



Memorandum

AGENDA ITEM 7

DATE: October 22, 2021
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 11/09/21 Board Meeting: Amendment of the Geary Bus Rapid Transit Phase 2 Conceptual Engineering Report Project to Revise the Scope and De-obligate \$1,892,152 of \$6,319,470 in Prop K Funds

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Amend the San Francisco Municipal Transportation Agency’s (SFMTA’s) Geary Bus Rapid Transit (BRT) Phase 2 Conceptual Engineering Report (CER) project to revise the scope and de-obligate \$1,892,152 of \$6,319,470 in Prop K funds</p> <p>SUMMARY</p> <p>In July 2015 the Transportation Authority allocated \$6,319,470 in Prop K funds to the SFMTA to produce the Geary BRT Phase 2 CER. The Geary BRT Project is being designed and delivered in two phases. Geary BRT Phase 2 covers Geary Boulevard between Stanyan Street and 34th Avenue and was originally designed with a center-running transitway between Arguello Boulevard and 28th Avenue. SFMTA now recommends side-running transit lanes throughout the Geary BRT project limits. Due to this change, SFMTA is requesting to amend the scope of work for the Prop K grant to reflect a lower level of effort scope of work needed to complete the CER for the side-running project. The amended scope includes many of the same main activities, but with reduced effort due to a less complex design. The scope also includes two additional rounds of public outreach to get feedback on the revised project design, and additional work needed for SFMTA to complete updated environmental project approvals. SFMTA has already spent \$2,659,371 of the original grant, proposes to retain \$1,767,946 to complete the scope and deobligate \$1,892,153 which is no longer needed. Attachment 1 describes the proposed amended project and the staff recommendations.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input checked="" type="checkbox"/> Other: Grant Amendment
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BACKGROUND

The Geary BRT Project is a major transit and safety project. Its two main goals are to improve transit speed and reliability for the more than 56,000 daily riders (pre-COVID) of the 38 Geary lines and to improve pedestrian safety along Geary Boulevard, part of San Francisco's Vision Zero High Injury Network. The project is being designed and delivered in two phases.

Phase 1 of Geary BRT, located on Geary and O'Farrell between Stanyan and Market streets, includes side-running bus lanes and is called the Geary Rapid Project. SFMTA completed the first set of transit and safety treatments for the Geary Rapid Project in 2018. Major upgrades and coordinated utility work began in early 2019 and continued through 2021. Construction on the Geary Rapid Project is now substantially complete, was completed on time and on budget and has had minimal construction impacts to adjacent residences and businesses.

Phase 2 of Geary BRT, located on Geary Boulevard between Stanyan Street and 34th Avenue, is called the Geary Boulevard Improvement Project. The Locally Preferred Alternative (LPA) selected during the Geary BRT environmental process included a center-running transitway on Geary Boulevard between Arguello Boulevard and 28th Avenue and side-running bus lanes elsewhere on the corridor. SFMTA now recommends pursuing side-running transit lanes throughout the entirety of the Geary BRT project limits, including in the Phase 2 section originally planned for the center-running transitway. The new proposal is similar in scope and project definition to the Alternative 2 (Side-lane bus rapid transit) project alternative documented in the Geary BRT Environmental Impact Report (EIR) and Environmental Impact Statement (EIS).

While Phase 2 of Geary BRT has not yet been implemented, SFMTA installed Temporary Emergency Transit Lanes (TETLs) along segments of Geary Boulevard in winter 2020-21. The lanes are located in the eastbound direction from 33rd to 28th avenues, 27th to 24th avenues and 16th Avenue to Stanyan Street and in the westbound direction from Stanyan Street to 15th Avenue, 24th to 25th avenues and 27th to 32nd avenues. These temporary transit lanes proved effective and popular and were made permanent by the SFMTA Board of Directors on July 20, 2021.

