Funds: \$ 4,338,174 **Total Prop AA Funds:** \$ -

Justification for multi-phase recommendations and notes for multi-sponsor recommendations: A multi-phase allocation for planning/conceptual engineering and environmental studies is appropriate given that the allocation would provide additional funding to complete a previously approved scope of work for the planning phase.

Fund Expiration Date: 12.31.2019 **Eligible expenses must be incurred prior to this date.**

Future Commitment:

Action	Amount	Fiscal Year	Phase

Trigger:

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 11/7/2016 Res. No: _____ Res. Date: _____

Project Name: Geneva-Harney BRT

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

Deliverables:

1. SFMTA will notify SFCTA in advance of public meetings to allow SFCTA to advertise the public outreach on social media.
2. Prior to release of the Draft EIR (or at another milestone agreed upon by SFMTA and SFCTA staff), SFMTA staff will present a project update to the Transportation Authority's Citizens Advisory Committee and Board.
3. SFMTA will provide SFCTA staff the ability to review and comment upon the Draft EIR prior to public release (anticipated Q3 of FY 2019).
4. Upon certification of the EIR (anticipated Q3 of FY 2019), SFMTA will provide proof of certification.
5. _____

Special Conditions:

1. The recommended allocation is contingent upon concurrent amendments of the Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network, Transit Enhancements, and Visitacion Valley Watershed 5YPPs. See attached 5YPP amendments for details.
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
3. _____

Notes:

1. Prop K policy against retroactive expenses is waived for this allocation for the planning phase of the project. See scope for details.
2. Transportation Authority staff shall participate on the Technical Advisory Committee for this project.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	1.51%	No Prop AA
Actual Leveraging - This Project	95.15%	No Prop AA

SFCTA Project Planning
 Reviewer: _____

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 11/7/2016 **Res. No:** _____ **Res. Date:** _____

Project Name: Geneva-Harney BRT

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - MUNI

SGA Project Number: _____ **Name:** Geneva-Harney BRT planning - EP 27

Phase: Planning/Conceptual Engineering (PLAN) **Fund Share:** 98.49%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$152,992					\$152,992

Sponsor: San Francisco Municipal Transportation Agency - MUNI

SGA Project Number: _____ **Name:** Geneva-Harney BRT environmental - EP 27

Phase: Environmental Studies (PA&ED) **Fund Share:** 98.49%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$837,008	\$825,000				\$1,662,008

Sponsor: San Francisco Municipal Transportation Agency - MUNI

SGA Project Number: _____ **Name:** Geneva-Harney BRT environmental - EP 16

Phase: Environmental Studies (PA&ED) **Fund Share:** _____

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
	\$0	\$849,000	\$1,134,174			\$1,983,174

Sponsor: San Francisco Municipal Transportation Agency - MUNI

SGA Project Number: _____ **Name:** Geneva-Harney BRT environmental - EP 1

Phase: Environmental Studies (PA&ED) **Fund Share:** _____

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
			\$540,000			\$540,000

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 4,388,174

Current Prop AA Request: \$ -

Project Name: Geneva-Harney BRT

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

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

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

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Kenya Wheeler

Joel C. Goldberg

Title: Project Manager, Geneva Harney BRT

Manager, Capital Procurement
and Management

Phone: 415-701-4421

(415) 701-4499

Email: kenya.wheeler@sfmta.com

joel.goldberg@sfmta.com

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 December 13, 2016 Board Approval

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	Allocated	\$1,594,280					\$1,594,280
SFMTA	Van Ness Improvement ^{2,4}	CON	Allocated			\$21,541,930			\$21,541,930
SFMTA	Geary Bus Rapid Transit ^{1,2,3}	PLAN/ CER	Programmed	\$7,656,805					\$7,656,805
SFCTA	Geary Bus Rapid Transit ³	PA&ED	Appropriated		\$471,920				\$471,920
SFMTA	Geary Bus Rapid Transit ³	PS&E	Allocated		\$8,298,416				\$8,298,416
SFMTA	Geary Bus Rapid Transit ¹	PA&ED	Allocated	\$872,859					\$872,859
SFMTA	Geary Bus Rapid Transit	PS&E	Programmed		\$14,500,000				\$14,500,000
SFMTA	Geary Bus Rapid Transit ^{2,3}	CON	Programmed				\$8,718,054		\$8,718,054
SFMTA	Geneva-Harney BRT ⁵	PA&ED	Pending			\$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					
				\$10,708,944	\$23,841,836	\$25,107,430	\$8,718,054	\$0	\$68,376,264
Total Allocated and Pending in 5YPP				\$2,467,139	\$8,770,336	\$22,081,930	\$0	\$0	\$33,319,405
Total Deobligated in 5YPP				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPP				\$8,241,805	\$15,071,500	\$3,025,500	\$8,718,054	\$0	\$35,056,859
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				\$9,746,053	\$28,706,701	\$6,624,771	\$435,717	\$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 to the environmental review phase.
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 to the environmental review phase.
Reprogram \$8,298,416 from planning phase to the final design phase for two allocations: \$1,978,946 to Phase 1 Near-Term 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 16-XX, Project XX)
Geneva-Harney BRT: Added project with \$540,000 in FY2016/17 funds for environmental.
Muni Forward Implementation of TEP: Reduced by \$540,000 in FY2015/15. With this amendment SFMTA has sufficient funds to advance Muni Forward near-term priorities.

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

Transit Enhancements - (EPs 10-16)
 Programming and Allocation to Date

Pending December 13, 2016 Board Action

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Other Transit Enhancements (EP 16)									
SFMTA	Glen Park Transportation Improvements [NTIP]	PS&E, CON	Programmed		\$496,000				\$496,000
SFMTA	Geary Bus Rapid Transit	CON	Programmed				\$2,754,000		\$2,754,000
SFMTA	19th Avenue/M-Ocean View ⁴	PA&ED	Programmed			\$2,744,300			\$2,744,300
SFMTA	Southwest Subway (19th Avenue/ M-Ocean View) - Pre-environmental Supplement ⁴	PA&ED	Allocated		\$255,700				\$255,700
Any Eligible	NTIP Placeholder	Any	Programmed		\$1,000,000				\$1,000,000
SFMTA	T-Third Phase 3 Feasibility Study ⁶	PLAN/ CER	Pending			\$540,000			\$540,000
SFMTA	Geneva-Harney BRT ⁶	PA&ED	Pending			\$1,983,174			\$1,983,174
				Programmed in 5YPP					
				\$0	\$1,751,700	\$5,267,474	\$2,754,000	\$0	\$9,773,174
				Total Programmed in 2014 Strategic Plan					\$0
				\$0	\$1,496,000	\$3,000,000	\$2,754,000	\$0	\$7,250,000
				Deobligated from Prior 5YPP Cycles **					\$2,523,174
				\$2,523,174	\$2,267,474	\$0	\$0	\$0	\$2,523,174
				Cumulative Remaining Programming Capacity					\$0

Programmed
Pending Allocation/ Appropriation
Board Approved Allocation/ Appropriation

FOOTNOTES:

- ⁴ 5YPP Amendment to fully fund the Southwest Subway (19th Avenue/M Ocean View) - Pre-environmental Supplement (Res 15-61, 9.3.2015x) Quint-Jerrold Connector Road: Reduced FY 14/15 programming and cash flow by \$137,700 in design funds and increased programming and cash flow by same amount in FY 16/17. Project is not likely to complete design until early FY 16/17.
- Quint-Jerrold Connector Road (CON): Reduced FY 15/16 programming and cash flow by \$118,000 in construction funds and increased programming and cash flow by same amount in FY 16/17. Project is not likely to start construction until FY 16/17.
- 19th Avenue/M Ocean View: Reduced by \$255,700 in FY 16/17 funds for planning/environmental.
- Southwest Subway (19th Avenue/M Ocean View) - Pre-environmental Supplement: Added project with \$255,700 in FY 15/16 funds for planning/pre-
- ⁶ 5YPP Amendment to add T-Third Phase 3 Feasibility Study and Geneva-Harney BRT (Res. 17-XXX, xx/xx/xxxx).
- Cumulative Remaining Programming Capacity: Reduced by \$2,523,175.
- T-Third Phase 3 Feasibility Study: Added project with \$540,000 in FY2016/17 funds for planning.
- Geneva-Harney BRT: Added project with \$1,978,175 in FY2016/17 funds for environmental.

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

New and Upgraded Streets (EPs 26-30)

Programming and Allocations to Date

Pending 12.13.16 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Great Highway Erosion Repair (EP 26)									
SFPW	Great Highway Restoration	PA&ED	Programmed	\$30,000					\$30,000
SFPW	Great Highway Restoration ^{1,2}	PS&E	Programmed	\$39,464					\$39,464
SFPW	South Ocean Beach Mutli-Use Trail ⁷	PS&E	Allocated			\$5,278			\$5,278
SFPW	Great Highway Reroute (Permanent Restoration) ⁷	PS&E	Allocated			\$64,734			\$64,734
SFPW	Great Highway Reroute (Permanent Restoration) ¹	PLAN/ CER	Allocated	\$47,715					\$47,715
SFPW	Great Highway Reroute (Permanent Restoration) ¹	PA&ED	Allocated	\$10,552					\$10,552
SFPW	Great Highway & Skyline Roundabout ²	PLAN/ CER	Allocated	\$138,357					\$138,357
SFPW	Great Highway & Skyline Roundabout ²	PA&ED	Allocated	\$69,178					\$69,178
SFPW	Great Highway Restoration ⁸	CON	Programmed		\$1,035,603				\$1,035,603
SFPW	South Ocean Beach Mutli-Use Trail ⁸	CON	Programmed			\$259,119			\$259,119
Total Programmed in 5YPP				\$335,266	\$1,035,603	\$329,131	\$0	\$0	\$1,700,000
Total Allocated and Pending in 5YPPs				\$265,802	\$0	\$70,012	\$0	\$0	\$335,814
Total Deobligated in 5YPPs				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPPs				\$69,464	\$1,035,603	\$259,119	\$0	\$0	\$1,364,186
Total Programmed in 2014 Strategic Plan				\$400,000	\$1,300,000	\$0	\$0	\$0	\$1,700,000
Deobligated from Prior 5YPP Cycles **				\$104,704					\$104,704
Cumulative Remaining Programming Capacity				\$169,438	\$433,835	\$104,704	\$104,704	\$104,704	\$104,704

Programming and Allocations to Date

Pending 12.13.16 Board

E5-36

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Visitation Valley Watershed (EP 27)									
SFMTA/S FCTA	Bayshore Multimodal Facility Location Study	PLAN/ CER	Allocated	\$28,830					\$28,830
SFMTA/S FCTA	Geneva-Harney Bus Rapid Transit Feasibility/Pre- Environmental Study	PLAN/ CER	Allocated	\$200,000					\$200,000
SFMTA	Geneva-Harney Bus Rapid Transit Feasibility/Pre- Environmental Study	PLAN/ CER	Deobligated	(\$500)					(\$500)
SFCTA	Geneva-Harney BRT Feasibility Study ³	PLAN/ CER	Allocated	\$30,920					\$30,920
SFCTA	Geneva-Harney BRT Feasibility Study ⁴	PLAN/ CER	Appropriated		\$50,000				\$50,000
SFMTA	Geneva-Harney BRT Pre- Environmental Study Supplement ⁶	PLAN/ CER	Allocated		\$135,000				\$135,000
SFMTA	Geneva-Harney BRT ⁹	PLAN/ CER, PA&ED	Pending			\$1,815,000			\$1,815,000
SFMTA	Bayshore Caltrain Pedestrian Connections	CON	Programmed		\$2,000,000				\$2,000,000
Any eligible	Bi-County - Project Development Placeholder	Any	Programmed					\$1,000,000	\$1,000,000
Total Programmed in 5YPP				\$259,250	\$2,185,000	\$1,815,000	\$0	\$1,000,000	\$5,259,250
Total Allocated and Pending in 5YPPs				\$259,750	\$185,000	\$1,815,000	\$0	\$0	\$2,259,750
Total Deobligated in 5YPPs				(\$500)	\$0	\$0	\$0	\$0	(\$500)
Total Unallocated in 5YPPs				\$0	\$2,000,000	\$0	\$0	\$1,000,000	\$3,000,000
Total Programmed in 2014 Strategic Plan				\$228,830	\$3,500,000	\$500,000	\$0	\$1,000,000	\$5,228,830
Deobligated from Prior 5YPP Cycles **				\$67,870					\$67,870
Cumulative Remaining Programming Capacity				\$37,450	\$1,352,450	\$37,450	\$37,450	\$37,450	\$37,450

