

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network Category (EP 1)
Programming and Allocations to Date
 Pending November 16, 2021 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	Geary Boulevard Improvement Project (Geary BRT Phase 2)	¹ PS&E	Programmed	\$27,400,207					\$27,400,207
Any Eligible	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed	\$0		\$300,000			\$300,000
Transit Rapid Network - Bus Rapid Transit									
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2)	¹ PS&E	Programmed		\$2,064,919				\$2,064,919
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2)	¹ CON	Programmed			\$626,185			\$626,185
SFMTA	Muni Forward Placeholder	¹ Any	Planned			\$3,184,360			\$3,184,360
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2)	¹ PS&E	Planned			\$1,000,000			\$1,000,000
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2) - Quick Build	¹ CON	Planned			\$675,000			\$675,000
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2)	¹ CON	Planned				\$8,325,000		\$8,325,000
SFMTA	5 Fulton Transit Improvements	¹ CON	Planned			\$1,950,000			\$1,950,000
SFMTA	14 Downtown Mission Transit Improvements	¹ CON	Planned			\$12,554,233			\$12,554,233
SFMTA	30 Stockton Transit Improvements	¹ CON	Planned			\$2,495,767			\$2,495,767
Total Programmed in 2019 5YPP				\$0	\$0	\$22,159,360	\$8,325,000	\$0	\$30,484,360
Total Allocated and Pending				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated				\$0	\$0	\$22,159,360	\$8,325,000	\$0	\$30,484,360
Total Programmed in 2021 Strategic Plan				\$0	\$0	\$22,159,360	\$8,325,000	\$0	\$30,484,360
Deobligated Funds						\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

¹ 2021 Strategic Plan Update and corresponding 5YPP amendment to reprogram \$20,091,311 in FY2019/20 Geary Boulevard Improvement Project (Geary BRT Phase 2) funds to other Muni Forward projects in FY2021/22 and to update the phases and cash flow for the \$10M that will remain programmed to the Geary project to reflect the updated project cost and schedule.

Add \$3,184,360 for MuniForward - Placeholder in FY2021/22

Add \$1,950,000 for 5 Fulton Transit Improvements construction in FY2021/22.

Add \$12,554,233 for 14 Downtown Mission Transit Improvements construction in FY2021/22.

Add \$2,495,767 for 30 Stockton Transit Improvements construction in FY2021/22.

Reduce Geary Boulevard Improvement Project (Geary BRT Phase 2) by \$20,091,311, leaving \$1M programmed for design and \$675,000 programmed for Quick Build construction in FY2021/22, and \$8,325,000 programmed for full project construction in FY2022/23.

Reprogram \$93,049 in deobligated funds from projects completed under budget to Muni Forward projects in FY2021/22

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network Category (EP 1)
Cash Flow (Maximum Annual Reimbursement)
 Pending November 16, 2021 Board

Project Name	Phase	Fiscal Year							Total
		2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	
Carry Forward From 2014 5YPP									
Geary Boulevard Improvement Project (Geary BRT Phase 2) ^{- 1}	PS&E	\$10,500,000	\$10,900,207	\$6,000,000					\$27,400,207
Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	\$0		\$300,000					\$300,000
Transit Rapid Network - Bus Rapid Transit									
Geary Boulevard Improvement Project (Geary BRT Phase 2)	PS&E			\$1,032,460	\$1,032,459				\$2,064,919
Geary Boulevard Improvement Project (Geary BRT Phase 2)	CON				\$626,185				\$626,185
Muni Forward Placeholder ¹	Any				\$1,592,180	\$1,592,180			\$3,184,360
Geary Boulevard Improvement Project (Geary BRT Phase 2) ¹	PS&E			\$0	\$500,000	\$500,000			\$1,000,000
Geary Boulevard Improvement Project (Geary BRT Phase 2) - Quick Build ¹	CON				\$675,000	\$0	\$0	\$0	\$675,000
Geary Boulevard Improvement Project (Geary BRT Phase 2) ¹	CON					\$880,000	\$5,300,000	\$2,145,000	\$8,325,000
5 Fulton Transit Improvements ¹	CON					\$1,950,000			\$1,950,000
14 Downtown Mission Transit Improvements ¹	CON				\$5,485,000	\$5,485,000	\$1,584,233		\$12,554,233
30 Stockton Transit Improvements ¹	CON			\$800,000	\$1,695,767				\$2,495,767
Cash Flow Programmed in 2019 5YPP		\$0	\$0	\$1,100,000	\$9,947,947	\$10,407,180	\$6,884,233	\$2,145,000	\$30,484,360
Total Cash Flow Allocated and Pending		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Cash Flow Unallocated		\$0	\$0	\$1,100,000	\$9,947,947	\$10,407,180	\$6,884,233	\$2,145,000	\$30,484,360
Total Cash Flow in 2021 Strategic Plan		\$0	\$0	\$1,100,000	\$9,947,947	\$10,407,180	\$6,884,233	\$2,145,000	\$30,484,360
Deobligated Funds				\$0	\$0	\$0			\$0
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

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

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA					Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Named in Prop K Expenditure Plan				
<i>Total Possible Score</i>	4	3	3	5	5				20
Transit Rapid Network - Bus Rapid Transit									
Muni Forward Placeholder	This is a placeholder. SFMTA will provide scores once a specific scope has been identified.								
Geary Boulevard Improvement (BRT Phase 2) (PS&E)	2	2	0	5	5				14
Geary Boulevard Improvement (BRT Phase 2) - Quick Build (CON)	2	2	0	5	5				14
Geary Boulevard Improvement (BRT Phase 2) (CON)	1	2	0	5	5				13
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	On Rapid Network	In TEP	Improves On-Time Performance	Improves Travel Time	Total
<i>Total Possible Score</i>	4	3	3	4	1	1	2	2	20
Transit Rapid Network - Transit Effectiveness and Performance Initiatives									
5 Fulton Transit Improvements	4	3	2	4	1	1	2	2	19
14 Downtown Mission Transit Improvements	4	3	0	4	1	1	2	2	17
30 Stockton Transit Improvements	4	3	0	4	1	1	2	2	17

Prioritization Criteria Definitions:

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

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

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

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

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

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

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

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

On Rapid Network: Project is on designated Muni Rapid Network.

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

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

Improves Travel Time: Projects results in trip time reduction.

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**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**



Prop K Project Information Form	
Project Name:	Muni Forward Placeholder
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	i. Major Capital Projects (transit)
EP Line (Primary):	1-Rapid Bus Network
Other EP Line Number/s:	
Fiscal Year of Allocation:	2021/22
Project Information	
Project Location:	TBD
Supervisorial District(s):	Citywide
Project Manager:	
Phone Number:	
Email:	
Brief Project Description for MyStreetSF (80 words max):	This is a placeholder for one or more Muni Forward projects.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The SFCTA has funded planning for a future round of 11 Muni Forward projects through a Proposition K grant issued in 2018 (Project #101-907061). Any of these 11 Muni Forward projects listed below could be selected to use these placeholder funds for design or construction phases.</p> <p>In addition, the SFMTA identifies Muni Forward capital projects for funding through its Muni Service Equity Strategy, which is updated every two years. Corridors identified for improvement in this strategy, such as the 29 Sunset, could also be selected to use these funds. Further, the project prioritization will consider the Connect SF Statement of Needs and Transit Investment Strategy, and public outreach feedback on the Transit Investment Strategy.</p> <p>Among the projects that meet the criteria above, projects would be prioritized based on funding need (e.g. to fill a gap or to leverage other funds), project readiness, route ridership, and equity considerations such as route demographics and communities of concern that would benefit from the improvements. Existing Muni Forward projects that are under construction or beginning construction may also be identified and prioritized based on funding needs.</p> <p>The 11 projects with planning phases previously funded by Prop K funds include:</p> <ul style="list-style-type: none"> • 5 Fulton – Arguello to 25th Avenue Rapid Project (Fulton Street from Arguello Boulevard to 25th Avenue) • 14 Mission – Downtown Rapid Project (Mission Street from 11th Street to Steuart Street) • 22 Fillmore – Fillmore Street Transit Priority Project (22 Fillmore line from Church and Hermann to northern terminal) • 30 Stockton – 3rd Street Transit Priority Project (3rd Street from Townsend Street to Market Street) • 30 Stockton – 4th Street Transit Priority Project (4th Street from Townsend Street to Market Street) • J-Church Rapid Project (J Church line from Church and 16th Streets to Balboa Park Station) • K Ingleside Rapid Project (K Ingleside line from Balboa Park Station to St. Francis Circle) • M Oceanview Rapid Project (M Oceanview line from SF State to Balboa Park Station) • N Judah – Judah Street Rapid Project (Judah Street from 9th Avenue to La Playa) • 1 California Transit Priority Project (Entire 1 California line except California from Spruce to Laurel) • 7 Haight-Noriega – West of Stanyan Transit Priority Project (7 Haight line west of Stanyan)
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**



Partner Agencies: Please list partner agencies and identify a staff contact at each agency.		
Type of Environmental Clearance Required:	TBD	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No	

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (i.e. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						

Comments/Concerns

This is a placeholder. SFMTA will need to identify specific scopes(s) of work and project delivery milestones prior to seeking allocation of funds.



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name:	Muni Forward Placeholder
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Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ -	\$ -	\$ -
Construction	TBD	\$ 3,184,360	TBD
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 3,184,360	\$ 3,184,360	\$ -
Percent of Total		100%	0%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)			
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2021/22	2022/23	2023/24	2024/25
Prop K	1-Rapid Bus Network	Any	Planned	2021/22	\$ 3,184,360	\$ -	\$ 1,592,180	\$ 1,592,180	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 3,184,360	\$ -	\$ 1,592,180	\$ 1,592,180	\$ -

Comments

Proposed programming is a placeholder. Allocation to specific project(s) is conditioned on the SFMTA providing a project specific scope, schedule, cost, and funding plan and a list of the next set of MuniForward projects. Future allocation request(s) will be expected to have appropriate leveraging. TBD funds may include General Funds, General Obligation bonds, and Transit Sustainability Fees.

Requires an amendment to the Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5YPP to reprogram \$3,091,311 from the Geary Boulevard Improvement Project (Geary BRT Phase 2) to the subject project.

