Item 6 Enclosure
Citizens Advisory Committee
December 2, 2020

Prop K Allocation Request Forms
December 2020 Board Action
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Total Requested						**$ 22,960,610**	

[1] Acronyms: SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)

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

FY of Allocation Action:	FY2020/21
Project Name:	Replace 30 30-foot Hybrid Motor Coaches
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Vehicles - MUNI
Current Prop K Request:	$16,195,602
Supervisorial District(s):	Citywide

REQUEST

Brief Project Description
Replace 30 30' hybrid diesel motor coaches that have reached the end of their useful lives. The new buses will improve reliability and reduce maintenance costs to a fleet serving community routes such as 35 Eureka, 36 Teresita, 37 Corbett, 39 Coit, and 56 Rutland.

Detailed Scope, Project Benefits and Community Outreach
As part of its regular daily passenger service, the SFMTA operates a fleet of thirty 30-foot Orion diesel hybrid coaches. These coaches serve community routes, such as the 35 Eureka, 36 Teresita, 37 Corbett, 39 Coit, and 56 Rutland. The Orion fleet went into service in 2007 and is the oldest diesel hybrid fleet in the SFMTA. This fleet is experiencing increased mechanical failures, which have led to increased maintenance costs and decreased reliability with a mean distance between failures of 4,000 miles. The replacement vehicles will improve reliability and decrease maintenance costs. According to Federal Transit Administration Circular 5010.1E, these coaches, which are considered small, heavy-duty transit buses, have a useful life of ten years or 350,000 miles. These coaches in the SFMTA's fleet surpassed their useful life near the end of 2017 but have remained in operations.

The 30’ coach is Muni’s smallest vehicle and with only 30 of them, these coaches are essential for providing service to our hardest-reached neighborhoods where our larger vehicles (40’ and 60’ variants) cannot climb the hills or make the turns. For that reason, the 30’ coaches are deployed to community routes such as the 37 Corbett, 39 Coit & 56 Rutland, among others. And while many lines have been suspended since March due to the COVID-19 pandemic, routes such as the 67 Bernal Heights that rely on 30’ coaches returned to service in August 2020 and more are expected to come back into service in the months to come.

Under this procurement, the SFMTA intends to purchase 30 30-foot hybrid motor coaches and associated spare parts, training, manuals, and special tools. These new buses will be equipped with the new radio system and farebox, new passenger seat with stroller parking, improved wheelchair securement area, and improved emission control that is more energy-efficient and environmentally friendly than the buses they will replace.

The 30-ft replacement bus will be equipped with the latest vehicle technology which including but not limited to:
1. Improved seating layout
2. Slip-resistant flooring material
3. Better wheelchair securement system
4. Improved safety system for operators and riders
5. Latest vehicle subsystems for better security, communications, and vehicle maintenance

The vehicle production will be at the vendor’s facility and it will be driven to San Francisco after initial testing and inspections by our Quality Control (QC) and Commissioning team.

For the subject procurement, the SFMTA will coordinate with a state or municipality with an existing FTA-eligible 30’ hybrid motor coach contract. Once that entity/contract is identified, the fleet engineering team will work to finalize the

design/specification for San Francisco's challenging operating environment. As a relatively small vehicle fleet, this contract-design method will allow the SFMTA to cut costs on bid/award and design costs and abbreviate the production schedule.

Project Location
Citywide

Project Phase(s)
Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

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

Justification for Necessary Amendment

This request includes a 5YPP amendment to the MUNI-Vehicles category:
> Reprogram $6,386,693 from the Replace 85 40-Foot Trolley Coaches project, which was completed with other funds.
> Program $6,610,522 deobligated from the 67 40-foot and 50 60-foot Low Floor Hybrid Diesel Motor Coaches project, which was completed under budget.
> Program $3,198,387 deobligated from the Replace 100 40-ft Trolley Coaches project, which was completed under budget.
> Add the Replace 30 30-foot Hybrid Motor Coaches with $16,195,602 in FY2020/21.

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

FY of Allocation Action:	FY2020/21
Project Name:	Replace 30 30-foot Hybrid Motor Coaches
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Aug-Sep	2020	Oct-Nov-Dec	2020
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2020	Apr-May-Jun	2021
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2021		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2022
Project Completion (means last eligible expenditure)			Apr-May-Jun	2024

SCHEDULE DETAILS

The SFMTA will be responsible for detail design through 50%, including the overall vehicle designs and also other onboard electronic systems (i.e. Clipper, Surveillance, Radio System, Automated Passenger Counters, destination sign, etc.). The warranty duration for this procurement will last for 2 years.

PROJECT SCHEDULE
SFMTA Board: approval of consortium: January 2021
MTAB approval of draft contract: January 2021
SF BOS approval of contract: February 2021
Notice to Proceed: Feb-Mar 2021
Vendor advances design to 100%: Mar-Jun 2021
Vehicle delivery/acceptance: FY 2021/22
Warranty: through June 2024

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

MAJOR LINE ITEM BUDGET - 30 30-FOOT HYBRID MOTOR COACHES

CONSTRUCTION COST BY MAJOR LINE ITEM (by task by agency)

Budget Line Item	Totals	% of contract	SFMTA	Contractor	
1. Contract	$ 28,693,000			$ 28,693,000	Vendor design fees to be embedded in unit cost through original contract certification.
Vehicles (30)	$ 26,927,000			$ 26,927,000	
Training, Spare Parts, Special Tools & Equip.	$ 1,530,000			$ 1,530,000	
Sales Tax	$ 2,563,000			$ 2,563,000	
Contract Subtotal	$ 29,123,395			$ 29,123,395	
2. Consultant Services	$ 980,000	3.4%	$ -	$ 980,000	Vehicle engineering support such as structural analysis, propulsion system analysis, warranty support and onsite inspections during the vehicle production phase.
3. Project Management & Engineering Support	$ 665,000	2.3%	$ 665,000	$ -	
4. Quality Control & Commissioning	$ 925,000	3.2%	$ 925,000	$ -	Acceptance testing of vehicles by SFMTA Transit Maintenance.
5. Other Direct Costs *	$ 850,000	2.9%	$ 850,000	$ -	
6. Contingency	$ 1,896,605	6.5%	$ 1,896,605	$ -	
TOTAL CONSTRUCTION PHASE	**$ 34,440,000**		**$ 4,336,605**	**$ 30,103,395**	

* Transit Operations support, including: road tests and burn-in mileage before vehicle acceptance, City Attorney & Risk Management administrative support and SFMTA employees travel costs for on-site inspections.

UNIT COST: $ 1,148,000

Cashflow Demand Projection (including planning and design phases)

	Other Sources	Sales Tax	Total
Q1.FY21	$ 750,000.00	$ -	**$ 750,000.00**
Q2.FY21	$ 750,000.00	$ -	**$ 750,000.00**
Q3.FY21	$ 4,500,000.00	$ -	**$ 4,500,000.00**
Q4.FY21	$ 5,000,000.00	$ -	**$ 5,000,000.00**
Q1.FY22	$ 1,848,879.60	$ 2,699,267.00	**$ 4,548,146.60**
Q2.FY22	$ 1,848,879.60	$ 2,699,267.00	**$ 4,548,146.60**
Q3.FY22	$ 1,848,879.60	$ 2,699,267.00	**$ 4,548,146.60**
Q4.FY22	$ 1,848,879.60	$ 2,699,267.00	**$ 4,548,146.60**
Q1.FY23	$ 1,848,879.60	$ 2,699,267.00	**$ 4,548,146.60**
Q2.FY23	$ -	$ 1,799,511.40	**$ 1,799,511.40**
Q3.FY23	$ -	$ 449,877.80	**$ 449,877.80**
Q4.FY23	$ -	$ 449,877.80	**$ 449,877.80**
Totals	**$ 20,244,398.00**	**$ 16,195,602.00**	**$ 36,440,000.00**

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

FY of Allocation Action:	FY2020/21
Project Name:	Replace 30 30-foot Hybrid Motor Coaches
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Vehicles - MUNI	$16,195,602	$0	$0	$16,195,602
BATA - 18	$0	$0	$17,853,455	$17,853,455
GENERAL FUND PROP B	$0	$0	$390,943	$390,943
Phases in Current Request Total:	$16,195,602	$0	$18,244,398	$34,440,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	$16,195,602	$0	$0	$16,195,602
GENERAL FUND PROP B	$0	$0	$2,390,943	$2,390,943
BATA - 18	$0	$0	$17,853,455	$17,853,455
Funding Plan for Entire Project Total:	$16,195,602	$0	$20,244,398	$36,440,000

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	$1,085,000	$0	engineers estimate
Environmental Studies (PA&ED)	$0	$0	
Right of Way	$0	$0	
Design Engineering (PS&E)	$915,000	$0	engineers estimate
Construction (CON)	$34,440,000	$16,195,602	engineers estimate
Operations (OP)	$0	$0	
Total:	$36,440,000	$16,195,602	

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% Complete of Design:	35.0%
As of Date:	09/23/2020
Expected Useful Life:	10 Years

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

FY of Allocation Action:	FY2020/21
Project Name:	Replace 30 30-foot Hybrid Motor Coaches
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	$16,195,602	Total Prop AA Requested:	$0
Total Prop K Recommended:	$16,195,602	Total Prop AA Recommended:	$0

SGA Project Number:		Name:	Replace 30 30-foot Hybrid Motor Coaches
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	03/31/2023
Phase:	Construction	Fundshare:	47.03

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-117M	$0	$8,097,801	$8,097,801	$0	$0	$16,195,602

Deliverables

1. Quarterly progress reports shall provide percent complete for the overall project scope, a count of the number of vehicles accepted for service in the previous quarter, upcoming project milestones (e.g. NTP, 100% Design), deliveries anticipated in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. Upon placing the first vehicles from this procurement into revenue service, provide two digital photos of the accepted vehicle, with at least one showing the decal with Prop K logo affixed to a vehicle.

Special Conditions

1. The recommended allocation is contingent upon amendment of the 5-Year Prioritization Program for the Prop K Vehicles-Muni Category. See attached 5YPP amendment for details.

2. The recommendation is contingent upon a commitment by the SFMTA to maintain the new motor coaches in a state of good repair, including a mid-life overhaul program to allow them to meet or exceed expectations for their useful lives per FTA guidelines.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	52.97%	No Prop AA
Actual Leveraging - This Project	55.56%	No Prop AA

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

FY of Allocation Action:	FY2020/21
Project Name:	Replace 30 30-foot Hybrid Motor Coaches
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	$16,195,602

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.

Initials of sponsor staff member verifying the above statement
MJ

CONTACT INFORMATION

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2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Vehicles - Muni (EP 17M)
Programming and Allocations to Date
Pending December 15, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Carry Forward From 2014 5YPP									
SFMTA	Replace 30 30-foot Hybrid Diesel Motor Coaches [2, 3]	CON	Programmed	$0					$0
SFMTA	Replace 85 40-Foot Trolley Coaches [5, 6]	CON	Programmed	$0					$0
SFMTA	Replace 28 Paratransit Vans [5]	CON	Allocated		$1,156,151				$1,156,151
2019 5YPP Programming and Allocations									
SFMTA	Rehabilitation of 5 Vintage Streetcars [2]	CON	Allocated	$700,788					$700,788
SFMTA	Transit Vehicle Replacement or Rehabilitation - Placeholder [3]	CON	Programmed	$0					$0
SFMTA	Replace 30 30-foot Hybrid Motor Coaches [6]	CON	Pending		$16,195,602				$16,195,602
SFMTA	New Flyer Midlife Overhaul Phase 1 [3]	CON	Allocated	$17,937,483					$17,937,483
SFMTA	Rehabilitate Historic & Milan Streetcars	CON	Programmed		$3,304,749				$3,304,749
SFMTA	Placeholder - Purchase or Rehab Muni Vehicles [4]	ANY	Programmed	$2,035,607					$2,035,607
SFMTA	Light Rail Vehicle Procurement [1, 4]	CON	Allocated	$50,089,416					$50,089,416
SFMTA	Light Rail Vehicle (LRV) Procurement (151 Replacement + 68 Expansion) - Additional [1, 4]	CON	Programmed	$0					$0
	Total Programmed in 2019 5YPP			$70,763,294	$20,656,502	$0	$0	$0	$91,419,796
	Total Allocated and Pending			$68,727,687	$17,351,753	$0	$0	$0	$86,079,440
	Total Unallocated			$2,035,607	$3,304,749	$0	$0	$0	$5,340,356
	Total Programmed in 2019 Strategic Plan			$78,306,138	$3,304,749	$0	$0	$0	$81,610,887
	Deobligated Funds			$10,043,397	$0	$0	$0	$0	$10,043,397
	Cumulative Remaining Programming Capacity			$17,586,241	$234,488	$234,488	$234,488	$234,488	$234,488

Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

[1] Deobligation of SGA 117-910055 is required to allocate LRV funds as programmed. EP-17 funds may be used for replacement vehicles only.

[2] 5YPP amendment to accommodate allocation of $700,788 for Rehabilitation of 5 Vintage Streetcars (Resolution 20-003, 7/23/2019):

Replace 30 30-foot Hybrid Diesel Motor Coaches: Reduced by $700,788 in FY2018/19. SFMTA has deferred the project by at least two years.

Rehabilitation of 5 Vintage Streetcars: Added project with $700,788 in FY2019/20.

[3] To accommodate allocation of $17,937,483 for New Flyer Midlife Overhaul Phase 1 (Resolution 20-009, 09/24/2019):

Replace 30 30-foot Hybrid Diesel Motor Coaches: Reduced by $13,446,287 in FY2019/20. SFMTA has deferred the project by at least two years.

Transit Vehicle Replacement or Rehabilitation - Placeholder: Reduced from $4,491,196 to $0 in FY2019/20.

New Flyer Midlife Overhaul Phase 1: Added project with $17,937,483 in FY2019/20.

[4] Strategic Plan and 5YPP amendments to accommodate allocation of $50,089,416 for Light Rail Vehicle Procurement (Resolution 20-040, 4/14/2020).

Light Rail Vehicle Procurement: Advance $17,183,425 in cash flow from FY2021/22 to FY2020/21, reduce total amount by $2,035,607 from $52,125,023 to $50,089,416;

Placeholder - Purchase or Rehab Muni Vehicles: Add placeholder with $2,035,607 in FY2019/20 and cash flow in FY2023/24.

[5] 5YPP amendment to accommodate allocation of $1,156,151 for the Replace 28 Paratransit Vans project (Resolution 21-0XX, 10/27/2020).

Replace 85 40-Foot Trolley Coaches: Reduced by $1,156,151, from $7,542,844 to $6,386,693 in FY2019/20. SFMTA completed the trolley procurement with other funds.

Replace 28 Paratransit Vans: Added project with $1,156,151 in FY2020/21.

[6] 5YPP amendment to accommodate allocation of $16,195,602 for the Replace 30 30-foot Hybrid Motor Coaches project (Resolution 21-0XX, xx/xx/2020).

Replace 85 40-Foot Trolley Coaches: Reduced from $6,386,693 to $0. SFMTA completed the trolley procurement with other funds.

Cumulative Remaining Capacity: Reduced from $10,043,397 to $234,488. The funds were deobligated from two grants for motor coach procurement (a total of $6,610,522 from SGAs 117-910067 and 117-910069) and one grant for trolley coach procurement ($3,198,387 from SGA 117-910070). These projects were completed under budget.

Replace 30 30-foot Hybrid Motor Coaches: Added project with $16,195,602 in FY2020/21.

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

FY of Allocation Action:	FY2020/21
Project Name:	Potrero Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Facilities - Undesignated, Facilities - MUNI
Current Prop K Request:	$5,848,403
Supervisorial District(s):	District 10

REQUEST

Brief Project Description
Planning and environmental phases for redeveloping the bus facility at 2500 Mariposa Street into a modern, efficient bus maintenance facility by 2026. The new facility would serve SFMTA's electric trolley and future battery-electric bus fleets. This Bus Yard Component will be a structure with 6 levels of bus facility support spaces, including 3 levels for bus storage and maintenance. The project concept also includes a Residential and Commercial Component with up to 7 additional levels above the bus facility with up to 575 mixed-income units and active uses at the ground floor.

Detailed Scope, Project Benefits and Community Outreach
See detailed scope and detailed project descriptions, attached.

Project Location
2500 Mariposa Street (Bryant and Mariposa)

Project Phase(s)
Planning/Conceptual Engineering (PLAN), Environmental Studies (PA&ED)

Justification for Multi-phase Request
A multi-phase allocation for planning/conceptual engineering and environmental studies is appropriate given the concurrent nature of the work.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	$5,848,403

Potrero Yard Planning Phase — Scope

Project Description (see full Project Description in additional attachment)

The Potrero Yard Modernization Project will replace the obsolete, two-story bus facility with a modern and efficient bus maintenance and storage garage in 2026. This facility would be equipped to serve the projected future capacity and needs of the SFMTA's new electric trolley fleet and future battery-electric fleet. The proposed project would demolish the existing bus storage yard and the maintenance and operations building and would replace them with a single structure, approximately 75 to 150 feet tall and up to 1.3 million gross-square-feet (gsf) in capacity. The proposed structure would cover the entire lot.

In addition to the construction of a modern storage and maintenance facility and to leverage the construction opportunity to address Citywide goals for housing production, the SFMTA plans to solicit proposals for the bus facility and joint development atop the bus facility as a mixed-use residential development with ground floor community-serving uses. The SFMTA estimates that the Potrero Yard Modernization Project could support the construction of between 525 and 575 new housing units. While no agreement is yet in place, the SFMTA has proposed an initial target of 50 percent of the housing units being affordable (or 262 to 288 units) to low- to moderate-income residents.

To pursue these objectives, the SFMTA has introduced an Ordinance to the Board of Supervisors to approve the procurement framework that will allow the Agency to enter into Joint Development Services agreements with a private development team to design, build, finance, maintain, and perform asset management services for the proposed new Potrero Yard storage and maintenance facility. This legislation has been tabled by the Board of Supervisors, and the SFMTA is working closely with the Supervisors and their staff to bring the Ordinance to the Budget and Finance Committee.