Programming and Allocations to Date

Pending 12.13.16 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Golden Gate Park/SR1 Traffic Study (EP 29)									
<i>No Proposed Programming</i>									
Total Programmed in 5YPP				\$0	\$0	\$0	\$0	\$0	\$0
Total Programmed in 2014 Strategic Plan				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Other Upgrades to Major Arterials (EP 30)									
Any eligible	19th Avenue Complete Streets	PLAN/ CER	Programmed	\$425,000					\$425,000
SFCTA	19th Avenue Combined City Project	PS&E	Appropriated		\$75,000				\$75,000
Any eligible	Neighborhood Transportation Improvement Program (NTIP) ^{5,6}	PS&E, CON	Programmed		\$248,397				\$248,397
SFMTA	Lombard Street US-101 Corridor [NTIP Capital] ⁵	PS&E	Allocated		\$400,000				\$400,000
SFCTA	Lombard Street US-101 Corridor - SFCTA Project Support ⁵	PS&E	Appropriated		\$75,000				\$75,000
SFMTA	Alemany Interchange Improvement Phase 1 [NTIP Capital]	PS&E, CON	Planned			\$276,603			\$276,603
Any eligible	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed				\$1,000,000		\$1,000,000

Programming and Allocations to Date

Pending 12.13.16 Board

E5-38

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
	Total Programmed in 5YPP			\$425,000	\$798,397	\$276,603	\$1,000,000	\$0	\$2,500,000
	Total Allocated and Pending in 5YPPs			\$0	\$550,000	\$0	\$0	\$0	\$550,000
	Total Deobligated in 5YPPs			\$0	\$0	\$0	\$0	\$0	\$0
	Total Unallocated in 5YPPs			\$425,000	\$248,397	\$276,603	\$1,000,000	\$0	\$1,950,000
	Total Programmed in 2014 Strategic Plan			\$500,000	\$1,000,000	\$0	\$1,000,000	\$0	\$2,500,000
	Deobligated from Prior 5YPP Cycles **			\$86,634					\$86,634
	Cumulative Remaining Programming Capacity			\$161,634	\$363,237	\$86,634	\$86,634	\$86,634	\$86,634
ROLL-UP of EPs 26-30									
	Total Programmed in 5YPPs			\$1,019,516	\$4,019,000	\$2,420,734	\$1,000,000	\$1,000,000	\$9,459,250
	Total Allocated and Pending in 5YPPs			\$525,552	\$735,000	\$1,885,012	\$0	\$0	\$3,145,564
	Total Deobligated in 5YPPs			(\$500)	\$0	\$0	\$0	\$0	(\$500)
	Total Unallocated in 5YPPs			\$494,464	\$3,284,000	\$535,722	\$1,000,000	\$1,000,000	\$6,314,186
	Total Programmed in 2014 Strategic Plan			\$1,128,830	\$5,800,000	\$500,000	\$1,000,000	\$1,000,000	\$9,428,830
	Deobligated from Prior 5YPP Cycles **			\$259,209					\$259,209
	Cumulative Remaining Programming Capacity			\$368,523	\$2,149,523	\$228,789	\$228,789	\$228,789	\$228,789

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

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

Programming and Allocations to Date

Pending 12.13.16 Board

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

FOOTNOTES:

- ¹ To accommodate allocation of \$58,267 in FY 2014/15 funds for the Great Highway Reroute (Permanent Restoration)
Great Highway Restoration: Reduced from \$370,000 to \$311,733 in Fiscal Year 2014/15.
- ² 5YPP amendment to fund Great Highway & Skyline Roundabout in Fiscal Year 2014/15 (Resolution 15-46, 3/24/15).
Great Highway & Skyline Roundabout: Added project with planning (\$138,357) and environmental (\$69,178) phases in Fiscal Year 2014/15.
Great Highway Restoration: Design phase of project decreased from \$311,733 to \$104,198. Funds not needed in Fiscal Year 2014/15.
- ³ 5YPP Amendment to add the Geneva-Harney BRT project (Resolution 15-52, 4/28/2015).
Cumulative Remaining Programming Capacity: Reduced by \$30,920. Funds deobligated from the US101 Candlestick Interchange Re-Configuration Project Study Report project, which was completed in 2014.
Geneva-Harney BRT: Added project with \$30,920 in Fiscal Year 2014/15 funds for planning.
- ⁴ To accommodate funding of the Geneva-Harney BRT Feasibility Study (Resolution 16-06, 7/28/15).
Geneva-Harney BRT: Placeholder reduced by \$50,000 in FY 2015/16.
Geneva-Harney BRT Feasibility/Pre-Environmental Study: Added appropriation with \$50,000 in Fiscal Year 2015/16 planning/ environmental funds.
- ⁵ 5YPP amendment to add the Lombard Street US-101 Corridor [NTIP Capital] in FY 2015/16
Neighborhood Transportation Improvement Program (NTIP): Placeholder reduced by \$475,000 in FY 2015/16.
Lombard Street US-101 Corridor [NTIP Capital]: Added project with \$400,000 in FY 2015/16 for design.
Lombard Street US-101 Corridor - SFGTA Project Support: Added project with \$75,000 in FY 2015/16 for design.
- ⁶ To accommodate funding of the Geneva-Harney BRT Pre-Environmental Study Supplement (Resolution 2016-018, 10/27/15).
Geneva-Harney BRT: Placeholder reduced by \$135,000 in FY 2015/16.
Geneva-Harney BRT Pre-Environmental Study Supplement: Added project with \$135,000 in Fiscal Year 2015/16 planning/ environmental funds.
- ⁷ To accommodate allocation of \$64,734 in FY 2016/17 for the Great Highway Reroute (Permanent Restoration)
Great Highway Restoration: Reduced from \$104,198 to \$39,464 in FY 2014/15.
- ⁸ 5YPP amendment to add the South Ocean Beach Multi-Use Trail project (Resolution 17-002, 07/26/2016).
Great Highway Restoration: Reduced from \$1,300,000 to \$1,035,603 in FY 2015/16. Project cost is estimated at less than the amount of funds programmed.
- ⁹ 5YPP amendment to fully fund the Geneva-Harney BRT (Resolution 17-XX, 12/XX/2016).
Bi-County - Interim Solutions Placeholder: Reduced from \$500,000 to zero in FY 2016/17
Geneva-Harney BRT: Added \$500,000 in placeholder funds to the \$1,310,000 already programmed to the project in Fiscal Year 2016/17 funds for



This Page Intentionally Left Blank

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

FY of Allocation Action: 2016/17

Project Name: T-Third Phase 3 Feasibility Study

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

EXPENDITURE PLAN INFORMATION

Prop K EP category: Other transit enhancements:: (EP-16)

Prop K EP Line Number (Primary): 16 Current Prop K Request: \$ 540,000

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisory District(s): District 03

REQUEST

Brief Project Description (type below)

Funding will be used to study the feasibility of an extension of light rail transit service from Chinatown to North Beach and the Fisherman's Wharf area in San Francisco.

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

The T-Third Phase 2 Central Subway project, anticipated to be complete in 2019, provides light rail transit service between the Caltrain Station at 4th and King Streets and Chinatown. The T-Third Phase 3 Feasibility Study will assess the feasibility of extending the T-Third Phase 2 Central Subway light rail transit service to North Beach and the Fisherman's Wharf area.

The subject request builds on previous planning and programming efforts (e.g. SFMTA's Rail Capacity Strategy, Capital Improvement Program and T-Third Phase 3 Initial Study) that have identified the need to explore the feasibility of extending the subway portion of the T-Third line further north. This exploration, while providing more detail on opportunities, impacts, challenges and key decisions associated with such a project - does not mean a decision has been made on whether or not to approve or prioritize development of this project. In order to make such a decision, the SFMTA, along with other City and regional transit agencies need to take a broad look at the transit and transportation system as a whole through the Connect SF long range planning effort lead by the Planning Department, SFCTA, SFMTA, the Office of the Mayor of San Francisco and the Office of Economic and Workforce Development. This effort started in 2016 with the Subway Vision and will continue in the first half of 2017 with an in-depth stakeholder process to identify a 50-year vision for the San Francisco transportation network. Once a "San Francisco Vision" has been identified, Connect SF will launch a Transit Modal Study in the summer of 2017 with a goal to identify the City's next transit expansion priorities. That process and final documentation will determine if and when the subject project would be further developed.

(over)

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

The desired outcome for this phase is to develop additional information on this potential light rail extension that goes into greater detail and analysis of route concepts, station locations, mode preference, community concerns, etc. This is another step on the pathway to move this light rail extension concept through the planning process toward formal environmental review. Included in this work are plans to screen unpopular, infeasible or problematic design elements from the many alternatives that are present with this light rail extension concept. No overall level of design is envisioned to be achieved in this work. Criteria to evaluate stations sites has yet to be finalized, but will likely focus on existing land uses, size of parcel or parcels, property ownership, proximity to LRT line (if subway is preferred alignment), and public opinion and feedback. Criteria for construction methods also is yet to be finalized, but will likely focus on costs, schedule, and disruption to property during construction.

See attached Scope of Work Summary and Scope of Work Outline for additional details.

Project Location (type below)

North Beach and Fisherman's Wharf area in San Francisco.

Project Phase (select dropdown below)

Planning/Conceptual Engineering (PLAN)

Map or Drawings Attached? yes no

Other Items Attached? yes no

5YPP/STRATEGIC PLAN INFORMATION

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

Please describe and justify the necessary amendment:

Request includes an amendment to the Transit Enhancements 5YPP to program \$540,000 in funds deobligated from allocations made in a previous 5YPP cycle to the subject project. See the project prioritization comparison for the Other Transit Enhancements category in the attached criteria scoring worksheet, with this project added.

Studies on future rail extension and other significant capital expenditures to improve and increase capacity of LRT transit require significant planning work and analysis prior to entry into the environmental review process. Although this project has not been identified as a definitive or likely project in the future, early preparation and planning work will shorten the timeline and lessen the work required should SFMTA and the City of San Francisco decide to pursue the project and continue on to environmental review, design, and ultimately construction. The pathway that is being requested for the T-Third Phase 3 Feasibility Study is very similar to the pathway followed by M-Line Extension / Enhancement Project that was completed in 2015.

**Prioritization Criteria and Scoring Table
Other Transit Enhancements (EP16)**

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY-SPECIFIC CRITERIA				Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Improves On-Time Performance	Improves Travel Time	Improves Customer Experience	
<i>Total Possible Score</i>	4	3	3	4	2	2	2	20
Glen Park Transportation Improvements	3	3	2	3	0	0	2	13
Geary Bus Rapid Transit	3	2	3	3	2	2	2	17
19th Avenue/M-Ocean View	2	2	0	4	2	2	2	14
Neighborhood Transportation Improvement Program (NTIP)	Locations will be scored at the time of allocation. See text and Project Information Form for more details.							
Central Subway Phase 3	3	1	0	1	2	2	2	11
Geneva Harney BRT	3	2	2	3	2	2	2	16

Prioritization Criteria Definitions:

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

Community Support: Project has clear and diverse community support and/or was identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program.

Three points for a project in an adopted community based plan with evidence of diverse community support.

Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups.

One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

Time Sensitive Urgency: Project needs to proceed in proposed timeframe to enable construction coordination with another project (e.g., minimize costs and construction impacts); to support another funded or proposed project (e.g. new signal controllers need to be installed to support TEP implementation); or to meet timely use of funds deadlines associated with matching funds.

Safety: One point for each: Addresses demonstrated safety issue; reduces potential conflicts between modes; benefits users of multiple modes; and increases security.

Improves On-Time Performance: Improves transit service schedule adherence or the level of success of service in remaining on the published schedule.

Improves Travel Time: Results in trip time reduction.

Improves Customer Experience: Includes elements that improve the customer experience (e.g. improved stop access, amenities such as shelters, real time travel information, etc.).

Central Subway – Phase 3**Background**

The T-Third Light Rail Transit (LRT) line opened in April 2007 as the first new rail line in the eastern part of San Francisco in over 50 years. The new rail line extended 5.1 miles from the San Francisco County Line near Visitacion Valley to the Caltrain Station at 4th and King Streets. Phase 2 of the T-Line will extend the line from 4th and King Streets to Stockton and Clay Streets in Chinatown. The \$1.5 billion, 1.7 mile long extension will include four new stations and address transit need and congestion in a busy north-south corridor in the heart of downtown San Francisco. Phase 2 has received a full funding grant agreement (FFGA) from the Federal Transit Administration (FTA). The extension is expected to open for service in 2019. The actual Phase 2 construction will reach into North Beach where the tunnel boring machines will be removed from the ground at the intersection of Powell Street, Columbus Avenue and Union Street (Pagoda Palace site).