SFMTA's evaluation of side-running transit lanes along Geary Boulevard (Geary BRT Phase 1 and Geary TETLs) has indicated positive and cost-effective transit travel time and reliability improvements, with minimal impacts to vehicle traffic. In addition, SFMTA has identified other potential benefits of implementing side-running bus lanes throughout the Phase 2 segment of the corridor.

- Accelerate transit and safety benefits - A side-running project can provide tangible improvements in stages, allowing more benefits to transit and safety to begin sooner. Preliminary transit lanes, bus stop changes, and safety improvements could be implemented over the course of a few weeks in 2022, while capital transit and safety improvements like bus bulbs and pedestrian bulbs would follow a couple years later.



- Limit construction disruption - A side-running project limits and focuses curb and median construction at spot locations where items like bus or pedestrian bulbs would be installed.
- Preserve the most transit operational flexibility and preserves local stops - With a side-running alternative, both Rapid and local service can remain.
- Improve cost effectiveness of transit travel time and reliability benefits - A side-running alternative is expected to cost about \$50 million, whereas the center-running alternative is anticipated to cost at least \$235 million. According to environmental stage analysis, center-running and side-running alternatives would deliver similar transit travel time savings and reliability improvements, provided a level of parking removal (up to 90 spaces) and configuration as described in the EIR/S.
- Avoids center median tree removal - Little to no tree removal is anticipated for a side-running project.

DISCUSSION

Based on this change in direction, the SFMTA is requesting that the scope of work for the Geary BRT Phase 2 CER Project as approved by the Transportation Authority through Resolution 16-06, be updated to reflect the lower level of effort needed to complete the CER phase of the side-running project. The Transportation Authority served as the environmental lead for the original environmental clearance for the Geary BRT project. Going forward, SFMTA will serve in this capacity and direct the needed environmental work for required California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) environmental updates associated with the current change in direction. Reflecting the lower level of effort, SFMTA proposes to deobligate \$1,892,152 of the original \$6,319,470 allocated.

The proposed amended scope includes three primary activities: CER Design Package, Outreach, and Approvals.

- CER Design Package - This is the main deliverable of this phase of work and will include cost estimate, schedule, and planned delivery approach. The scope of the design package includes concrete work, traffic signal updates and improvements, continuous side-running transit lanes, a curb plan, bus stop optimizations and improvements, and pedestrian safety upgrades.
- Outreach - SFMTA will conduct three rounds of outreach including the current outreach (funded by non-Prop K sources) on the recommended change to side-running bus lanes that began in September 2021. This round of outreach activities included flyers posted along the corridor, pop-up in person outreach, an online story map open house, participation in the Richmond Autumn Moon Festival, and a virtual community meeting. SFMTA also distributed multi-lingual mailers via mail to



properties within 1-2 blocks of the project area and via meal deliveries for low-income seniors at several senior centers. SFMTA will conduct two more rounds of outreach in early 2022 and Summer 2022 and anticipates similar outreach techniques as used in the first round.

- Approvals - SFMTA will lead the preparation of updated CEQA and NEPA environmental documentation. SFMTA will seek required policy actions by the Transportation Authority and SFMTA boards following updated CEQA documentation. SFMTA will also pursue an amended Federal Transit Administration Record of Decision and SFMTA parking and traffic legislation.

SFMTA is not currently seeking policy actions by the SFMTA or Transportation Authority Boards to approve the side running alternative for Geary BRT Phase 2. SFMTA will seek those actions in 2022 after developing a detailed project definition and completing updated CEQA documentation.

The SFMTA's proposed amended scope, schedule and budget is described in detail in Attachment 1.

FINANCIAL IMPACT

The recommended action would not allocate any additional funds beyond those funds previously allocated in July 2015. Sufficient funds are included in the Fiscal Year 2021/22 budget to accommodate the revised cash flow for the project shown in Attachment 1.