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**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**



Prop K Project Information Form			
Project Name:	Geary BRT Phase 2 (Geary Boulevard Improvement Project)		
Implementing Agency:	San Francisco Municipal Transportation Agency		
Prop K Expenditure Plan Information			
Category:	A. Transit		
Subcategory:	i. Major Capital Projects (transit)		
EP Line (Primary):	1-Rapid Bus Network		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2021/22, 2022/23		
Project Information			
Project Location:	Geary Boulevard between 34th Avenue and Stanyan Street		
Supervisory District(s):	District 01, District 02		
Project Manager:	Daniel Mackowski		
Phone Number:	415.646.2572		
Email:	Daniel.Mackowski@SFMTA.com		
Brief Project Description for MyStreetSF (80 words max):	Implement transit and streetscape 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. Requested Prop K funds would support final design, construction of a quick-build project, and construction of the full transit and safety project.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	See attached word document.		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	See attached word document.		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFCTA - Dan Tischler		
Type of Environmental Clearance Required:	EIR/EIS		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1" style="width: 100%;"> <tr> <td style="width: 20%; text-align: center;">Yes</td> <td>Visuals included in scope document (Map, Cross-Section, Diagram of Key Scope Features)</td> </tr> </table>	Yes	Visuals included in scope document (Map, Cross-Section, Diagram of Key Scope Features)
Yes	Visuals included in scope document (Map, Cross-Section, Diagram of Key Scope Features)		



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	100%	In-house and Contracted	Q4-Apr-May-Jun	2006/07	Q4-Apr-May-Jun	2007/08
Environmental Studies (PA&ED)	95%	In-house and Contracted	Q1-Jul-Aug-Sep	2011/12	Q2-Oct-Nov-Dec	2022/23
Right of Way						
Design Engineering (PS&E)	5%	In-house and Contracted	Q1-Jul-Aug-Sep	2021/22	Q3-Jan-Feb-Mar	2023/24
Advertise Construction	0%	In-house and Contracted	Q3-Jan-Feb-Mar	2023/24		
Start Construction (i.e. Award Contract)	0%	In-house and Contracted	Q4-Apr-May-Jun	2021/22		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2024/25
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2025/26

Comments/Concerns

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. SFCTA to lead remaining environmental work, which is reflected here but not on the Funding Plan/ Cash Flow tables.



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name: Geary BRT Phase 2 (Geary Boulevard Improvement Project)

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering		\$ 390,000	\$ 390,000	\$ -
Environmental Studies (PA&ED)		\$ 4,597,518	\$ 4,359,764	\$ 237,754
Right of Way		\$ -	\$ -	\$ -
Design Engineering (PS&E)		\$ 9,082,317	\$ 5,427,317	\$ 3,655,000
Construction		\$ 42,335,000	\$ 9,000,000	\$ 33,335,000
Operations (i.e. paratransit)		\$ -	\$ -	\$ -
Total Project Cost		\$ 56,404,835	\$ 19,177,081	\$ 37,227,754
Percent of Total			34%	66%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)						
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2021/22	2022/23	2023/24	2024/25	2025/26	Cash Flow Total
Prop K	1-Rapid Bus Network	Design Engineering (PS&E)	Allocated	Previous	\$ 4,427,317	\$ 2,659,371	\$ 1,767,946	\$ -	\$ -	\$ -	\$ -	\$ 4,427,317
Prop K	1-Rapid Bus Network	Design Engineering (PS&E)	Programmed	2021/22	\$ 1,000,000	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ 1,000,000
Local Funds (e.g. 2015 Prop A General Obligation Bonds)		Design Engineering (PS&E)	Planned	2021/22	\$ 3,655,000	\$ -	\$ 382,054	\$ 2,500,000	\$ 772,946	\$ -		\$ 3,655,000
Prop K	1-Rapid Bus Network	Construction	Programmed	2021/22	\$ 675,000	\$ -	\$ -	\$ 675,000	\$ -	\$ -	\$ -	\$ 675,000
Prop K	1-Rapid Bus Network	Construction	Programmed	2022/23	\$ 8,325,000	\$ -	\$ -		\$ 880,000	\$ 5,300,000	\$ 2,145,000	\$ 8,325,000
TBD (e.g. TIRCP, OBAG, TPI [LCTOP], AHSC, Local [Prop B General Funds])		Construction	Planned	2022/23	\$ 33,335,000	\$ -	\$ -	\$ 540,000	\$ 5,680,000	\$ 21,200,000	\$ 5,915,000	\$ 33,335,000
Prop K	1-Rapid Bus Network	Planning/Conceptual Engineering	Allocated	Previous	\$ 390,000	\$ 390,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 390,000
Prop K	1-Rapid Bus Network	Environmental Studies (PA&ED)	Allocated	Previous	\$ 4,359,764	\$ 4,359,764	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,359,764
Congestion Management Agency Planning Funds		Environmental Studies (PA&ED)	Allocated	Previous	\$ 237,754	\$ 237,754	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 237,754
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 56,404,835	\$ 7,646,889	\$ 2,150,000	\$ 4,215,000	\$ 7,832,946	\$ 26,500,000	\$ 8,060,000	\$ 56,404,835



San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form

Comments

The proposed amendments would leave \$10M in Prop K funds programmed for the Geary Boulevard Improvement Project and reprogram a total of \$22,841,311 to Muni Forward and Transit Enhancement projects and placeholders in FYs 21/22 and 22/23. The SFMTA is requesting to update the scope of the project to a side-running alignment, which has a lower cost than the center-running BRT alignment. The reduction in Prop K funds is commensurate with the reduced project cost.

Requires 5YPP amendments to the Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network Category to reduce programming for Geary BRT Phase 2 (Geary Boulevard Improvement Project) from \$30,091,311 to \$10 million and reprogram funds as follows:

- (1) \$9,000,000 from the design phase to the construction phase of the Geary Boulevard Improvement Project.
- (2) \$1,950,000 from Geary design to 5 Fulton Transit Improvements construction in FY21/22.
- (3) \$12,554,233 from Geary design to 14 Downtown Mission Transit Improvements construction in FY21/22.
- (4) \$2,495,767 from Geary design to 30 Stockton Transit Improvements construction in FY21/22.
- (5) \$3,091,311 from Geary design to a Muni Forward Placeholder in FY21/22.

Requires 5YPP amendment to the Transit Enhancements Category to reprogram \$2,750,000 from the Geary BRT Phase 2 (Geary Boulevard Improvement Project) to a Transit Enhancements Placeholder in FY22/23.

NOTE: The Transportation Authority allocated \$6,319,470 in Prop K funds for Geary BRT Phase 2 design in 2015, of which \$2,659,371 has been reimbursed to date. SFMTA is requesting an amendment to use \$1,767,946 from the existing grant to advance the scope of a side-running (instead of center-running) transit lane design and to obtain any necessary federal and state environmental clearances based on the side-running design. This amendment would leave \$4,427,317 in allocated Prop K funds for design, as reflected in the funding plan above. SFMTA will deobligate \$1,892,153.

Funding and cost information shown above for the Planning and Environmental phases reflect 50% of the full Geary BRT project, covering phases 1 and 2.

Geary BRT Phase 2 (Geary Boulevard Improvement Project)

Project Information Form Attachment – 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.

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 completed on-time and 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 previously selected at the conclusion of the environmental process.



Figure 1 – Geary Bus Rapid Transit Project Phases

Project Benefits

Key project benefits of constructing the project include improved transit travel time and reliability and improved pedestrian safety. Overall, the analysis conducted as a part of the Geary environmental process found the following benefits:

- **Travel time savings:** ~17% improvement in transit travel time for the 38R Rapid and 14% improvement for the 38 local.
- **Transit reliability:** Decrease variability in travel time by 20-40% (depending on direction and service type).
- **Pedestrian safety:** The project would install comprehensive pedestrian traffic safety features, most notably pedestrian bulb-outs at corners with high recorded collision rates and at busy pedestrian destinations, such as transit stops and hospitals. In addition to the pedestrian safety features identified for each alternative’s design as a part of the environmental review process, staff would update the collision analysis and consider additional safety treatments based on any new collision patterns and any new best practices as a part of the design process. This could include expanded center median pedestrian refuges. Many safety treatments could be implemented in the near-term before construction, such as daylighting, leading pedestrian intervals and painted safety zones at future bulb locations.

Scope of Work

1. **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).

2. **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.
3. **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).
4. **Curb Plan** to update parking and loading 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 and then refined as a Final Curb Plan as a part of the CER/outreach phase of the project.
5. **Bus Stop Optimization and Improvements** at approximately 13 bus stops including re-locating bus stops from near-side to far-side, eliminating closely spaced stops, and lengthening substandard bus stop zones. In addition, bus stop amenity upgrades could include new shelters, bike racks, and decorative treatments.
6. **Pedestrian Safety Upgrades** including daylighting, installation of Leading Pedestrian Intervals, and signal re-timing for slower walk speeds

Project Prioritization

The Geary corridor is San Francisco's busiest bus corridor, as well as one of the busiest bus corridors in the country. Transit improvements in this corridor have been a high priority for decades, including in current and past San Francisco countywide transportation plans and Regional Transportation Plans as well as in the SFMTA's capital plans.

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. 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 Record Of Decision 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.

Project Coordination and Delivery

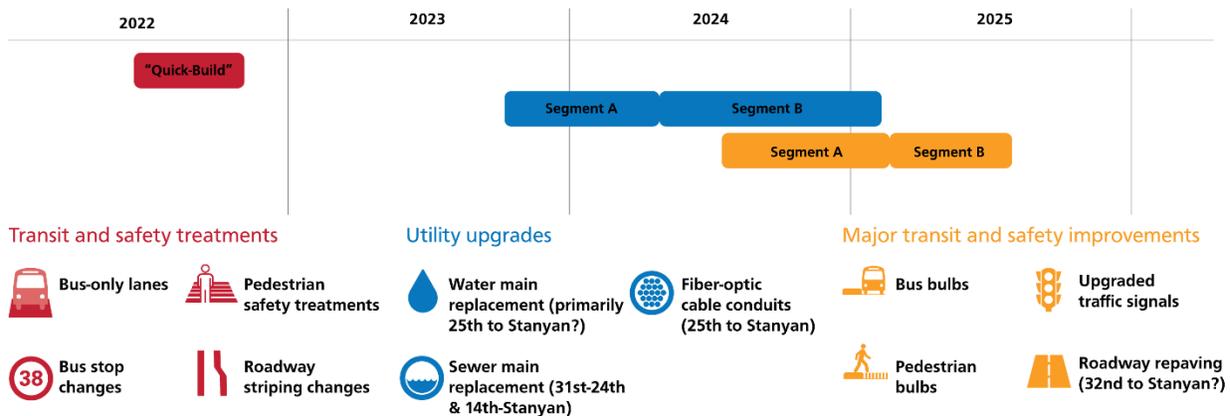
It is likely that there will be work coordinated with other City agencies including potential sewer and water upgrades, and re-paving. The coordination approach will be confirmed during the CER phase of the project. The project is considered both a Muni Forward and Vision Zero project. The Geary Boulevard Improvement Project is anticipated to be delivered through three discrete packages of work:

1. **Quick Build** would include items that can be delivered in-house by SFMTA Shops including transit lane installation, bus stop re-locations/removals, parking and loading curb plan implementation, signal re-timing, and safety treatments such as daylighting. There would be no excavation, and work is limited to traffic striping, signage, signals and meters.
2. **Utility Contract** would cover the main underground infrastructure work, primarily water and sewer upgrades sponsored by the SFPUC, but is also expected to include SFMTA-sponsored conduits for fiber-optic cables.
3. **Surface Contract** would cover the bulk of SFMTA's capital scope including pedestrian and bus bulbs and traffic signal upgrades as well as PW-sponsored repaving. Red colorization of the transit lanes would occur after final repaving.