Study Objectives

The T-Third Phase 3 Feasibility Study ("Project Study") will analyze at a high-level the potential feasibility, benefits, and issues of extension of the T-Third LRT line from Chinatown (the northernmost station of Phase 2) through North Beach to Fisherman's Wharf. The Project Study will build upon the findings contained in the T-Third Phase 3 Initial Study that was completed in early 2015, and expand into new areas that were not addressed during the Concept Study.

The Project Study will focus on public outreach and project feasibility, with a heavy emphasis on public outreach and collaboration. Simultaneous with the extensive outreach effort a technical and engineering effort will build upon the foundation established by the T-Third Phase 3 Concept Study. The technical and engineering work will focus on the following key areas:

- Alignment
- Grade Options
- Construction Methods
- Land Use & Economic Development
- Transit & Traffic Analysis
- Costs & Funding

Please see the attached document, SOW Outline, for greater detail concerning proposed Scope of Work.

T-Third Phase 3 Feasibility Study

v3.0

Scope of Work Outline

- 1.0 Project Management
 - 1.05 Project Work Plan (Budget, Task, Process)
 - 1.10 Internal Meetings and Coordination
 - 1.20 Project Administration
- 2.0 Communications / Outreach (Strategy and Implementation)
 - 2.05 Public and Stakeholder Involvement Plan
 - 2.10 Communications Materials
 - 2.15 Public Involvement Plan Implementation
- 3.0 Build Alternative Options, Development, Screening and Evaluation
 - 3.05 Conceptual Design Drawings
 - 3.10 Technical memo of Engineering Studies
- 4.0 Project Development
 - 4.1 Review and Update Street Alignment and Station Location Plan Views and Cross-Sections
 - 4.105 Street Alignments – Topographic and ROW mapping
 - 4.110 Stations – Develop Plan Views and Cross-Sections
 - 4.115 Conceptual Structural Engineering
 - 4.120 Utility Research, Coordination and Mapping
 - 4.2 Construction Analysis
 - 4.205 Constructability Analysis
- 5.0 Evaluation of Analysis of Project Study Information
 - 5.1 Review and Refine Existing Analysis and Data
 - 5.105 Street and Roadway Operations Data Analysis
 - 5.110 Transit Operations Data Analysis
 - 5.2 New Analysis
 - 5.205 Transit Ridership Forecasts
 - 5.210 On-street parking conceptual changes
 - 5.215 Capital Cost Estimates
 - 5.220 Develop Risk Register
- 6.0 Preliminary Environmental Assessment
 - (Not to be included in SOW or addressed as part of this study)
- 7.0 Funding and Implementation
 - 7.05 Update Funding Strategy
 - 7.10 Analysis of Project Delivery Models
- 8.0 Caltrans Project Documentation Package
 - (Not to be included in SOW or addressed as part of this study)
- 9.0 Land Use Integration, Design and Coordination
 - 9.05 Land Use Coordination Meetings
 - 9.10 Land Use Conceptual Planning
- 10.0 Final Report
 - 10.05 Write Draft Report
 - 10.10 Write Final Report

Scope of Work**1.0 Project Management**

1.05 Project Work Plan (Budget, Task, Process)

- Prepare an initial Project Scope of Work (SOW), and work plan that outlines tasks and processes to complete the work
- Draft an initial Budget
- Revise the SOW and budget as needed during the lifetime of the project
- -
 - Participation: SFMTA, limited assistance from consultants (Communication and Engineering / Technical)
 - Timeline: 30 to 60 days (initial draft) – revisions as needed
 - Deliverables: Initial draft work plan, revised work plan updated as needed

1.10 Internal Meetings and Coordination

- Schedule a series of meetings with an internal project team (internal stakeholders) (monthly – or more frequent when needed)
 - Internal project team preliminary composition: SSD PM, SSD Planner, CPC Engineer, Transit Ops. Manager or Planner, FIT Analyst, COM PM
 - Include external SFMTA staff as needed: SF City Planning, SFCTA ?, Consultants
- -
 - Participation: SFMTA,
 - Timeline: Ongoing -
 - Deliverables: Meeting record / project record

1.15 Project Administration

- Maintenance of project activity and accomplishments, progress reporting, budget management activity, invoice generation, etc.
- Monthly progress reports / summaries
- -
 - Participation: SFMTA,
 - Timeline: Ongoing -
 - Deliverables: Meeting record / project record

2.0 Communications / Outreach (Strategy and Implementation)

2.05 Public and Stakeholder Involvement Plan

- Collaborate among SFMTA staff – with possible consultant assistance - to develop a Public and Stakeholder Plan that includes outreach activities, strategic considerations and identification of resources necessary to complete the task. Obtain agency approval
 - Draft tentative outreach plan meeting schedule and other outreach efforts. The plan will include: 1) a summary of team roles and responsibilities for both SFMTA and Consultant staff, 2) outreach goals, 3) protocols for storage and maintenance of files (electronic and paper), 4) description of plans of implementation for actions shown below, 5) a tentative schedule, and 6) identification of key stakeholders and issues

T-Third Phase 3 Feasibility Study

Scope of Work

v3.0

- Draft tentative plan to create a Citizens Advisory Committee (CAC) for the effort, or potentially two CACs (one in North Beach and one focused on Fisherman’s Wharf)
 - Other elements to be considered for inclusion in a public outreach plan include:
 - Open house / public meetings (assume 2-3 hours)
 - Public workshops (assume ½ day)
 - Stakeholder briefings
 - Electronic outreach (website)
 - Passenger intercept surveys / Commercial and Resident intercept surveys
 - Field open house – walking tours
- -
- Participation: SFMTA and Communications Consultant
 - Timeline: 2 months to develop plan – Phase 1 implementation: 6 months, Phase 2 implementation: 12 months
 - Deliverables: Communications plan that includes outreach strategies (actions listed above) at a high level of detail, identification of staff and physical resources needed to accomplish deliverables – revisions as needed during implementation

2.10 Communications Materials

- Develop materials for outreach effort in accord with Outreach and Communications Plan drafted by COM and approved by internal agency stakeholders
 - Materials will be drafted using a combination of internal SFMTA resources and external Consultant resources. Materials and information will be developed to a high level of detail with final approval by SFMTA staff. The goals of the materials will be: 1) to inform the public about existing conditions, possible future conditions, project options and choices, technical issues, 2) to obtain public feedback and input re: values and goals on several issues including: the neighborhood, transportation access, budget and costs and other issues that may arise during the outreach process.
 - Outreach will use materials and processes listed in S. 2.05, and others as needed
 - Materials will be available in multiple languages and in an accessible format to the greatest extent possible.
 - Consultant resources will be procured either by RFP process or use of an on-call consultant
- -

- Participation: SFMTA and Communications Consultant
- Timeline: Phase 1: 6 months, Phase 2: 12 months
- Deliverables: Outreach materials necessary to complete identified Communications plan (S. 2.05), and identified outreach elements (S. 2.05) – revisions as needed during implementation

2.15 Public Involvement Plan Implementation

- Implement approved plan. Modify as necessary based on feedback received during outreach efforts
- -
- Participation: SFMTA and Communications Consultant
 - Timeline: Phase 1: 6 months, Phase 2: 12 months
 - Deliverables: Action to implement S. 2.05 and S. 2.10 of the Communication plan – with revisions as needed

T-Third Phase 3 Feasibility Study

Scope of Work

3.0 Build Alternative Options, Development, Screening and Evaluation

3.05 Conceptual Design Elements

- Concept Study – 2014 (CS2014) is baseline document
- Update of CS2014 information showing the following design elements:
 - Potential new station locations not identified in CS2014 / further analysis of station locations identified in CS2014
 - Potential new street alignments not identified in CS2014 / further analysis of station locations identified in CS2014
- Evaluation and Screening Process to Remove Station Concepts, Street Alignments and Grade Change concepts that obtain clear agreement among public and planning staff to not be worthy of further study and analysis

- -

- Participation: SFMTA and Engineering and Design Consultant
- Timeline: Phase 1: 6 months (same time as Focused Communication Outreach) for outreach and information sharing, Phase 2: 6-9 months to analyze new station and alignment options / further analyze existing identified options, Phase 3: 3-6 months to analyze and screen out certain options
- Deliverables: Draft a plan to address several key parts to this project element: 1) develop materials to share / explain contents of CS2014 with public (overlap with Communication plan), 2) develop materials / analysis to analyze new station locations not identified in CS2014, and / or to further analyze station locations identified in CS2014, 3) develop criteria and analysis process to evaluate and screen out (remove) highly unfavorable, technically unfeasible, or highly impractical station and alignment options

3.10 Technical memo of Engineering Studies

- Preparation of a Technical Memorandum of analysis and drawings based on work performed in Task 3.05 and present in the CS2014 document

- -

- Participation: SFMTA and Engineering and Design Consultant
- Timeline: 18 months
- Deliverables: Two documents to be completed for this task: 1) technical and engineering summary of station and street alignments information, 2) analysis and screening process summary to document process of screening out certain station and alignment options

4.0 Project Development

4.1 Review and Update Street Alignment and Station Location Plan Views and Cross-Sections

4.105 Street Alignments – Mapping: ROW, Topographic – other maps TBD

- Update of CS2014 Street plan view & cross-section designs (surface and subway)
 - Powell St. alignment
 - Columbus Ave. alignment
 - North Point St. alignment
 - Other –TBD alignment(s)

T-Third Phase 3 Feasibility Study

Scope of Work

v3.0

- -

- Participation: SFMTA and Engineering and Design Consultant
- Timeline: Phase 1: 12 months, Phase 2: (revisions and updates)
- Deliverables: Create plan view maps / drawings of primary project street alignment concepts for all project options (surface / subway), including the creation of plan view maps for options that may / will be screened out as part of this project study process. Create other maps (topographic and TBD) as needed to be used in public outreach and to assist with analysis of alternative concepts.

4.110 Stations - Develop Plan Views and Cross-Sections

- Update of CS2014 Station plan view & cross-section designs (surface and subway)
 - North Beach
 - Fisherman's Wharf

- -

- Participation: SFMTA and Engineering and Design Consultant
- Timeline: Phase 1: 12 months, Phase 2: (revisions and updates)
- Deliverables: Create plan view maps / drawings of primary project station concepts for all project options (surface / subway), including the possibility of creation of plan view maps for options that may / will be screened out as part of this project study process

4.115 Conceptual Structural Engineering Analysis

- TBD – analysis of western Phase 4 expansion: concept alignments, tunnel issues, soil and utility issues – all at a very preliminary level

- -

- Participation: SFMTA and Engineering and Design Consultant
- Timeline: 9-12 months
- Deliverables: Develop concepts and basic alternative options for a westward LRV expansion to Russian Hill and the Marina / Cow Hollow neighborhoods that either connect to the existing / proposed LRV at North Beach or at the Fisherman's Wharf station. This analysis would equal or surpass the CS2014 analysis of stations

4.120 Utility Research, Coordination and Mapping

- Update of CS2014 Utility Location Information and Maps
 - Additional Data Collection and Analysis

- -

- Participation: SFMTA and Engineering and Design Consultant
- Timeline: 9-12 months
- Deliverables: Update and expand utility information collected for CS2014 focused on the North Beach and Fisherman's Wharf project area. Data collected included information on the following utilities: combined sewer, low pressure water system, auxiliary water system, Comcast Telecommunications, PG&E electric, PG&E gas, AT&T Telecommunications. The work on this item may include these utilities, and more, and is expected to achieve a higher level of detailed information.

4.2 Construction Analysis

4.205 Constructability Analysis

- Update of CS2014 Constructability Analysis
 - Geotechnical Assessment
 - Tunnel Construction (Type, Requirements, etc.)
 - Subway-Surface / Surface-Subway Transitions
 - Turn Issues
 - Fire Safety
 - Other Issues TBD
- -
- Participation: SFMTA and Engineering and Design Consultant
 - Timeline: 12-18 months
 - Deliverables: Update and expand constructability information generated for CS2014 report. Focus on elements listed in S. 4.205: geotechnical assessment, tunnel construction issues, subway- surface transitions, turn issues (surface and subway), fire safety, and other issues TBD. The analysis should address all street alignment options.

5.0 Evaluation of Analysis of Project Study Information**5.1 Review and Refine Existing Analysis and Data**

5.105 Street and Roadway Operations Data Analysis

- Update of CS2014 traffic analysis information
 - Determine traffic analysis requirements for this study
 - Traffic volume, signals, street markings, etc.
- -
- Participation: SFMTA and Engineering and Design Consultant
 - Timeline: 6-9 months
 - Deliverables: Update and expand information collected for CS2014 focused on the North Beach and Fisherman’s Wharf project area. Information to be collected on traffic volumes on streets, especially alignment option streets, and adjacent streets. Information on traffic signals and other street traffic control devices to be collected with the goal of achievement of a series of “snapshots” of showing existing traffic conditions at multiple times at key locations within the project study area.