CAC POSITION

The CAC will consider this item at its October 27, 2021 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Allocation Request Form for Amendment

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Geary BRT Phase 2 CER (Geary Boulevard Improvement Project) [Amendment]
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Rapid Bus Network
Current PROP K Request:	\$4,427,317
Supervisorial Districts	District 01, District 02

REQUEST

Brief Project Description

Implement transit and safety improvements to reduce travel time and improve reliability for the 38 Geary lines from Stanyan to 34th Avenue. Improvements would include new side-running transit-only lanes and enhancements to existing transit lanes, transit bulbs and pedestrian safety improvements, updated transit signal priority, and optimized transit stop placements.

Detailed Scope, Project Benefits and Community Outreach

See attached word document

Project Location

Geary Boulevard between Stanyan Street and 34th Avenue

Project Phase(s)

Design Engineering (PS&E)

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:	\$4,427,317

Geary BRT Phase 2 (Geary Boulevard Improvement Project)

Conceptual Engineering Report Phase Scope of Work - Amendment

10/21/2021

Background

The Geary Bus Rapid Transit Project is a major transit and safety project. It's two main goals are to:

- Improve transit speed and reliability for the >56,000 daily riders (pre-COVID) of the 38 Geary lines
- Improve pedestrian safety along Geary Boulevard, part of San Francisco's Vision Zero Network and a street where people walking are eight times more likely to be seriously injured by a collision with a vehicle

The project is a partnership between the SFCTA and the SFMTA. It completed environmental clearance in 2018 and is being designed and delivered in two phases as shown in Figure 1 below. The second phase is called the Geary Boulevard Improvement Project and is the subject of this funding request. The project boundaries are on Geary Boulevard between Stanyan Street and 34th Avenue.

Updated Scope for New Side-Running Design

Evaluation results of side-running transit lanes along Geary Boulevard (Geary BRT Phase 1 and Geary Temporary Emergency Transit Lanes) have indicated positive and cost-effective transit travel time and reliability improvements, with minimal impacts to vehicle traffic. In addition, Geary BRT Phase 1 (the Geary Rapid Project) is poised to be complete on time on budget in September 2021 and has had minimal construction impacts to adjacent residences and businesses. As a result, the SFMTA is now recommending pursuing side-running transit lanes throughout the entirety of the Geary Bus Rapid Transit Project limits, including in the Phase 2 limits (Stanyan to 34th Avenue). This would include side-running transit lanes along Geary Boulevard between Arguello and 28th Avenue that was envisioned as a center-running transitway in the Locally Preferred Alternative selected at the conclusion of the environmental process.

Based on this change in direction, the SFMTA is requesting that the Scope of Work for the CER Phase of Geary BRT Phase 2 (SFCTA Resolution 16-06, Project Number 101-907053) be updated to reflect a scope of work that is a lower level of effort needed to complete the CER Phase of the side-running project. The amended scope includes the same main activities, but at a reduced level of effort due to a less complex design. In addition, the scope includes additional work needed to complete updated environmental project approvals to reflect the new updated side-running design. Reflecting the lower level of effort, SFMTA proposes to deobligate \$1,892,153 of the original \$6,319,470 allocated.

1. CER Design Package

The CER Design Package will be the main deliverable of this phase of work, which confirms the scope of work to be pursued in the detailed design phase, as well as provides a draft cost estimate, schedule, and planned delivery approach. While the scope of work will build on the scope of work defined as Alternative 2 in the Geary BRT environmental documents, it will be refined in parallel with Task 2 Outreach activities defined below. In particular, the environmental document did not produce a detailed curb plan that is a key component that the CER Phase outreach is designed to develop in partnership with key stakeholders.