- The Bus Yard Component is planned to be a six story concrete podium structure (including the basement level) for commingled other bus facility support spaces, including three high clearance levels for bus storage and maintenance. The bus facilities are estimated to include the following
    - 463,000 gsf for parking and bus circulation;
    - 186,000 gsf for bus services and storage, and
    - 52,000 gsf for administration offices, a bus operator training facility.
- The facility is planned to store 213 buses, which is a nearly 50 percent increase in capacity from the current operation.
- The Residential and Commercial Component may include:
    - a multi-floor structure on top of the podium structure that will house the bus facility, with the possibility of some units along the perimeter of the podium itself.
    - approximately 525 to 575 residential units
    - a set of commercial uses to activate street frontages (such as neighborhood- serving spaces and retail) on the perimeter of the podium at street level.

The Planning phase commenced in October 2019, and the following tasks are now substantially complete:

- CEQA Project Application, Notice of Preparation, and Public Scoping Meeting
- Potrero Yard bus facility design criteria document
- Site constraints analysis and site plan/program
- Conceptual project, referred to in joint development procurement documents as the Reference Project or Reference Concept
- Request for Qualifications for a partnering development team
- Considerable public outreach and engagement, including six major public in-person or online events

Project Delivery Strategy

The SFMTA proposes a joint development project delivery method for this Project. The Federal Transit Administration (FTA) defines joint development projects as projects that involve: (1) integrated development of transit and non-transit improvements, with transit projects physically or functionally related to commercial,

residential, or mixed-use development; (2) public and private investments that are coordinated between transit agencies and developers to improve land owned by a transit agency or related to a transit improvement; and (3) mutual benefit and shared cost among all parties involved. If the SFMTA and developer successfully negotiate a Project Agreement, the Project Agreement would require the developer to assume full development responsibility for all components and phases of the Potrero Yard Modernization Project, including both the bus facility and the residential and the commercial component. The SFMTA would retain ownership of the land and bus facility, and the private developer would lease the housing and commercial development from the SFMTA. The agreement for the developer's use of the housing and commercial development would specify all project programming details, including the housing unit affordability structure.

The joint development procurement method offers compelling advantages to meet the Project's objectives:

1. Mitigates cost and schedule risk by
    a. selecting a joint development partner early in the CEQA process (currently underway) to provide input and develop a functional and attractive design that reflects input from the community;
    b. agreeing on a fixed-price, date-certain contract with the private partner;
    c. incentivizing on-schedule construction by linking payments for the bus facility to occupancy readiness or substantial completion of the facility; and
    d. motivating the developer to deliver high-quality construction and building systems product by including maintenance of the building core and shell in the overall project agreement.
2. Transfers to the joint development partner the technical challenges of integrating the public bus facility and the private housing development and establishes the partner as the single point of responsibility for the Project.

In August 2020, the SFMTA issued a Request for Qualifications (RFQ), with responses received in November 2020, to design, build, finance, operate, and maintain the Project. The SFMTA will select a short list of up to three developers to participate in a Request for Proposals (RFP) to develop the Project, and select one developer to enter into the first Joint Development Services agreement, the Pre-Development Agreement, which will be used to negotiate the Project Agreement and the developer's Joint Development Services. The SFMTA will compensate the two proposers who are not selected for their work product, a standard practice for this type of project, where the RFP requires that the proposing teams invest considerable expense for an approximately five-month proposal preparation period. This compensation ensures that the SFMTA owns all work product created for the Project.

Public Outreach and Engagement

The SFMTA is committed to an inclusive, transparent stakeholder engagement process in designing this important new project. The SFMTA believes that the community should help to shape many of the decisions that are needed to rebuild Potrero Yard. In 2018, the SFMTA made a public pledge to stakeholders to:

- Be transparent about the constraints of the project that will guide decision making
- Work to understand and address stakeholder concerns and priorities
- Balance stakeholder concerns and priorities while also meeting the project's core transit objectives

To staff this work, the SFMTA has been augmenting project management staff (Project Manager 1 and Manager with a 1312 Public Information Officer for the last 18 months and has also invested significantly in a consultant contract to support the work. Ongoing public outreach and engagement consultant expenses exceed $350,000 per year, and the SFMTA believes this is an appropriate and proportionate cost to the size of the Potrero Yard project and the significant outreach needs required in this neighborhood. The SFMTA is completing the hiring process for a 5408 Coordinator of Citizen Involvement to support this project as well as the SFMTA'slarger Building Progress facility capital program. Since the inception of the Potrero project in 2017, the SFMTA has conducted several outreach and engagement events. Some are listed here:

- Six major community events since the end of 2017
    - Dec 2017 – introduction to Building Progress initiative, SFMTA facilities needs
    - Dec 2018 – height, urban design, community amenities at Potrero
    - Feb 2019 – housing, affordable housing, transportation considerations
    - Aug 2019 – tours of Potrero, discussion of the bus component of the project

  - Oct 2019 – draft project concept: unit count, height, affordability target, bus capacity
  - Jun 2020 – virtual community "check in" on the project procurement process
- 17 neighborhood working group meetings since Oct 2018
- Numerous presentations before neighborhood organizations (United to Save the Mission, Potrero Boosters, Dogpatch Neighborhood Association, Kansas Street SAFE)
- Numerous one-on-ones with stakeholders, neighbors, community orgs
- Tabling at community events (e.g. Fiesta de las Americas, SF Carnaval 2020 Salud es Poder event)
- On-going digital engagement
- On-going open door policy with project management teams

Planning Phase Scope of Work

The portion of the Planning phase proposed for Prop K funds extends from November 2020 through December2021. A critical period in the end of the Planning phase, there are several project milestones included in this term, including:

- Ongoing public engagement related to developer procurement, concept proposals, and environmental review. These events will take place in both virtual and in-person formats, as possible given COVID-19 (November 2020 to December 2021). Public engagement efforts during the planning phase will also include on-going monthly Working Group meetings.
- Ongoing in-reach to SFMTA staff to ensure that their input is reflected in the developer Request for Proposals (RFP), that their concerns are heard, and that they are apprised of progress and schedule milestones.
- Drafting and release of the developer Request for Proposals including technical addenda such as Urban Design Guidelines and final Design Criteria (January 2021)
- Release of the Administrative Draft EIR (March 2021)
- Analysis and scoring of proposals received in response to the RFP. The review process will include the involvement of a scoring panel as well as a technical review panel comprised of experts in subjects such as transit facility design and infrastructure finance/economics (June 2021)
- Announcement of the Preferred Bidder and formal authorization of the Bidder selection by the SFMTA Board (July 2021)
- Execution of the Pre-Development Agreement (PDA) which will outline the terms, schedule, and milestones for the design and financing phase of the project (August 2021)
- Preparation of Response to Comments and Planning Department design and entitlement review (August 2021 – December 2021)

The Planning phase will close with the execution of the Project Agreement, anticipated in January 2022, and the project will proceed into the Design phase. To accommodate these many milestones, the scope of this request is divided into tasks as presented below.

Scope of Work for Requested Funds

Task 1: Project Management

SFMTA Staff: Project Manager 1, Manager IV, Transportation Planner III, Transportation Planner II Public Works Staff: Project Manager 3, Project Manager 1
Contract Staff: Project Management Assistance/Stakeholder Feedback Integration

This task includes day-to-day project management in the planning phase of the Potrero project, including contract administration, internal communications and collaborations, and project scope, schedule, and budget maintenance and tracking. The majority of the project management work will be undertaken by the SFMTA's Project Manager 1 and Manager IV, and Public Works' Project Manager III, with others in

supporting roles.

Task 2: Stakeholder Outreach and Engagement

SFMTA Staff: Project Manager 1, Manager IV, Transportation Planner II, Coordinator of Citizen Involvement, Public Information Officer
Public Works Staff: Project Manager 3, Project Manager 1
Contract Staff: Public Outreach and Engagement Consultant (Civic Edge), as-needed outreach consultant pool

This task includes continuation of the project's comprehensive outreach and engagement program. Outreach and engagement will be ongoing throughout the planning phase and the remainder of the project's implementation schedule. To date, outreach has been focused around the conceptual project and overall development principles. During the Prop K funding term, outreach will change materially to focus on the development partner team and the project design. To communicate this message and collect input and feedback from stakeholders, the SFMTA will employ various outreach and engagement tactics, including:

- Large-scale public community events (virtual or in-person, as appropriate)
- Continuation of the Potrero Yard Neighborhood Working Group
- Virtual engagement, including web, social media, television, and radio
- Continual innovation on new methods of stakeholder engagement to individually meet stakeholder appetites for project integration

Task 2 will be staffed by the SFMTA's Project Manager I, Coordinator of Citizen Involvement (to start October 2020), Public Information Officer, with support from the Manager IV and Planner II. The work is currently supported by Civic Edge Consulting, and the SFMTA will also utilize adiverse pool of qualified on-call consultants. This pool will allow the SFMTA to nimbly scope and select consultants for their unique expertise, which should result in excellent work products and cost efficiency for the SFMTA. Once the developer partner is selected, the SFMTA will work closely with the developer to design and implement this program, and funding of the program is envisioned to be borne by the developer. The SFMTA will maintain an oversight and content approval role.

Task 3: Project Delivery and Joint Development Advisory Services
SFMTA Staff: Project Manager 1, Manager IV, Transportation Planner III
Public Works Staff: Project Manager 3, Project Manager 1
Contract Staff: Joint Development Advisor (Arup)

The first phase of this task consists of completing the developer Request for Proposals (RFP) and managing the developer selection process. Specific subtasks include writing the RFP; completing technical addenda to the RFP such as the final Design Criteria and Urban Design Guidelines; forming aselection panel; responding to questions from proposers; and ensuring that the proposal review process is conducted objectively and efficiently. These responsibilities during the RFP process will be supplemented by the technical analyses of proposals described in Task 5 below. This phase will culminate in the selection of a Preferred Bidder.

The second phase of this task includes negotiation of the Pre-Development Agreement (PDA) with the selected developer. This second phase also includes regular communications with the LMD, responding to technical inquiries, and regular monitoring of project costs and schedule once the PDA is executed. This phase will complement the technical review tasks during the PDA phase described in Task 5.

Jointly with the SFMTA, Public Works entered into a contract with Arup in 2019 for joint development advisory services through the PDA phase. Prop K funds are proposed to be used for invoiced work on the RFP and PDA phases from November 2020 (following Board approval of this request) to December 2021. Prop K funds would also be used for the SFMTA to purchase the design work products from the two unsuccessful respondents to the RFP. Because the RFP process will demand extensive design work, cost

estimating, and financial modeling, this fee for services structure helps to incentivize high quality Proposal deliverable from the proposing teams. Task 3 work will be undertaken mostly by the SFMTA's Project Manager 1 and Manager IV, Public Works' Project Manager 3 and Project Manager 1, and Arup, with other SFMTA and Public Works staff in support roles.

Task 4: Environmental Review

SFMTA Staff: Project Manager 1, Manager IV, Transportation Planner III
Contract Staff: SWCA Environmental Consultants

This task includes collaborating with SF Planning to complete environmental review of the project in accordance with the California Environmental Quality Act. The major milestone during the Prop K Planning phase term is the distribution of the Draft Environmental Impact Report (EIR), which will dovetail with the formal partnership with the development team. The SFMTA entered into a contract with SWCA in 2018 for the completion of the EIR, and the work is ongoing. Prop K funds are proposed to be used for invoiced work on the EIR from November 2020 (following Board approval of this request) to December 2021, culminating in the response to comments on the Draft EIR. This work is undertaken mostly by the SFMTA's Project Manager 1 and SWCA, with other SFMTA staff in support roles.

Task 5: Economic and Transportation Facility Analysis and Design Peer Review

SFMTA Staff: Project Manager 1, Manager IV, Transportation Planner III
Contract Staff: Hatch, HDR

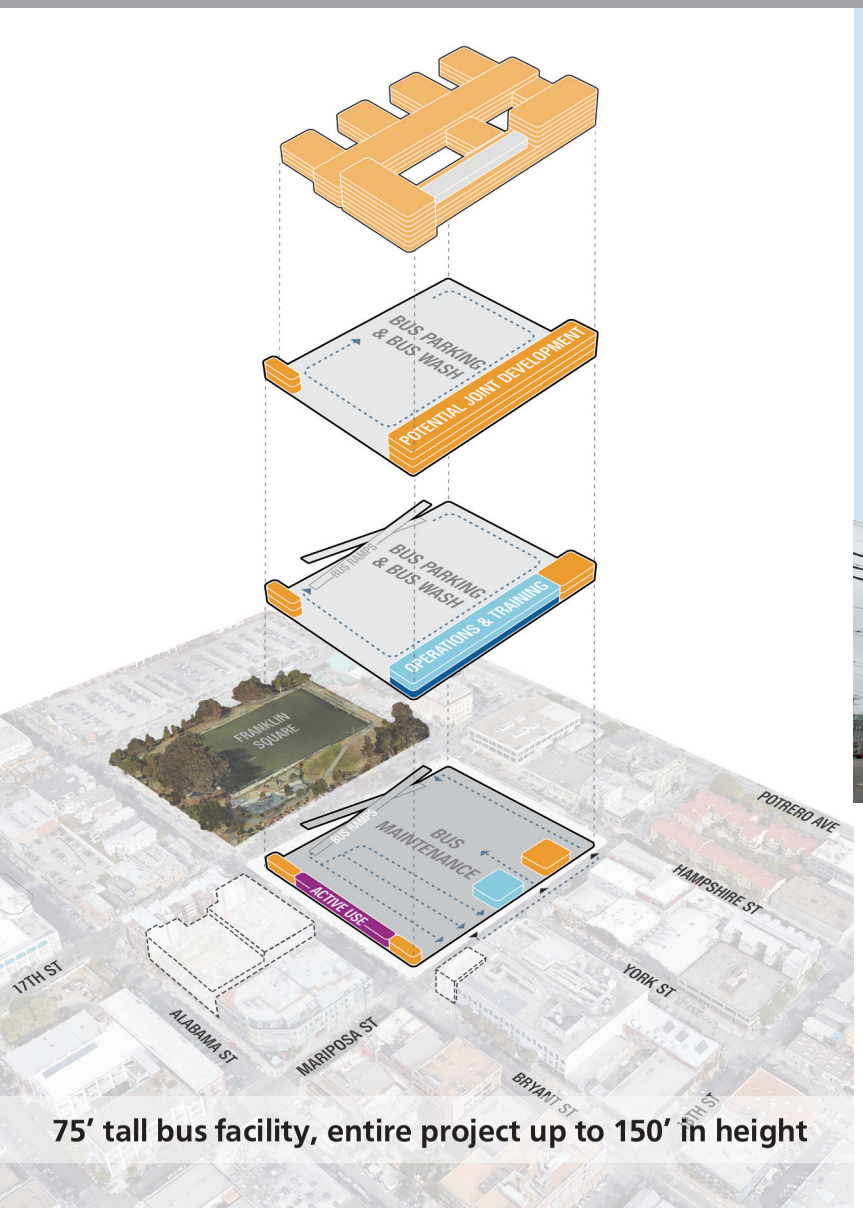
This first phase of this task consists of a detailed analysis of the design and financial proposals from the three shortlisted respondents to the RFP. A technical panel comprised of SFMTA and consultant subject matter experts will evaluate the proposals on the basis of a) conformance to the transit facility Design Criteria, b) quality of the transit facility design, c) soundness of their financial assumptions, and d) proposed availability payment structure for financing the transit facility. The technical panel will transmit a summary of their analysis to the RFP selection panel. Based on this technical analysis and other selection criteria, the selection panel will choose a Preferred Bidder with whom the SFMTA will enter exclusive negotiations.

The second phase of this task will commence upon execution of the PDA between the SFMTA and the developer. The developer will be responsible for advancing the design of the project to a 50% level of completion, at which point the design will be competitively bid to interested design-build teams. During this second phase, leading up to the 50% drawing set, there will be on-going analysis of the evolving project design and financial model. SFMTA and consultant staff will continually verify that the facility design is consistent with the SFMTA's Design Criteria. Staff will also ensure that the updated financial model is based on sound assumptions and is consistent with the SFMTA's financial parameters for the project.

The major milestones during the Prop K Planning phase term for this task are 1) selection of the Preferred Bidder and 2) completion of the 50% drawing set and corresponding updated financial model. Prop K funds are proposed to be used for invoiced work on the Economic and Transportation Facility Analysis from November 2020 to December 2021, culminating in the completion of the 50% drawing setand financial model. This work is undertaken mostly by the SFMTA's Manager IV, Public Works' Project ManagerIII, and consultants from HDR and Hatch, as well as the SFMTA's on-call structural and other engineering support, with other SFMTA and Public Works staff in support roles.

Building Progress Program: Potrero Yard Modernization Project

Fall 2020



75’ tall bus facility, entire project up to 150’ in height

Building a Modern Transit Facility

To keep buses running and serving our customers we must modernize Potrero Yard. The facility is 105 years old and requires a complete update. A new Potrero Yard will address the following critical needs:

- Rebuild, expand, and modernize Potrero Yard by 2026
- Provide infrastructure for battery electric buses
- Improve safety and working conditions for the SFMTA workforce
- Consolidate functions for efficiencies (Bus Operator and Street Operations training)

Bus Project Estimate: $500 million

This significant investment requires creative budget planning. We are seeking a development partner to design, build, finance, and maintain the new building to ensure on-time/on-budget delivery, high-quality construction, and on-going maintenance of the joint development building components.

The Potrero Yard project development process demonstrates the SFMTA’s commitment to:

- A responsible public investment
- Inclusive and transparent community participation
- A joint development that is financially feasible

> ***This long overdue project will bring our operations and maintenance into the 21st century. We have the opportunity to build San Francisco’s first mixed-use transit facility and I’m excited to know that some of the residential units could house our employees.***
>
> - Michael Henry, Potrero Yard Maintenance Superintendent

PROJECT TIMELINE (2020 to 2021)

August 2020	RFQ release
September 2020	CEQA scoping meeting
Fall 2020	Enabling legislation to BOS
Early 2021	RFP release
Spring 2021	Draft EIR
Summer 2021	Developer selection

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Building Progress Program: Potrero Yard Modernization Project

Fall 2020

E6-18

Innovative Project Delivery

The project requires enabling legislation approval by the Board of Supervisors (BOS) because the current Administrative Code prescribes traditional methods to deliver public projects that are fully designed and funded rather than through a joint-development approach.