The below table and figure provide additional details on anticipated project development and delivery milestones although is subject to change once CER phase coordination between SFMTA, SFPUC, and SFPW is finalized.

Draft schedule by project sub-phase

Sub-Phase	Delivery approach	Start Detailed Design	Advertise	Construction	
				Start	End
Quick Build	SFMTA Shops	5/2022	N/A	6/2022	10/2022
Utility contract (including SFMTA fiber)	PUC contract	1/2022	4/2023	10/2023	1/2025
Surface contract	PW contract	6/2022	1/2024	7/2024	6/2025



Prior Community Engagement

Substantial community engagement has been ongoing since the initiation of the Geary Bus Rapid Transit Feasibility Study in 2006. Several rounds of outreach have accompanied major project milestones and a Geary Community Advisory Committee (CAC) has been meeting regularly throughout this time to provide an ongoing source of community outreach. The Geary CAC was convened by the SFCTA through 2017 and has been convened on a bi-monthly basis by the SFMTA ever since.

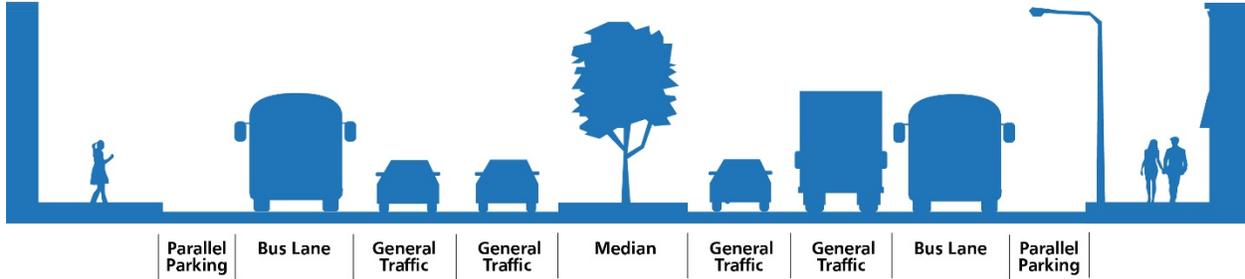
Type of Environmental Clearance Required

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 and to 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

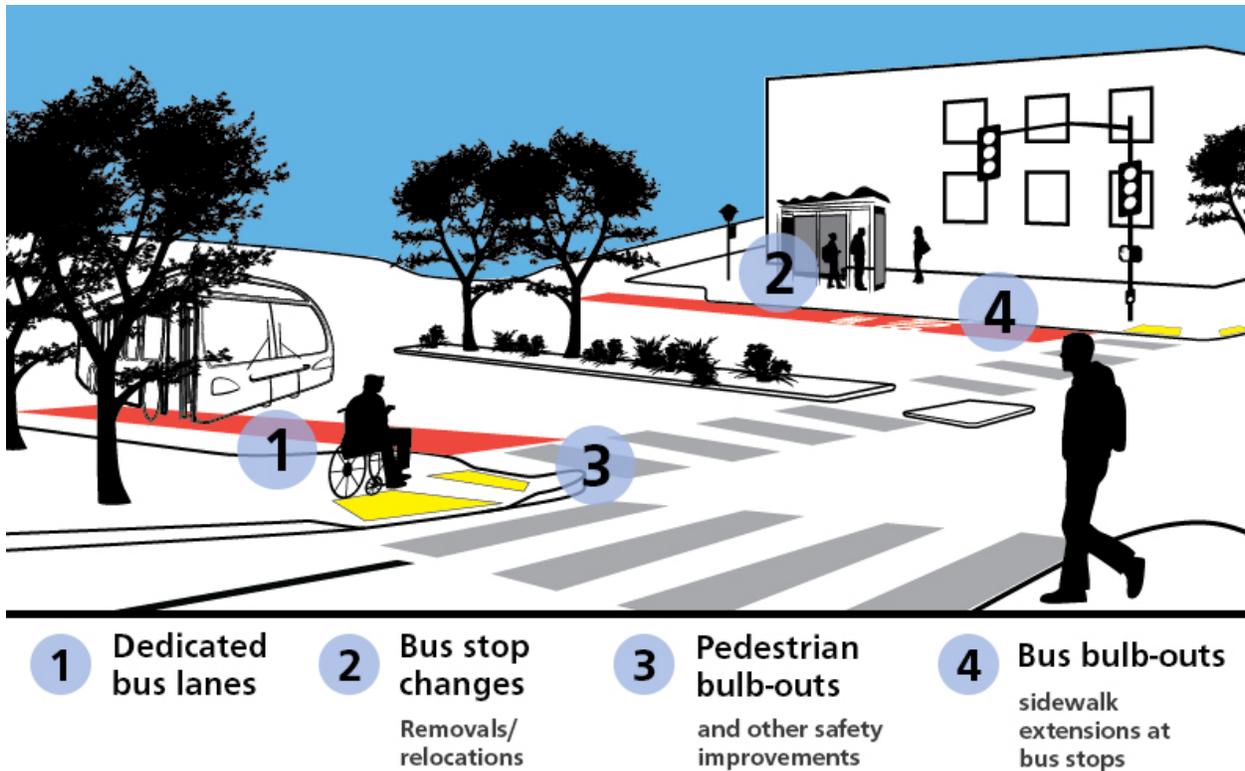
is expected that the level of analysis and documentation needed will be minor. While there is some risk that the time it will take to complete needed policy actions may take longer than anticipated, the project schedule can proceed with some design at-risk activities in parallel, following a similar approach to the Geary Rapid Project.

Project Visuals

Side-Running Transit Lanes



Project Cross-Section



Project diagram of major scope features

Item	Description	Quantity	Unit	Unit Price	Extension
DPW Design and Construction					
Transit and Pedestrian Bulbs					
1.a	New 130-foot Transit Bulb (Sidewalk Extension)	5	EA	\$ 330,000	\$ 1,650,000
1.b	New 120-foot Transit Bulb with Raised Crosswalk	2	EA	\$ 390,000	\$ 780,000
2	Extend Transit Bulb		EA	\$ 170,000	\$ -
3	New Transit Island		EA	\$ 110,000	\$ -
4	New 100' Concrete Bus Pad		EA	\$ 60,000	\$ -
5.a	New Single Pedestrian Bulb (specific locations pending updated analysis)	32	EA	\$ 90,000	\$ 2,880,000
5.b	New Dual Pedestrian Bulb		EA	\$ 110,000	\$ -
5.c	New Mid-Block 20-foot Pedestrian Bulb		EA	\$ 100,000	\$ -
5.d	Median Thumbnail Upgrade	30	EA	\$ 30,000	\$ 900,000
5.e	Curb Ramp Upgrades to ADA Standards	14	EA	\$ 60,000	\$ 840,000
6	Miscellaneous Concrete Improvements		LS	\$ -	\$ -
7	Remove Transit Bulb		EA	\$ 170,000	\$ -
8	Remove Pedestrian Bulb		EA	\$ 60,000	\$ -
Traffic Signals					
9	New Traffic Signal		EA	\$ 400,000	\$ -
10	Signal Upgrade	12	EA	\$ 450,000	\$ 5,400,000
11	Signal Modification (add mast arms)	1	EA	\$ 100,000	\$ 100,000
12	Fiber Optic Conduits and Cables (Stanyan-25th Ave)	1	LS	\$ 2,500,000	\$ 2,500,000
Streetscaping					
13	Streetscaping on Transit Bulbs	7	EA	\$ 20,000	\$ 140,000
MTA Design and Installation					
Transit Stop Improvements					
14	Stop Change	13	EA	\$ 5,000	\$ 70,000
15	Miscellaneous Work (benches, bike racks, trenching for shelter power, etc)	1	LS	\$ 100,000	\$ 100,000
Traffic Improvements					
16	Transit-Only Lane (red)	182,600	SQ FT	\$ 25	\$ 4,570,000
17	Remove Red Transit-Only Lane		SQ FT	\$ 5	\$ -
18	Parking Configuration Changes	13	BLK	\$ 15,000	\$ 200,000
19	Turn Pocket or Turn Restriction		EA	\$ 5,000	\$ -
20	OCS Modifications		LS	\$ -	\$ -
Bike and Pedestrian Improvements					
21	Bike Lane		BLK	\$ 100,000	\$ -
22	Daylighting & LPI/Signal Timing	35	INT	\$ 5,000	\$ 180,000
Soft Costs					
PLN	Environmental Review				\$ -
PE	MTA: Outreach (Labor and Collateral) and Conceptual Design	8%	of all hard costs		\$ 1,630,000
PE	PW: Notice of Intent (NOI) and Control Drawings	2%	of PW hard costs		\$ 310,000
DD	MTA: Design Support and Review	10%	of all hard costs		\$ 2,040,000
DD	PW: Detailed Design (100% PS&E Package) and Advertisement	16%	of PW hard costs		\$ 2,440,000
DD	Fees: City Attorney Office, Sidewalk Legislation, General Plan Referral	35	intersections	\$ 5,000	\$ 175,000
CON	MTA: Engineering Support	3%	of all hard costs		\$ 610,000
CON	PW: Engineering Support and Administration	20%	of PW hard costs		\$ 3,040,000
CON	Construction Mitigation Program	0.7%	of total project budget		\$ 340,000
CON	Art Enrichment Allowance		LS	2% of hard	\$ 310,000
CON	MTA: Transit Support		LS	\$ 100,000	\$ 100,000
TOTAL COST					\$ 31,310,000
Transit Cost Estimate: \$18,100,000					Contingency (35%) \$ 10,960,000
Pedestrian Safety Cost Estimate: \$11,560,000					Subtotal \$ 42,270,000
<u>Signals + Fiber Cost Estimate: \$19,270,000</u>					Inflation (5% /year for 3 years)* \$ 6,660,000
Total Project Cost: \$48,930,000					MUNI FORWARD ESTIMATE \$ 48,930,000