5.110 Transit Operations Data Analysis

- Update of CS2014 transit analysis data
 - Determine transit analysis requirements for this study
 - Transit volume, route operations, passenger levels, etc.
- -
- Participation: SFMTA and Engineering and Design Consultant
 - Timeline: 6-9 months
 - Deliverables: Update and expand information collected for CS2014 focused on transit operations in the North Beach and Fisherman’s Wharf project area. Information to be collected on transit service, especially passenger levels,

T-Third Phase 3 Feasibility Study

Scope of Work

v3.0

service levels, vehicle information, etc. Information to be collected with the goal of achievement of a series of “snapshots” of showing existing transit conditions at multiple times at key locations within the project study area.

5.2 New Analysis

5.205 Transit Ridership Forecasts

- Review existing LRV ridership forecasts and develop updated forecasts
- -
 - Participation: SFMTA and Engineering and Design Consultant
 - Timeline: 6-9 months
 - Deliverables: Update and expand information collected for CS2014 focused on future LRV transit operations to new stations at North Beach and in the Fisherman’s Wharf project area.

5.210 On-street parking conceptual changes

- Determine number of parking spaces to be available for all concepts
- -
 - Participation: SFMTA and Engineering and Design Consultant
 - Timeline: 6-9 months
 - Deliverables: Update and expand information collected for CS2014 focused on street parking in the North Beach and Fisherman’s Wharf project area.

5.215 Capital Cost Estimates

- Review existing information and develop revised cost estimates for construction
- -
 - Participation: SFMTA and Engineering and Design Consultant
 - Timeline: 12-18 months
 - Deliverables: Update and expand information collected for CS2014 focused on cost estimates for multiple design concepts covering multiple street alignments and multiple station locations. The new information may include cost estimates for design concepts, street alignments, and LRV stations (surface and subway), including information developed re. alignments that are not may / will be screened out as part of a technical and public review process.

5.220 Develop Risk Register

- Perform a risk assessment and develop a risk register
- -
 - Participation: SFMTA and Engineering and Design Consultant
 - Timeline: 12-18 months
 - Deliverables: Using the entirety of available information collected for other purposes, create a “Risk Register” of project concepts and alternatives to analyze, evaluate, score and rank the different concepts. Focus on actions / schedule, design elements, etc. to develop a list that assigns tasks and actions a value, and which identifies concepts that are believed to have the highest risk of problem or failure.

Scope of Work**6.0 Preliminary Environmental Assessment**

(Not to be included in SOW or addressed as part of this study)

7.0 Funding and Implementation

7.05 Update Funding Strategy

- Update CS2014 funding information using the latest data and resources to develop information tailored and specific to this project study effort.
 - Develop revised cost estimates for alignment concepts
 - Develop revised funding strategies and sources information
 - Develop and implement clear unbiased comparison criteria between different concepts (i.e. surface vs. subway, alignment vs. alignment, etc.)
- -
- Participation: SFMTA and Engineering and Design Consultant
 - Timeline: 12-18 months
 - Deliverables: Using the entirety of available information collected for other purposes, create a “Risk Register” of project concepts and alternatives to analyze, evaluate, score and rank the different concepts. Focus on actions / schedule, design elements, etc. to develop a list that assigns tasks and actions a value, and which identifies concepts that are believed to have the highest risk of problem or failure.

7.10 Analysis of Project Delivery Models

- Analysis of project delivery concepts: a phased approach with a North Beach station and turnaround being completed in a first phase, while a Fisherman’s Wharf extension and a new turnaround are completed in a second phase, or both parts of the project are to be built as one single project
 - Participation: SFMTA and Engineering and Design Consultant
 - Timeline: 12-18 months
 - Deliverables: Analysis comparing and contrasting the two delivery models with info on: costs, schedule / timeline, construction issues, community impacts, operations impacts, equipment, etc.

8.0 Caltrans Project Documentation Package

(Not to be included in SOW or addressed as part of this study)

9.0 Land Use Integration, Design and Coordination

9.05 Land Use Coordination Meetings

- Plan work schedule and SOW with SF Dept. of Planning staff
- -
- Participation: SFMTA and SF Dept. of Planning staff
 - Timeline: 6-18 months
 - Deliverables: Draft a meeting schedule to coordinate land use planning and development issues by SFMTA staff, SF Dept. of Planning staff, and other city agencies and outside parties as needed.

T-Third Phase 3 Feasibility Study

Scope of Work

v3.0

9.10 Land Use Conceptual Planning

- Develop revised analysis of land use issues within the project study area
 - Future development sites / zones
 - Areas where little or no change is possible
 - Potential revenue generation
 - Impacts / benefits to parcels located adjacent to possible alignments
 - Aesthetic issues
- -
- Participation: SFMTA and SF Dept. of Planning staff
- Timeline: 6-18 months
- Deliverables: Perform analysis, develop draft plans, and create reports that address issues of land use planning in the project study area. Specifically address elements listed in S. 9.10: future development sites / zones, areas where little or no change is possible, potential revenue generation, impacts / benefits to parcels located adjacent to possible alignments, aesthetic issues, and address other elements as needed

10.0 Final Report

10.05 Write Draft Report

- Write a draft report – send out for comment and review
- -
- Participation: SFMTA with assistance from other parties
- Timeline: 18 months
- Deliverables: Draft report to be completed at completion of project study or shortly after completion

10.10 Write Final Report

- Revise report following comment and review and create successor document to CS2014
- -
- Participation: SFMTA with assistance from other parties
- Timeline: 18-20 months
- Deliverables: Revise draft report – create and issue final report

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

Project Name: T-Third Phase 3 Feasibility Study

ENVIRONMENTAL CLEARANCE

Environmental Type: N/A

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE DETAILS

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

The Project Study will focus on public outreach and project feasibility, with a heavy emphasis on public outreach and collaboration. The project expects to begin community outreach efforts in December 2017 via stakeholder meetings with individuals and groups identified by the Communications Group at SFMTA. The first meetings are expected to be with Board of Supervisors members in District 2 and District 3, and their staff. The Communications Group has drafted an outreach plan for a longer and more detailed community engagement process that would be expected to begin in early 2017. This plan tentatively includes public meetings, workshops, field walks, stakeholder meetings, creation of a website and other actions.

Additionally, this project has been identified as an "item" or "issue" that would be addressed via a Communications Group led startup and implementation of a District 3 working group that would be comprised of community members, District 3 staff, and SFMTA staff.

The SFMTA also expects to put together a multi-division internal technical advisory committee (TAC) that will coordinate with all existing large ongoing and new SFMTA planning and operations efforts, including Muni Forward, Central Subway, Better Market Street, etc.

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

Project Name: T-Third Phase 3 Feasibility Study

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 540,000		\$ -	\$ 540,000
Prop AA	\$ -	\$ -	\$ -	\$ -
Prop B General Fund Setaside	\$ -	\$ 710,000	\$ -	\$ 710,000
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 540,000	\$ 710,000	\$ -	\$ 1,250,000

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K				\$ -
Prop AA				\$ -
Prop B				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
Total:	\$ -	\$ -	\$ -	\$ -

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 1,250,000	\$ 540,000		Sustainable Streets Planning staff estimate
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction (CON)	\$ -	\$ -	\$ -	
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 1,250,000	\$ 540,000	\$ -	

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

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	Total
Prop K	\$ 405,000	\$ 135,000	\$ -	\$ -	\$ -	\$ 540,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Project Name: T-Third Phase 3 Feasibility Study

MAJOR LINE ITEM BUDGET

T-Third Phase 3 Feasibility Study

BUDGET SUMMARY

Task	SFMTA	Consultant	Other Direct Costs *	Contingency	Total	Percent by Task
Task 1 - Project Management	\$ 83,254	\$ 9,450	\$ 3,307	\$ 17,718	\$ 113,729	9%
Task 2 - Communication/ Outreach	\$ 182,607	\$ 257,050	\$ 4,409	\$ 83,189	\$ 527,255	42%
Task 3 - Alternatives and Screening	\$ 53,378	\$ 24,500	\$ 2,940	\$ 15,161	\$ 95,979	8%
Task 4 - Project Development	\$ 87,246	\$ 140,000	\$ 4,409	\$ 43,402	\$ 275,057	22%
Task 5 -Evaluation	\$ 44,932	\$ 47,600	\$ 5,879	\$ 18,429	\$ 116,840	9%
Task 7 - Funding and Implementation Strategies	\$ 30,195	\$ 4,200	\$ 7,348	\$ 7,816	\$ 49,559	4%
Task 9 - Land Use Integration	\$ 14,970	\$ 4,200	\$ 14,698	\$ 6,341	\$ 40,209	3%
Task 10 - Final Report	\$ 21,489	\$ 4,200	\$ 735	\$ 4,948	\$ 31,372	3%
Total	\$ 518,071	\$ 491,200	\$ 43,725	\$ 197,004	\$ 1,250,000	
Percent by agency:	41%	39%	3%	16%		

* Direct Costs include mailing, reproduction costs room rental fees.

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

DETAILED LABOR COST ESTIMATE - BY AGENCY						
SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Manager VI (SSD)	48	\$ 122	1.901	\$ 232.11	0.02	\$ 11,141
Transp. Planner IV (SSD) PM	1,120	\$ 97	1.901	\$ 183.72	0.54	\$ 205,766
Transp. Planner II (SSD)	390	\$ 71	1.901	\$ 134.64	0.19	\$ 52,510
Engineer (SSD)	8	\$ 117	1.901	\$ 221.78	0.00	\$ 1,774
Environ. Planner III (SSD)	10	\$ 83	1.901	\$ 156.91	0.00	\$ 1,569
Sr. Engineer (CPC)	4	\$ 119	1.901	\$ 225.71	0.00	\$ 903
Engineer (CPC)	20	\$ 103	1.901	\$ 196.74	0.01	\$ 3,935
Trans. Svc. Planner II (Muni)	30	\$ 71	1.901	\$ 134.64	0.01	\$ 4,039
Ops. Manager VI (Muni)	38	\$ 122	1.901	\$ 232.11	0.02	\$ 8,820
Sr. Admin Analyst (FIT)	60	\$ 80	1.901	\$ 151.80	0.03	\$ 9,108
Real Estate (placeholder) (FIT)	126	\$ 105	1.901	\$ 200.00	0.06	\$ 25,200
Public Info Officer (Comm)	1,040	\$ 65	1.901	\$ 122.83	0.50	\$ 127,743
Graphics Support (Comm)	520	\$ 66	1.901	\$ 126.08	0.25	\$ 65,562
Attorney	0	\$ -	-	\$ -	0.00	\$ 500
Total	3,414				1.64	\$ 518,570

City Planning	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Land Use Planner IV	238	\$ 204	0.901	\$ 183.72	0.11	\$ 43,725
Total						

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

BUDGET DETAIL

T-Third - Phase 3 - Fisherman's Wharf Extension -

Initial Planning Study/Project

Version 3 - October 14, 2016

SFMTA Budget (Estimate) - Based on an 18 month schedule

Staff & Hours	Project Roll-Up (Version 1)	SSD Mgr. VI (9180)	SSD Planner IV (5290)	SSD Planner III (5288)	SSD Engineer (5241)	SSD Env. Plan III (5289)	CPC Sr. Engineer (5211)	CPC Engineer (5241)	Transit Svc. Plann. II (5288)	Transit Ops. Mgr. VI (9180)	FIT Sr. Admin. Analyst (1823)	FIT Real Estate (Placeholder)	COM Sr. Mgr. V (9179)	COM Mgr. IV (9174)	COM PIO (1312)	COM Graphics Support (5320)	Dept. City Planning Planner IV (5290) (Land Use)	Consultant Assistance (Enginr. & Const. Analysis)	Consultant Assistance (Communications)
Hourly Rate (fully allocated)		232.11	183.72	134.64	221.78	156.91	225.71	196.74	134.64	232.11	151.80	200.00	243.95	202.82	122.83	126.08	183.72	175.00	150.00
Notes:	Central Subway Study																		
1.0 Project Management		40	312	36		2			18		36	18	0	416			18	54	0
2.0 Communications / Outreach (Strategy and Implementation)	S. 101 / S. 113 / S. 114		240	80											1,040		24	40	1,667
3.0 Build Alternative Options, Development, Screening, and Evaluation	S. 102 / S. 106		240	40		8		4		8			Position Overhead Funded				16	140	
4.0 Project Development	S. 102																		
4.0 1 Review and Update Plan Views, Cross-Sections, station locations	S. 101/S. 107-108 / S. 110-111		48	24					8	6						520	8	400	
4.0 2 Construction Analysis	S. 103 / S. 107-108 / S. 110-111		16	8				16									16	400	
5.0 Evaluation	S. 105			72						4								8	32
5.0 1 Review and Refine Existing Analysis	S. 105		24		8													24	240
5.0 2 New Analysis	S. 105		80	80						8								24	240
6.0 Preliminary Environmental Assessment	S. 104		NOT APPLICABLE																
7.0 Funding and Implementation	S. 112		40	10						4	24	80						40	24
8.0 Caltrans Project Documentation Package (N/A)	N/A		NOT APPLICABLE																
9.0 Land Use Integration, Design, and Coordination	S. 102 / S. 106 / S. 114		40	16					4	4		20						80	24
10.0 Final Report	S. 114		80	24						4		4						4	24
Sub-Total Hours		11,141	1,120	390	1,774	1,569	903	3,935	4,039	8,820	9,108	25,200	416	416	1,040	520	43,725	1,976	1,667
Sub-Total Costs		1,052,996	205,766	52,510	1,774	1,569	903	3,935	4,039	8,820	9,108	25,200	416	416	1,040	520	43,725	241,150	250,050



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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 11/21/2016 Res. No: _____ Res. Date: _____

Project Name: T-Third Phase 3 Feasibility Study

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$ 540,000	Planning/Conceptual Engineering (PLAN)
	Total:	\$ 540,000	

Total Prop K Funds: \$ 540,000 Total Prop AA Funds: \$ -

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

Fund Expiration Date: 09/30/2018 Eligible expenses must be incurred prior to this date.