A successful joint development partnership requires early engagement with a developer to progress stepwise so project risks are defined and managed early on by the correct party. The project enabling ordinance fills gaps in the Administrative Code and exempts the project from procurement requirements that do not fit procedurally. To receive a successful competitive developer selection process, the developers must have confidence that they can invest resources at risk to create a competitive proposal that delivers the project's goals. Other key provisions of the legislation include:

- Allowing the SFMTA to make a "best value" selection that assesses quality, cost, and delivery of affordable housing
- Obligating the project to essential City policies like local hire, prevailing wage, and an LBE program
- Providing a stipend to unsuccessful bidders
- Incorporating an opportunity for the Board of Supervisors to review the Project Agreement term sheet

Key Needs for the Joint Development Partner

Proposition K Funds

The SFMTA will seek Prop K funds from the SFCTA to support ongoing planning work through December 2021. This funding request supports:

- Ongoing CEQA analysis
- The SFMTA's technical review of the bus yard design
- Continuation of the project's robust stakeholder engagement program
- Professional joint development advisory services

Fall 2020 Legislation Summary

The project-enabling ordinance (BOS) and Proposition K funding request (SFCTA) keep the project moving forward. The legislation also commits the SFMTA to bringing deal terms to the BOS for its review and approval. Further, it's essential to enable the joint development that delivers the Bus Yard and housing, including much-needed affordable housing.

The project team is available to brief all Supervisors and staff on the project details at any requested interval. The project team is also committed to transparent and meaningful engagement with the community every step of the way.

Potrero Yard is an ambitious, innovative, and essential project for the SFMTA, the City, and all who live, work, and visit San Francisco.

BOS & SFCTA Milestones

- **TA Funding Request for Preliminary Engineering/ Environmental Review – December 2020**
- **Project-Enabling Legislation (required prior to RFP stage to allow procurement method)**
- **Term Sheet Review – Late 2021/ Early 2022, (pending procurement legislation)**
- **Planning Entitlements & Final Project Agreement – Spring 2022**

Housing Opportunity

This City project is a once-in-a-lifetime opportunity to leverage the construction at the site to contribute to the City's housing goals. Together with Planning, OEWD, MOHCD, and Public Works, the project team arrived at a concept to provide housing above Potrero Yard. Extensive Potrero Yard Neighborhood Working Group and community input has resulted in support for:

525–575 rental housing units

Partnering with MOHCD to maximize affordable units

50% threshold for affordable units with a goal to increase, even up to **100%**

Challenging developers to increase affordable units by identifying outside funds

Community Needs & Concerns

The SFMTA is working with community stakeholders to refine the project's scope and address their needs and concerns. Activities include:

- Continuing in-depth stakeholder engagement, along with the Potrero Yard Neighborhood Working Group
- Producing a Racial Equity Assessment to understand and address inequitable unintended consequences from the project
- Developing a Public Benefits Principles document as part of the RFP, in partnership with the Potrero Yard Working Group


Potrero Division
Existing Site
Legend
Potrero Division
Potrero Division
Bryant St
E6-1
Google Earth
© 2020 Google
100 ft

E6-20

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

FY of Allocation Action:	FY2020/21
Project Name:	Potrero Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	EIR/EIS

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Nov-Dec	2019	Oct-Nov-Dec	2021
Environmental Studies (PA&ED)	Oct-Nov-Dec	2019	Apr-May-Jun	2022
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2021	Apr-May-Jun	2022
Advertise Construction	Jul-Aug-Sep	2022		
Start Construction (e.g. Award Contract)	Apr-May-Jun	2023		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2026
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2026

SCHEDULE DETAILS

See schedule attachment.

Environmental review note: The subject scope of work will advance the environmental review process through responses to comments on the Draft EIR.

Potrero Yard Modernization
Project Procurement/ Environmental Review
Detailed Schedule

Task	Scope of Work	Start Date	End Date
Task 1	Project Management		
	RFP Drafting	10/1/2020	12/31/2020
	Publication of the RFP	1/15/2021	
Task 2	Stakeholder Engagement		
	Ongoing Engagement online, social media, print		ongoing
	Ongoing Potrero Yard Working Group monthly meetings		monthly
	Large online event #1 (RFP release)	12/15/2020	1/5/2021
	Large online/in-person event #2 (DEIR release)	3/1/2021	3/20/2021
	Large online/in-person event #3 (Proposal acceptance)	7/1/2021	7/15/2021
	Large online/in-person event #3 (PDA completion)	10/1/2021	11/1/2021
Task 3	Project Procurement		
	Proposer Meeting and Review Round 1 (Addendum 1)		2/12/2021
	Proposer Meeting and Review Round 2 (Addendum 2)		3/25/2021
	Proposer Meeting and Review Round 3		4/19/2021
	Concept Design Submission		4/30/2021
	Final Addendum (if applicable)		5/7/2021
	Alternative Technical Concept Acceptance (if applicable)		5/14/2021
	Receipt of proposals from shortlisted respondents		6/25/2021
	Selection of Preferred Bidder		8/20/2021
	PDA Execution		10/20/2021
	Schematic Design Completion (end of Planning phase)		12/31/2021
Task 4	Environmental Review		
	DEIR public circulation		4/1/2021
	DEIR public comment period	4/1/2021	5/15/2021
	Response to DEIR comments		10/1/2021
Task 5	Economic and Transportation Facility Analysis		
	Technical Panel Proposal Analysis	2/12/2021	5/14/2021
	Schematic Design Review Process	6/25/2021	12/31/2021

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

FY of Allocation Action:	FY2020/21
Project Name:	Potrero Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Facilities - MUNI	$0	$1,000,000	$0	$1,000,000
PROP K: Facilities - Undesignated	$0	$4,848,403	$0	$4,848,403
SFMTA OPERATING - FACILITY	$0	$1,442,188	$4,199,433	$5,641,621
Phases in Current Request Total:	$0	$7,290,591	$4,199,433	$11,490,024

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	$0	$5,848,403	$0	$5,848,403
TSF TRANSIT	$0	$3,129,088	$0	$3,129,088
TSF MAINTENANCE	$0	$460,000	$0	$460,000
TBD (SFMTA FACILITY OPS, PROP B, TSF, SB1)	$425,168,764	$0	$0	$425,168,764
SFMTA OPERATING - FACILITY	$0	$1,442,188	$4,199,433	$5,641,621
SB1 - FY24, FY25 (STA-SGR REVENUE BASED)	$0	$9,499,192	$0	$9,499,192
RM3 FACILITY	$8,555,052	$0	$0	$8,555,052
PROP B	$0	$6,533,072	$0	$6,533,072
Funding Plan for Entire Project Total:	$433,723,816	$26,911,943	$4,199,433	$464,835,192

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	$9,490,024	$5,290,591	Planning phase consultant scopes (contracts are in place), and staff time estimate
Environmental Studies (PA&ED)	$2,000,000	$557,812	Executed EIR consultant contract
Right of Way	$0	$0	
Design Engineering (PS&E)	$9,147,891	$0	Staff-generated labor estimate and consultant support estimates to bring us to PDA phase. At PDA phase, developer will assume design costs.
Construction (CON)	$444,197,277	$0	2019 Cost estimate from ARUP advisors and M. Lee Cost Estimators
Operations (OP)	$0	$0	
Total:	$464,835,192	$5,848,403	

% Complete of Design:	0.0%
As of Date:	09/25/2020
Expected Useful Life:	100 Years

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

MAJOR LINE ITEM BUDGET - Potrero Yard Modernization - Planning and Environmental

BUDGET SUMMARY

Agency	Task 1 - Project Management	Task 2 - Stakeholder Outreach and Engagement	Task 3 - Project Procurement and Joint Development Advisory Services	Task 4 - Environmental Review	Task 5 - Economic and Transportation Facility Analysis	Total
SFMTA	$ 698,720	$ 267,595	$ 222,996	$ 148,664	$ 148,664	**$ 1,486,639**
SF Public Works	$ 606,056	$ -	$ 404,038	$ -	$ -	**$ 1,010,094**
Professional Services Consultants	$ 90,000	$ 297,795	$ 1,020,000	$ 320,000	$ 403,875	**$ 2,131,670**
Professional Services Reimbursement	$ -	$ -	$ 1,000,000	$ -	$ -	**$ 1,000,000**
Other Direct Costs *	$ -	$ 200,000	$ -	$ 20,000	$ -	**$ 220,000**
Total	**$ 1,394,777**	**$ 765,390**	**$ 2,647,033**	**$ 488,664**	**$ 552,539**	**$ 5,848,403**

* Direct Costs include printed collateral, mailing, and facility rental/tabling fees.

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
1312 Public Information Officer	700	$ 66.93	2.406	$ 161.01	0.34	**$ 112,704**
5288 Planner II	600	$ 73.31	2.408	$ 176.55	0.29	**$ 105,928**
5289 Planner III	600	$ 85.59	2.412	$ 206.47	0.29	**$ 123,885**
5408 Coordinator of Citizen Involvement	1,200	$ 89.72	2.414	$ 216.62	0.59	**$ 259,944**
5502 Project Manager I	1,200	$ 100.38	2.417	$ 242.60	0.59	**$ 291,117**
5504 Project Manager II	375	$ 116.04	2.420	$ 280.77	0.18	**$ 105,289**
9174 Manager IV	1,200	$ 110.33	2.413	$ 266.19	0.59	**$ 319,424**
Contingency (20%)						**$ 168,349**
Total	**5,875**				**2.87**	**$ 1,486,639**

SF Public Works	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Project Manager III	1,450	$ 107.74	199.57%	$ 322.76	0.71	**$ 467,997**
Project Manager I	1,360	$ 76.69	199.57%	$ 229.74	0.66	**$ 312,447**
Administrative Analyst	416	$ 49.19	199.57%	$ 147.36	0.20	**$ 61,301**
Contingency (20%)						**$ 168,349**
Total	**3,226**				**1.57**	**$ 1,010,094**

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

Consultant Scope	Professional Expertise	Task	Hourly Rate	Total Hours	Total
Project Management Support	Land Use Planning, Facilities Planning	1	125	600	$ 75,000
Property Appraisal	Real Estate Appraiser	1	188	80	$ 15,000
Public Outreach Consultant	Public Outreach and Engagement	2	165	605	$ 99,835
As-Needed Outreach Pool Task Orders	Public Outreach and Engagement	2	165	1200	$ 197,960
Joint Development Advisor	Real Estate Development Partnerships	3	395	2204	$ 870,000
RFP Proposals Technical Review	Civil/Structural Engineers	3	200	750	$ 150,000
Potrero Yard EIR	Environmental Review	4	200	1600	$ 320,000
Economic Market Sounding	Real Estate Economists	5	262	244	$ 63,996
Engineering Peer Review	Civil/Structural Engineers	5	250	1000	$ 250,000
Transit Facility Proposal Review	Public Transit Facility Consulting	5	216	416	$ 89,879
Total				**8,699**	**$ 2,131,670**

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

FY of Allocation Action:	FY2020/21
Project Name:	Potrero Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION - TENTATIVE

Resolution Number:		Resolution Date:	
Total Prop K Requested:	$5,848,403	Total Prop AA Requested:	$0
Total Prop K Recommended:	$5,848,403	Total Prop AA Recommended:	$0

SGA Project Number:		Name:	Potrero Yard Modernization - Professional Services Reimbursement (20M)
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2022
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-120M	$0	$1,000,000	$0	$0	$0	$1,000,000

Deliverables

1. At least 2 weeks prior to publication of the Draft Developer Request for Proposals (RFP) (anticipated January 2021), provide a copy of the document for Transportation Authority staff review and comment. The Transportation Authority acknowledges that the Draft RFP will be a confidential document, and it will not be released to the Preferred Bidder Selection Panel or anyone else outside the project team.

2. Upon receipt of the design and financial proposals from the three shortlisted respondents to the RFP (anticipated June 2021), provide summaries and renderings of the proposals.

3. Upon selection of the Preferred Bidder (anticipated August 2021), SFMTA will present to the Transportation Authority CAC and Board a report on the work accomplished and status of the overall project.

Special Conditions

1. The recommended allocation is an "up to" amount. SFMTA shall deobligate any funds not required for reimbursement of unsuccessful bidders.

2. In recognition of the scale and impact of this project, as well as the Joint Development project delivery method which SFMTA has not used before, we will perform an enhanced level of oversight on this project. Transportation Authority Project Management and Oversight staff shall be invited to all critical meetings, including monthly project development meetings, SFMTA Board meetings, etc. and be provided project management activity reports.

SGA Project Number:		Name:	Potrero Yard Modernization - Planning (20U)
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2022
Phase:	Planning/Conceptual Engineering	Fundshare:	50.9

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-120U	$1,079,897	$3,279,842	$0	$0	$0	$4,359,739

Deliverables

1. By January 2021 SFMTA will provide a risk analysis of the overall project and its potential impacts on transit operations, including the joint development project delivery approach, as well as a Value for Money analysis of the project and project delivery strategy. [This deliverable was fulfilled November 17, 2020]

2. Quarterly progress reports shall include % complete of the planning phase; % complete by task; work performed in the prior quarter including a summary of outreach performed, feedback received and SFMTA's response to feedback; work anticipated to be performed in the upcoming quarter; and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.

Special Conditions

1. Recommendation is conditioned on Board approval of a waiver of the Prop K Strategic Plan policy that costs incurred prior to the date of execution of a grant agreement shall be ineligible for reimbursement, allowing reimbursement of costs incurred since November 17, 2020.

2. In recognition of the scale and impact of this project, as well as the Joint Development project delivery method which SFMTA has not used before, we will perform an enhanced level of oversight on this project. Transportation Authority Project Management and Oversight staff shall be invited to all critical meetings, including monthly project development meetings, SFMTA Board meetings, etc. and be provided project management activity reports.

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SGA Project Number:		Name:	Potrero Yard Modernization - Environmental (20U)
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2022
Phase:	Environmental Studies	Fundshare:	50.9

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-120U	$244,332	$244,332	$0	$0	$0	$488,664

Deliverables

1. Upon circulation of the Draft Environmental Impact Report (DEIR) for public comment (anticipated April 2021), provide an electronic copy of the document or a link to the SF Planning Environmental Review website for download of the document.

2. Upon completion of the response to comments on the DEIR (anticipated October 2021), provide an electronic copy of the document or a link to the SF Planning Environmental Review website for download of the document.

Special Conditions

1. Quarterly progress reports shall include % complete of the environmental phase; % complete by task; work performed in the prior quarter including a summary of outreach performed, feedback received and SFMTA's response to feedback; work anticipated to be performed in the upcoming quarter; and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.

2. Recommendation is conditioned on Board approval of a waiver of the Prop K Strategic Plan policy that costs incurred prior to the date of execution of a grant agreement shall be ineligible for reimbursement, allowing reimbursement of costs incurred since November 17, 2020.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	49.1%	No Prop AA
Actual Leveraging - This Project	98.74%	No Prop AA

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

FY of Allocation Action:	FY2020/21
Project Name:	Potrero Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	$5,848,403

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.

Initials of sponsor staff member verifying the above statement
MJ

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Licinia Iberri	Mary Jarjoura
Title:	Principal Administrative Analyst	Principal Administrative Analyst
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Detailed Project Description

Potrero Yard Modernization

A. PROJECT OVERVIEW

The project sponsor, the San Francisco Municipal Transportation Agency (SFMTA), proposes to replace the Potrero Trolley Coach Division Facility at 2500 Mariposa Street (Potrero Yard). The proposed project would accommodate the expansion of the SFMTA's transit vehicle fleet in a new replacement structure that would include space for bus parking and circulation (up to 213 buses); SFMTA maintenance, operation, and administrative uses; and joint development uses. The new, approximately 1,300,000 gross-square-foot structure would occupy the 4.4-acre site and rise to heights ranging from approximately 75 to 150 feet. The new structure would contain a three-level, approximately 75-foot-tall replacement transit facility plus a mix of commercial and residential uses in the remainder of the project as part of a joint development program between SFMTA and a private project co-sponsor. The joint development program would include a ground-floor commercial use and residential entry lobbies, with integrated residential and transit facility uses on the second through sixth floors of the three-level replacement transit facility. The majority of residential development would be atop the replacement transit facility on the 7th to 13th floors.

B. PROJECT OBJECTIVES

The San Francisco Municipal Transportation Agency (SFMTA) seeks to achieve the following set of basic and additional objectives by undertaking the proposed project:

BASIC OBJECTIVES

MODERNIZED POTRERO YARD TRANSIT FACILITY

- Rebuild, expand, and modernize the SFMTA's Potrero Bus Yard by 2026 to efficiently maintain and store a growing Muni bus fleet according to the SFMTA Fleet Plan and Facilities Framework schedule.
- Construct the first SFMTA transit facility with infrastructure for battery electric buses to facilitate Muni's transition to an all-electric fleet, in accordance with San Francisco and California policy.
- Construct a new public asset that is resilient to earthquakes and projected climate change effects and that provides a safe, secure environment for the SFMTA's employees and assets.
- Improve working conditions or the SFMTA's workforce of transit operators, mechanics, and front-line administrative staff through a new facility at Potrero Yard.

SFMTA FACILITIES FRAMEWORK AND BUILDING PROGRESS PROGRAM

- Achieve systemwide master plan priorities by consolidating two currently scattered transit support functions at Potrero Yard:

- Improve and streamline transit operator hiring by consolidating the SFMTA's operator training function in a new, state-of-the-art facility.
- Support efficient Muni operations by consolidating the Street Operations division in a modern, convenient facility.

COMMUNITY INPUT

- Implement inclusive and transparent stakeholder engagement in designing this project and completing the CEQA process.

RESPONSIBLE PUBLIC INVESTMENT

- Create a development that is financially feasible, meaning that the public asset can be funded by public means.

ADDITIONAL OBJECTIVES

STREETSCAPE AND URBAN DESIGN

- Enhance safety and reduce conflicts between transit, commercial vehicles, bicyclists, drivers, and pedestrians.
- Improve the architectural and urban design character of the project site by replacing the existing fences and blank walls with more active, transparent street walls, to the extent feasible.

MIXED USE DEVELOPMENT AND HOUSING

- Maximize the reuse of this 4.4-acre site in a central, mixed-use neighborhood by creating a mixed-use development and providing dense, mixed-income housing, including below-market rate units.
- Increase the City's supply of housing by contributing to the Mayor's Public Lands for Housing goals, the *San Francisco General Plan* Housing Element goals, and the Association of Bay Area Governments' Regional Housing Needs Allocation for San Francisco by optimizing the number of dwelling units, including affordable housing, particularly near transit.
- Support transit-oriented development and promote the use of public transportation through an innovative and comprehensive transportation demand management program.
- Ensure that joint development is able to fund its own construction and ongoing management without reliance on City subsidy other than what is originally assumed as part of the project budget.