Does not include CER costs to date. Total cost including costs to date is \$51,207,317

Prop K Project Information Form

Project Name:	5 Fulton Transit Improvements
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	
Subcategory:	
EP Line (Primary):	1-Rapid Bus Network
Other EP Line Number/s:	
Fiscal Year of Allocation:	2021/22
Project Information	
Project Location:	The 5 Fulton corridor along Fulton Street between Arguello and 25th Avenue
Supervisorial District(s):	District 01
Project Manager:	Anna Harkman
Phone Number:	1.415.646.2117
Email:	Anna.Harkman@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Engineering changes to reduce travel time and improve reliability on the 5 Fulton corridor along Fulton Street between Arguello and 25th Avenue. The 5 Fulton is a Rapid Network route and an important connector between the Richmond District and Downtown. This project would improve reliability and travel times by implementing various enhancements throughout the corridor, including new bus bulbs, transit stop optimization, and other improvements.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Design and implement engineering changes to reduce travel time and improve reliability on the 5 Fulton corridor along Fulton Street between Arguello and 25th Avenue. The 5 Fulton is a Rapid Network route and an important connector between the Richmond District and Downtown. This project would improve reliability and travel times by implementing new bus bulbs and signal upgrades. As a part of Muni Forward, these improvements seek to improve service reliability, reduce travel time on transit, and improve customer experiences and service efficiency. Transit riders will not only benefit from faster and more reliable trips, but will also experience enhanced transit safety and overall effectiveness.</p> <p>This project will construct one 130-foot "transit bulb" sidewalk extension at Arguello Street in the westbound direction. The project will also construct 5 "transit bulb" sidewalk extensions located on Fulton at 6th (both directions), 8th (westbound), and 10th Avenues (both directions). Transit bulbs along the 5 Fulton line will eliminate the need for buses to pull in and out of traffic to board passengers helping to find time savings for passengers thereby making this mode of transit more desirable when compared to other less sustainable modes such as driving. There will also be traffic signal upgrades at 6th, 8th, and 10th avenues. These signal improvements will, as an integrated system, provide better vehicular visibility for vehicles traveling eastbound, improve pedestrian safety, and increase transit service efficiency.</p> <p>The Muni improvements are part of a larger project, the Fulton Street Safety and Transit Project, that includes a range of improvements for pedestrian safety along a Vision Zero High-Injury Corridor, including "daylighting" removal of parking to improve sightlines at intersections, advance limit lines, "painted safety zone" temporary sidewalk extensions and radar speed signs. Additionally, the project's proposed transit bulbs will serve to shorten crossing distances at key intersections providing access to Golden Gate Park. By improving transit reliability, the project will help maintain consistent headways and improve transit reliability not just for passengers traveling through the project segment, but throughout the 5/5R Fulton trolley bus route, which serves a series of MTC Communities of Concern and SFMTA Equity Strategy Neighborhoods. The project area itself includes numerous senior, low-income and non-English speaking persons.</p>

Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	On February 29, 2020, over fifty Fulton Street neighbors joined the SFMTA, Recreation and Parks, and then Supervisor Fewer for a community open house at Argonne Elementary School to learn more about the proposed project and provided over 200 comments on the Fulton Street Safety and Transit Project. By improving transit reliability, the project will help maintain consistent headways and improve transit reliability not just for passengers traveling through the project segment, but throughout the entire 5/5R Fulton trolley bus route, which serves a series of DAC's, MTC Communities of Concern, and SFMTA Equity Strategy Neighborhoods. The project area itself includes numerous senior, low-income and non-English speaking persons.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco Public Works (Ellen Wong)
Type of Environmental Clearance Required:	EIR/EIS
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	100%				Q4-Apr-May-Jun	2019/20
Environmental Studies (PA&ED)	100%				Q4-Apr-May-Jun	2019/20
Right of Way						
Design Engineering (PS&E)	25%	In-house	Q1-Jul-Aug-Sep	2020/21	Q4-Apr-May-Jun	2021/22
Advertise Construction			Q4-Apr-May-Jun	2021/22		
Start Construction (i.e. Award Contract)		Contracted	Q1-Jul-Aug-Sep	2022/23		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct-Nov-Dec	2023/24
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2023/24

Comments/Concerns

Project Name:	5 Fulton Transit Improvements
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Project Cost Estimate Phase	Cost	Funding Source	
		Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 920,000	\$ -	\$ 920,000
Construction	\$ 5,500,000	\$ 1,950,000	\$ 3,550,000
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 6,420,000	\$ 1,950,000	\$ 4,470,000
Percent of Total		30%	70%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2021/22	2022/23	2023/24	2024/25	Cash Flow Total
Prop B General Fund		Design Engineering (PS&E)	Allocated	2020/21	\$ 920,000	\$ 920,000	\$ -	\$ -	\$ -	\$ -	\$ 920,000
Prop K	1-Rapid Bus Network	Construction	Planned	2021/22	\$ 1,950,000	\$ -	\$ -		\$ 1,950,000	\$ -	\$ 1,950,000
State LCTOP TPI		Construction	Programmed	2021/22	\$ 1,219,864	\$ -	\$ 1,219,864	\$ -	\$ -	\$ -	\$ 1,219,864
California State Budget - Transportation Bill		Construction	Programmed	2021/22	\$ 1,630,000	\$ -	\$ -	\$ 1,630,000	\$ -	\$ -	\$ 1,630,000
Local Funds		Construction	Planned	2022/23	\$ 700,136	\$ -	\$ -	\$ 700,136	\$ -	\$ -	\$ 700,136
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 6,420,000	\$ 920,000	\$ 1,219,864	\$ 2,330,136	\$ 1,950,000	\$ -	\$ 6,420,000

Comments

Requires amendment of the Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network Category 5YPP to add the subject project and reprogram \$1,950,000 in FY2019/20 Prop K funds from Geary Boulevard Improvement Project (Geary BRT Phase 2) to the subject project.

Anticipate allocation of Prop K funds in FY2021/22 ahead of contract award in Q1 FY2022/23

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Prop K Project Information Form	
Project Name:	14 Downtown Mission Transit Improvements
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	
Subcategory:	
EP Line (Primary):	1-Rapid Bus Network
Other EP Line Number/s:	
Fiscal Year of Allocation:	2021/22
Project Information	
Project Location:	The 14 Mission corridor between South Van Ness Avenue and Beale Street.
Supervisory District(s):	District 06
Project Manager:	Steve Boland
Phone Number:	415-646-2034
Email:	Steve.Boland@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	The project will make the existing temporary full-time transit-only lanes along the 14 Mission line, a major transit corridor, permanent. It will also improve safety by widening substandard transit and travel lanes and reducing the number of traffic lanes off-peak, and increase capacity for transit by lengthening existing bus zones.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>This Muni Forward project will create permanent full-time transit-only lanes on Mission Street between 1st and 11th Streets for two of Muni's busiest routes, the 14 Mission and 14R Mission Rapid, as well as regional express buses (the project will also make minor changes between Beale Street and 1st Street and between 11th Street and South Van Ness Avenue). Prior to COVID, this segment of Mission had part-time transit lanes; temporary full-time transit lanes were implemented during the COVID-19 pandemic. The project also widens narrow transit and travel lanes to reduce the risk of "sideswipe" collisions and allow more efficient transit and traffic operations by removing curbside parking and loading from one side of the street. It increases capacity for transit by lengthening bus zones to accommodate a minimum of two 60-foot buses, or three 60-foot buses at stops likely to be used by Rapid service. Finally, by removing two of four traffic lanes during off-peak periods, it improves pedestrian safety in a Vision Zero High-Injury corridor.</p> <p>Major capital elements will include repaving, bus pad replacement, construction of a transit bulb, construction of two pedestrian bulbs, and colorization of transit-only lanes.</p>

<p>Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).</p>	<p>The community outreach process for this project occurred in two phases: prior to the Temporary Emergency Transit Lanes implementation and after. Both phases of outreach took place during the COVID-19 pandemic, when restrictions on in-person interactions limited the ability of SFMTA staff to conduct some forms of traditional outreach, such as “door-to-door” surveys and public open houses. As an alternative, new strategies were developed including online open houses featuring narrated presentations and online “office hours” during which project team staff made themselves available to answer questions in real time.</p> <p>Major components of the project’s outreach strategy included: The aforementioned <u>merchant, general public and operator surveys</u>. For the merchant survey, in lieu of in-person visits to businesses and other properties, each business was contacted by phone on at least three different occasions. All business properties were also sent multi-lingual letters providing links to complete surveys in English, Chinese, Filipino, and Spanish either online or via mail-in paper copy. For the general public survey, both text- and online-based versions were offered and publicized using multi-lingual posters in English, Chinese, Filipino, and Spanish posted throughout the corridor and along the entire 14 Mission route.</p> <p><u>Two online open houses</u>: a two-hour virtual meeting conducted via Skype prior to TETL, and a two-week online open house with narrated presentation and two-hour “office hours” via Microsoft Teams conducted in late April 2021. Both events were heavily publicized via a variety of means, ranging from multi-lingual posters and mailed postcards in Chinese, Filipino, and Spanish, to emails, blog posts, and social media ads Interpreters were available upon advance request.</p> <p><u>Digital platforms</u> including a project website with information including a narrated presentation and diagrams illustrating proposed parking and loading changes, and blog posts on the SFMTA website.</p> <p><u>Project update emails</u> sent to more than 5,000 SFMTA email subscribers and more than 30 community institutions in the corridor, the latter as part of both rounds of outreach, and offering as-needed briefings. Project staff also interacted by email and phone with various businesses and community-based organizations in the corridor.</p> <p><u>Multiple briefings</u> and ongoing communication with the District 6 Supervisor’s office.</p>	
<p>Partner Agencies: Please list partner agencies and identify a staff contact at each agency.</p>	<p>Golden Gate Transit: David Davenport, DDavenport@goldengate.org SamTrans: Alex Lam, ALam@samtrans.com</p>	
<p>Type of Environmental Clearance Required:</p>	<p>EIR/EIS</p>	
<p>Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.</p>	<p>Yes</p>	<p>See attached diagrams of the planned improvements</p>