Future Commitment:	Action	Amount	Fiscal Year	Phase

Trigger: _____

Deliverables:

1. Quarterly progress reports shall provide a percent complete by task in addition to the requirements in the Standard Grant Agreement.
2. Upon completion of Task 2.05 (anticipated December 2016): Digital copy of the Outreach and Communications Plan.
3. Upon completion of Task 3.10 (anticipated June 2017): Digital copy of summary of station and street alignment options and digital copy of screening process summary.
4. Upon completion of Tasks 4.105 and 4.110 (anticipated June 2017): Renderings of street alignment and station options.
5. Prior to release of the draft final report (anticipated December 2017) SFMTA staff will present key findings, recommendations, next steps, and implementation and funding strategies to the Transportation Authority's Citizens Advisory Committee and Board.
6. Upon completion of Task 10.05 (anticipated January 2018): Draft final report.
7. Final report (anticipated March 2018)

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 11/21/2016 **Res. No.:** _____ **Res. Date:** _____

Project Name: T-Third Phase 3 Feasibility Study

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

Special Conditions:

1. The recommended allocation is contingent upon a concurrent amendment of the Transit Enhancements 5YPP. See attached 5YPP amendment for details.
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
3. _____

Notes:

1. Transportation Authority staff or designated Project Management Oversight representative will participate in the Technical Advisory Committee for the project.
2. _____

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	56.80%	No Prop AA
Actual Leveraging - This Project	See Above	See Above

SFCTA Project
Reviewer: CP

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - MUNI
SGA Project Number: 116-910xxx **Name:** T-Third Phase 3 Feasibility Study
Phase: Planning/Conceptual Engineering (PLAN) **Fund Share:** 43.20%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$405,000	\$135,000				\$540,000

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 540,000

Current Prop AA Request: \$ -

Project Name: T-Third Phase 3 Feasibility Study

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

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

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

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Paul Bignardi

Joel Goldberg

Title: Project Manager

Manager, CP&M

Phone: 415-701-4594

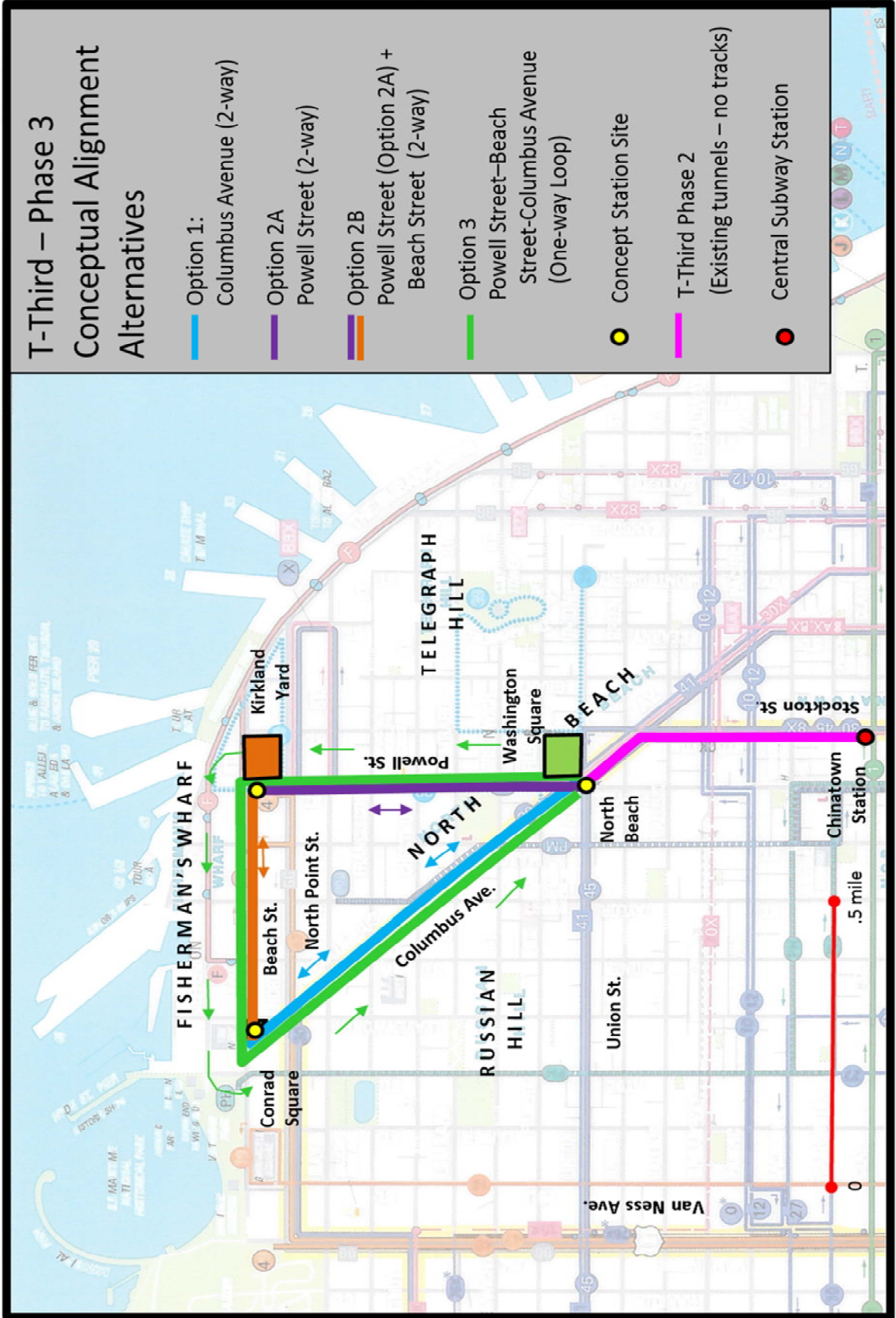
415-701-4499

Email: paul.bignardi@sfmta.com

joel.goldberg@sfmta.com

MAPS AND DRAWINGS

T-Third Phase 3 Conceptual Alignments



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

Transit Enhancements - (EPs 10-16)
 Programming and Allocation to Date

Pending December 13, 2016 Board Action

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Other Transit Enhancements (EP 16)									
SFMTA	Glen Park Transportation Improvements [NTIP]	PS&E, CON	Programmed		\$496,000				\$496,000
SFMTA	Geary Bus Rapid Transit	CON	Programmed				\$2,754,000		\$2,754,000
SFMTA	19th Avenue/M-Ocean View ⁴	PA&ED	Programmed			\$2,744,300			\$2,744,300
SFMTA	Southwest Subway (19th Avenue/ M-Ocean View) - Pre-environmental Supplement ⁴	PA&ED	Allocated		\$255,700				\$255,700
Any Eligible	NTIP Placeholder	Any	Programmed		\$1,000,000				\$1,000,000
SFMTA	T-Third Phase 3 Feasibility Study ⁶	PLAN/ CER	Pending			\$540,000			\$540,000
SFMTA	Geneva Harney BRT ⁶	PA&ED	Pending			\$1,983,174			\$1,983,174
Programmed in 5YPP									
				\$0	\$1,751,700	\$5,267,474	\$2,754,000	\$0	\$9,773,174
Total Programmed in 2014 Strategic Plan									
				\$0	\$1,496,000	\$3,000,000	\$2,754,000	\$0	\$7,250,000
Deobligated from Prior 5YPP Cycles **									
				\$2,523,174					\$2,523,174
Cumulative Remaining Programming Capacity									
				\$2,523,174	\$2,267,474	\$0	\$0	\$0	\$0

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

Programming and Allocation to Date

Pending 11/29/16 Board Action

FOOTNOTES:

- ⁴ 5YPP Amendment to fully fund the Southwest Subway (19th Avenue/M Ocean View) - Pre-environmental Supplement (Res 15-61, 9.3.2015x) Quint-Jerrold Connector Road: Reduced FY 14/15 programming and cash flow by \$137,700 in design funds and increased programming and cash flow by same amount in FY 16/17. Project is not likely to complete design until early FY 16/17.
- Quint-Jerrold Connector Road (CON): Reduced FY 15/16 programming and cash flow by \$118,000 in construction funds and increased programming and cash flow by same amount in FY 16/17. Project is not likely to start construction until FY 16/17.
- 19th Avenue/M Ocean View: Reduced by \$255,700 in FY 16/17 funds for planning/environmental.
- Southwest Subway (19th Avenue/M Ocean View) - Pre-environmental Supplement: Added project with \$255,700 in FY 15/16 funds for planning/pre-
- ⁶ 5YPP Amendment to add T-Third Phase 3 Feasibility Study and Geneva Harney BRT (Res. 17-XXX, xx/xx/xxxx).
- Cumulative Remaining Programming Capacity: Reduced by \$2,523,175.
- T-Third Phase 3 Feasibility Study: Added project with \$540,000 in FY2016/17 funds for planning.
- Geneva Harney BRT: Added project with \$1,978,175 in FY2016/17 funds for environmental.



This Page Intentionally Left Blank

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

FY of Allocation Action: 2016/17

Project Name: Replace 27 Paratransit Vans

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

EXPENDITURE PLAN INFORMATION

Prop K EP category: Vehicles-Transit vehicle replacement and renovation: (EP-17)

Prop K EP Line Number (Primary): 17 Current Prop K Request: \$ 718,215

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisorial District(s): Citywide

REQUEST

Brief Project Description (type below)

This project will replace twenty-seven 22-ft Class B paratransit vans that have reached the end of their useful lives. The replacement vans will provide seating for up to 12 passengers and 2 wheelchair positions.

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

Under the Americans with Disabilities Act (ADA), the San Francisco Municipal Transportation Agency (SFMTA) is responsible for providing paratransit services to disabled individuals who are unable to independently ride bus or light rail service some or all of the time and are certified eligible according to federal criteria.

Specific paratransit services are described below:

- 1) Taxi – Provides individual paratransit taxi trips to ADA-eligible paratransit users using both sedans and wheelchair accessible ramped taxis.
- 2) SF Access – Provides pre-scheduled, shared-ride door-to-door van service in City-owned vehicles for ADA eligible paratransit users. The replacement vehicles in the subject request will be used for the SF Access service.
- 3) Intercounty – Pre-scheduled paratransit trips provided to paratransit users to or from Muni’s service area in San Francisco, to or from destinations in Alameda County, Marin, and Contra Costa County. These trips are provided by the East Bay Paratransit Consortium and Whistle Stop Wheels.
- 4) Group Van – Provides pre-scheduled group trips for ADA-eligible paratransit users who are going to a common destination such as an Adult Day Health Centers, developmentally disabled work sites, senior nutrition programs etc.
- 5) Department of Aging and Adult Services Group Van – Provides pre-scheduled group van services to senior centers funded by Department of Aging & Adult Services.

This Prop K request for \$718,215 will cover the design/specifications and procurement for the replacement of 27 22' Class B paratransit vans that have reached the end of their useful life. Of the 27 vehicles being replaced, 26 reached the end of their useful lives as defined by the Federal Transit Administration (minimum of 4 years/100,000 miles of service) in early fall 2016. The 27th vehicle was temporarily pulled from service following a fatal accident in June, but will hit the 100,000 mile benchmark by the end of 2016. SFMTA will operate all 27 vehicles for another year to meet demand.