The scope of work is expected to include:

- a. Concrete Work* for bus bulbs (approx. 7), pedestrian bulbs (approx. 32), enhanced center median refuges (approx. 30), and upgrading curb ramps to ADA standards (approx. 14).
- b. Traffic Signal Upgrades and Improvements* including replacing old traffic signals at the end of their useful life (approx. 13 signals), signal upgrades such as adding mast arms, as well as upgrading the existing wireless Transit Signal Priority technology to more reliable fiber-optic technology from Stanyan Street to 25th Ave.
- c. Transit Lanes* to provide continuous dedicated transit lanes adjacent to the parking lane wherever feasible. This includes conversion of angled parking to parallel parking along Geary Boulevard through the Central Richmond, in order to maintain two general purpose travel lanes per direction plus provide a transit lane. In general, converting from angled parking to parallel parking reduces parking by 1-2 spaces per block face (and additional proposed improvements such as bus and pedestrian bulbs may also decrease available parking on blocks where they are recommended).
- d. Curb Plan* to update curb designations to reflect existing needs and new curb management tools. SFMTA staff conducted a loading survey in Summer 2021 to understand adjacent merchants curb needs. Using this input as well as professional expertise, SFMTA staff will recommend designations for the affected curb within the project limits including commercial yellow loading zones, passenger loading zones, green short-term parking zones, and blue ADA parking zones. This curb plan will consider how any new Shared Space parklets affect curb space needs on affected blocks. In addition, new 5 minute general purpose loading zones that were piloted as a part of the Shared Spaces program will allow more flexibility for short-term pick-up and drop-off activities that could help address curb needs generated by food delivery services, Transportation Network Companies, and other short-term pick-up and drop-off needs.

A Draft Curb Plan will be developed and shared for input during Outreach Round 2 (Task 2) and then refined as a Final Curb Plan that will be used to write the parking and traffic legislation (Task 3).

- e. ***Bus Stop Optimization and Improvements*** (zone lengthening, stop removal and re-location) at approximately 13 bus stops. SFMTA staff will recommend locations where transit performance may benefit by re-locating bus stops from near-side to far-side, eliminating closely spaced stops, and lengthening substandard bus stop zones. These recommendations will be refined with input from community stakeholders including a survey targeted to transit riders implemented as a part of Outreach Round 1 as well as with direct outreach to stakeholders immediately adjacent to affected bus stops (Task 2). In addition, bus stop amenity upgrades could include new shelters, bike racks, and decorative treatments.
- f. ***Pedestrian Safety Upgrades*** including daylighting, installation of Leading Pedestrian Intervals, and signal re-timing for slower walk speeds

Deliverables: Conceptual Engineering Report, conceptual engineering drawings, internal and inter-agency design review TASC materials and process

2. Outreach

In order to support the design work under Task 1 CER Design Package, outreach will be conducted to inform key design questions as well as continue ongoing community dialogue as follows.

- a. ***Round 1:*** occurred in September 2021 (funded by other agency funding sources prior to completing this scope of work update). This round of outreach included a multi-lingual mailer to properties within 1-2 blocks of the project area, flyers posted at key locations along the corridor, pop-up in person outreach, an online open house using a StoryMaps website, participation in the Richmond Autumn Moon Festival, a virtual community meeting, and multi-lingual surveys distributed via meal deliveries for low-income seniors at several senior centers. Key areas of input sought included: stakeholder level of support for new side-running configuration recommendation, proposed bus stop consolidations and removals, and block-specific feedback on existing transit/parking/loading/safety challenges to inform draft project design
- b. ***Round 2:*** anticipated in early 2022. This round of outreach would share a full draft block-by-block design for stakeholder input. The outreach methods will be finalized in late 2021 but are generally expected to include similar techniques to Outreach Round 1.
- c. ***Round 3:*** anticipated in 2022. This round of outreach would inform stakeholders of how the design being brought to the SFMTA Board for potential action was

informed by stakeholder feedback and share the opportunity to provide public comment to the SFMTA Board. Outreach methods would include a multi-lingual mailer and flyers posted throughout the corridor to advertise the policy-making meetings where feedback can be shared with decision-makers.