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Phase	% Complete	In-house - Contracted - Both	Quarter
Planning/Conceptual Engineering	90%		Q1-Jul-Aug-Sep	2020/21	Q1-Jul-Aug-Sep	2021/22
Environmental Studies (PA&ED)	100%		Q4-Apr-May-Jun	2020/21	Q4-Apr-May-Jun	2020/21
Right of Way						
Design Engineering (PS&E)	95%	In-house	Q1-Jul-Aug-Sep	2020/21	Q1-Jul-Aug-Sep	2021/22
Advertise Construction			Q1-Jul-Aug-Sep	2022/23		
Start Construction (i.e. Award Contract)		Contracted	Q2-Oct-Nov-Dec	2022/23		
Operations (i.e. paratransit)						
Open for Use					Q1-Jul-Aug-Sep	2023/24
Project Completion (means last eligible expenditure)					Q1-Jul-Aug-Sep	2023/24

Comments/Concerns

The EIR/EIS that cleared this project was an element of the Transit Effectiveness Project (now Muni Forward) EIR/EIS

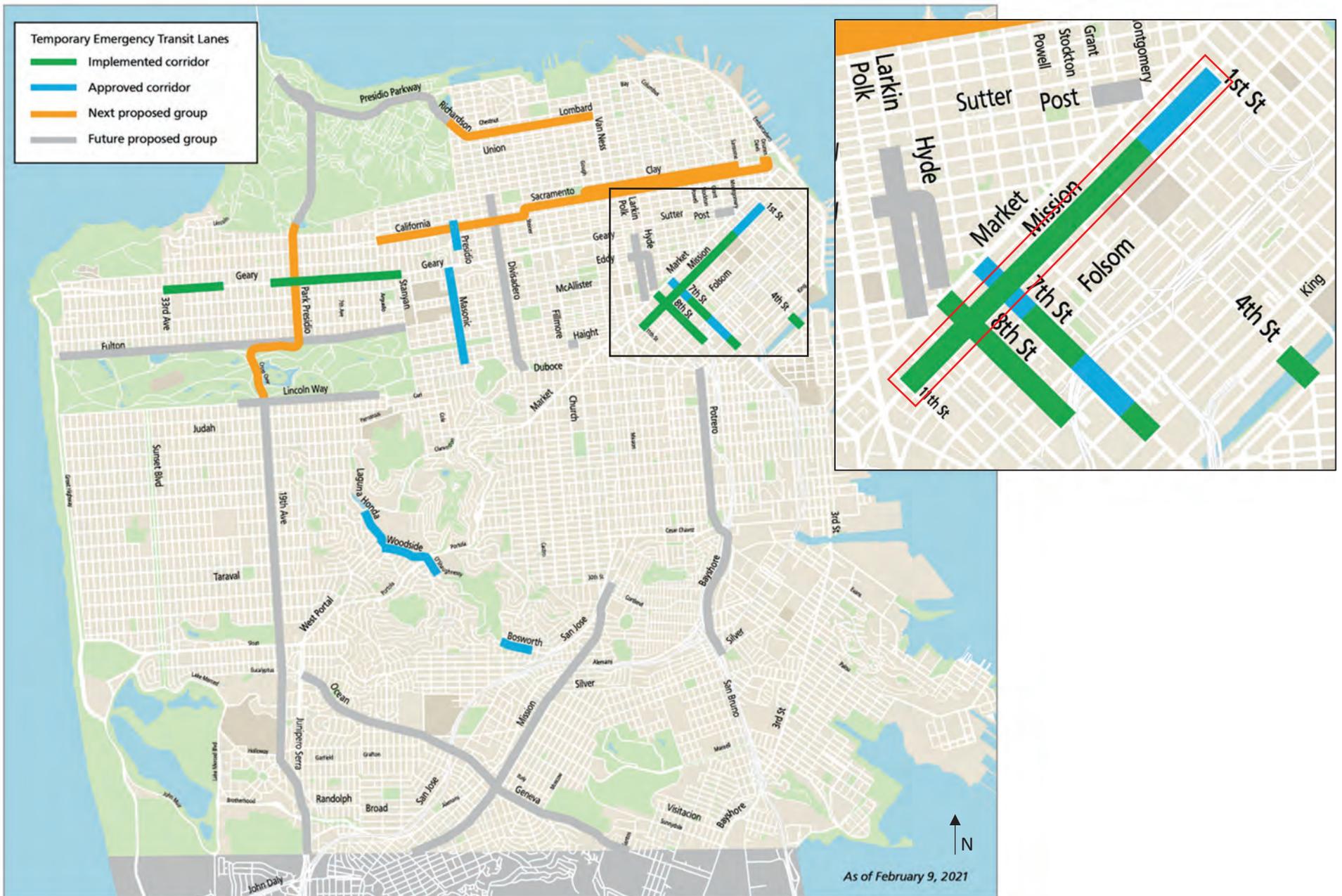
Project Name:	14 Downtown Mission Transit Improvements
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Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering		\$ 100,000	\$ -	\$ 100,000
Environmental Studies (PA&ED)		\$ -	\$ -	\$ -
Right of Way		\$ -	\$ -	\$ -
Design Engineering (PS&E)		\$ 1,140,841	\$ -	\$ 1,140,841
Construction		\$ 12,554,233	\$ 12,554,233	\$ -
Operations (i.e. paratransit)		\$ -	\$ -	\$ -
Total Project Cost		\$ 13,795,074	\$ 12,554,233	\$ 1,240,841
Percent of Total			91%	9%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2021/22	2022/23	2023/24	2024/25	2025/26
Prop B General Fund		Planning/Conceptual Engineering	Allocated	2021/22	\$ 100,000	\$ 100,000		\$ -	\$ -	\$ -	\$ -
IPIC		Design Engineering (PS&E)	Allocated	2021/22	\$ 490,841	\$ 490,841		\$ -	\$ -	\$ -	\$ -
Prop B General Fund		Design Engineering (PS&E)	Allocated	2021/22	\$ 650,000	\$ 650,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	1-Rapid Bus Network	Construction	Planned	2021/22	\$ 12,554,233	\$ -	\$ -	\$ 5,485,000	\$ 5,485,000	\$ 1,584,233	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 13,795,074	\$1,240,841	\$ -	\$ 5,485,000	\$ 5,485,000	\$1,584,233	\$ -

Comments
 Requires amendment of the Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network Category 5YPP to add the subject project and reprogram \$12,554,233 in FY2019/20 Prop K funds from Geary Boulevard Improvement Project (Geary BRT Phase 2) to the subject project.

Temporary Emergency Transit Lane (TETL) Map



**MISSION STREET (IN SOMA)
PRE-TEMPORARY EMERGENCY TRANSIT LANES
TYPICAL LANE WIDTHS**

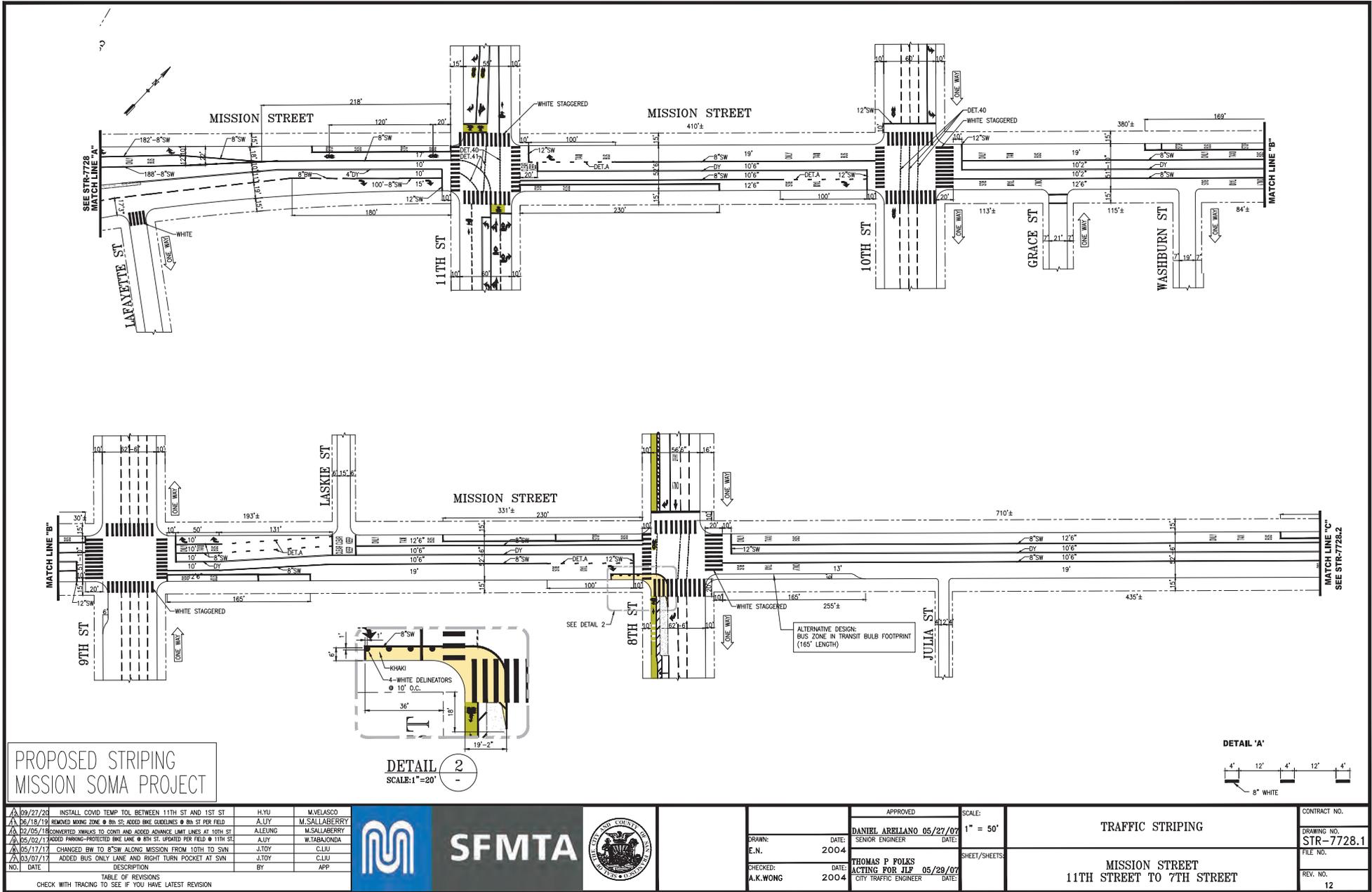


8' PARKING (W/ PEAK TOW)	9'3" TRANSIT LANE (AT PEAK HOURS)	9' TRAVEL LANE	9' TRAVEL LANE	9'3" TRANSIT LANE (AT PEAK HOURS)	8' PARKING (W/ PEAK TOW)
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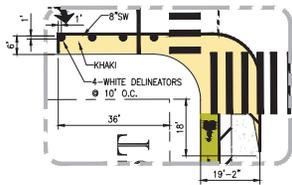
**MISSION STREET (IN SOMA)
POST-TEMPORARY EMERGENCY TRANSIT LANES
TYPICAL LANE WIDTHS**