(over)

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

The replacement vehicles will be Type B vans with a seating capacity of 12 plus positions for 2 wheelchair passengers. SFMTA selected the vehicles in consultation with riders and contractors because of its capacity and robust suspension system that lessens an impact on passengers from a bumpy ride. These vehicles provide critical service for customers with limited mobility. Prop K will be used in conjunction with \$1,948,320 in Federal Transit Administration (FTA) Section 5307 funds for the purchase of 27 vehicles.

Project Location (type below)

Citywide

Project Phase (select dropdown below)

Multiple Phases

Map or Drawings Attached? Yes

Other Items Attached? No

5YPP/STRATEGIC PLAN INFORMATION

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

Please describe and justify the necessary amendment:

This allocation request includes an amendment to the Vehicles - Muni 5YPP to add the subject project in FY2016/17 with \$718,215 of \$2,237,744 deobligated from the Replace 50 40-foot Neoplan Motor Coaches project. SFMTA achieved savings in the motor coach replacement project when the spare parts element of the contract was finalized; finalizing the spare parts list had been a condition of the contract approval.

As approved in 2014 the Vehicles-Muni 5YPP included a paratransit van replacement project programmed in FY2016/17. When the 5YPP was amended in 2015 to accommodate procurement of light rail vehicles, the Paratransit Van Replacement: Class B Vehicle (35) project was re-programmed for FY2018/19. SFMTA plans to request the FY2018/19 funds for future procurements of paratransit vans.

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

Project Name: Replace 27 Paratransit Vans

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)			Jul-Sep	2016
Right-of-Way				
Design Engineering (PS&E)	Jan-Mar	2017	Jan-Mar	2017
Advertise Construction				
Start Construction (e.g. Award Contract)	Apr-Jun	2017		
Operations (i.e., paratransit)				
Open for Use			Apr-Jun	2017
Project Completion (means last eligible expenditure)			Oct-Dec	2017

SCHEDULE DETAILS

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

SFMTA received environmental clearance on 7/8/16.

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

Project Name: Replace 27 Paratransit Vans

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 718,215			\$ 718,215
Prop AA	\$ -	\$ -	\$ -	\$ -
FTA 5307	\$ -	\$ 1,948,320	\$ -	\$ 1,948,320
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 718,215	\$ 1,948,320	\$ -	\$ 2,666,535

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K				\$ -
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -		\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 116,535	\$ 31,388	\$ -	Based upon past procurements
Construction (CON)	\$ 2,550,000	\$ 686,827	\$ -	Based upon SFMTA & vendor estimates.
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 2,666,535	\$ 718,215	\$ -	

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

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

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

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

Phase:

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 31,388	\$ -	\$ -	\$ -	\$ -	\$ 31,388
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase:

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K		\$ 686,827	\$ -	\$ -	\$ -	\$ 686,827
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

San Francisco County Transportation Authority
 Prop K/Prop AA Allocation Request Form
 Project Name: Replace 27 Paratransit Vans

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)						
Budget Line Item	Totals	% of Contract	SFMTA	Contractor	Unit Cost	
1. Design Engineering & Project Management						
Task 1: Design Engineering	\$ 34,961	1.4%	\$ 34,961	\$ -	\$ 1,295	
Task 2: Project Management	\$ 81,575	3.2%	\$ 81,575	\$ -	\$ 3,021	
Subtotal	\$ 116,535		\$ 116,535	\$ -	\$ 4,316	
2. Type B Paratransit Vans (27 vehicles)	\$ 2,550,000		\$ -	\$ 2,550,000	\$ 94,444	
TOTAL DESIGN & PROCUREMENT PHASES	\$ 2,666,535		\$ 116,535	\$ 2,550,000	\$ 98,761	

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 11/18/2016 **Res. No.:** _____ **Res. Date:** _____

Project Name: Replace 27 Paratransit Vans

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

		Action	Amount	Phase
Funding Recommended:		Prop K Allocation	\$ 31,388	Design Engineering (PS&E)
		Prop K Allocation	\$ 686,827	Construction (CON)
		Total:	\$ 718,215	

Total Prop K Funds: \$ 718,215 **Total Prop AA Funds:** \$ -

Justification for multi-phase recommendations and notes for multi-sponsor recommendations: Multi-phase allocation is recommended given the straightforward nature of the scope and short duration of the design phase.

Fund Expiration Date: 6/30/2018 **Eligible expenses must be incurred prior to this date.**

Future Commitment:		Action	Amount	Fiscal Year	Phase

Trigger:

Deliverables:

1. Quarterly progress reports shall provide the percent complete for each phase and the number of vehicles received the previous quarter in addition to requirements described in the Standard Grant Agreement (SGA). See SGA for definitions.
2. Upon receipt of the first vehicle, provide two digital photos of the new vehicle, with at least one photo showing the Prop K decal affixed to the vehicle. See SGA for guidance.
3.
4.

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 11/18/2016 **Res. No.:** _____ **Res. Date:** _____

Project Name: Replace 27 Paratransit Vans

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

Special Conditions:

1. The recommended allocation is contingent upon a concurrent amendment of the Vehicles-Muni 5YPP to add the subject project and re-program \$718,215 in unneeded funds deobligated from the Replace 50 40-foot Neoplan Motor Coaches project to the subject project in FY 2016/17. See attached 5YPP amendment for details.
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
3. SFMTA may not incur expenses for procurement until Transportation Authority staff releases the funds (\$686,827) pending receipt of evidence of completion of design (e.g. copy of certifications page).

Notes:

1. _____
2. _____

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	73.07%	No Prop AA
Actual Leveraging - This Project	See Above	See Above

SFCTA Project

Reviewer: P&PD

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - MUNI
SGA Project Number: 117-910xxx **Name:** Replace 27 Paratransit Vans - Design

Phase: Design Engineering (PS&E) **Fund Share:** 26.93%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$31,388					\$31,388

Sponsor: San Francisco Municipal Transportation Agency - MUNI
SGA Project Number: 117-910xxx **Name:** Replace 27 Paratransit Vans - Procurement

Phase: Construction (CON) **Fund Share:** 26.93%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K		\$686,827				\$686,827

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 718,215

Current Prop AA Request: \$ -

Project Name: Replace 27 Paratransit Vans

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

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

Required for Allocation Request Form Submission
Initials of sponsor staff member verifying the above statement
TM

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Tess Kavanagh

Joel C. Goldberg

Title: Project Manager

Manager, Capital Procurement & Management

Phone: 415-701-4212

415-701-4499

Email: Tess.Kavanagh@sfmta.com

Joel.Goldberg@sfmta.com



5-Year Project List (FY 2014/15 - FY 2018/19)
Vehicles - Muni (EP 17M)
Programming and Allocations to Date
 Pending 12/13/2016 Board Approval

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Subcategory									
SFMTA	Historic Vehicle Rehabilitation/Replacement (16 PCC)	PROC	Programmed			\$4,785,063			\$4,785,063
SFMTA	Historic Vehicle Rehabilitation/Replacement (Milan and Vintage)	PROC	Programmed			\$3,304,749			\$3,304,749
SFMTA	Replace 34 Neoplan 40' Motor Coaches and Replace 76 Neoplan 60' Buses ^{2,3}	PROC	Programmed		\$0				\$0
SFMTA	Replace 41 Neoplan 40' Motor Coaches and Replace 48 Neoplan 60' Motor Coaches (2015/16) ^{3,4}	PROC	Programmed		\$0				\$0
SFMTA	61 60-ft Low Floor Diesel Hybrid Motor Coaches (26 replace+35 expand) ²	PROC	Allocated		\$12,352,094				\$12,352,094
SFMTA	48 40-ft and 50 60-ft Low Floor Diesel Hybrid Motor Coaches ³	PROC	Allocated		\$33,405,243				\$33,405,243
SFMTA	Replace 30 Orion 30' Motor Coaches and Replace 56 Orion 40' Motor Coaches (2018/19)	PROC	Programmed					\$26,433,627	\$26,433,627
SFMTA	85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches ⁴	PROC	Allocated		\$47,641,538				\$47,641,538
SFMTA	85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches ⁴	Warranty	Allocated		\$227,462				\$227,462
SFMTA	Motor Coach Replacement Warranty: 30' Motor Coaches (30), 40' Motor Coaches (211), 60' Motor Coaches (124)	Warranty	Programmed		\$150,000				\$150,000
SFMTA	Replace 60 New Flyer 60' Trolley Coaches (2014/15)	PROC	Programmed	\$168,224					\$168,224
SFMTA	Replace 60 New Flyer 60' Trolley Coaches (2014/15)	PROC	Allocated	\$20,831,776					\$20,831,776
SFMTA	Replace 100 ETI 40' Trolley Coaches (2015/16) ^{4,5}	PROC	Programmed		\$37,943,313				\$37,943,313
SFMTA	Replace 14 60-Foot Trolley Coaches ⁵	PROC	Allocated		\$5,000,000				\$5,000,000
SFMTA	Replace 27 Paratransit Vans ⁶	PS&E, PROC	Pending			\$718,215			\$718,215
SFMTA	Replace 33 ETI 60' Trolley Coaches	PROC	Programmed			\$16,111,653			\$16,111,653
SFMTA	Replace 75 ETI 40' Trolley Coaches	PROC	Programmed			\$40,208,302			\$40,208,302
SFMTA	Replace 65 ETI 40' Trolley Coaches with 12 60' Trolley Coaches	PROC	Programmed				\$5,858,783		\$5,858,783
SFMTA	Trolley Coach Replacement Warranty: 40' Trolley Coaches (175); 60' Trolley Coaches (105)	Warranty	Programmed		\$150,000				\$150,000
SFMTA	Paratransit Van Replacement: Class B Vehicle (35)	PROC	Programmed					\$931,019	\$931,019
SFMTA	LRV Procurement*	PROC	Allocated	\$60,116,310					\$60,116,310

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
			Programmed in 5YPP	\$81,116,310	\$136,719,650	\$65,277,982	\$5,858,783	\$27,364,646	\$316,337,371
			Total Allocated and Pending in 5YPP	\$80,948,086	\$98,626,337	\$718,215	\$0	\$0	\$180,292,638
			Total Deobligated in 5YPP	\$0	\$0	\$0	\$0	\$0	\$0
			Total Unallocated in 5YPP	\$168,224	\$38,093,313	\$64,559,767	\$5,858,783	\$27,364,646	\$136,044,733
			Total Programmed in 2014 Strategic Plan	\$77,536,310	\$136,719,650	\$64,559,767	\$5,858,783	\$27,364,646	\$312,039,156
			Deobligated from Prior 5YPP Cycles **	\$6,959,060					\$6,959,060
			Cumulative Remaining Programming Capacity	\$3,379,060	\$3,379,060	\$2,660,845	\$2,660,845	\$2,660,845	\$2,660,845

Programmed

Pending Allocation/Appropriation

Board Approved Allocation/Appropriation

Footnotes:

- ¹ Strategic Plan and comprehensive 5YPP Amendment to accommodate SFMTA's LRV Procurement project (Res. 15-12, 10.21.14).
 - ² Reduced funds for Replace 34 Neoplan 40' Motor Coaches and Replace 76 Neoplan 60' Buses by \$12,352,094 and programmed to Procure 61 60' Low Floor Diesel Hybrid Coaches. (Res. 15-61, 06.23.15)
 - ³ 5YPP Amendment to accommodate allocation of \$33,405,094 for the Procure 48 40' and 50 60' Low Floor Diesel Hybrid Coaches project (Res. 15-61, 06.23.15):
 - Replace 34 Neoplan 40' Motor Coaches and Replace 76 Neoplan 60' Buses: Reduced by \$33,113,072 in Fiscal Year 2015/16.
 - ⁴ 5YPP Amendment to accommodate allocation of \$47,869,000 for the 85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches project (Res. 16-040, 02.23.2016):
 - Replace 41 Neoplan 40' Motor Coaches and Replace 48 Neoplan 60' Motor Coaches (2015/16); Reduced by \$37,201,244 in Fiscal Year 2015/16.
 - Replace 100 ETI 40' Trolley Coaches: Reduced by \$10,667,756 in Fiscal Year 2015/16.
 - ⁵ 5YPP Amendment to accommodate allocation of \$5,000,000 for the Replace 14 60-Foot Trolley Coaches project (Res. 16-055, 05.24.2016):
 - 85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches: Added project with \$47,869,000 in Fiscal Year 2015/16 funds.
 - ⁶ 5YPP Amendment to accommodate allocation of \$5,000,000 in Fiscal Year 2015/16 funds.
 - Replace 100 ETI 40' Trolley Coaches (2015/16): Reduced by \$5,000,000 in Fiscal Year 2015/16.
 - Replace 14 60-Foot Trolley Coaches: Added project with \$5,000,000 in Fiscal Year 2015/16 funds.
- Deobligated from Prior 5YPP Cycles: Re-programmed \$718,215 of \$2,237,744 in unneeded funds deobligated from the Replace 50 40-foot Neoplan Motor Coaches project. Funds available because SFMTA achieved savings when the spare parts element of the contract was finalized; finalizing the spare parts list had been a condition of the contract approval.
- Replace 27 Paratransit Vans: Added project with \$718,215 in FY2016/17 for design and procurement.