- d. ***Direct stakeholder outreach.*** throughout the entire planning process, direct stakeholder outreach will be conducted as needed to resolve location-specific design questions. This would include outreach to properties immediately adjacent to proposed bus stop re-locations, as well as ongoing direct outreach to key stakeholders.
- e. ***Ongoing Geary CAC meetings.*** Since 2017, the SFMTA has staffed a Geary Community Advisory Committee as a successor the SFCTA-convened CAC that met during the planning and environmental phases. The Geary CAC has provided advice and input to the SFMTA on both phases of the Geary Bus Rapid Transit Project. The CAC is envisioned to continue meeting through completion of both phases of the project and this item provides for ongoing staffing of the body during the CER phase.

Deliverables:

- Three rounds of outreach, meeting notes from stakeholder meetings, Geary CAC presentation materials and minutes
- Provide draft designs to SFCTA and District Supervisor with sufficient time for feedback prior to public outreach round 2, including benefits and impacts,
- Provide revised designs, summary of outreach feedback, and articulation of any changes to SFCTA and District Supervisor with sufficient time for feedback following public outreach round 2, but before handoff to environmental consultants, including benefits and impacts.

3. Approvals

Needed local and federal approvals will be obtained including:

- a. ***Environmental approvals.*** Policy actions would be needed by both the SFCTA and SFMTA Board to confirm selection of a new locally preferred alternative consistent with the side-running alternative. In addition, coordination with the Federal Transit Administration would be needed to obtain an amended Record of Decision (ROD). SFCTA previously acted as the lead agency for environmental approvals, but SFMTA will now take over this role. SFMTA expects to complete environmental analysis in Spring 2022 and anticipates FTA issuing an Amended ROD in Fall 2023.

- b. ***Parking and traffic legislation.*** SFMTA staff will prepare needed documentation, noticing, and presentation materials to seek parking and traffic legislation of the project.

Deliverables: SFCTA and SFMTA LPA re-selection resolutions, FTA Amended Record of Decision, SFMTA parking and traffic legislation.

Deliverables and Tentative Interim Deliverables Schedule

There are several unknowns beyond the SFMTA staff team's control that could affect the schedule, but the below summarizes potential dates for interim deliverables leading to completion of this phase of work.

- **Late 2021:** Draft block-by-block design
- **Early 2022:** Outreach Round 2
- **Early Spring 2022:** Revised block-by-block design based on Outreach Round 2 feedback for initiating environmental review documentation
- **Late Spring 2022:** Finalized environmental analysis, TASC process
- **Summer 2022:** Outreach Round 3, SFCTA and SFMTA Board actions, Final CER package
- **Fall 2023:** FTA Amended ROD

Type of Environmental Clearance Required

Because of the recommendation to pursue a side-running transit lane design instead of a center-running design, it is anticipated that additional policy actions will be required at the SFCTA and SFMTA Boards to select a new Locally Preferred Alternative and adopt new CEQA Findings; and that the Federal Transit Administration will need to issue an amended ROD. Whereas SFCTA has acted as the environmental lead agency up to this point, SFMTA will now assume the role of lead agency. After the SFMTA finalizes the recommended scope, the SFMTA will work with its consultants to document the scope determine what additional documentation is needed to proceed. Because the EIR/EIS evaluated a side-running alternative (Alternative 2) to the same level of detail as the Locally Preferred Alternative, and the final scope is expected to be substantially similar to the already-evaluated side-running alternative, it is expected that the level of analysis and documentation needed will be minor. While there is some risk that the time it will take to complete needed policy actions may take longer than anticipated, the project schedule can proceed with some design at-risk activities in parallel, following a similar approach to the Geary Rapid Project.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Geary BRT Phase 2 CER (Geary Boulevard Improvement Project) [Amendment]
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	EIR/EIS
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-May-Jun	2007	Apr-May-Jun	2008
Environmental Studies (PA&ED)	Jul-Aug-Sep	2011	Oct-Nov-Dec	2023
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2021	Jan-Feb-Mar	2024
Advertise Construction	Jan-Feb-Mar	2024		
Start Construction (e.g. Award Contract)	Apr-May-Jun	2022		
Operations (OP)				
Open for Use			Apr-May-Jun	2025
Project Completion (means last eligible expenditure)			Apr-May-Jun	2026

SCHEDULE DETAILS

Community Outreach:

MTA currently anticipates 3 rounds of outreach to support this phase of work in Fall 2021, late 2021, and Spring 2022 as further described in the attached Scope of Work Task 2.