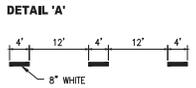
8' PARKING (AT ALL TIMES)	11' TRANSIT LANE (AT ALL TIMES)	10'6" TRAVEL LANE	10'6" TRAVEL LANE	12'6" TRANSIT LANE (AT ALL TIMES)
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PROPOSED STRIPING
MISSION SOMA PROJECT



DETAIL 2
SCALE: 1" = 20'



NO.	DATE	DESCRIPTION	BY	APP
09/27/20		INSTALL COVID TEMP TOL BETWEEN 11TH ST AND 1ST ST	H.YU	M.VELASCO
06/18/19		REMOVED MING ZONE @ 8th ST; ADDED BIKE GUIDELINES @ 8th ST PER FIELD	A.LUY	M.SALLABERRY
02/05/18		CONVERTED WALKS TO CONTI AND ADDED ADVANCE LIMIT LINES AT 10TH ST	ALEUNG	M.SALLABERRY
05/02/17		ADDED PARKING-PROTECTED BIKE LANE @ 8th ST. UPDATED PER FIELD @ 11TH ST	A.JUY	W.TABAJONDA
05/17/17		CHANGED SW TO 8'SW ALONG MISSION FROM 10TH TO 9TH	J.TOY	CLIU
03/07/17		ADDED BUS ONLY LANE AND RIGHT TURN POCKET AT 9TH	J.TOY	CLIU

CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



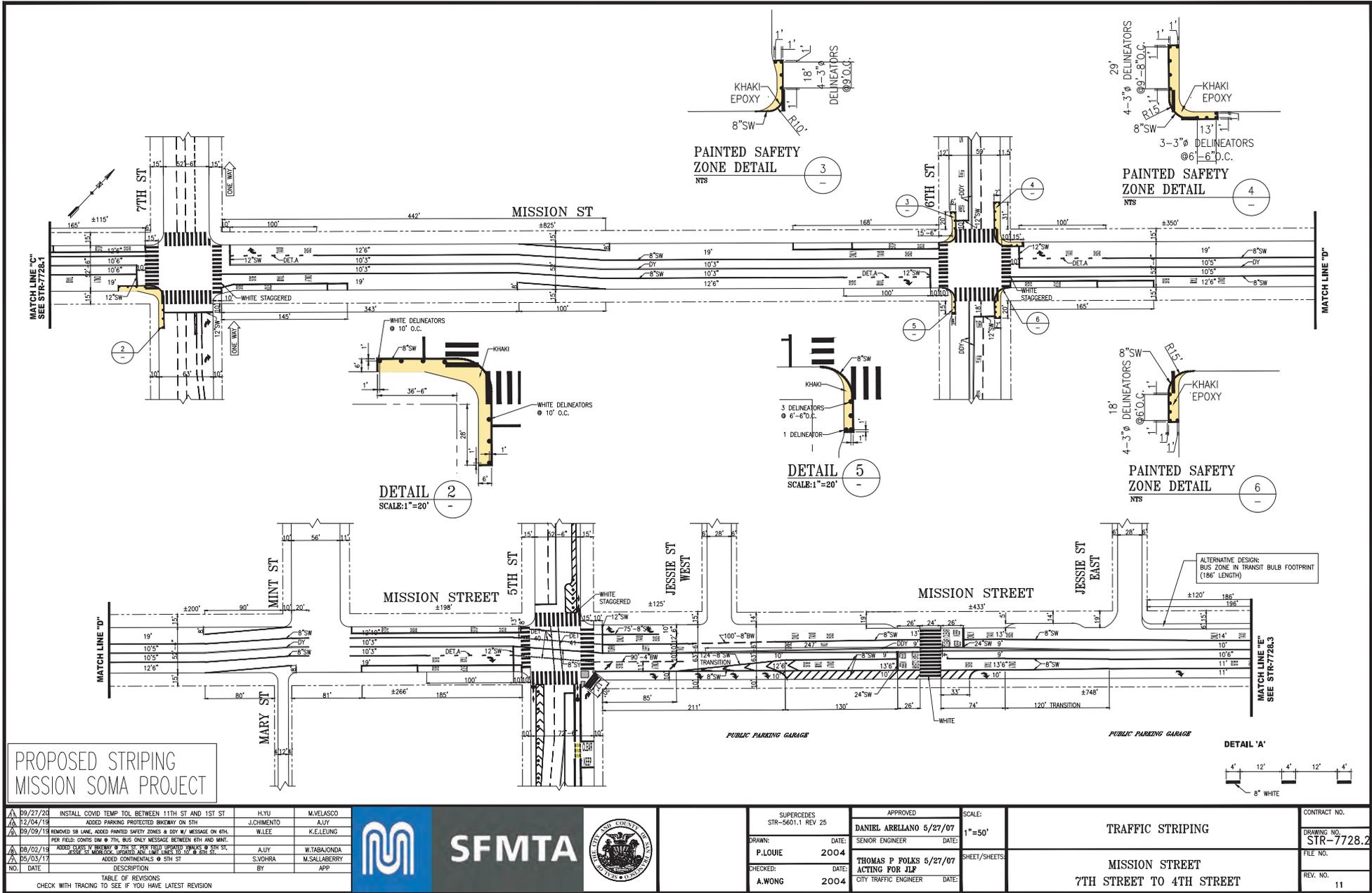
SFMTA



DRAWN: E.N.	DATE: 2004	APPROVED: DANIEL ARELLANO 05/27/07	SCALE: 1" = 50'
CHECKED: A.K.WONG	DATE: 2004	DATE: 05/29/07	SHEET/SHEETS:

TRAFFIC STRIPING	CONTRACT NO.
MISSION STREET 11TH STREET TO 7TH STREET	DRAWING NO. STR-7728.1
	FILE NO.
	REV. NO. 12

DATE: 05/29/07



**PROPOSED STRIPING
MISSION SOMA PROJECT**

NO.	DATE	DESCRIPTION	BY	APP
1	09/27/20	INSTALL COVID TEMP TOL BETWEEN 11TH ST AND 1ST ST	H.YU	M.VELASCO
2	12/04/19	ADDED PARKING PROTECTED BIKWAY ON 5TH	J.COHMENTO	A.UY
3	09/09/19	REMOVED SB LANE, ADDED PAINTED SAFETY ZONES & DOY W/ MESSAGE ON 6TH. PER FIELD COMMENTS #776. BUS ONLY MESSAGE BETWEEN 6TH AND 7TH.	W.LEE	K.E.LEUNG
4	08/02/19	ADDED CROSSING BIKWAY @ 7TH ST. PER FIELD COMMENTS #776. SB.	A.UY	W.TABALONDA
5	05/03/17	ADDED CONTINENTAL @ 5TH ST	S.VOIRA	M.SALLABERRY

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



SFMTA



SUPERCEDES
STR-5601.1 REV 25

DRAWN:
P.LOUIE
2004

CHECKED:
A.WONG
2004

APPROVED
DANIEL ARELLANO 5/27/07

DATE:
SENIOR ENGINEER

DATE:
THOMAS P FOLKS 5/27/07
ACTING FOR JLP

DATE:
CITY TRAFFIC ENGINEER

SCALE:
1"=50'