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

FY of Allocation Action: 2016/17

Project Name: Subway Wiring - Van Ness Station

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

EXPENDITURE PLAN INFORMATION

Prop K EP category: Guideways: (EP-22)

Prop K EP Line Number (Primary): 22 Current Prop K Request: \$ 634,600

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisory District(s): District 05

REQUEST

Brief Project Description (type below)

The power and communication wiring for wayside equipment (switches, signals, and Automatic Train Control System axle counters) in the Van Ness Station area is unstable. Service interruption is a risk if the wiring is not repaired. This project will address the most problematic wiring west of Van Ness Station. These changes will improve the reliability of subway service in the Van Ness Station area and mitigate service interruptions due to unstable wiring.

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

This project will provide new conduits and wiring to the following: 5 track switch machines, 9 axle count sensors, and 7 signal heads. This project will also provide new wiring connector enclosures in tunnel and track switch power panels, relocate an existing Clipper enclosure cabinet, and include related structural work and testing. Service interruption is a risk if the wiring is not repaired. This project will address the most problematic wiring west of Van Ness Station. The proposed project will not impact light rail service as most work will be done during non-revenue hours. There will also be evening work during non-peak hours on the platform and in signal equipment room at Van Ness Station, but this will not affect service.

Project Location (type below)

Van Ness Station signal equipment room, platform area, and wayside west of Van Ness Station.

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached? No

Other Items Attached? No

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

5YPP/STRATEGIC PLAN INFORMATION

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

Is the 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:	\$	<u>930,000</u>	Prop AA Strategic Plan Amount:	<u></u>
---------------------	----	----------------	--------------------------------------	---------

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

Project Name: Subway Wiring - Van Ness Station

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)			Apr-Jun	2016
Right-of-Way				
Design Engineering (PS&E)	Oct-Dec	2015	Oct-Dec	2016
Advertise Construction	Oct-Dec	2016		
Start Construction (e.g. Award Contract)	Jan-Mar	2017		
Operations (i.e., paratransit)				
Open for Use			Apr-Jun	2018
Project Completion (means last eligible expenditure)			Oct-Dec	2018

SCHEDULE DETAILS

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

CEQA categorical exemption on 4/1/2016.

The project will be coordinated with other projects that have tunnel access requirements, special events and holiday moratoria.

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

Project Name: Subway Wiring - Van Ness Station

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$ 634,600	\$ -	\$ 634,600
Prop AA	\$ -	\$ -	\$ -	\$ -
FTA Formula Funds	\$ -	\$ -	\$ 2,538,400	\$ 2,538,400
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ 634,600	\$ 2,538,400	\$ 3,173,000

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$ 634,600	\$ -	\$ 634,600
Prop AA	\$ -	\$ -	\$ -	\$ -
AB664	\$ -	\$ -	\$ 55,400	\$ 55,400
FTA Formula	\$ -	\$ -	\$ 2,760,000	\$ 2,760,000
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ 634,600	\$ 2,815,400	\$ 3,450,000

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 277,000	\$ -	\$ -	Actual costs
Construction (CON)	\$ 3,173,000	\$ 634,600	\$ -	Engineer's estimate based on similar previous projects
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 3,450,000	\$ 634,600	\$ -	

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

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 317,300	\$ 317,300	\$ -	\$ -	\$ -	\$ 634,600
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Project Name: Subway Wiring - Van Ness Station

MAJOR LINE ITEM BUDGET

SAMPLE PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFMTA	Contractor	
Contract ²	\$ 1,893,000			\$ 1,893,000	
Construction Mgmt Support ¹	\$ 520,000	27%	\$ 520,000		
Engineering Support ¹	\$ 175,000	9%	\$ 175,000		
Muni Operation Support ^{1, 3}	\$ 140,000	7%	\$ 140,000		
Other Direct Costs	\$ 35,800	2%	\$ 35,800		
Contingency ^{1, 4}	\$ 409,200	22%	\$ 409,200		
TOTAL CONSTRUCTION PHASE	\$ 3,173,000		\$ 1,280,000	\$ 1,893,000	

¹ This project is complex subway work and involves night and weekend work. Therefore the construction management and engineering costs are escalated to reflect the need for SFMTA staff overtime.

² See major line item contract budget, next page.

³ The presence of Muni maintenance-of-way and signal maintenance staff is required for access to work areas during both non-revenue and revenue hours. Muni staff is also required to carry out the task of de-energizing and re-energizing the overhead contact system.

⁴ A relatively high contingency is appropriate due to the short window of non-revenue hours to do work. The project must also be coordinated with other projects with tunnel access requirements, special events and holiday moratoria.

CONCEPTUAL		PREPARED BY: <i>SK</i>	REVIEWED BY: <i>John for Frank Lau</i>
PRELIMINARY		CHECKED BY: <i>CC</i>	APPROVED BY: <i>F.M.</i>
DETAIL			
FINAL	X		8/31/16

PROJECT TITLE: ATCS Subway Wiring Replacement - Van Ness
 PROJECT NO: 1296
 DATE: Aug-16

DISCIPLINE	BID ITEM	DESCRIPTION	QTY	UNIT	UNIT PRICE	ENGINEER ESTIMATE	COMMENTS
GENERAL							
G	01	Mobilization and Demobilization	1	LS	\$ 82,000	\$ 82,000	
G	02	Allowance for Differing Site Conditions	1	AL	\$ 110,000	\$ 110,000	
G	03	Allowance for Reimbursable Expenses	1	AL	\$ 65,000	\$ 65,000	
G	04	Operation and Maintenance Manuals	1	LS	\$ 2,500	\$ 2,500	
G	05	Contract Record Documents	1	LS	\$ 8,000	\$ 8,000	
TOTAL GENERAL COST						\$ 268,000	
ELECTRICAL							
EE	01	3/4" GRS Conduit	50	LF	\$ 29	\$ 1,450	
EE	02	1-1/2" GRS Conduit	6850	LF	\$ 48	\$ 328,800	
EE	03	2" GRS Conduit	1200	LF	\$ 66	\$ 79,200	
EE	04	2-1/2" GRS Conduit	600	LF	\$ 93	\$ 55,800	
EE	05	3" GRS Conduit	745	LF	\$ 118	\$ 87,910	
EE	06	3-1/2" GRS Conduit	880	LF	\$ 153	\$ 134,640	
EE	07	1-1/2" Fiberglass Conduit	800	LF	\$ 45	\$ 36,000	
EE	08	#8 AWG LSZH Conductor	90	LF	\$ 9	\$ 810	
EE	09	#10 AWG LSZH Conductor	45	LF	\$ 12	\$ 540	
EE	10	4-Pair #16 AWG Cable	8110	LF	\$ 18	\$ 145,980	
EE	11	9/C #14 AWG Cable	6590	LF	\$ 22	\$ 144,980	
EE	12	10/C #14 AWG Cable	4690	LF	\$ 26	\$ 121,940	
EE	13	4/C #8 Cable	4300	LF	\$ 29	\$ 124,700	
EE	14	Terminal Enclosure with Terminal Posts	2	EA	\$ 23,466	\$ 46,932	
EE	15	Track Switch Machine Power Enclosure with Circuit Breakers	1	EA	\$ 14,896	\$ 14,896	
EE	16	Pull Boxes	8	EA	\$ 7,209	\$ 57,672	
EE	17	Relocation of (E) Translink Box	1	EA	\$ 1,801	\$ 1,801	
EE	18	Start-up and Operational Testing	1	EA	\$ 99,400	\$ 99,400	
EE	19	Electrical Safety - Breaker Lockout/Tagout, Grounding Support Work (Electrical Lineman)	1	LS	\$ 110,956	\$ 110,956	
TOTAL ELECTRICAL COST						\$ 1,595,000	
STRUCTURAL							
ST	01	Structural and Related Work at Van Ness Station and Tunnel	1	LS	\$ 29,493	\$ 29,493	
TOTAL STRUCTURAL COST						\$ 30,000	
Subtotal						\$ 1,893,000	
Total Project Construction Cost (2016)						\$ 1,893,000	

SCOPE:
 This project is to replace wiring to wayside equipment at Van Ness Station West. The work will consist of the following:
 1. Provide new conduits and wiring to the following: (5) track switch machines (power and communication); (9) axle counter EAK; and (7) signal heads.
 2. Provide new terminal enclosures in tunnel.
 3. Reroute and provide new track switch power panel in equipment room.
 4. Relocate existing Translink enclosure cabinet.
 5. All related work as necessary including, but not limited to structural work, testing, etc.

NOTES:
 - 24% Labor Cost Factor is added due to compression of schedule to meet desired timeline
 - Transit to provide 3-hour work windows, with a minimum of 14 total hours per week.

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 11/18/2016 Res. No: _____ Res. Date: _____

Project Name: Subway Wiring - Van Ness Station

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

		Action	Amount	Phase
Funding Recommended:		Prop K Allocation	\$ 634,600	Construction (CON)
		Total:	\$ 634,600	

Total Prop K Funds: \$ 634,600 Total Prop AA Funds: \$ -

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

Fund Expiration Date: 6/30/2019 Eligible expenses must be incurred prior to this date.

		Action	Amount	Fiscal Year	Phase
Future Commitment:					

Trigger: _____

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 11/18/2016 **Res. No:** _____ **Res. Date:** _____

Project Name: Subway Wiring - Van Ness Station

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

Deliverables:

- | | |
|----|--|
| 1. | With a quarterly progress report submitted during construction, provide 2-3 digital photos of construction work in progress. |
| 2. | Upon project completion, provide 2-3 digital photos of completed work. |
| 3. | |
| 4. | |
| 5. | |

Special Conditions:

- | | |
|----|---|
| 1. | SFMTA may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$634,600) 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. |
| 3. | |

Notes:

- | | |
|----|---|
| 1. | SFMTA requested a waiver of the Prop K policy prohibiting advertisement of contracts to be funded by Prop K prior to allocation of funds, as repairs to the subway wiring are urgently needed to maintain safe and reliable service. Transportation Authority staff issued a waiver allowing SFMTA to advertise the contract at risk on November 4, 2016. |
| 2. | |

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	80.00%	No Prop AA
Actual Leveraging - This Project	81.61%	No Prop AA

SFCTA Project

Reviewer: P&PD

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 11/18/2016 Res. No: _____ Res. Date: _____

Project Name: Subway Wiring - Van Ness Station

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - MUNI

SGA Project Number: 122-910xxx Name: Subway Wiring - Van Ness Station

Phase: Construction (CON) Fund Share: 20.00%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$150,000	\$484,600				\$634,600

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 634,600

Current Prop AA Request: \$ -

Project Name: Subway Wiring - Van Ness Station

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

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

<p>Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement</p> <p style="font-size: 2em; margin: 0;">JCG</p>

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Kenny Ngan

Joel C. Goldberg

Title: Project Manager

Manager,
Capital Procurement & Management

Phone: (415) 701-5489

(415) 701-4499

Email: Kenny.Ngan@sfmta.com

Joel.Goldberg@sfmta.com



This Page Intentionally Left Blank

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

FY of Allocation Action: 2016/17

Project Name: Alemanly Interchange Improvement Phase 1 [NTIP Capital]

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

EXPENDITURE PLAN INFORMATION

Prop K EP category: Upgrades to major arterials (including 19th Avenue): (EP-30)

Prop K EP Line Number (Primary): 30 Current Prop K Request: \$ 276,603

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisorial District(s): District 09

REQUEST

Brief Project Description (type below)

Implement Phase 1 recommendations from the Alemanly Interchange Improvement Study (funded by a Neighborhood Transportation Improvement Program grant), including a road diet of reducing vehicle travel lanes from six to four, a buffered bike lane, painted bulb outs, a painted left turn bike box, painted conflict markers, and upgraded sharrows. This project will improve multimodal accessibility, connectivity, and safety at this Interchange, which includes three Pedestrian High Injury corridors.