SUSTAINABILITY

- Demonstrate the City's leadership in sustainable development by constructing an environmentally low-impact facility intended to increase the site's resource efficiency.

C. PROJECT LOCATION AND SITE CHARACTERISTICS

The project site is located in the northeast portion of San Francisco's Mission District near the South of Market and Potrero Hill neighborhoods (to the north and east, respectively). The Potrero Yard site is bounded by 17th Street to the north, Hampshire Street to the east, Mariposa Street to the south, and Bryant Street to the west and includes a trolley bus[1] storage yard and a maintenance and operations building. The project site is located across 17th Street from the approximately 4.4-acre Franklin Square and is approximately 0.25 mile west of U.S. Highway 101, approximately 0.5 mile east of the 16th and Mission Bay Area Rapid Transit District (BART) station, and approximately 0.5 mile north of San Francisco General Hospital.

The project site occupies the entirety of Assessor's Parcel 3971/001 and is owned by the City and County of San Francisco, through the SFMTA. The site is approximately 192,000 square feet (or 4.4 acres) and occupies the equivalent of roughly two typical city blocks (200 by 400 feet). The site is rectangular and measures approximately 480 feet along 17th and Mariposa streets and approximately 400 feet along Bryant and Hampshire streets. Potrero Yard includes a bus storage yard and a maintenance and operations building. The western half of the site, as well as the vacated York Street right-of-way, is occupied by the asphalt-paved bus storage yard, which includes a bus wash rack and running repair station along its northern and western edges, respectively. The eastern half of the site is occupied by the predominantly single-story maintenance and operations building, which includes a second-floor parking deck and a second story office level and maintenance bay along Mariposa and Hampshire streets, respectively.

The site slopes up toward the north and east (17th and Hampshire streets) and downhill toward the south and west (Mariposa and Bryant streets). The bus storage yard (or western portion of the site) has a gradual elevation change of approximately 6 feet due to a cut into the natural slope of the site. As a result, along the northern boundary of the site, the elevation of 17th Street is between approximately 14 and 22 feet higher than site grade with the high point at the corner of 17th and Hampshire streets. The elevation change along the other boundaries of the site is smaller or at the same grade as the bus storage yard.

[1] Trolley buses (or trolley coaches) along with buses (or motor coaches) are part of the SFMTA's rubber-tired bus fleet. These vehicles are different from other buses based on the propulsion system. That is, trolley buses are all-electric vehicles that operate on overhead wires, while buses are outfitted with either diesel or hybrid motors that operate with renewable fuels. San Francisco Municipal Transportation Agency (SFMTA), SFMTA Bus Fleet Management Plan 2017-2030, March 2017, pp. 12-14. This document and all other documents cited herein, unless otherwise noted, are available for review at the San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, as part of Case No. 2019-021884ENV.

EXISTING OPERATIONS

Potrero Yard operates 24 hours per day, 7 days a week, providing overnight bus storage and a location for street operations and bus maintenance activities. Potrero Yard has a design capacity for 138 buses that are 40 and 60 feet long. Transit service demands for Muni routes operating out of Potrero Yard requires 158 buses to be stored and maintained at Potrero Yard, with buses parked in circulation aisles and maintenance bays.[2] The buses operate on six Muni routes – 5 Fulton, 5 Fulton Rapid, 6 Haight/Parnassus, 14 Mission, 22 Fillmore, and 30 Stockton – and carry over 102,000 Muni customers each day.[3] In general, the peak period for buses leaving Potrero Yard to access their routes is between 4 a.m. and 7 a.m., with the majority leaving between 5 a.m. and 6 a.m. Buses generally return to Potrero Yard in the evening between 7 p.m. and 9 p.m. Owl routes 5, 14, and 22 also emanate from Potrero Yard, with buses leaving before midnight and returning before 6 a.m. to provide owl service.[4] Bus travel to and from Potrero Yard is considered non-revenue bus travel time (i.e., buses are not in service picking up and dropping off passengers; they are traveling to or from Potrero Yard and a terminus point where revenue service begins or ends). Potrero Yard has approximately 400 employees, including approximately 295 bus operators.[5]

EXISTING MAINTENANCE AND OPERATIONS BUILDING

The maintenance and operations building was originally constructed in 1915 as single-story, reinforced-concrete building and served as a streetcar maintenance garage with at-grade access from Mariposa Street. In 1924 the portions of the existing building along Hampshire and Mariposa streets were expanded to two stories. Between 1948 and 1949, the building was converted from a streetcar barn to a trolley coach facility. The maintenance and operations building covers less than 50 percent of the site. The rectangular building (215 by 370 feet) has a concrete perimeter foundation, a flat roof, and two double-height sections along its south (Mariposa Street) and east (Hampshire Street) sides. The building is approximately 109,000 gross square feet. Due to the elevation change, the building's height varies, ranging from approximately 44 feet tall along the Mariposa Street frontage near Hampshire Street, to approximately 10.5 feet tall along the Hampshire Street frontage near 17th Street.

Due to the change in grade between the north and south sides of the property, the first floor is below-grade on 17th Street and fully at-grade on Mariposa Street. Concrete retaining walls line the northern side of the site along 17th Street toward Bryant Street and a portion of the western side of the yard along Bryant Street toward 17th Street. The roof of the maintenance building is at grade along 17th Street west of Hampshire Street and is used as a parking deck. Additional maintenance

[2] SFMTA, Short Range Transit Plan, Fiscal Year 2017-Fiscal Year 2030, June 6, 2017, Table 7: SFMTA Administrative, Operations, Maintenance, Fueling, Vehicle Storage and Staging Facilities, p. 19.
[3] SFMTA, Automatic Passenger Counts Data, 2019.
[4] SFMTA, Muni's late-night transit service is called the Owl network, *https://www.sfmta.com/getting-around/muni/routes-stops/muni-owl-service-late-night-transportation*, accessed July 10, 2020.
[5] SFMTA, Data Request Response, January 31, 2020.

shops are located on the second floor along the Hampshire Street side and offices on the second floor along the Mariposa Street side.

The building's first floor, accessed from Mariposa Street, consists of a 10-lane maintenance space with 24 bays, including "heavy" and "running" repair bays[6], shallow maintenance pits, machine and tire shops, maintenance staff rooms, storage rooms, and offices. The second floor, accessed from 17th Street, houses two maintenance bays with tire and light-duty body repair shops and the operations department. All the maintenance-related spaces on the first and second floors have indoor overhead catenary systems attached to the ceilings to power the trolley buses.

The maintenance and operations building is eligible for inclusion in the California Register of Historical Resources (CRHR) under Criterion 1 (Events) for its association with the early days of the San Francisco Municipal Railway (Muni), and in particular the expansion of Muni service south of Market Street.[7] It also appears eligible for listing under Criterion 3 (Architecture/Design/Construction) as an example of a type (municipal car barn), period (World War I), method of construction (reinforced concrete), and the "work of a master," City Engineer Michael M. O'Shaughnessy. The maintenance and operations building is considered a moderately intact example of a municipal car barn. The department assigned the building a status code by of "3CS," meaning that it is already listed in the California Register and considered a historical resource for purposes of the California Environmental Quality Act (CEQA). The project site is not located within any known or potential historic district.[8]

EXISTING BUS STORAGE YARD AND OTHER PAVED AREAS

The site has several paved areas and curb cuts. The existing electrified bus storage yard on the western portion of the site (approximately 112,450 square feet) is the largest of the paved areas. The bus storage yard is paved with asphalt, with painted and numbered parking lanes in the center of the yard. Overhead catenary lines mounted on steel poles provide power for off-duty electric buses stored and serviced on the yard. Several workstations are located around its perimeter, including a bus wash rack on the north side, an outdoor running repair station on the west side, and a fare collection shop and a defunct vacuum station on the east side. An entry control booth, built in 1990, is located west of a 25-foot-deep setback on the southeast portion of the site along Mariposa Street adjacent to the bus storage yard's main entrance.

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[6] Running repair bays serve as preventative maintenance and inspection for buses that are still powered. Heavy repair bays typically are used for more intensive bus maintenance activities that could require lifts and other mechanical systems for engine overhauls or major body repairs.

[7] VerPlanck Historic Preservation Consulting, Historic Resource Evaluation, Potrero Trolley Coach Division Facility, October 2, 2017, Section III, Regulatory Framework, p. 4.

[8] VerPlanck Historic Preservation Consulting, Historic Resource Evaluation, Potrero Trolley Coach Division Facility, October 2, 2017, Section VI, Determination of Eligibility, p. 65.

Ingress to the bus storage yard is provided by a 50-foot-wide curb cut and gated driveway on Mariposa Street immediately west of the entry control booth; egress is provided by a 30-foot-wide curb cut and gated driveway on Mariposa Street near Bryant Street.

Other paved areas and curb cuts on the project site are as follows:

- A second-floor parking deck on top of the maintenance and operations building on the northeast portion of the site near 17th and Hampshire streets. The second-floor parking deck is accessed via a 52-foot-wide curb cut and gated driveway on 17th Street near Hampshire Street. The second-floor parking deck is electrified with overhead catenary wires mounted on steel poles.
- A 25-foot-deep strip of asphalt in front of five openings on the south elevation of the maintenance and operations building along Mariposa Street.[9] This strip of asphalt is in front of a continuous, approximately 146-foot-wide curb cut for buses to enter and exit the building.
- A 13-foot-wide curb cut, used to access a parts storeroom receiving area located immediately west of the main pedestrian entrance and east of the entry control booth via Mariposa Street.

The bus storage yard and second-floor parking deck provide space for the following:

- 158 buses (sixty-five 40-footers and ninety-three 60-footers)
- 56 non-revenue vehicles[10] and employee vehicles, in striped parking spaces currently located on the northeast side of the second-floor parking deck[11]
- 10 additional non-revenue vehicles, which are parked throughout the bus storage yard but not in marked spaces

In addition, one off-street loading space on the bus storage yard is located outside the parts storeroom receiving area east of the entry control gate on Mariposa Street. Off-street loading also occurs outside the maintenance bays on the second-floor parking deck.

Along 17th and Bryant streets and a portion of the Mariposa Street frontage, the bus storage yard is enclosed within 10-foot-high steel fencing topped with outward curving balusters.

[9] The 25-foot-deep setback at the southeast corner of site along Mariposa Street was originally required to allow streetcars, which cannot make 90 degree turns, sufficient clearance to turn off Mariposa Street into the building.

[10] Non-revenue means the SFMTA does not use the vehicles to collect fares from passengers. Non-revenue vehicles include, but are not limited to, cars, minivans, pick-up trucks, cargo vans, super-duty trucks, and tanker trucks. SFMTA, Short Range Transit Plan, Fiscal Year 2017-Fiscal Year 2030, June 6, 2017, p. 81.

[11] Fifty-two striped parking spaces are currently being used for bus parking.

EXISTING SITE ACCESS AND CIRCULATION

The project site is well served by public transit. Muni operates numerous surface buses within one block of the project site along Bryant Street, 16th Street, and Potrero Avenue, including the 9 San Bruno, 9R San Bruno Rapid, 22 Fillmore, 27 Bryant, 33 Ashbury/18th, and 55 16th Street routes. Six Muni bus routes operate out of the Potrero Yard: the 5 Fulton, 5 Fulton Rapid, 6 Haight/Parnassus, 14 Mission, 22 Fillmore, and 30 Stockton routes. Regional transit providers include BART, Golden Gate Transit, and San Mateo County Transit District (SamTrans).

Potrero Yard is not accessible to unaccompanied members of the public. Employees access the maintenance and operations building primarily from the entrance on Mariposa Street immediately east of the entry control booth. Bus, non-revenue vehicles, and staff vehicles are able to access Potrero Yard from Mariposa Street via the 44-foot-wide gate just west of the entry control booth and the five bus bays near Hampshire Street, accessed via the 50-foot and 146-foot-wide curb cuts, respectively; and from the second-floor parking deck, accessed via a 52-foot-wide curb cut and gated driveway on 17th Street west of Hampshire Street.

The streets adjacent to the project site are identified as mixed-use streets in the Better Streets Plan[12] and described below.

- 17th Street is 66 feet wide with two travel lanes, striped bicycle lanes on both sides, and on-street parallel parking on the north side starting approximately 230 feet east of the Bryant Street intersection.[13]
- Hampshire Street is 80 feet wide with two travel lanes and perpendicular vehicle parking on both sides of the street.
- Mariposa Street is 56 feet wide with two travel lanes and on-street parallel parking on the north side of the street between the two gated entry and exit points to the bus storage yard and on the south side between Bryant and York streets and York and Hampshire streets.
- York Street terminates at Mariposa Street.
- Bryant Street is 80 feet wide with two north-south travel lanes, on-street parallel parking on both sides of the street, and Muni bus stops. The northbound (inbound towards Russian Hill) Muni bus stops are at the southeast corner of Bryant and Mariposa streets (south of the project site) and the southeast corner of Bryant and 17th streets (adjacent to the project site). The southbound (outbound towards the Mission) Muni bus stops are at the southwest corner of Bryant and 17th streets and the northwest corner of Bryant and Mariposa streets, both across the street from the project site.[14]

[12] The San Francisco Better Streets Plan consists of illustrative typologies, standards and guidelines for the design of San Francisco's pedestrian environment, with the central focus of enhancing the livability of the City's streets. City and County of San Francisco, San Francisco Better Streets Plan, December 7, 2010, *https://sfplanning.org/resource/better-streets-plan*, accessed June 30, 2020.

[13] Along this segment of 17th Street the bikeway is a signed class III facility with a striped bike lane in both directions and elements of a class IV facility (i.e., a separated bike lane and flexible posts). The 17th Street bikeway continues east of Hampshire Street as a class II facility and west of Bryant Street as a mixed class III/class IV facility.

[14] There are class II striped bike lanes on each side of Bryant Street north of 17th Street.

There are no on-street loading spaces adjacent to the project site.

The sidewalks adjacent to the project site along 17th, Hampshire, and Bryant streets are each 15 feet wide and meet the Better Streets Plan recommended sidewalk width. The Mariposa Street sidewalk is 7 feet wide and does not meet the minimum sidewalk width of the Better Streets Plan.[15] The existing bus storage yard encroaches on the Mariposa Street sidewalk right-of-way. Sidewalk elements include 27 street trees on the adjacent sidewalks: nine on 17th Street, seven on Hampshire Street, and 11 on Bryant Street. There are no street trees along the Mariposa Street frontage. Other sidewalk elements include the network of poles and overhead wires that serve the various Muni trolley buses maintained and stored at Potrero Yard. A Bay Area bicycle-share station with 19 bicycle docks is located at the northeast corner of Bryant and 17th streets, adjacent to the sidewalk.

EXISTING ZONING AND GENERAL PLAN DESIGNATION FOR THE PROJECT SITE

The project site is located within a Public Use (P) Zoning District and a 65-X Height and Bulk District.[16, 17] The entire project site is within the Mission Alcohol Beverage Special Use District and Fringe Financial Services Restricted Use District, which include zoning controls to address specific land use issues related to the sale of alcoholic beverages and establishment of new fringe financial services, respectively.[18] It is also within the area covered by the Mission Area Plan of the San Francisco General Plan.[19]

D. PROPOSED PROJECT

The SFMTA proposes to replace the Potrero Yard at 2500 Mariposa Street. The project would accommodate the expansion of the SFMTA's transit vehicle fleet and the modernization of bus maintenance, operation, and administrative services. The project would also accommodate the expansion and consolidation of training operations currently sited elsewhere in one location. In addition, the proposed project includes joint development consisting of a mix of uses, such as residential within and atop the replacement transit facility and ground-floor commercial uses along Bryant Street.

[15] For this segment of Mariposa Street, the minimum and recommended sidewalk widths in the Better Streets Plan are 12 feet and 15 feet, respectively.

[16] The maximum building height allowed on the project site is 65 feet. Bulk controls reduce the size of a building's floorplates as the building increases in height. Pursuant to the San Francisco Planning Code, Article 2.5: Height and Bulk Districts, Section 270(a), there are no bulk limits in an "X" Bulk District.

[17] San Francisco Planning Department, San Francisco Property Information Map, Step 1: 2500 Mariposa Street, and Step 2: Zoning Information, *http://propertymap.sfplanning.org*, accessed July 25, 2020.

[18] San Francisco Planning Code, Article 2: Use Districts, Sections 249.35 and 249.60.

[19] San Francisco Planning Department, San Francisco General Plan, Eastern Neighborhoods Planning Areas, *http://generalplan.sfplanning.org/images/eastern_neighborhoods_map.pdf*, accessed July 24, 2020.

PROJECT BACKGROUND

The proposed project is part of the SFMTA's 20-year Building Progress Program to expand and modernize its facilities to meet growing transportation demands and changing technologies.[20, 21] In addition to the Potrero Yard, the SFMTA operates five other bus yards, sometimes referred to as "divisions": Presidio Yard (949 Presidio Avenue), Flynn Division (1940 Harrison Street), Woods Yard (1095 Indiana Street), Islais Creek Division (1301 Cesar Chavez Street), and Kirkland Yard (2301 Stockton Street and 151 Beach Street).[22]

The SFMTA is increasing its transit fleet to meet growing transportation demands. By 2025, SFMTA will have 55 more rubber-tired buses than can physically fit in its six current facilities; by 2030, that number will increase to 62. In addition, its oldest transit facilities – Potrero, Presidio, and Kirkland yards – were not built for the buses they currently store there, and are not equipped with adequate bus maintenance infrastructure or equipment, including bus lifts. The Potrero and Presidio yards were built for streetcars and modified for buses within their existing footprints; they have never truly served for efficient bus maintenance. They also do not meet the needs of new bus types or technologies such as battery-electric bus infrastructure. SFMTA therefore undertook a planning process for expanded and modern transit facilities.[23]

In 2015 the SFMTA began a facility condition assessment to identify deficiencies and repair costs as a basis for budgeting and prioritizing improvements, as well as a means of identifying major space planning opportunities and ways to improve processes for facility planning and management.[24] SFMTA staff held internal staff workshops with front-line transit operations and maintenance staff and management in late 2015, early 2016, mid-2016, and late-2016. SFMTA staff presented a Facilities Framework to the SFTMA Executive Team in December 2016. The SFMTA Executive Team provided direction to study three development scenarios: Scenarios 1A and 1B, which propose smaller rebuilt facilities because they assume an additional new site, and Scenario 2A, which optimizes use of the SFMTA's existing sites, including replacing Potrero Yard.[25]

In November and December 2017 and January and December 2018, the SFMTA held public meetings to discuss the critical need to modernize SFMTA facilities such as Muni yards, maintenance shops, and paratransit facilities.