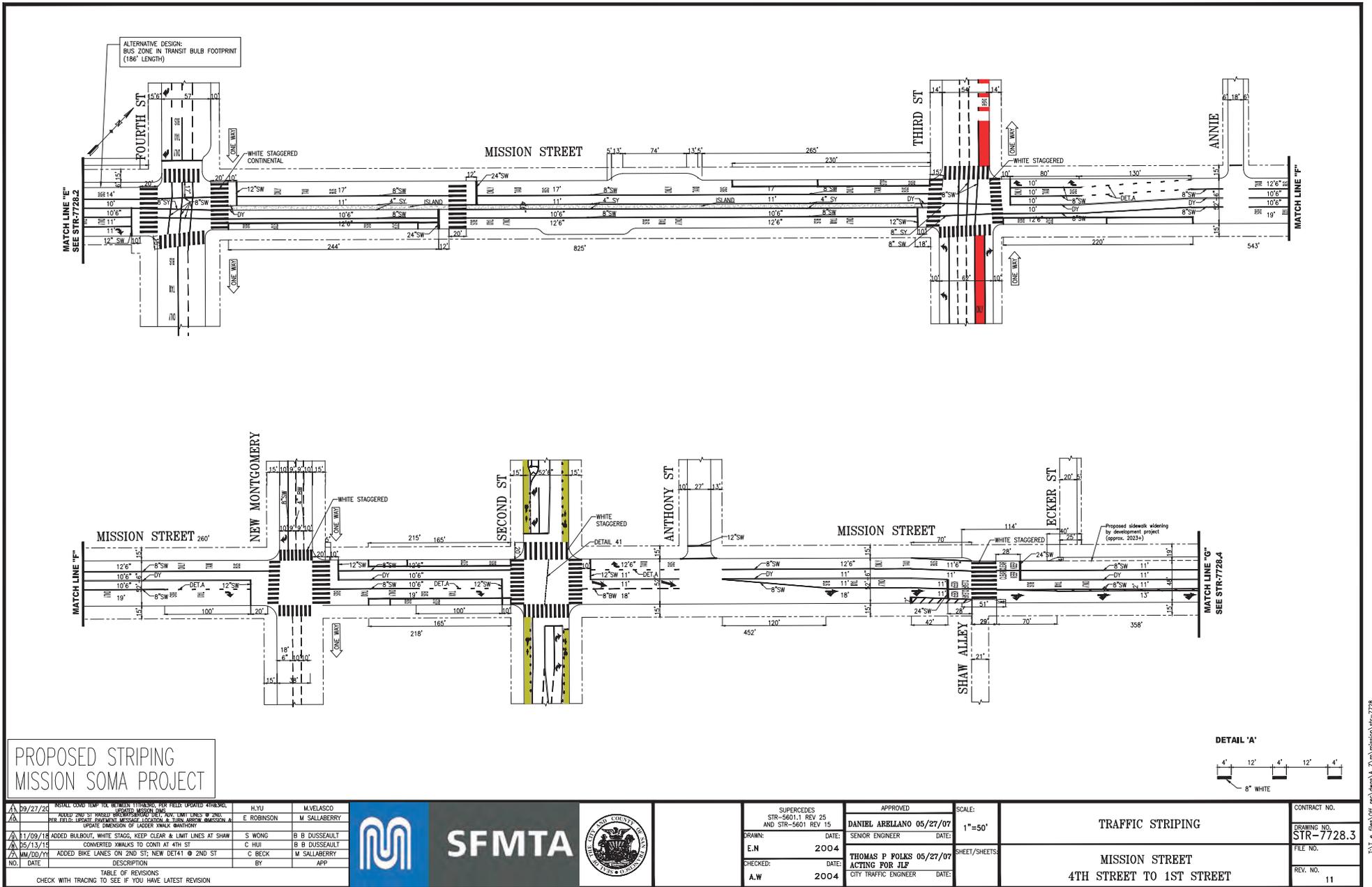
SHEET/SHEETS

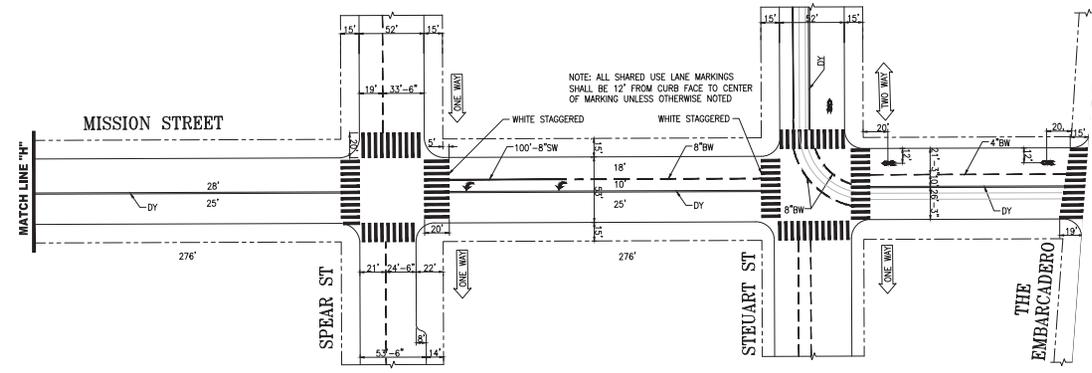
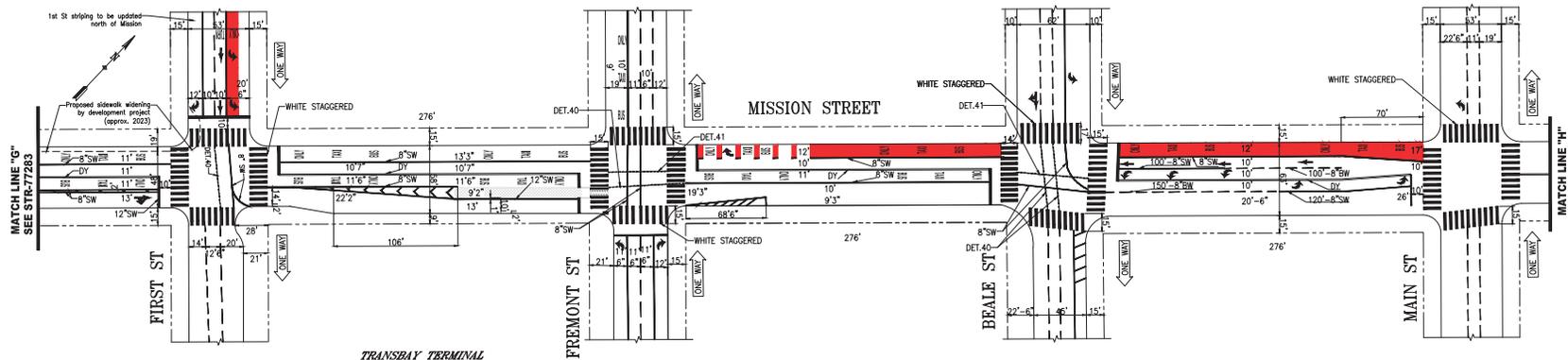
TRAFFIC STRIPING

MISSION STREET
7TH STREET TO 4TH STREET

CONTRACT NO.
DRAWING NO.
STR-7728.2
FILE NO.
REV. NO.
11

EXTERNAL REFERENCES:
POINTS USED:
SCALE FACTOR:
FOOT SCALE:
ORIGIN OPERATIONS
FILE NAME:
DATE:





NOTE: ALL SHARED USE LANE MARKINGS SHALL BE 12" FROM CURB FACE TO CENTER OF MARKING UNLESS OTHERWISE NOTED

PER FIELD UPDATES: CONTI DIMS 1ST TO THE EMBARCADERO;
 RE-COOKIE PARKING MESSAGE "BUS-AND-ONLY" FROM 1st TO BEALE;
 ADD STRIPING, DET.41; REMOVED MOTORCYCLE PARKING LN, BEALE TO MAIN ADJUST DIMS @ SPEAR; ADD SHARROW @ STEUART; UPDATED CURBLINE @ EMBARCADERO

NO.	DATE	DESCRIPTION	BY	APP
1	06/23/19	ADDED RED THERMO TO TRANSIT ONLY LANE 1st TO FREMONT	S.VOHRRA	M. SALLABERRY
2	06/03/18	ADDED RED TOL BTRN 1ST & MAIN; SHIFTED LANE LINES, ADDED ALLS	L.TROUT	M. VELASCO
3	08/08/12	UPGRADE TO WHITE STAGGERED CONTS AT STEUART	T. ABDALLAH	B. WOO
4	10/13/16	REMOVED WB 4' BW BETWEEN MAIN AND SPEAR	F. ROBLES	M. VELASCO

TABLE OF REVISIONS
 CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



DRAWN:	EN	DATE:	2004
CHECKED:	A.K.WONG	DATE:	2004

APPROVED:	SCALE:
DANIEL ARELLANO 05/27/07	1" = 50'
SENIOR ENGINEER	
THOMAS P. POLKS ACTING FOR JLP 05/27/07	
CITY TRAFFIC ENGINEER	

TRAFFIC STRIPING	CONTRACT NO.
MISSION STREET 1ST STREET TO THE EMBARCADERO	DRAWING NO. STR-7728.4
	FILE NO.
	REV. NO. 12

DATE NAME	DATE
07/17/07	

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Project Information Form	
Project Name:	30 Stockton Transit Improvements
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	
Subcategory:	
EP Line (Primary):	1-Rapid Bus Network
Other EP Line Number/s:	
Fiscal Year of Allocation:	2021/22
Project Information	
Project Location:	The 30 Stockton corridor between Townsend and Mission streets.
Supervisory District(s):	District 06
Project Manager:	Steve Boland
Phone Number:	415-646-2034
Email:	Steve.Boland@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	The project is relocating an existing transit-only lane to reduce conflicts with private vehicles, reducing the number of transit stops, and implementing a range of pedestrian safety improvements.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>This Muni Forward project would reduce transit delays by</p> <ol style="list-style-type: none"> 1) relocating the transit-only lane, previously located next to the parking lane or curbside, one lane to the left between Brannan and Howard streets, which creates additional capacity for vehicles making turns or maneuvering into parking spaces to the right of the lane, reducing conflicts between transit and private vehicles, 2) Relocating and consolidating stops to reduce the total number of stops by one, while simultaneously improving access overall by more evenly spacing stops. This includes construction, re-construction and extending the platforms that support buses when they are boarding. 3) Constructing 2 large new "bus bulb" sidewalk extensions, and reconstructing and extending a third bus bulb. 4) Improving pedestrian safety in a variety of ways, primarily by adding 4 "pedestrian bulb" sidewalk extensions to reduce crossing distances and make pedestrians more visible. Also making crosswalks more visible, adding new crosswalks and updating traffic signal phases to separate vehicle from pedestrian movements at busy crossings.

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

<p>Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).</p>	<p>A range of methods was used to engage with the surrounding community, as well as Muni riders, motorists and others from outside the immediate area who might be affected by the changes.</p> <p>Outreach strategies included:</p> <ul style="list-style-type: none"> > More than two dozen stakeholder meetings with and presentations to community and citywide advocacy organizations, institutional stakeholders, residents of senior communities, citizens advisory committees, and the Supervisors offices for Districts 3 and 6. > A variety of surveys, including surveys for Muni passengers, pedestrians and motorists, as well as a door-to-door survey of merchants regarding their loading needs. These were administered both in-person and through digital channels and in multiple languages. An open house attended by approximately 100 participants, with interpreters provided for multiple languages. Approximately 14,000 multi-lingual informational mailers sent to businesses and residents in the SoMa and nearby Mission Bay neighborhoods. > A project website and email updates to more than 4,000 recipients. 		
<p>Partner Agencies: Please list partner agencies and identify a staff contact at each agency.</p>			
<p>Type of Environmental Clearance Required:</p>	Categorically Exempt		
<p>Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.</p>	<table border="1"> <tr> <td data-bbox="446 934 592 1131">Yes</td> <td data-bbox="592 934 1476 1131">Conceptual drawings</td> </tr> </table>	Yes	Conceptual drawings
Yes	Conceptual drawings		

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	100%		Q2-Oct-Nov-Dec	2018/19	Q3-Jan-Feb-Mar	2019/20
Environmental Studies (PA&ED)	100%		Q2-Oct-Nov-Dec	2018/19	Q2-Oct-Nov-Dec	2018/19
Right of Way						
Design Engineering (PS&E)		In-house	Q3-Jan-Feb-Mar	2018/19	Q4-Apr-May-Jun	2019/20
Advertise Construction						
Start Construction (i.e. Award Contract)		Contracted	Q1-Jul-Aug-Sep	2022/23		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2022/23
Project Completion (means last eligible expenditure)		In-house			Q4-Apr-May-Jun	2022/23