Start Construction begins before Advertise Construction because initial Quick Build installation of transit lanes, stop changes, and some safety improvements would be done by SFMTA Shops. (Quick Build design: 5/2022, construction 6/2022 - 10/2022)

Advertise Construction begins before Design Engineering concludes because work would be delivered via two construction contracts. See "Draft schedule by project sub-phase" in the attached scope for details.

Project Coordination: There is potential for SFPUC water and sewer and SFPW paving to be coordinated with this project, which could affect the draft schedule milestones shown above, depending on their staffing and funding availability. See "Draft schedule by project sub-phase".

Project Delivery: Two separate contracts are planned to be issued, one for underground utilities (including conduits for fiber-optic cables) and a separate one for surface work, in order to control costs and quality. This means detailed design would continue while the first contract is being advertised. SFMTA to lead remaining environmental work, which is reflected here but not on the Funding Plan/ Cash Flow tables.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
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FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-101: Rapid Bus Network	\$0	\$0	\$4,427,317	\$4,427,317
Phases In Current Request Total:	\$0	\$0	\$4,427,317	\$4,427,317

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$10,000,000	\$9,177,081	\$19,177,081
Congestion Management Agency Planning Funds	\$0	\$0	\$237,754	\$237,754
Local Funds (e.g. 2015 Prop A General Obligation Bonds)	\$3,655,000	\$0	\$0	\$3,655,000
TBD (e.g. OBAG, TPI [LCTOP], TIRCP, AHSC, Local [Prop B General Funds])	\$33,335,000	\$0	\$0	\$33,335,000
Funding Plan for Entire Project Total:	\$36,990,000	\$10,000,000	\$9,414,835	\$56,404,835

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$390,000		Actual
Environmental Studies	\$4,597,518		Actual
Right of Way	\$0		
Design Engineering	\$9,082,317	\$4,427,317	Based on previous projects, including Geary BRT Phase 1. Includes previous expenditures and estimate cost to complete
Construction	\$42,335,000		Based on previous projects, including Geary BRT Phase 1
Operations	\$0		
Total:	\$56,404,835	\$4,427,317	

% Complete of Design:	5.0%
As of Date:	08/26/2021

Expected Useful Life:	30 Years
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Geary Phase 2 - CER Budget updated for side-running

8/27/2021

		Rate	ETC		Notes/assumptions
			Hrs	Cost	
Streets Labor	5502 PM1 - Liz Brisson	\$ 195	560	\$ 109,296	PM for environmental and legislation
	5502 PM1 - Dan Mackowski	\$ 195	1200	\$ 234,206	PM for implementation and PE
	TP2 - David Sindel	\$ 141	1040	\$ 146,242	Planner supporting environmental, legislation, outreach tasks
	9172 Manager 2 - Francesca Napolitan	\$ 186	160	\$ 29,688	Will supervise preparation of curb plan
	5277 Planner 1 - Tracy Minicucci	\$ 118	400	\$ 47,163	Will prepare curb plan
	Sr Engineer	\$ 241	80	\$ 19,253	Will provide senior engineer review as-needed
Subtotal				\$ 585,848	
Comms Labor	1314 Public Relations Officer	\$ 194	960	\$ 186,203	Lead for developing and implementing public outreach activities
	5320 Illustrator and Art Designer	\$ 170	120	\$ 20,373	Will prepare graphic design materials as needed
	1312 Public Information Officer	\$ 165	480	\$ 79,367	Will provide outreach support to 1314 PRO
Subtotal				\$ 285,943	
Direct costs/ professional services	Env consultant			\$ 200,000	Conservative estimate, could decrease depending on scale of env work needed TBD after finalizing draft final scope
	Comms Direct Costs			\$ 130,000	Based on previous projects
Subtotal				\$ 330,000	
Public Works CER Funding				\$ 404,384	SFPW time to prepare scope documents and preliminary base map before detailed design
Environmental Review Team Labor	5290 Transit Planner 4	\$ 192	10	\$ 1,921	
	5289 Transit Planner 3	\$ 164	40	\$ 6,560	
Subtotal				\$ 8,481	
City Atty				\$ 25,000	CAO review, based on previous projects
Contingency				\$ 61,764	5% of estimated costs
Total for side-running CER				\$ 1,701,419.76	
Expenditure to date				\$ 2,725,897.65	
Original grant				\$ 6,319,470.00	
Amount to de-obligate				\$ 1,892,152.59	