[20] SFTMA, Building Progress Public Outreach Boards, January 24, 2018, p. 5.
[21] SFMTA, 2017 SFMTA Facilities Framework, p. 8.
[22] SFMTA, 2017 SFMTA Facilities Framework, p. 14.
[23] SFMTA, 2017 SFMTA Facilities Framework, p. 8.
[24] SFMTA, 2017 SFMTA Facilities Framework, p. 6.
[25] SFMTA, 2017 SFMTA Facilities Framework, p. 10.

SFMTA held public workshops on the redevelopment of the Potrero Yard in December 2018 and in February, August, and October 2019. The SFMTA also conducted two years of internal design and planning work and coordinated with the Potrero Yard Neighborhood Working Group.[26]

Based on those efforts, the SFMTA decided to study only Scenario 2A further. This scenario proposes rebuilding the three oldest facilities – Potrero, Presidio, and Kirkland yards, including the potential for additional joint development on these sites. The SFMTA is proposing to proceed with Potrero Yard first, as described herein.

The City and County of San Francisco (the City), acting by and through the SFMTA, will select a master developer (or a development consortium) to redevelop the 4.4-acre site through a developer selection process consisting of a request for qualifications (released June 2020) and a subsequent request for proposals (expected fall 2020) from the qualified candidates. The SFMTA anticipates selecting a developer in January to March 2021 and contracting with a developer by April to June 2021.

The proposed project described below is conceptual at this early stage in process. This document describes the project's characteristics as they would occur if decision makers approve the project. However, as with most large development projects, aspects of the proposed project's conceptual design may change and will become more detailed as a result of the CEQA process, technical design modifications, planning and building department application submittal requirements, and input from the planning department, the community, the selected project developer, and other stakeholders. For example, the project's massing may change from the maximum envelope proposed to be analyzed as part of the CEQA analysis to a more refined architectural expression in response to design guidelines to be developed as part of the SFMTA's developer selection process and through the City's design review process.

The planning department will evaluate whether any future changes from the sponsor to the project description described herein would necessitate additional environmental review because, for example, the change would result in new or more substantial significant impacts.[27]

PROJECT CHARACTERISTICS

[26] The Potrero Yard Neighborhood Working Group has approximately 15 members selected by the SFMTA in consultation with the Supervisors of Districts 9 and 10. Each seat represents a specific interest in elements of the project, *https://www.sfmta.com/reports/potrero-yard-neighborhood-working-group-application-form*, accessed May 30, 2020.

[27] Refer to CEQA Guidelines sections 15088.5 "Recirculation of an EIR prior to certification" and 15162 "Subsequent EIRs and Negative Declarations" for more details regarding the criteria applicable to the planning department's evaluation of refinements to the project description. Such subsequent environmental review may include revisions to the draft EIR, a subsequent EIR or addendum or similar documentation.

The proposed project would demolish the existing bus storage yard and the maintenance and operations building and would replace them with a new, approximately 75- to 150-foot-tall,[28] up to 1,300,000-gross-square-foot structure. The proposed structure would cover the entire lot, except for a 5-foot setback from 17th Street. The characteristics of the proposed development are summarized in **Table 2.1: Summary of Existing and Proposed Project Characteristics**.

Table 2.1: Summary of Existing and Proposed Project Characteristics

Building Characteristics	Demolished	New NOTE A
Paved Bus Storage Yard	**112,450 sq. ft.**	–
Total Building Floor Area	**109,000 gsf NOTE B**	**1,300,000 gsf**
Ramps and Circulation		463,000 gsf
Service/Storage (Basement)		127,000 gsf
Service/Storage (Non-Basement)		59,000 gsf
Administration & Common Area		52,000 gsf
Shared Basement Circulation (Ramps and Drives)	–	22,000 gsf
Transit Facility Subtotal	**221,450 gsf NOTE C**	**723,000 gsf**
Residential (Units)	–	394,000 gsf
Residential (Circulation, Common Area, Property Management, Service, Storage)	–	150,000 gsf
Residential Development Subtotal	–	**544,000 gsf**
Commercial Use	–	33,000 gsf
Commercial Development Subtotal	–	**33,000 gsf**
Height	**10.5 – 44 feet**	**75 – 150 feet NOTE D**
Levels or Floors	**1 to 2**	**3 to 13**
Residential Units NOTE E	**0**	**575**
Two- to Three-Bedroom	–	228
One-Bedroom	–	206
Studio	–	141
Vehicle Parking Spaces	**214**	**310 NOTE F**
Buses (40 foot / 60 foot)	158 (65 / 93)	213 (63 / 150)
Non-Revenue Vehicles (large / standard)	56	97 (8 / 89)
SFMTA Staff	–	0
Residential	–	0
Loading Supply (On-Street Zones / Off-Street Spaces)	**0 curb feet (0 / 1)**	**160 curb feet (3 / 2)**
Commercial (On-Street / Off-Street)	0 curb feet (0 / 1)	40 curb feet (1 / 2)
Passenger (On-Street / Off-Street)	–	120 curb feet (2 / 0) NOTE G
Bicycle Parking Spaces NOTE H	**5**	**773**
Class 1	0	736
Class 2	5	37
Useable Open Space – Atop Replacement Transit Facility	–	**91,000 sq. ft.**
At-Grade Open Space – Green Buffer along 17th Street	–	**2,400 sq. ft.**

[28] Maximum building height would be measured from grade at the midpoint of the property boundary along each elevation pursuant to section 260 of the planning code.

Building Characteristics	Demolished	New [NOTE A]

Notes: gsf = gross square feet; sq. ft. = square feet

NOTE A Numbers rounded to closest 1,000 gsf or sq. ft. and correspond to the current conceptual design of the proposed project. The values presented are the expected maximum size for each component to provide a conservative analysis of impacts. The floor areas of the final design may result in variances from the values presented.

NOTE B Includes space for bus circulation, service, storage, administrative offices, and common areas.

NOTE C Includes the paved bus storage yard.

NOTE D The replacement transit facility would have three levels and be approximately 75 feet tall, as measured from grade at the midpoint of the property boundary along each elevation pursuant to San Francisco Planning Code (planning code) section 260.

NOTE E The proposed project may include as few as 525 units, but the analysis assumes up to 575 units. Approximately 40 percent of all residential units would be two-bedroom units, with up to 15 percent of two-bedroom units potentially becoming three-bedroom units. Approximately 50 percent of residential units would be market rate, and the other 50 percent would be below market rate residential units.

NOTE F Up to 12 car-share spaces may be provided at the basement level.

NOTE G Two separate 60-foot-long zones.

NOTE H Class 1 bicycle parking facilities are spaces in secure, weather-protected facilities intended for use as long-term, overnight, and workday bicycle storage by unit residents, non-residential occupants, and employees. Class 2 spaces are bicycle racks located in publicly accessible and highly visible locations intended for transient or short-term use by visitors, guests, and patrons to the building or use. Class 2 bicycle racks allow the bicycle frame and one wheel to be locked to the rack (with one u-shaped lock) and provide support to bicycles without damage to the wheels, frame, or components (planning code section 155.1).

Source: SFMTA 2019

As shown in **Table 2.1**, the proposed approximately 1,300,000-gross-square-foot structure would contain an approximately 723,000-gross-square-foot replacement transit facility and up to 577,000 gross square feet of joint development uses. The replacement transit facility will have three transit levels, and a portion of the joint development, with integrated residential and commercial uses proposed along the Mariposa Street and Bryant street frontages (for a total of six joint development floors within the three-level replacement transit facility). Much of the residential portion of the joint development program would be developed within the three to seven floors proposed to rise above the replacement transit facility, i.e., on joint development floors 7 through 13. The tallest portion of the additional residential development atop the replacement transit facility will be closest to Mariposa Street on the site's south side. Useable open space (see **Table 2.1**) would be developed on the rooftop of the replacement transit facility, e.g., where the structure is set back from the property lines.

The three new transit levels in the replacement transit facility would be designed to include space for circulation (ramps, drive aisles, and vertical circulation), parking for 213 buses, 18 maintenance bays and maintenance support areas, operations, an SFMTA operator training center, storage (parts and battery-electric infrastructure), administrative uses/common areas (e.g., offices, conference rooms, break rooms), and joint development uses.[29] A total of 310 vehicle spaces would be provided: 63 spaces for the 40-foot-long buses, 150 spaces for the articulated 60-foot-long buses, and 97 parking spaces for large and standard non-revenue vehicles. The project is not proposing any off-street accessory vehicular parking for the entirety of the project, including the proposed

[29] HATCH, HDR, Sitelab, VerPlanck, and CHS, Potrero Yard: Bus Facility Design Criteria Document, June 2019, Section 3.3 (Potrero Facility Scenario 2), p. 27.

joint development. See **Table 2.1** for the parking breakdown and for approximate floor areas for the replacement transit facility. Ramps would provide one-way internal driveways within the replacement transit facility so that buses can access the work bays, bus wash bays, and parking spaces on the three new transit levels.

The proposed joint development uses within the replacement transit facility (ground-floor commercial and residential) and proposed residential uses on the up to seven floors atop the replacement transit facility would include space for up to 575 residential units. Up to 33,000 square of ground-floor commercial use would also be developed along Bryant Street. See **Table 2.1** for the breakdown of units by unit type and for approximate floor areas for the residential and commercial uses.[30, 31]

Circulation space for the proposed transit, residential and commercial uses would be provided at the basement level and each of the six joint development floors within the replacement transit facility. Residential levels within the replacement transit facility would be accessed via vertical circulation access points that preserve the security of the SFMTA facility and that are safe and functional for the joint development. Access to the residential levels atop the replacement transit facility would be provided via separate residential circulation elevators and stairs. A secure access system would be installed to restrict access to various floors to authorized individuals (e.g., residents only at the residential floors and SFMTA employees only at SFMTA floors).

The proposed project would also include changes within the Mariposa Street, 17th Street, Bryant Street, and Hampshire Street rights-of-way.

During construction, the bus parking, operations, and maintenance support functions would temporarily relocate to the Muni Metro East Light Rail Vehicle Facility (601 25th Street), and the 1399 Marin Facility.[32] The SFMTA estimates that the replacement transit facility would have a total employment population of approximately 829 full-time equivalent persons, including 383 operators.[33] Potrero Yard would continue to operate as a 24/7 facility. On average,

[30] Joint development floors within the replacement transit facility would include residential units on floors 2 through 6, with commercial uses and residential lobbies at the ground floor along Mariposa and Bryant streets. Each of the floors would include a mix of the proposed joint development and transit facility uses.

[31] Current financial model assumes that residential units proposed for development within the replacement transit facility would be below market rate units while those developed atop the replacement transit facility would be a combination of market rate and below market rate units.

[32] The 180,000-square-foot Muni Metro East Light Rail Vehicle Facility is located along the Central Waterfront on Illinois and 25th streets in the Dogpatch/Bayview neighborhood, a block from the T Third Street Line. The 1399 Marin facility at Marin and Indiana streets, also located in the Dogpatch/Bayview neighborhood and in close proximity to the T Third Street Line, is currently used for receiving new transit vehicles and testing them before they are introduced into the overall transit fleet.

[33] HATCH, HDR, Sitelab, VerPlanck, and CHS, Potrero Yard: 3-Level Bus Facility Design Criteria Document, June 2019, Section 2.1 (Staff Summary), p. 11.

approximately 100 SFMTA staff would be on site at any given time, with a peak of 181 SFMTA staff from noon to 3 p.m. and 60 to 80 staff from 6 p.m. to 3 a.m.

PROPOSED BUILDING FORM AND DESIGN

The proposed new structure would occupy the site up to the property lines, except along the 17th Street frontage, due to the five-foot setback. The project includes a replacement transit facility at approximately 75 feet in height as measured to the top of the roof from grade at the midpoint of the property boundary along each elevation. The three- to seven-story residential structures atop the replacement transit facility would be approximately 30 to 70 feet tall as measured to the top of the roof (exclusive of any mechanical penthouses that could range from 16 to 20 feet and would be centrally located on rooftops). The tallest portion of the new structure would be located away from the 17th Street property line, toward the southern portion of the site. Thus, the proposed overall heights would range from approximately 75 feet for the replacement transit facility to a maximum of up to 150 feet, inclusive of the approximately 75-foot-tall replacement transit facility. The proposed structure, including balconies, terraces, and other features, as well as any rooftop additions or elements that feature unbroken glazed segments, would be designed to be compliant with the bird-safe features described in San Francisco Planning Code (planning code) section 139, as applicable.

The proposed upper-floor setbacks above the replacement transit facility show residential structures set back approximately 70 feet from the north property line (17th Street), approximately 20 to 30 feet from the east property line (Hampshire Street), approximately 15 to 25 feet from the south property line (Mariposa Street), and approximately 10 to 30 feet from the west property line (Bryant Street).[34]

PROPOSED BASEMENT LEVEL

The below-grade basement level would provide space for service functions for both the SFMTA and the joint development uses. The basement-level space for the SFMTA would include a loading dock; parts staging/storage area; battery electric storage, and work areas. Joint development space at the basement level would include a loading dock, storage, and service/delivery space. Other basement-level space would include stairways, elevators, class 1 bicycle parking, and trash, recycling, and composting.[35] In addition to these uses at the basement level, the proposed project could occupy the site's full dimensions to accommodate additional battery electric storage and infrastructure space for future expansion.

PROPOSED TRANSIT LEVEL 1 (JOINT DEVELOPMENT FIRST FLOOR)

[34] Conceptual designs take advantage of the site's slope to limit shadows on Franklin Square.

[35] HDR, SFMTA Potrero Scenario 2 (3-Level), Sheets A-101 (Basement Overall Plan) to A-101I (Basement - Area I), February 20, 2019, and Sitelab Urban Studio, Potrero Yard Planning Application, Sheet 10, November 20, 2019.

Transit Level 1 (or the ground level) would include heavy and running repair bays and would serve as a drive-through bus maintenance operation level. It would be below grade along 17th Street and at grade along Mariposa Street. The ground level would have stacked parking/storage for 40- and 60-foot-long buses, with a maximum capacity of 38 spaces for 40-foot-long buses (fewer spaces if the buses are 60 feet long), and maintenance and support areas. Ramps and drive aisles would provide internal circulation.

Transit Level 1 may also provide support space and services for SFMTA transit operators, maintenance, and administrative staff, including parts storage, training, and storage.[36] Joint development space would be limited and may include ground-floor retail and residential lobbies.

PROPOSED MEZZANINE LEVEL (JOINT DEVELOPMENT SECOND FLOOR)

The mezzanine level would be developed along Mariposa and 17th streets. The mezzanine level may include a bus operations office and support areas with some square footage assigned to joint development space.[37]

PROPOSED TRANSIT LEVEL 2 (JOINT DEVELOPMENT THIRD FLOOR)

Transit Level 2 would be at grade along 17th Street and would include ramps along the north property line. This level would provide drive aisles for circulation, stacked bus parking for 40- and 60-foot-long buses (90 spaces for 60-foot-long buses, more spaces if the buses are 40 feet long), a bus wash bay with a dedicated water reclamation equipment area, and electric charging infrastructure. A proposed emergency bus exit at the corner of 17th and Hampshire streets would provide access to 17th Street and replace the existing 52-foot-wide curb cut and driveway with a 42-foot-wide curb cut and driveway. Approximately 24 parking spaces and five electric vehicle charging stations would be dedicated for standard non-revenue vehicles. This level may also include SFMTA operations offices, conference rooms, training rooms, break rooms, restrooms, and lockers.[38] There is also potential for joint development space on Transit Level 2.

PROPOSED TRANSIT LEVEL 3 (JOINT DEVELOPMENT FOURTH AND FIFTH FLOORS)

Transit Level 3 would provide drive aisles and stacked bus coach parking for 40- and 60-foot-long buses (85 spaces for 60-foot-long buses, more spaces if the buses are 40 feet long) with dedicated

[36] HDR, SFMTA Potrero Scenario 2 (3-Level), Sheets A-102 (1st Floor Overall Plan) to A-102I (1st Floor - Area I), February 20, 2019, and Sitelab Urban Studio, Potrero Yard Planning Application, Sheet 11, November 20, 2019.

[37] HDR, SFMTA Potrero Scenario 2 (3-Level), Sheets A-103 (Training and Operations – 2nd Floor – Overall Plan) to A-103I (2nd Floor - Area I), February 20, 2019, and Sitelab Urban Studio, Potrero Yard Planning Application, Sheet 12, November 20, 2019.

[38] HDR, SFMTA Potrero Scenario 2 (3-Level), Sheets A-104 (Bus Level 2 – 3rd Floor – Overall Plan) to A-104I (3rd Floor - Area I), February 20, 2019, and Sitelab Urban Studio, Potrero Yard Planning Application, Sheet 13, November 20, 2019.

zones for electric charging infrastructure. Ramps are proposed along the north property line. Approximately 70 parking spaces and five electric vehicle charging stations would be dedicated for large and standard non-revenue vehicles. This level may also provide a bus wash bay with a dedicated water reclamation equipment area; a transit operations, equipment storage, and component rebuild assembly room; and associated storage, support and supervisory areas.[39]

Transit Level 3 would also encompass the fourth and fifth joint development floors, with potential for residential units and circulation space along Mariposa Street.

PROPOSED JOINT DEVELOPMENT SIXTH FLOOR

The sixth joint development floor would include residential units and circulation space, and may include a residential common area and property management office along Mariposa Street.[40]

PROPOSED JOINT DEVELOPMENT FLOORS 7 TO 13

The joint development above the replacement transit facility would include residential units and circulation space. Residential structures would rise from three to seven stories above the replacement transit facility.[41] Up to 91,000 square feet of residential common open space could be developed on top of the replacement transit facility.

PROPOSED CHANGES IN STREET RIGHTS-OF-WAY

The proposed project includes changes within the Mariposa Street, 17th Street, Bryant Street, and Hampshire Street rights-of-way. To the extent feasible, all proposed changes would conform to the guidelines in the Better Streets Plan and the Mission District Streetscape Plan[42] as well as the requirements of the SFMTA, the San Francisco Public Utilities Commission, and the Bureau of Urban Forestry. Many of these changes would require further engineering, public input, and review to confirm feasibility and desirability.

The project proposes to retain existing mature street trees along 17th and Hampshire streets, plant new street trees, install street lighting, install pedestrian bulbouts and pedestrian ramps, attach overhead catenary system cables to the proposed building, and remove catenary poles from the sidewalk. The proposed project would also move overhead utilities underground if and where it is feasible.