Comments/Concerns

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name:	30 Stockton Transit Improvements
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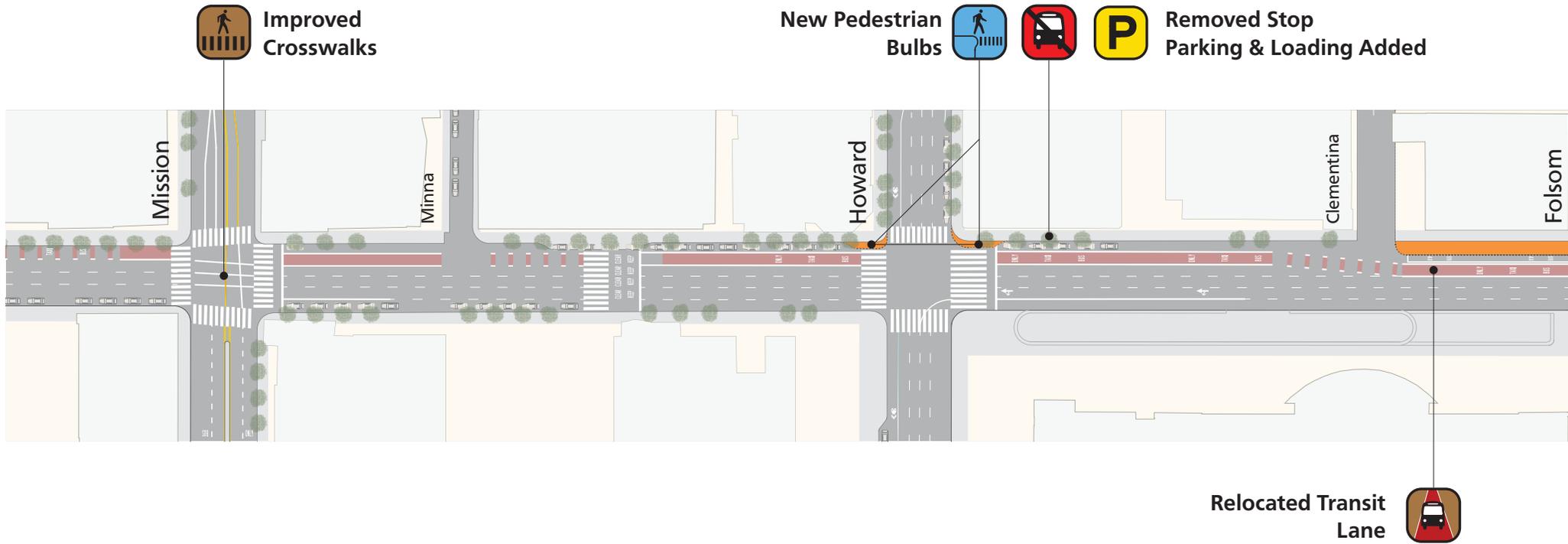
Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ 88,282	\$ -	\$ 88,282
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 380,000	\$ -	\$ 380,000
Construction	\$ 9,366,893	\$ 2,495,767	\$ 6,871,126
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 9,835,175	\$ 2,495,767	\$ 7,339,408
Percent of Total		25%	75%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2021/22	2022/23	2023/24	Cash Flow Total
General fund		Planning/Conceptual Engineering	Allocated	Previous	\$ 88,282	\$ 88,282	\$ -	\$ -	\$ -	\$ 88,282
General fund		Design Engineering (PS&E)	Allocated		\$ 380,000	\$ 380,000	\$ -	\$ -	\$ -	\$ 380,000
Prop K	1-Rapid Bus Network	Construction	Planned	2021/22	\$ 2,495,767	\$ -	\$ 800,000	\$ 1,695,767	\$ -	\$ 2,495,767
General fund		Construction	Planned	2021/22	\$ 1,200,000	\$ -	\$ -	\$ 1,200,000	\$ -	\$ 1,200,000
IPIC SOMA		Construction	Programmed	2021/22	\$ 5,671,126	\$ -	\$ -	\$ 5,671,126	\$ -	\$ 5,671,126
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 9,835,175	\$ 468,282	\$ 800,000	\$8,566,893	\$ -	\$ 9,835,175

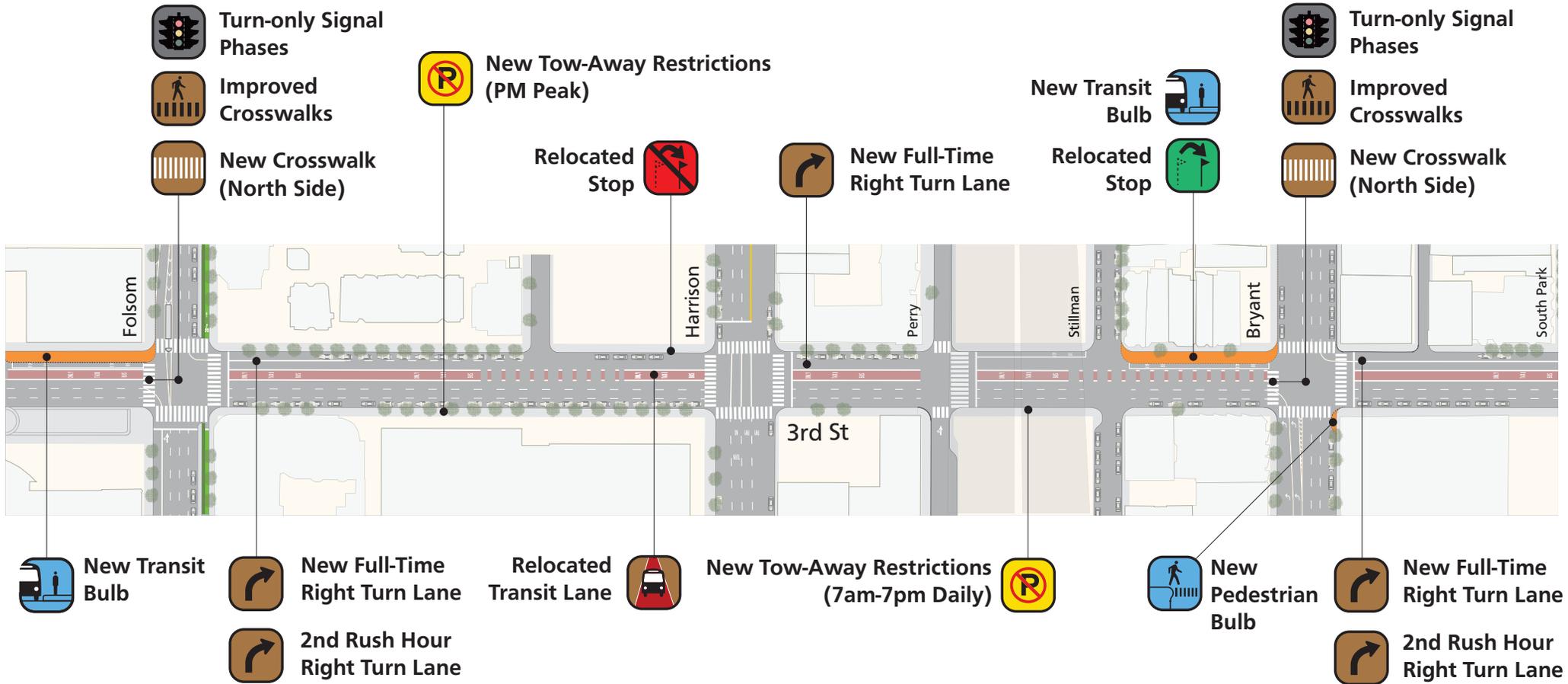
Comments

Requires amendment of the Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network Category 5YPP to add the subject project and reprogram \$2,495,767 in FY2019/20 Prop K funds from Geary Boulevard Improvement Project (Geary BRT Phase 2) to the subject project.

3rd St, from Mission to Clementina

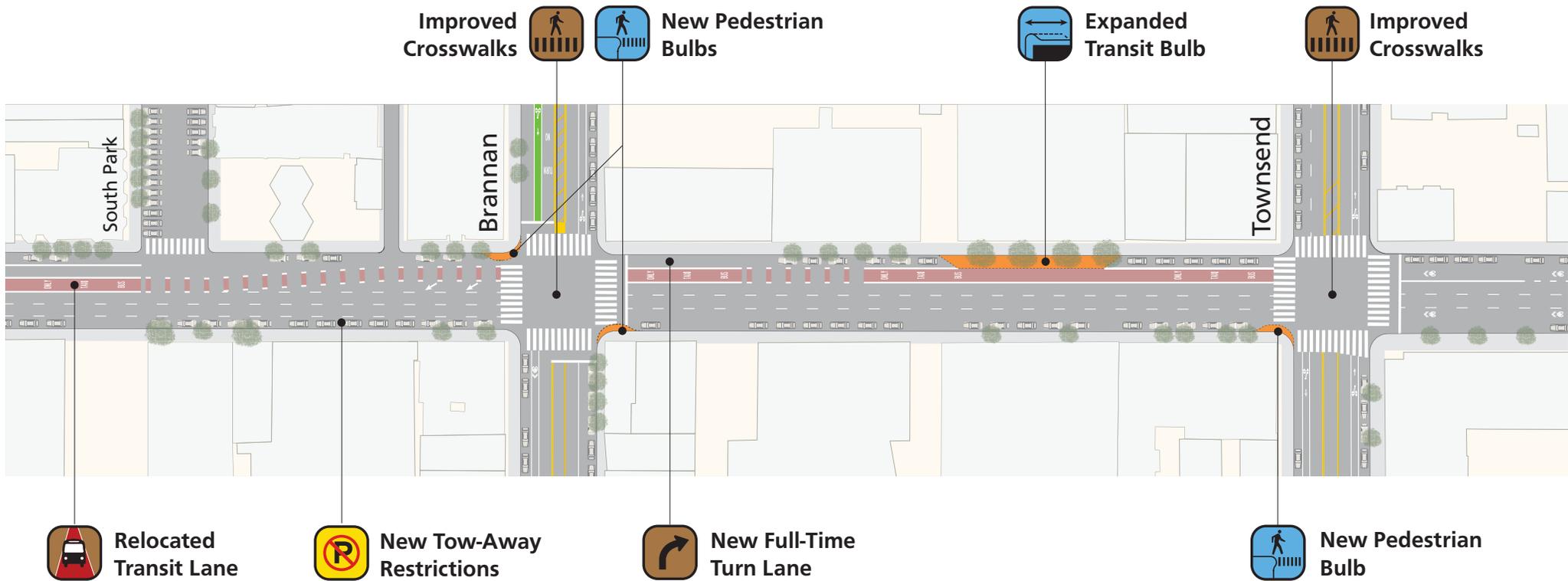


3rd St, from Folsom to Bryant



 Existing Tow-Away Hours Extended
 Some Parking Spaces Removed
 Some Loading Zones Relocated

3rd St, from South Park to Townsend



 Existing Tow-Away Hours Extended
Some Parking Spaces Removed
Some Loading Zones Relocated