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

See attached

Project Location (type below)

Intersection of U.S. 101, I-280, Alemanly Boulevard, Bayshore Boulevard, and San Bruno Avenue

Project Phase (select dropdown below)

Multiple Phases

Map or Drawings Attached? Yes

Other Items Attached? No

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan? Project Drawn From Placeholder

Is the 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: \$ 525,000 Prop AA Strategic Plan Amount: _____

Alemaný Interchange Improvement Phase 1

Background

The Alemaný Interchange, where U.S. 101, I-280, Alemaný Boulevard, Bayshore Boulevard, San Bruno Avenue, and several other local streets intersect, presents major challenges to pedestrian and bicycle safety and accessibility. Together with hilly topography, the freeways act as barriers between the surrounding neighborhoods with few locations where they can be crossed. The interchange has the potential to provide critical connections between the adjacent communities of Bernal Heights, the Portola, Silver Terrace, and the Bayview, as well as destinations beyond. However, pedestrians, bicyclists, and transit riders seeking to reach these communities must navigate a circuitous maze of high-speed streets and ramps.

Safety is a significant issue in the interchange area, with several severe-injury or fatal collisions having occurred on the streets in and near the interchange in recent years. The Alemaný Boulevard, San Bruno Avenue, and Bayshore Boulevard corridors, which converge at the Alemaný Interchange, have been designated by the City's Vision Zero initiative as Pedestrian High Injury Corridors where a disproportionate share of pedestrian injuries and deaths occur.

In response to input from Supervisor Campos' office and community concerns in District 9, the Alemaný Interchange Improvement Study was developed in November 2015 and funded by District 9 NTIP planning funds. This planning study is led by the Transportation Authority and coordinated closely with California Department of Transportation (Caltrans) District 4 and San Francisco Municipal Transportation Agency (SFMTA). The team had performed an initial feasibility assessment, developed traffic analysis, and conducted community outreach through presenting at the community and stakeholder meeting, as well as the other events such as Alemaný Farmer's Market at the Portola neighborhood and surrounding communities.

After the community outreach and under thorough consideration, the planning study team developed two specific phases proposals that would improve multimodal connectivity and safety by providing pedestrian and bicycle connections through the interchange:

- Phase 1: New bicycle lanes along Alemaný Boulevard between Putnam Street and Bayshore Boulevard. The proposed buffered bicycle lane would increase safety and eliminate a gap between Putnam Street and Bayshore Boulevard. This improvement also includes curb extensions to realign and reduce vehicle speed at the intersection which would increase safety throughout this interchange.
- Phase 2: New north-south pathway for pedestrians and bicyclists, connecting San Bruno Avenue to the Alemaný Farmer's Market. The proposed multi-use path would provide a direct access from Alemaný Farmer's Market to other nearby neighborhoods. This improvement would also include a new crosswalk and traffic signal, which would increase safety and accessibility for pedestrians and bicyclists who are traveling from the Alemaný Farmer's Market to the intersection of Alemaný Boulevard and San Bruno Avenue.

SFMTA requests Prop K Neighborhood Transportation Improvement Program (NTIP) capital funding in the amount of \$276,603 for Phase 1 of the Alemaný Interchange Improvement project. The Transportation Authority's NTIP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other neighborhoods with high unmet needs. NTIP capital funding is intended to advance one small and one mid-sized neighborhood scale project toward implementation in each district.

Benefits

This project will provide the following benefits to the neighborhoods and city residents:

1. **Accessibility and Connectivity:**

Although sharrows exist through the interchange, it remains a gap in the dedicated bike lane network, where bicycles must mix with high-speed freeway-bound traffic. Also, there is currently no pedestrian

or bicycle infrastructure to directly connect the Alemany Farmer's Market. The existing interchange requires a lengthy detour to the west and several separate street crossings due to a closed crosswalk. The new pedestrian and bicycle facilities will help balance accessibility for all modes of transportation along the Alemany Corridor and reconnect neighborhoods through better bike and pedestrian facilities and provide connectivity to Alemany Farmer's market from nearby neighborhoods.

2. **Safety:**

High vehicle speeds and a lack of sufficient pedestrian and bicycle infrastructure are likely contributing factors to the high rates of injury in and around the Alemany Interchange, and addressing these issues is key to achieving the Vision Zero policy objective of zero traffic deaths by 2024. The new buffered bicycle lane, new pedestrian and bicycle facilities, and high-visibility crosswalk will increase pedestrians and bicyclists safety throughout Alemany Interchange.

Implementation

Planning, conceptual engineering, and advanced conceptual engineering, including cost estimating, has been completed through the Transportation Authority's Alemany Interchange Improvement Study funded by District 9 NTIP planning funds. SFMTA will lead the final design effort, the construction management, and will also be the grant administrator. SFMTA will directly conduct the striping and construction work. This application reflects the construction hard costs and labor soft cost. The Transportation Authority will provide advice and stakeholder support if needed. A Caltrans encroachment permit is required to implement this project; SFMTA will lead the encroachment permit process.

Scope of Work

The scope of work included in this project would implement the Phase 1 based upon recommendations from the Alemany Interchange Improvement Planning Study.

The project improvements will include a "road diet" along Alemany Boulevard (from Putnam to Bayshore) that would reduce vehicle travel lanes from six (three in each direction) to four (two in each direction). The road diet would allow continuous on street buffered bike lane along Alemany Boulevard, and eliminating a gap between Putnam Street and Bayshore Boulevard.

The project will repurpose roadway space for pedestrian and bicycle facilities, including:

- curb extension and new painted pedestrian bulb outs at the intersection of Alemany Boulevard and San Bruno Avenue
- new left turn bike box at the intersection of Alemany Boulevard and Bayshore Boulevard to enhance safety and comfort for pedestrian and bicyclists
- new painted conflict marking along Alemany Boulevard to help draw attention to the conflict point and improve driver awareness, and
- conversion of standard sharrows to greenback sharrows along Alemany Boulevard.

Please refer to the attached striping drawings of Phase 1.

Environmental

As a condition of this allocation, SFMTA acknowledges that environmental review has not been done. Prior to approval of the project, SFMTA will conduct review under the California Environmental Protection Act (CEQA). SFMTA shall not proceed with the approval of the project until there has been complete compliance with CEQA. Prior to billing for any construction funds, if requested by the Transportation Authority, the SFMTA will provide the Transportation Authority with documentation confirming that CEQA review has been completed.

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

Project Name: Alemany Interchange Improvement Phase 1 [NTIP Capital]

ENVIRONMENTAL CLEARANCE

Environmental Type: TBD

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Dec	2015	Apr-Jun	2017
Environmental Studies (PA&ED)	Oct-Dec	2016	Apr-Jun	2017
Right-of-Way				
Design Engineering (PS&E)	Apr-Jun	2017	Oct-Dec	2017
Advertise Construction	Oct-Dec	2017		
Start Construction (e.g. Award Contract)	Oct-Dec	2017		
Operations (i.e., paratransit)				
Open for Use			Jan-Mar	2018
Project Completion (means last eligible expenditure)			Jan-Mar	2018

SCHEDULE DETAILS

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

Community outreach is planned during the requested phases, and the dates are to be determined. The project is being coordinated with SFMTA's Muni Forward projects along San Bruno Avenue and SFMTA's traffic signal timing update in the area. The project team is also aware of and communicating with Caltrans regarding Caltrans's SB101 to SB280 Connector Widening planning project around the Alemany Interchange, which is now at the planning phase.

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

Project Name: Alemany Interchange Improvement Phase 1 [NTIP Capital]

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 276,603	\$ -	\$ 276,603
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ 276,603	\$ -	\$ 276,603

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 276,603	\$ 100,000	\$ 376,603
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ 276,603	\$ 100,000	\$ 376,603

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 100,000	\$ -		Based on 90% planning
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 71,500	\$ 71,500	\$ -	Based on prior similar work.
Construction (CON)	\$ 205,103	\$ 205,103	\$ -	Based on prior similar work.
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 376,603	\$ 276,603	\$ -	

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

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

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

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

Phase:	Design Engineering (PS&E)					
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 45,000	\$ 26,500	\$ -	\$ -	\$ -	\$ 71,500
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase:	Construction (CON)					
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ -	\$ 205,103	\$ -	\$ -	\$ -	\$ 205,103
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Project Name: Alemany Interchange Improvement Phase 1 [NTIP Capital]

MAJOR LINE ITEM BUDGET

DESIGN - SFMTA		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 65,000	
2. Contingency	\$ 6,500	10%
TOTAL DESIGN PHASE	\$ 71,500	

% of construction
35%

CONSTRUCTION - SFMTA		
Budget Line Item	Totals	% of phase
1. Construction		
Task 1: Remove/Grind existing pavement striping	\$ 24,323	
Task 2: Proposed pavement striping	\$ 152,984	
Task 3: Safe hit bollards	\$ 9,150	
Subtotal	\$ 186,457	
2. Contingency	\$ 18,646	10%
TOTAL CONSTRUCTION PHASE	\$ 205,103	

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 11.22.16 Res. No: Res. Date:

Project Name: Alemany Interchange Improvement Phase 1 [NTIP Capital]

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$ 71,500	Design Engineering (PS&E)
	Prop K Allocation	\$ 205,103	Construction (CON)
	Total:	\$ 276,603	

Total Prop K Funds: \$ 276,603 Total Prop AA Funds: \$ -

Justification for multi-phase recommendations and notes for multi-sponsor recommendations: Multi-phase allocation is recommended given the straightforward nature of the scope (i.e. striping) and short duration of the construction phase.

Fund Expiration Date: TBD Eligible expenses must be incurred prior to this date.

Future Commitment:	Action	Amount	Fiscal Year	Phase

Trigger:

Deliverables:

- Upon completion of design (anticipated June 2017), provide evidence of completion of 100% design (e.g. copy of certifications page). See Special Condition 1.
- Quarterly progress reports shall describe the measures constructed in the previous quarter by type, 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 for recent activities. See SGA for definitions.
- Upon project completion, provide 2-3 digital photos of each completed measure.

Special Conditions:

- SFMTA may not incur expenses for the construction phase (\$205,103) until Transportation Authority staff releases the funds pending receipt of evidence of completion of design (e.g. copy of certifications page). See Deliverable 1.
- The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes:

- Quarterly progress reports will be shared with the District Supervisor for this NTIP project.
- Regarding the Fiscal Year Cash Flow Distribution by Phase, cash flow can exceed what is listed above for a given phase as long as the total cash flow for the fiscal year does not exceed \$45,000 in FY 2016/17 and \$231,603 in FY 2017/18.

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 11.22.16 **Res. No:** _____ **Res. Date:** _____

Project Name: Alemany Interchange Improvement Phase 1 [NTIP Capital]

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.00%	No Prop AA
Actual Leveraging - This Project	20.98%	No Prop AA

SFCTA Project P&PD
Reviewer: _____

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - DPT

SGA Project Number: 130-xxxxxx **Name:** Alemany Interchange Improvement Phase 1 [NTIP Capital] - Design

Phase: Design Engineering (PS&E) **Fund Share:** 100.00%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$45,000	\$26,500				\$71,500

Sponsor: San Francisco Municipal Transportation Agency - DPT

SGA Project Number: 130-xxxxxx **Name:** Alemany Interchange Improvement Phase 1 [NTIP Capital] - Construction

Phase: Construction (CON) **Fund Share:** 100.00%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K		\$205,103				\$205,103

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 276,603
Current Prop AA Request: \$ -

Project Name: Alemanya Interchange Improvement Phase 1 [NTIP Capital]

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

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

Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement
JRP

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Matt Lasky

Joel Goldberg

Title: Team Leader

Manager, Capital Procurement & Managemer

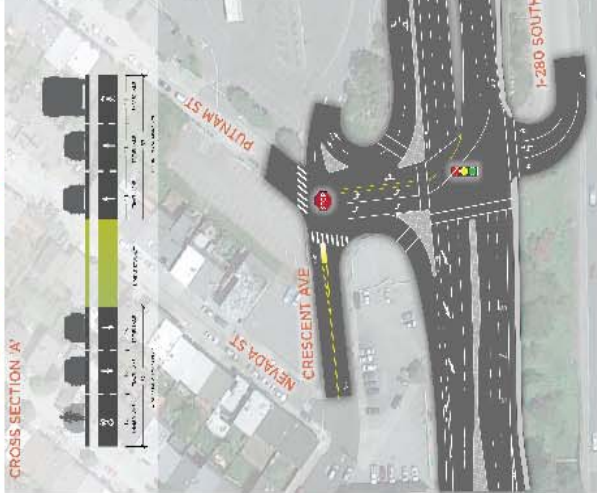
Phone: 415.701.5228

415.701.4499

Email: matt.lasky@sfmta.com

joel.goldberg@sfmta.com

Existing Conditions



Proposed Striping Plan



Alemany Interchange Improvement Project

San Francisco County Transportation Authority
 Prop K/Prop AA Allocation Request Form
 [TRAFFIC STRIPING DRAWING]