[39] HDR, SFMTA Potrero Scenario 2 (3-Level), Sheets A-105 (Bus Level 3 – 4th Floor – Overall Plan) to A-105I (4th Floor - Area I) and Sheets A-106 (5th Floor – Overall Plan) to A-106I (5th Floor – Area I), February 20, 2019, and Sitelab Urban Studio, Potrero Yard Planning Application, Sheet 14, November 20, 2019.

[40] Sitelab Urban Studio, Potrero Yard Planning Application, Sheet 08, November 20, 2019.

[41] Sitelab Urban Studio, Potrero Yard Planning Application, Sheet 09, November 20, 2019.

[42] San Francisco Planning Department, Mission District Streetscape Plan, available at *https://archives.sfplanning.org/CDG/CDG_mission_streetscape.htm*, accessed July 10, 2020.

PEDESTRIAN NETWORK

The existing bus storage yard (south fence) encroaches on the Mariposa Street sidewalk, narrowing the existing sidewalk width along the western half of the Mariposa site frontage to 7 feet. The footprint of the replacement transit facility would be moved back to the property line, which would enable the project to effectively widen the Mariposa Street sidewalk to at least 12 feet. The proposed project would maintain all other sidewalks at 15 feet wide.

The proposed project would also construct the following pedestrian network improvements, including all necessary striping and lighting, pending further feasibility analysis:

- bulbouts at the northeast corner of Bryant and Mariposa streets projecting into both Bryant and Mariposa streets
- bulbout at the northwest corner of Hampshire and Mariposa streets projecting into Hampshire Street
- curb ramps for pedestrian crossings adjacent to the project site and a curb ramp on the southeastern side of the Mariposa/York street intersection facing Mariposa Street
- continental style crosswalks at all approaches at the intersections of Hampshire/17th streets, Hampshire/Mariposa streets, and Mariposa/York streets
- a raised crosswalk and a rectangular rapid flash beacon for the pedestrian crossing of 17th Street at Hampshire Street

BICYCLE NETWORK

The project would convert the existing striped and partially protected bicycle lanes into green protected, widened bikeways in both directions on the segment of 17th Street between Bryant and Hampshire streets. This change would require the elimination of parallel parking on the north side of 17th Street. If not feasible, the SFMTA would raise the bike lane on the south side to sidewalk level, apply green paint, and install “safe hit posts”.

BUS STOPS

The proposed project would not change existing bus operations in the vicinity of the project site, i.e., remove or relocate bus stops. The northbound and southbound Muni bus stops on the southeast (adjacent to the project site) and southwest corners of Bryant and 17th streets would remain. The existing northbound and southbound Muni bus stops on the southeast and northwest corners of Bryant and Mariposa streets, respectively, would potentially include new shelters, transit notification systems, and additional street lighting, as necessary.

PARKING AND LOADING

The proposed project would maintain perpendicular on-street parking on the west side of Hampshire Street adjacent to the project site but would eliminate several spaces to accommodate a pedestrian bulbout and accompanying passenger loading zone at Mariposa Street. Parking on the

east side (across from the project site) would be converted to parallel parking, eliminating several spaces. Parking would also be eliminated and prohibited on the east and west sides of Hampshire Street within 10 feet of the intersection of 17th and Hampshire streets. Other changes include the following:

- eliminating parallel parking on the north side of 17th Street between Bryant and Hampshire streets starting approximately 230 feet east of the intersection of Bryant and 17th streets to gain more width for protected bike lanes
- removing parking spaces along the north side of Mariposa Street and restriping as a no parking zone
- installing audible and/or visual warning systems to alert pedestrians and/or bicyclists as buses, non-revenue vehicles, and other SFMTA vehicles exit onto Mariposa and 17th streets

The primary loading areas for the SFMTA and for the proposed residential use would be located in the proposed basement level, accessed via a 20-foot-wide ramp on Mariposa Street east of Bryant Street. A secondary off-street loading area for the SFMTA would be located on the ground floor. In addition, limited curb areas would be restriped for passenger and commercial loading, with two accessible 60-foot-long passenger loading zones proposed along Bryant and Hampshire streets, immediately north of Mariposa Street; and a 40-foot-long commercial loading zone proposed along Bryant Street, immediately north of the proposed passenger loading zone.

ACCESS, SITE CIRCULATION, AND LOADING

Primary vehicular access to and from the site would be from Mariposa Street:

- The four bus entry bays between York and Hampshire streets would be accessed via two separate curb cuts, an approximately 47-foot-wide curb cut near Hampshire Street and an approximately 63-foot-wide curb cut near York Street.
- The three bus exit bays between Bryant and York streets would be exited via an approximately 97-foot-wide curb cut.
- The existing 30-foot-wide curb cut on Mariposa Street (near Bryant Street) would be reduced to an approximately 20-foot-wide curb cut that would accommodate loading and delivery and other joint development and transit facility space needs.

The existing 52-foot-wide curb cut and driveway on 17th Street would be relocated east closer to Hampshire Street and reduced in width to 42 feet. It would function as an emergency exit for buses and non-revenue vehicles.

Work bays on Transit Level 1 would be accessed via drive aisles associated with the two westernmost entry bays from Mariposa Street. Buses and non-revenue vehicles would use the ramps at the north side of the building to access work bays and parking spaces on Transit Levels 2 and 3 as well as parking spaces on Transit Level 1 via an at-grade level bypass ramp. The ramps

and drive aisles would route all buses and non-revenue vehicles south toward the Mariposa Street exits.

The proposed basement level would accommodate building services and battery electric infrastructure for the SFMTA and the joint development components providing tenant storage; dumpsters for refuse, recycling, and compost; parking for bicycles (class 1) and car-share vehicles (12); and two loading docks. Internal circulation on this level would accommodate service delivery vehicles for the proposed transit, residential, and commercial uses and for refuse collection.

SFMTA staff would access the replacement transit facility through a ground-floor lobby on Mariposa Street. The residential component of the proposed project along the southern and western perimeter of the replacement transit facility, as well as the residential development atop the replacement transit facility, would be accessed through ground-floor lobbies, shown on Mariposa and Bryant streets. Shared elevators and stairs would be located at the northwest, southwest, and southeast corners of the proposed building.[43]

PROPOSED LANDSCAPING AND OPEN SPACE

LANDSCAPING

The proposed project would include a 5-foot-wide planting strip along the length of the 17th Street frontage (up to 2,140 square feet). No additional at-grade landscaping is proposed as part of the project; however, common open space serving the residents (and possibly SFMTA employees) could be developed on top of the replacement transit facility.

Construction of the proposed project would require the removal, retention, and/or replacement of the 27 existing street trees along 17th, Bryant, and Hampshire streets. The project sponsor would plant new street trees on the adjacent sidewalks, including new trees to replace any removed, in compliance with the planning code, the public works code, and the Better Streets Plan.[44] Specific streetscape changes related to the retention and planting of existing and new street trees would include the following:

- On 17th Street, the existing mature trees would be retained, except for those that would conflict with the proposed location for the emergency bus exit, and new street trees would be planted.
- On Bryant and Hampshire streets, trees located in the middle of the sidewalk may be replaced with new street trees.
- On Mariposa Street, approximately six trees are proposed in locations that would not conflict with bus driveways.

[43] HDR, SFMTA Potrero Scenario 2 (3-Level), Sheet A-102 (1st Floor Overall Plan), June 14, 2019.
[44] See planning code sections 138.1 and 428 and public works code sections 805(a) and 806(d) for specific requirements related to tree planting and allowable waivers due to site constraints.

OPEN SPACE

Common and private open space is proposed for the residential uses in accordance with the requirements set forth in section 135 of the planning code. Up to 91,000 square feet of common open spaces is proposed as part of the project. During review of the proposed project's detailed design, the SFMTA would determine the feasibility of designating onsite open space for SFMTA staff and/or public use. The overall final design and allocation of common open space for the proposed project may be modified throughout the planning entitlement process.

PROPOSED STORMWATER MANAGEMENT

The project site is served by the San Francisco Public Utilities Commission's combined sewer system, and the entire site is covered with impervious surfaces. Implementation of the proposed project would disturb more than 5,000 square feet of impervious ground surface. Thus, the City's Stormwater Management Requirements and Design Guidelines are applicable and Preliminary and Final Stormwater Control Plans will be submitted to the San Francisco Public Utilities Commission for review.[45] The proposed project would cover the entire lot (except for a 5-foot-wide landscaping strip along 17th Street) and would incorporate best management practices to ensure proper onsite retention and management of stormwater to meet the requirements of the stormwater management ordinance. The project's detailed final design will address these requirements and incorporate measures to reduce the stormwater runoff rate and volume, such as site-wide stormwater retention and rainwater capture and treatment systems, to provide a non-potable water supply for the replacement transit facility's bus wash bays, toilet and urinal flushing, and landscaping.

PROPOSED SUSTAINABILITY PROGRAM

It is anticipated that the proposed building (including the transit facility and joint development components) would be designed to meet United States Green Building Council and Leadership in Energy and Environmental Design (LEED) requirements. The proposed sustainability strategies would comply with state, regional, and local green building requirements as set forth in the California Green Building Standards Code, the San Francisco Green Building Code, and chapter 7 of the environment code to obtain LEED Gold certification. The sustainable design building systems could include, but would not be limited to, development of electrical infrastructure capable of supplying electricity for electric vehicle charging of the fleet, and other strategies or mechanisms, such as

[45] San Francisco Public Utilities Commission, *https://sfwater.org/index.aspx?page=1006*, accessed July 24, 2020.

daylight harvesting through the use of a network of occupancy and vacancy sensors[46]; the use of solar photovoltaic panels on rooftops to produce on-site power; green roofs to minimize heat island effects[47]; and use of Title 24-compliant components for plumbing and other building systems such as heating, ventilation, and air conditioning.[48]

PROJECT CONSTRUCTION

CONSTRUCTION DURATION

The SFMTA estimates that construction of the proposed project would take three to four years to complete, with construction beginning in 2023 and building occupancy by the end of 2026.[49]

The three- to four-year construction period would include some overlapping phases of demolition, excavation, foundation work, and building construction. Demolition would last approximately two months. Excavation, shoring, grading, and installation of piles for the foundation system would last approximately six months. Completion of the foundation system and basement construction would last approximately two months. Building construction would last approximately 26 months with paving and architectural coating estimated to take a total of two months.

Construction-related activities would typically occur Monday through Saturday, between 7 a.m. and 8 p.m., with most work occurring between Monday through Friday. Nighttime construction is anticipated for certain activities such as major concrete pours; however, construction on Sundays and major legal holidays is not anticipated.

CONSTRUCTION STAGING

Construction staging would occur on site and on the surrounding sidewalks. There would be no pedestrian access to the sidewalks surrounding the site for most or all the construction period. The existing bus stop at the southeast corner of Bryant and 17th streets would be relocated or removed. Hampshire Street between 17th and Mariposa streets would be

[46] A building control system that reduces demand for artificial light in building interiors when daylight is available thus reducing energy demand.

[47] The combined effect of heat generated from use of mechanical equipment and heat trapping/reflectivity characteristics of impermeable surfaces on rooftops and other land, such as paved roadways and parking lots, that increases ambient temperatures in urbanized areas and increases energy demand for building cooling.

[48] HATCH, HDR, Sitelab, VerPlanck, and CHS, Potrero Yard: 3-Level Bus Facility Design Criteria Document, June 2019, Section 4.4 (Sustainability), Section 4.12 (Electrical), Section 5.3 (Exterior Enclosure), Section 5.8 (Plumbing), and Section 5.10 (HVAC), pp. 36-38, 46, 48-50, 71, 84, 88, 95, and 103-104.

[49] BASELINE Environmental Consulting, Air Quality and Health Risk Assessment Methodology, Appendix A, SFMTA and Public Works Construction Schedule and Equipment List, July 2020.

partially closed on a temporary, as-needed basis to provide additional space for laydown and staging.

DEMOLITION, EXCAVATION, AND FOUNDATION

Site preparation would begin with demolition and clearing of the existing building, vehicle service pits, foundations, control booth, and paved areas on the east side of the project site. On the west side the paved areas of the bus storage yard, obsolete utilities, overhead catenary system support poles and cables, bus wash station infrastructure, surround retaining walls and fencing, and any other at-grade elements including the adjacent sidewalks would be demolished. All demolition debris would be removed from the site.

Construction of the proposed building would require excavation to a depth of approximately 35 feet below ground surface across the full site, with slightly greater excavation for vehicle maintenance pits (i.e., lower level work areas) and elevator pits. Assuming full demolition and excavation to a depth of 35 feet across the whole site, approximately 248,900 cubic yards of soils would need to be removed from the site. Dewatering and pre-treatment prior to release to the combined sewer system would be required given anticipated excavation depths beneath the groundwater table.[50]

Below-grade excavation would require the replacement of some or all the retaining walls along the north, east, and west sides of the site, and temporary shoring would be needed to support the planned cuts for the final basement configuration. The proposed foundation system would consist of a shallow foundation of spread footings at column locations or a structural mat slab bearing on bedrock along the northeast portion of the site with a deeper foundation bearing on pile groups to support development in other areas of the site.[51] The project would include a deep foundation system supported by driven steel H-piles; however, non-displacement auger cast in place piles are also identified as an option in the Geotechnical Report.

[50] ARUP/RYCG, SFMTA Potrero Yard Facility Rebuild Geotechnical Engineering Report, November 11, 2019, p. 22.

[51] ARUP/RYCG, SFMTA Potrero Yard Facility Rebuild Geotechnical Engineering Report, November 11, 2019, pp. 27-39.

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

FY of Allocation Action:	FY2020/21
Project Name:	District 7 FY20 Participatory Budgeting Priorities [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Traffic Calming
Current Prop K Request:	$132,600
Supervisorial District(s):	District 07

REQUEST

Brief Project Description
Design and construct traffic calming and pedestrian safety measures at various locations in District 7, including speed humps, rectangular rapid flashing beacons, decorative continental crosswalks, and striping and signage. Project will implement measures that have been identified as priorities through the Fiscal Year 2019/20 Participatory Budgeting process for District 7.

Detailed Scope, Project Benefits and Community Outreach
At the request of District 7 Supervisor Norman Yee, the SFMTA requests Neighborhood Transportation Improvement Program (NTIP) funds to design and construct pedestrian and traffic safety improvements at locations specifically requested by residents and stakeholders in District 7 through the FY19/20 Participatory Budgeting process. The 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.

The proposed projects were identified and prioritized through the District 7 FY19/20 Participatory Budgeting process. The process began in fall 2019 with a call for projects followed by a brainstorming and orientation session where constituents learned more about the process and presented initial ideas. Next was the project proposal workshop where residents were joined by representatives from city agencies who provided feedback and helped residents refine their initial proposals. Then a neighborhood council made up of residents from across District 7 selected the most promising proposals and sent them to city staff for a detailed design feasibility and cost assessment. Finally, in spring 2020 the best ideas were put up to a vote by District 7 residents. The District 7 Participatory Budgeting process aims to establish an inclusive way to identify projects within the district to improve the quality of its neighborhoods.

Selected projects:
1. Enhanced crosswalks on Ocean Ave at Frida Kahlo Way/Geneva Avenue, Granada Avenue and Miramar Avenue
2. Traffic calming in Lakeside One neighborhood, which is bounded by 19th Avenue, Junipero Serra Boulevard, Ocean Ave and Sloat Boulevard
3. Reconfigure 5-way intersection of Madrone Avenue, Vicente Street and Wawona Street (Design Only*)
4. Rectangular Rapid Flashing Beacon (RRFB) on 10th Avenue at Pacheco Street

* Residents have proposed a complete reconfiguration of the Madrone-Vicente-Wawona intersection that will require extensive sidewalk realignment with new ADA curb ramps, sewer/drainage upgrades, and roadway regrading/repaving. This will be a major capital project requiring engineering analysis and design by SFMTA and SFPW, then construction through a typical bid and award contract. Since this intersection is all-way stop controlled and has a good safety record, SFMTA recommended it be split into three phases. Phase One was completed through the District 7 FY18 Participatory Budgeting process and consisted of quick and effective-style treatments including painted safety zones, enhanced daylighting and continental crosswalks. This subject request will fund Phase Two of the Madrone/Vicente/Wawona intersection improvements, which includes a topographical survey, detailed design and engineer's construction cost estimates. Phase Three will be the construction phase of these improvements.

Construction will likely be done by a combination of city forces (SFPW and SFMTA crews) and a private contractor through an as-needed Job Order Contract. Delays in traffic calming construction associated with COVID-19 combined with a large increase in traffic calming in general has resulted in a backlog of devices awaiting installation that exceeds SFPW's capacity to deliver on its own in a timely manner.