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Geary BRT Phase 2 CER (Geary Boulevard Improvement Project) [Amendment]
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$4,427,317	Total PROP K Recommended	\$1,767,946

SGA Project Number:	101-907053	Name:	Geary BRT Phase 2 CER (Geary Boulevard Improvement Project)
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2024
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	Total
PROP K EP-101	\$1,767,946	\$0	\$0	\$0	\$0	\$1,767,946

Deliverables

1. Monthly progress reports shall include % complete of the funded phase, % complete by task, work performed in the prior month, work anticipated to be performed in the upcoming month, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. Monthly progress reports shall include a summary of outreach performed the prior month (including meetings of the Geary CAC) and feedback received.
3. Monthly progress reports shall include a summary of coordination efforts other City agencies regarding delivery of the project, including on potential sewer and water upgrades, and re-paving, and shall describe the delivery plan once it is finalized.
4. Prior to conducting public outreach round 2 (anticipated January 2022) SFMTA staff shall provide the following to Transportation Authority staff with sufficient time for review and comment: draft project designs on a block-by-block basis; preliminary assessment of benefits and impacts; cost estimate and funding plan; and draft outreach materials for public outreach round 2.
5. Upon completion of public outreach round 2 and prior to conducting supplemental environmental review for the project (anticipated Spring 2022) SFMTA staff shall provide the following to Transportation Authority staff with sufficient time for review and comment: summary of feedback received during outreach round 2 and how the SFMTA is addressing that feedback, as appropriate; revised project designs on a block-by-block basis with a description of changes made in response to public outreach; updated assessment of benefits and impacts; cost estimate and funding plan; and draft outreach materials for public outreach round 3.
6. Upon completion of public outreach round 3 and prior to initiating Transportation Authority Board consideration and legislative approval process (anticipated Summer 2022) SFMTA staff shall provide the following to Transportation Authority staff with sufficient time for review and comment: draft designs with corresponding benefits and impacts; cost estimate and funding plan; and draft final assessment of benefits and impacts and draft environmental findings for revised locally preferred alternative.

7. Upon completion, provide Conceptual Engineering Report, conceptual engineering drawings, internal and inter-agency design review TASC materials and process

8. Upon completion, Sponsor shall provide an updated scope, schedule, budget, and funding plan for design and construction. This deliverable may be met with an allocation request for design and quick-build construction.

Notes

1. Funds were allocated through Board approval of Resolution 2016-006 in July 2015.

2. This amendment allows up to \$100,000 in retroactive expenditures against the existing grant dating back to 9/1/2021 for SFPW base maps. Charges between 12/31/2019 (the original fund expiration date) and 9/1/2021 are not eligible for reimbursement from this grant.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	0.0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	66.0%	No TNC TAX	No PROP AA

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Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$4,427,317
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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:

LB

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Daniel Mackowski	Joel C Goldberg
Title:	Project Manager	Grants Procurement Manager
Phone:	(415) 646-2572	(415) 646-2520
Email:	daniel.mackowski@sfmta.com	joel.goldberg@sfmta.com