Project Location
Ocean Ave at Frida Kahlo Way/Geneva Ave, Granada Ave and Miramar Ave; area bounded by 19th Ave, Junipero Serra Blvd, Ocean Ave and Sloat Blvd; intersection at Madrone Ave, Vicente St and Wawona St; 10th Ave at Pacheco St

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

Justification for Multi-phase Request
Multi-phase allocation is recommended given the straightforward nature of the scope (e.g. speed humps) and the overlapping design and construction phases as work is conducted at multiple locations.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	$1,654,400

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

FY of Allocation Action:	FY2020/21
Project Name:	District 7 FY20 Participatory Budgeting Priorities [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Aug-Sep	2019	Apr-May-Jun	2020
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2021	Jan-Feb-Mar	2022
Advertise Construction				
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2021		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2023
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2023

SCHEDULE DETAILS

E6-56

Project 1 - Enhanced crosswalks on Ocean Ave at Frida Kahlo Way/Geneva Ave, Granada Ave and Miramar Ave
• Jan-Jun 2021: Design crosswalks
• Jul-Dec 2021: Coordinate construction with SFMTA Shops and SFPW Operations
• Jan-Mar 2022: Install crosswalks

Project 2 - Traffic calming in Lakeside One neighborhood, bounded by 19th Ave, Junipero Serra Blvd, Ocean Ave and Sloat Blvd
• Jan-Sep 2021: Design and legislate speed humps
• Oct 2021-Mar 2022: Construct speed humps

Project 3 - Reconfigure 5-way intersection of Madrone Ave, Vicente St and Wawona St (Design)
• Jan-Mar 2021: Design kick-off; topographic survey
• Apr 2021-Mar 2022: Design by all SFPW disciplines (Civil, Hydraulics, Paving, other(s) TBD)
• Apr-Sep 2022: Finalize designs and prepare construction cost estimates

Project 4 - Rectangular Rapid Flashing Beacon (RRFB) on 10th Ave at Pacheco St
• Jan-Sep 2021: Design and legislate RRFB
• Oct-Dec 2021: Finalize designs and construction cost estimates
• Jan-Jun 2022: Set up construction contract
• Jul-Dec 2022: Construct RRFB

Notes:
- Some additional targeted outreach may be necessary where plans change substantially from what was the consensus choice in the Participatory Budgeting process
- Project closeout/completion for all projects will be combined in Jan-Mar 2023

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

FY of Allocation Action:	FY2020/21
Project Name:	District 7 FY20 Participatory Budgeting Priorities [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Traffic Calming	$0	$132,600	$0	$132,600
D7 PARTICIPATORY BUDGETING - GENERAL FUND	$0	$0	$250,000	$250,000
Phases in Current Request Total:	$0	$132,600	$250,000	$382,600

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	$0	$0	
Environmental Studies (PA&ED)	$0	$0	
Right of Way	$0	$0	
Design Engineering (PS&E)	$71,900	$5,000	Based on prior similar work.
Construction (CON)	$310,700	$127,600	Based on prior similar work.
Operations (OP)	$0	$0	
Total:	$382,600	$132,600	

% Complete of Design:	0.0%
As of Date:	10/09/2020
Expected Useful Life:	20 Years

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

Project Name: D7 20 Participatory Budgeting Priorities [NTIP Capital]

MAJOR LINE ITEM BUDGET

	TOTAL SFMTA LABOR	MATERIALS & SURVEY CONTRACT TOTAL	TOTAL PROJECT COSTS	CURRENT REQUEST
A. PROGRAM OUTREACH AND CORRESPONDENCE	$ 5,291	$ -	$ 5,291	-
B. DESIGN ENGINEERING	$ 56,616	$ 10,000	$ 66,616	5,000
C. CONSTRUCTION	$ 25,632	$ 285,000	$ 310,632	127,600
TOTAL	**$ 87,539**	**$ 295,000**	**$ 382,539**	**132,600**

FTE = Full Time Equivalent; MFB = Mandatory Fringe Benefits

A. PROGRAM OUTREACH AND CORRESPONDENCE

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE	Cost
Engineer (5241)	$ 158,799.08	$ 87,012.46	$ 245,811.54	$ 181,654.73	$ 427,466.26	6	0.003	$ 1,233
Associate Engineer (5207)	$ 137,128.63	$ 77,204.42	$ 214,333.05	$ 158,392.12	$ 372,725.17	6	0.003	$ 1,075
Assistant Engineer (5203)	$ 117,817.79	$ 69,029.86	$ 186,847.65	$ 138,080.42	$ 324,928.07	12	0.006	$ 1,875
Senior Clerk (1406)	$ 65,825.00	$ 44,588.68	$ 110,413.68	$ 81,595.71	$ 192,009.39	12	0.006	$ 1,108
						24	**0.01**	
					A. Program Outreach and Correspondence Labor SUBTOTAL			**$ 5,291**

B. DESIGN ENGINEERING

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE	Cost
Sr. Engineer (5211)	$ 183,778.40	$ 98,318.10	$ 282,096.51	$ 208,469.32	$ 490,565.82	4	0.002	$ 943.40
Engineer (5241)	$ 158,799.08	$ 87,012.46	$ 245,811.54	$ 181,654.73	$ 427,466.26	32	0.015	$ 6,576.40
Transit Planner IV (5290)	$ 147,489.22	$ 81,893.62	$ 229,382.84	$ 169,513.92	$ 398,896.76	32	0.015	$ 6,136.87
Associate Engineer (5207)	$ 137,128.63	$ 77,204.42	$ 214,333.05	$ 158,392.12	$ 372,725.17	40	0.019	$ 7,167.79
Engineering Assistant (5362)	$ 87,929.39	$ 55,358.90	$ 143,288.30	$ 105,890.05	$ 249,178.35	40	0.019	$ 4,791.89
Engineering Associate (5366)	$ 112,827.35	$ 66,747.23	$ 179,574.59	$ 132,705.62	$ 312,280.20	40	0.019	$ 6,005.39
Assistant Engineer (5203)	$ 117,817.79	$ 69,029.86	$ 186,847.65	$ 138,080.42	$ 324,928.07	160	0.077	$ 24,994.47
						348	**0.17**	
					B. Design Engineering LABOR SUBTOTAL			**$ 56,616**

Survey Contract	Unit Cost	# Units	Total
Topographical Survey	$ 10,000	1	$ 10,000
SURVEY CONTRACT SUBTOTAL			$ 10,000

B. Design TOTAL $ 66,616

C. CONSTRUCTION

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE	Cost
Engineer Principal (5212)	$ 213,314.22	$ 111,686.01	$ 325,000.23	$ 240,175.17	$ 565,175.40	0	0.000	$ -
Sr. Engineer (5211)	$ 183,778.40	$ 98,318.10	$ 282,096.51	$ 208,469.32	$ 490,565.82	4	0.002	$ 943.40
Engineer (5241)	$ 158,799.08	$ 87,012.46	$ 245,811.54	$ 181,654.73	$ 427,466.26	16	0.008	$ 3,288.20
Transit Planner IV (5290)	$ 147,489.22	$ 81,893.62	$ 229,382.84	$ 169,513.92	$ 398,896.76	24	0.012	$ 4,602.65
Associate Engineer (5207)	$ 137,128.63	$ 77,204.42	$ 214,333.05	$ 158,392.12	$ 372,725.17	24	0.012	$ 4,300.68
Engineering Assistant (5362)	$ 87,929.39	$ 55,358.90	$ 143,288.30	$ 105,890.05	$ 249,178.35	0	0.000	$ -
Engineering Associate (5366)	$ 112,827.35	$ 66,747.23	$ 179,574.59	$ 132,705.62	$ 312,280.20	0	0.000	$ -
Assistant Engineer (5203)	$ 117,817.79	$ 69,029.86	$ 186,847.65	$ 138,080.42	$ 324,928.07	80	0.038	$ 12,497.23
Junior Engineer (5201)	$ 104,338.18	$ 62,864.28	$ 167,202.46	$ 123,562.62	$ 290,765.08	0	0.000	$ -
Senior Clerk (1406)	$ 65,825.00	$ 44,588.68	$ 110,413.68	$ 81,595.71	$ 192,009.39	0	0.000	$ -
						148	**0.07**	
					C. Construction LABOR SUBTOTAL			**$ 25,632**

Construction Materials & Contract Work	Unit Cost	# Units	Total
Speed Humps (Labor and Materials)	$ 14,000	8	$ 112,000
Rectangular Rapid Flashing Beacon (Labor and Materials)	$ 125,000	1	$ 125,000
Decorative crosswalks (Labor and Materials)	$ 12,000	4	$ 48,000
CONSTRUCTION MATERIALS & CONTRACT WORK SUBTOTAL			$ 285,000

Construction Labor and Materials TOTAL $ 310,632

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

FY of Allocation Action:	FY2020/21
Project Name:	District 7 FY20 Participatory Budgeting Priorities [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	$132,600	Total Prop AA Requested:	$0
Total Prop K Recommended:	$132,600	Total Prop AA Recommended:	$0

SGA Project Number:		Name:	District 7 FY20 Participatory Budgeting Priorities [NTIP Capital] - Design
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2022
Phase:	Design Engineering	Fundshare:	34.66

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-138	$5,000	$0	$0	$0	$0	$5,000

Deliverables

1. Upon completion, Sponsor shall provide evidence of completion of 100% design (e.g., copy of certifications page or copy of workorder).

Notes

1. Progress reports will be shared with the Transportation Authority Board.

SGA Project Number:		Name:	District 7 FY20 Participatory Budgeting Priorities [NTIP Capital] - Construction
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	03/31/2024
Phase:	Construction	Fundshare:	34.66

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-138	$5,000	$112,600	$10,000	$0	$0	$127,600

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, improvements completed at each location to date, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. With the first QPR (due Jan. 31, 2021) Sponsor shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop K attribution requirements as described in the SGA; and on completion of the project Sponsor shall provide 2-3 photos of completed work.

Notes

1. Progress reports will be shared with the Transportation Authority Board.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	65.34%	No Prop AA
Actual Leveraging - This Project	65.34%	No Prop AA

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

FY of Allocation Action:	FY2020/21
Project Name:	District 7 FY20 Participatory Budgeting Priorities [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	$132,600

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.

Initials of sponsor staff member verifying the above statement
MJ

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Damon Curtis	Joel C Goldberg
Title:	Project Manager	Grants Procurement Manager
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San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Excelsior Neighborhood Traffic Calming
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Traffic Calming
Current Prop K Request:	$550,000
Supervisorial District(s):	District 11

REQUEST

Brief Project Description
Design and construction of near-term traffic calming measures in the Excelsior, Mission Terrace, and Crocker-Amazon neighborhoods in District 11. The SFMTA will construct 27 speed cushions, 4 raised crosswalks, 3 median islands, and 28 new continental crosswalks at prioritized locations identified through the Excelsior Neighborhood Traffic Calming Community Based Transportation Plan.

Detailed Scope, Project Benefits and Community Outreach
The project will design and construct recommendations from the community-based and generated plan to calm local streets in the Excelsior, Mission Terrace, and Crocker-Amazon neighborhoods of District 11. A broad array of local stakeholders participated in the creation of the plan. Public hearing and construction notices during this project will be posted in accordance with SFMTA's standard operating procedures.

This project will protect and preserve the quieter neighborhood streets of these areas, protecting all street users. Complementing the District 11 Near-Term Traffic Calming [NTIP Capital] project, with funding allocated by the Transportation Authority Board in 2018, the measures included in this request will create a network of local neighborhood streets targeted by the community for traffic calming.

From the Community Based Transportation Plan (CBTP) Excelsior Neighborhood Traffic Calming Plan, this project proposes to design and construct 27 speed cushions, 4 raised crosswalks, 3 median islands, and 28 new continental crosswalks. The final type and quantity of improvements will be determined during the design phase:

Seneca Avenue - 1 speed cushion and 1 asphalt raised crosswalk between San Jose Avenue and Mission Street
Avalon Avenue - 3 speed cushions between Mission Street and Moscow Street
Lisbon Street - 4 speed cushions between Geneva Avenue and Silver Avenue
Brazil Avenue - 4 speed cushions between Mission Street and LaGrande Avenue
London Street - 10 speed cushions and 1 median island between Geneva Avenue and Avalon Avenue
Naples Avenue - 2 speed cushions between Geneva Avenue and Silver Avenue
Rolph Avenue - 1 speed cushion between Naples Avenue and Mission Street
Onondaga Street - 1 speed cushion and 1 asphalt raised crosswalk and 1 median island
Persia Avenue - 2 asphalt raised crosswalks between Dublin Street and Mission Street
Santa Ynez Avenue - 1 speed cushion and 1 median island between Cayuga Avenue and San Jose Avenue

28 new continental crosswalk legs will be painted on the above corridors.

Due to the nature of the projects included in this request, implementation of some projects may begin while detailed design continues for other elements. Therefore, the SFMTA requests concurrent access to funding from both phases. Implementation of paint-only measures will begin as early as summer 2021 while measures such as raised crosswalks, median islands and speed humps that require San Francisco Fire Department approval and Public Works coordination may not be implemented until spring 2022.

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Community outreach was conducted between March 2017 and February 2019 as part of the Excelsior Neighborhood Traffic Calming Planning Project and the SF Planning Department's Excelsior Neighborhood Strategy in spring/summer 2018, which included in-depth outreach to community groups, schools, faith-based institutions, advocacy groups, merchant associations, local social services recipients, and the general public.

Legislation for all project elements is included in the design phase for this project and will include balloting and public hearings for projects that require them per the SFMTA's standard processes; this will serve as the opportunity for community input as these projects are approved. For standard traffic calming devices and routine traffic engineering changes like median islands, continental crosswalks and other striping changes, public outreach and the opportunity for public comment are through the SFMTA Engineering Public Hearing process. If during the design phase SFMTA determines a recommended measure is infeasible or that an alternate improvement is warranted that does not fall within the standard/routine category defined above, targeted outreach will be conducted with residents in the immediate vicinity of the proposed change. How that outreach is conducted will depend on the state of the COVID-19 pandemic at the time.

Project Location
District 11 - Excelsior, Mission Terrace, and Crocker-Amazon neighborhoods

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

Justification for Multi-phase Request
We are recommending a multi-phase allocation since design and construction work will occur on overlapping schedules at different locations within the project area.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	$550,000

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

FY of Allocation Action:	FY2020/21
Project Name:	Excelsior Neighborhood Traffic Calming
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2017	Jan-Feb-Mar	2019
Environmental Studies (PA&ED)	Jan-Feb-Mar	2021	Jan-Feb-Mar	2022
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2021	Jan-Feb-Mar	2022
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2021		
Operations (OP)				
Open for Use			Apr-May-Jun	2022
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2022

SCHEDULE DETAILS

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

FY of Allocation Action:	FY2020/21
Project Name:	Excelsior Neighborhood Traffic Calming
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Traffic Calming	$0	$550,000	$0	$550,000
Phases in Current Request Total:	$0	$550,000	$0	$550,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	$0	$550,000	$95,566	$645,566
CALTRANS PLANNING GRANT	$0	$0	$283,409	$283,409
Funding Plan for Entire Project Total:	$0	$550,000	$378,975	$928,975

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	$378,975	$0	Actuals
Environmental Studies (PA&ED)	$0	$0	
Right of Way	$0	$0	
Design Engineering (PS&E)	$56,570	$74,700	Based on prior similar work
Construction (CON)	$493,430	$475,300	Based on prior similar work
Operations (OP)	$0	$0	
Total:	$928,975	$550,000	

% Complete of Design:	0.0%
As of Date:	11/10/2020
Expected Useful Life:	30 Years

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

Project Name: Excelsior Neighborhood Traffic Calming

MAJOR LINE ITEM BUDGET

I. BUDGET SUMMARY BY PHASE

	SFMTA LABOR	SERVICE CONTRACTS	CONSTRUCTION LABOR & MATERIALS	TOTAL	CURRENT REQUEST
A. PLANNING/CONCEPTUAL ENGINEERING (NOT INCLUDED IN THIS	$ 400,000	$ -	$ -	$ 400,000	$ -
B. DESIGN ENGINEERING	$ 71,700	$ 3,000	$ -	$ 74,700	$ 74,700
C. CONSTRUCTION	$ 34,800	$ -	$ 440,500	$ 475,300	$ 475,300
TOTAL	**$ 506,500**	**$ 3,000**	**$ 440,500**	**$ 950,000**	**$ 550,000**

FTE = Full Time Equivalent; MFB = Mandatory Fringe Benefits

A. PLANNING/CONCEPTUAL ENGINEERING (NOT INCLUDED IN THIS ALLOCATION)

A. Planning/Conceptual Engineering LABOR SUBTOTAL $ 400,000

B. DESIGN ENGINEERING

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE	Cost
Engineer Principal (5212)	$ 213,314.22	$ 111,686.01	$ 325,000.23	$ 240,175.17	$ 565,175.40	0	0.000	$ -
Sr. Engineer (5211)	$ 183,778.40	$ 98,318.10	$ 282,096.51	$ 208,469.32	$ 490,565.82	12	0.006	$ 2,830
Engineer (5241)	$ 158,799.08	$ 87,012.46	$ 245,811.54	$ 181,654.73	$ 427,466.26	14	0.007	$ 2,877
Transit Planner IV (5290)	$ 147,489.22	$ 81,893.62	$ 229,382.84	$ 169,513.92	$ 398,896.76	80	0.038	$ 15,342
Associate Engineer (5207)	$ 137,128.63	$ 77,204.42	$ 214,333.05	$ 158,392.12	$ 372,725.17	80	0.038	$ 14,336
Assistant Engineer (5203)	$ 117,817.79	$ 69,029.86	$ 186,847.65	$ 138,080.42	$ 324,928.07	80	0.038	$ 12,497
Engineering Associate (5366)	$ 112,827.35	$ 66,747.23	$ 179,574.59	$ 132,705.62	$ 312,280.20	40	0.019	$ 6,005
Junior Engineer (5201)	$ 104,338.18	$ 62,864.28	$ 167,202.46	$ 123,562.62	$ 290,765.08	40	0.019	$ 5,592
Engineering Assistant (5362)	$ 87,929.39	$ 55,358.90	$ 143,288.30	$ 105,890.05	$ 249,178.35	40	0.019	$ 4,792
Senior Clerk (1406)	$ 65,825.00	$ 44,588.68	$ 110,413.68	$ 81,595.71	$ 192,009.39	80	0.038	$ 7,385
						466	**0.224**	

B. Design Engineering SFMTA LABOR SUBTOTAL $ 71,700

Service Contract	Unit Cost	# Units	Total
Traffic Counts	$ 300	10	$ 3,000
SERVICE CONTRACT SUBTOTAL			$ 3,000

C. CONSTRUCTION

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE	Cost
Engineer Principal (5212)	$ 213,314.22	$ 111,686.01	$ 325,000.23	$ 240,175.17	$ 565,175.40	0	0.000	$ -
Sr. Engineer (5211)	$ 183,778.40	$ 98,318.10	$ 282,096.51	$ 208,469.32	$ 490,565.82	8	0.004	$ 1,888
Engineer (5241)	$ 158,799.08	$ 87,012.46	$ 245,811.54	$ 181,654.73	$ 427,466.26	10	0.005	$ 2,055
Transit Planner IV (5290)	$ 147,489.22	$ 81,893.62	$ 229,382.84	$ 169,513.92	$ 398,896.76	40	0.019	$ 7,671
Associate Engineer (5207)	$ 137,128.63	$ 77,204.42	$ 214,333.05	$ 158,392.12	$ 372,725.17	40	0.019	$ 7,168
Assistant Engineer (5203)	$ 117,817.79	$ 69,029.86	$ 186,847.65	$ 138,080.42	$ 324,928.07	40	0.019	$ 6,249
Engineering Associate (5366)	$ 112,827.35	$ 66,747.23	$ 179,574.59	$ 132,705.62	$ 312,280.20	16	0.008	$ 2,402
Junior Engineer (5201)	$ 104,338.18	$ 62,864.28	$ 167,202.46	$ 123,562.62	$ 290,765.08	24	0.012	$ 3,355
Engineering Assistant (5362)	$ 87,929.39	$ 55,358.90	$ 143,288.30	$ 105,890.05	$ 249,178.35	15	0.007	$ 1,797
Senior Clerk (1406)	$ 65,825.00	$ 44,588.68	$ 110,413.68	$ 81,595.71	$ 192,009.39	24	0.012	$ 2,215
						217	**0.104**	

C. Construction SFMTA LABOR SUBTOTAL $ 34,800

SFPW Construction Labor & Materials	Unit Cost*	# Units	Total	
Speed Humps/Cushions	$ 10,000.00	27	$ 270,000	
Asphalt Raised Crosswalks	$ 12,000.00	4	$ 48,000	
Median Islands	$ 15,000.00	3.5	$ 52,500	0.5 due to one larger island
Continental Crosswalks	$ 2,500.00	28	$ 70,000	
C. CONSTRUCTION MATERIALS & CONTRACT WORK SUBTOTAL			$ 440,500	

*SFPW labor costs are built into the unit costs above

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

FY of Allocation Action:	FY2020/21
Project Name:	Excelsior Neighborhood Traffic Calming
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	$550,000	Total Prop AA Requested:	$0
Total Prop K Recommended:	$550,000	Total Prop AA Recommended:	$0

SGA Project Number:		Name:	Excelsior Neighborhood Traffic Calming - Design
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2022
Phase:	Design Engineering	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-138	$28,500	$46,200	$0	$0	$0	$74,700

Deliverables

1. Quarterly progress reports (QPRs) shall contain a percent complete by location, percent complete of the overall project, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.

2. With the first quarterly progress report, provide 2-3 photos of typical before conditions.

3. Upon completion of the design phase, provide evidence of completion of design (e.g. copy of certifications page, internal design completion documentation, design completion work-order, or similar).

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SGA Project Number:		Name:	Excelsior Neighborhood Traffic Calming - Construction
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2023
Phase:	Construction	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-138	$0	$370,000	$105,300	$0	$0	$475,300

Deliverables

1. QPRs will provide the percent complete for construction, include a list of locations with improvements completed in the previous quarter and the types of improvements at each location, 2 - 3 digital photos of work in progress or completed work, a list of locations and improvements anticipated to be constructed in the upcoming quarter, and any issues that may impact delivery, in addition to the standard requirements for QPRs (see Standard Grant Agreement for details).

Special Conditions

1. SFCTA will not reimburse expenses for the construction phase activities until Transportation Authority staff has received evidence of completion of design (e.g. copy of certifications page, internal design completion documentation, design completion work-order, or similar).

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	30.51%	No Prop AA

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

FY of Allocation Action:	FY2020/21
Project Name:	Excelsior Neighborhood Traffic Calming
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	$550,000

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.

Initials of sponsor staff member verifying the above statement
MJ

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Damon Curtis	Joel C Goldberg
Title:	Project Manager	Grants Procurement Manager
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San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Page Street Neighborway (Webster to Market)
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop AA EP categories:	Prop AA Pedestrian Projects
Current Prop AA Request:	$144,005
Supervisorial District(s):	District 05

REQUEST

Brief Project Description
SFMTA will construct six sidewalk bulb-outs along Page Street at Gough, Laguna, and Buchanan streets to shorten crossing distances, slow turning vehicle traffic, and improve overall pedestrian safety and comfort. The project will also construct San Francisco's first raised intersection at Page and Buchanan streets with vertical deflection for vehicles, special paving to enhance pedestrian priority, and seating opportunities. These improvements will calm traffic and enhance safety for people walking and biking along Page Street.

Detailed Scope, Project Benefits and Community Outreach
The Page Street Neighborway (Webster to Market) project would construct six sidewalk bulb-outs along Page Street at Gough, Laguna, and Buchanan streets to shorten crossing distances, slow turning vehicle traffic, and improve overall pedestrian safety and comfort. These improvements were selected based on extensive safety analysis, coordination with other projects in the vicinity, and public feedback collected over multiple years through multilingual focus groups with elementary school parents and staff and affordable housing residents. Four of these sidewalk bulb-outs would also include landscaped raingardens (to be maintained by the SF Public Utilities Commission) that capture and slow stormwater runoff while enhancing pedestrian comfort and neighborhood aesthetics.

At the intersection of Page and Buchanan streets, within the John Muir Elementary school zone, the project will construct San Francisco's first raised intersection, with vertical deflection similar to a speed hump to slow vehicles, special paving to enhance pedestrian priority, and seating opportunities for rest and social gathering. The new raised, 'curbless' design is expected to set a new benchmark in accessibility for such intersections. These improvements have been coordinated with ambitious traffic diversion and traffic calming measures as part of both the Page Street Bikeway Pilot and emergency-approved Page Slow Street projects. The raised intersection also helps connect and extend priority bicycle and pedestrian treatments as part of the Better/car-free Market Street project and as envisioned by SF Green Connections Plan.

The project reached the 100% design milestone in October 2020 and the construction phase is expected to begin spring 2021. Given its location on a COVID-related Slow Street, timely completion of this project could further enhance options for social-distanced and sustainable transportation within the neighborhood. Funding this project as soon as possible will expedite contractor selection, allowing construction to start early next year while vehicle traffic along Page Street remains low as a result of COVID and the restrictions in place as part of the Page Street Bikeway Pilot that restricted eastbound vehicle access east of Buchanan Street.

The SFMTA does not yet have an estimated timeline for the future Phase 2 of the Page Street neighborway, from Webster to Stanyan streets, which has Prop K funds programmed for it. This segment of Page Street directly overlaps with the COVID-related Slow Streets Program and Page Slow Street, which installed temporary traffic safety measures in 2020 to provide a healthy, socially-distanced mobility and recreation options for residents. The SFMTA will work to identify an appropriate budget and schedule for community outreach and design efforts that consider more permanent safety measures.

E6-74

Project Location
Webster to Market

Project Phase(s)
Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop AA Strategic Plan Amount:	$144,005

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

FY of Allocation Action:	FY2020/21
Project Name:	Page Street Neighborway (Webster to Market)
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-May-Jun	2015	Jan-Feb-Mar	2017
Environmental Studies (PA&ED)	Apr-May-Jun	2017	Apr-May-Jun	2018
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2018	Oct-Nov-Dec	2020
Advertise Construction	Oct-Nov-Dec	2020		
Start Construction (e.g. Award Contract)	Apr-May-Jun	2021		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2021
Project Completion (means last eligible expenditure)			Apr-May-Jun	2022

SCHEDULE DETAILS
Design completion in October. Final signatures are being routed at SFPW.

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

FY of Allocation Action:	FY2020/21
Project Name:	Page Street Neighborway (Webster to Market)
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA: Prop AA Pedestrian Projects	$0	$144,005	$0	$144,005
IPIC-MARKET OCTAVIA	$0	$1,070,995	$0	$1,070,995
OCTAVIA BOULEVARD SPECIAL FUND	$1,000,000	$0	$0	$1,000,000
Phases in Current Request Total:	$1,000,000	$1,215,000	$0	$2,215,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA	$0	$144,005	$0	$144,005
PROP B GENERAL FUND	$0	$0	$566,715	$566,715
OCTAVIA BOULEVARD SPECIAL FUND	$1,000,000	$0	$0	$1,000,000
IPIC-MARKET OCTAVIA	$0	$1,070,995	$183,285	$1,254,280
Funding Plan for Entire Project Total:	$1,000,000	$1,215,000	$750,000	$2,965,000

COST SUMMARY

Phase	Total Cost	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	$0	$0	Covered under Octavia Enhancement Project
Environmental Studies (PA&ED)	$0	$0	Covered under Octavia Enhancement Project
Right of Way	$0	$0	N/A
Design Engineering (PS&E)	$750,000	$0	Actual
Construction (CON)	$2,215,000	$144,005	estimate based on 100% design
Operations (OP)	$0	$0	
Total:	$2,965,000	$144,005	

% Complete of Design:	100.0%
As of Date:	09/25/2020
Expected Useful Life:	30 Years

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

MAJOR LINE ITEM BUDGET

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

Budget Line Item	Totals	% of Hard Costs	SFPW	SFMTA	Contractor
1. Contract					
1. General (Mob/Demob/Routing)	$ 273,000				$ 273,000
2. Paving & Curbs	$ 320,000				$ 320,000
3. Landscape	$ 195,000				$ 195,000
4. Sewer	$ 270,000				$ 270,000
5. Structural (for raingardens)	$ 277,000				$ 277,000
Contract Total	**$ 1,335,000**				***$ 1,335,000***
2. Striping/signs and SFMTA shops labor	$ 30,000			$ 30,000	
Hard Costs Subtotal	**$ 1,365,000**		***$ -***	***$ 30,000***	***$ 1,335,000***
3. Contingency*	$ 150,000	11%	$ 150,000	$ -	
4. Construction Management/Support	$ 545,995	40%	$ 469,556	$ 76,439	
5. Construction Support Reserve	$ 144,005	11%	$ 123,844	$ 20,161	
6. Other Direct Costs **	$ 10,000		$ -	$ 10,000	
TOTAL CONSTRUCTION PHASE	**$ 2,215,000**		**$ 743,400**	**$ 136,600**	**$ 1,335,000**

* due to uncertainties in bid climate
** outreach materials/noticing

The Page Street Neighborway project is anticipated to require significant construction support and community outreach. The 3 main reasons for this include:

1. Rain Gardens – A total of 4 rain gardens are being proposed for installation. Rain gardens require 10-12' excavation into sidewalk areas and involve multi-discipline coordination with Landscape Architecture, Streets/Highways and Structural divisions of SFPW as well as PUC's Green Infrastructure team.

2. Decorative Asphalt – Project includes the City's first "raised" or traffic calmed intersection at Page and Buchanan Streets. See attached rendering. This is a full-intersection type of decorative asphalt overlay which will requires special traffic control, outreach and construction coordination between project team/contractor to properly plan and execute this work onsite.

3. Gough St Signals Project – There is an ongoing Gough Street Traffic Signal Upgrade project that Page Street project will need to coordinate with. For new Page St bulbouts proposed along the busy Gough corridor, concrete work and traffic control will need to coordinated accordingly with Gough Street project's pole placement and underground conduit install to minimize impacts to the community and avoid redundant work.

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

FY of Allocation Action:	FY2020/21
Project Name:	Page Street Neighborway (Webster to Market)
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	$0	Total Prop AA Requested:	$144,005
Total Prop K Recommended:	$0	Total Prop AA Recommended:	$144,005

SGA Project Number:		Name:	Page Street Neighborway (Webster to Market)
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2022
Phase:	Construction	Fundshare:	5.65

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP AA EP-702	$0	$144,005	$0	$0	$0	$144,005

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. With the first QPR (due Jan. 31, 2021) Sponsor shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop K attribution requirements as described in the SGA; quarterly reports shall include photos of work being performed; and on completion of the project Sponsor shall provide 2-3 photos of completed work.

Special Conditions

1. Allocation is contingent upon Transportation Authority Board approval of $1,000,000 from the Octavia Boulevard Special Fund for the subject project. [This is a separate item on this meeting agenda]

2. Prop AA funds for Construction Support Reserve ($144,005) are on Board reserve pending receipt of updated budget and expenditure details justifying the need for additional construction support costs and funding, beyond the $545,995 in budgeted construction support.

3. Transportation Authority will not reimburse expenses for the construction phase until Transportation Authority staff has received evidence of completion of design (e.g. copy of certifications page).

E6-80

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	No Prop K	93.5%
Actual Leveraging - This Project	No Prop K	95.14%

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

FY of Allocation Action:	FY2020/21
Project Name:	Page Street Neighborway (Webster to Market)
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop AA Request:	$144,005

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.

Initials of sponsor staff member verifying the above statement
MJ

CONTACT INFORMATION

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PAGE STREET NEIGHBORWAY - Webster to Buchanan

Proposed Changes

Streets

Draft concept rendering at Buchanan Street

Widened sidewalks at the corners (called 'bulbouts') to help slow turning vehicles, improve walkability by shortening crossing distances, and provide room for landscaped **raingardens** and rest areas.

Bulbouts with raingardens help capture and treat stormwater, and can provide seating and other landscaping/habitat opportunities

Traffic-calmed or 'raised' intersection to slow vehicles and bicycles where it's most needed (at pedestrian crossings); also provides neighborhood gateway opportunity with special paving and other features.

Raised intersections help calm traffic, prioritize pedestrians, and provide unique neighborhood character (Image: NACTO)

Eastbound traffic diverter to force vehicles off Page Street at (or prior to) Webster Street, which would cut traffic volumes by more than half between Koshland Park and John Muir Elementary School -- reducing noise, air pollution, and conflict while maintaining two-way circulation for parking and bicycles.

SFMTA Municipal Transportation Agency

San Francisco Public Works

www.sfmta.com/PageStreet

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

FY of Allocation Action:	FY2020/21
Project Name:	Joice Alley Lighting Improvements
Grant Recipient:	Department of Public Works

EXPENDITURE PLAN INFORMATION

Prop AA EP categories:	Prop AA Pedestrian Projects
Current Prop AA Request:	$90,000
Supervisorial District(s):	District 03

REQUEST

Brief Project Description
Design of four new pedestrian-scale street lights and sidewalk and roadway improvements on Joice Alley, between Clay Street and Sacramento Street in the Chinatown neighborhood. The project will make walking more inviting and safe along this important pedestrian path directly across Gordon J. Lau Elementary and close to the Powell cable car line, several Muni bus stops and the new Chinatown subway station.

Detailed Scope, Project Benefits and Community Outreach
The project will design four new pedestrian-scale street lights, electrical conduits and services, and sidewalk and roadway improvements, including special sidewalk handwork around historic alphabet concrete tablets and minor roadway restoration required on Joice Alley, between Clay Street and Sacramento Street in Chinatown. The scope of work includes potential adjustment of utility vaults, tree protection, potential sub-sidewalk basement work, restoring brick exteriors of the adjacent buildings and protection/restoration of special historical concrete letter plaques in the sidewalk.

Joice is a high traffic alleyway and an important pedestrian path in the Chinatown neighborhood. The project is located in a Community of Concern, with a minority population of 81%, low-income households (57%) and households with no vehicles (80%). This alley is lined with the Chinese Historical Society of America Museum, the Cameron House (cultural organization that serves families in Chinatown), residential buildings, and is situated directly across from Gordon J. Lau Elementary. It is also located one block away from the Powell cable car line, one block away from the 30 Stockton Muni line, and is two blocks away from the new Chinatown subway station.

The project was prioritized in response to multiple requests from Chinatown community groups after seeing an increase in crime and violence in the area, such as the murder of a homeless man in 2018. Improving pedestrian-scale lighting will make walking more inviting and safe, particularly for children and parents of Gordon J. Lau Elementary, as well as people walking to and from transit. Joice Alley is part of the Chinatown Alleyway Master Plan, a plan that guides the renovation and improvement of 31 alleyways in Chinatown. The plan was conceived to reduce illegal parking and vehicle access in order to improve pedestrian safety; improve access for older adults and people with disabilities; reduce illegal dumping; provide attractive and safe secondary streets for tourists to invigorate local businesses; and improve the overall quality of life for Chinatown residents.

Project Location
Joice Alley between Clay Street and Sacramento Street

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

E6-84

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop AA Strategic Plan Amount:	$90,000

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

FY of Allocation Action:	FY2020/21
Project Name:	Joice Alley Lighting Improvements
Grant Recipient:	Department of Public Works

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

Public Works will work closely with community partner - Chinatown Community Development Center (CCDC) - and Supervisor Peskin's Office to reach out to neighbors through emails and social media announcements. A minimum of three community meetings will be scheduled during the design phase to confirm the scope and schedule at approximately 35%, and at 65% and 95% design milestones, which are anticipated for February 2021, April 2021 and June 2021.

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

FY of Allocation Action:	FY2020/21
Project Name:	Joice Alley Lighting Improvements
Grant Recipient:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA: Prop AA Pedestrian Projects	$0	$90,000	$0	$90,000
Phases in Current Request Total:	$0	$90,000	$0	$90,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA	$0	$500,000	$0	$500,000
GENERAL FUND	$0	$5,000	$5,000	$10,000
Funding Plan for Entire Project Total:	$0	$505,000	$5,000	$510,000

COST SUMMARY

Phase	Total Cost	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	$5,000	$0	Actuals
Environmental Studies (PA&ED)	$5,000	$0	Engineer's Estimate based on Prior Similar Work
Right of Way	$0	$0	
Design Engineering (PS&E)	$90,000	$90,000	Engineer's Estimate based on Prior Similar Work
Construction (CON)	$410,000	$0	Engineer's Estimate based on Prior Similar Work
Operations (OP)	$0	$0	
Total:	$510,000	$90,000	

% Complete of Design:	35.0%
As of Date:	10/25/2020
Expected Useful Life:	20 Years

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

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN

Budget Line Item	Totals	% of phase	% of construction
1. Total Labor	$ 88,000		
2 . Contingency	$ 2,000	2%	
TOTAL PHASE	**$ 90,000**		22%

TOTAL LABOR COST BY AGENCY

SFMTA*	$ 10,000
SFPW	$ 80,000
TOTAL	**$ 90,000**

* SFMTA will provide traffic routing requirements and striping plans, as needed.

E6-88

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Joice Alley Lighting Improvements
Grant Recipient:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	$0	Total Prop AA Requested:	$90,000
Total Prop K Recommended:	$0	Total Prop AA Recommended:	$90,000

SGA Project Number:		Name:	Joice Alley Lighting Improvements
Sponsor:	Department of Public Works	Expiration Date:	12/31/2021
Phase:	Design Engineering	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP AA EP-702	$67,500	$22,500	$0	$0	$0	$90,000

Deliverables

1. Quarterly progress reports (QPRs) shall contain the percent complete of the overall project, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.

2. With the first quarterly progress report, provide 2-3 photos of typical before conditions.

3. Upon project completion, provide evidence of completion of 100% design (e.g. copy of certifications page), as well as an updated scope, schedule, budget and funding plan, which may be fulfilled by an allocation request for the construction phase.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	No Prop K	0.0%
Actual Leveraging - This Project	No Prop K	1.96%

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

FY of Allocation Action:	FY2020/21
Project Name:	Joice Alley Lighting Improvements
Grant Recipient:	Department of Public Works

EXPENDITURE PLAN INFORMATION

Current Prop AA Request:	$90,000

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.

Initials of sponsor staff member verifying the above statement
MW

CONTACT INFORMATION

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E6-90