

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name and Sponsor					
Project Name:	Subway Special Trackwork Replacement				
Implementing Agency:	SFMTA				
Prop L Expenditure Plan Information					
Prop L Program:	06- Muni Transit Maintenance, Rehabilitation, and Replacement				
Prop L Sub-Program (if applicable):					
Second Prop L Program (if applicable):					
Project Information					
Brief Project Description for MyStreetSF (80 words max):	The Project will replace track infrastructure in the subway at Castro, Duboce, Van Ness and Embarcadero Stations. This includes replacing the double crossover at Castro, track left and track right turnouts at Duboce, double crossover and storage track turnout at Van Ness, and double crossover at Embarcadero. The project will also upgrade the old tie support system to a new support system that is less vulnerable to water exposure. The special trackwork are used in typical transit operations and in emergency maneuvers. The purpose of this project is to replace the special trackwork in the Metro Tunnel that has reached or is nearing its useful life, typically between 30-50 years. The Project will enhance the reliability across the Metro Subway and reduce maintenance, while increasing passenger safety and comfort. Problematic special trackwork has the potential of delaying transit operations. Additionally, it is an ideal opportunity to address other aging infrastructure in the vicinity during the tunnel service shutdown.				
Project Location and Limits:	The Project is located in the Metro Tunnel between Castro Station and Embarcadero Station				
Supervisorial District(s):	Citywide				
Is the project located on the 2022 Vision Zero High Injury Network ?	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">No</td> <td style="width: 50%; text-align: center;">Is the project located in an Equity Priority Community (EPC)?</td> </tr> <tr> <td></td> <td style="text-align: center;">Yes</td> </tr> </table>	No	Is the project located in an Equity Priority Community (EPC)?		Yes
No	Is the project located in an Equity Priority Community (EPC)?				
	Yes				
Which EPC(s) is the project located in?	Inner Mission and Tenderloin-Soma				

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<p>Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).</p>	<p>The Project will replace track infrastructure in the subway at Castro, Duboce, Van Ness and Embarcadero Stations. This includes replacing the double crossover at Castro, the track left and track right turnouts at Duboce, the double crossover and storage track turnout at Van Ness, and the double crossover at Embarcadero. The existing trackwork on wood ties will be replaced with new 115# RE rail on concrete direct fixation. New Concrete plinths will be constructed to support the trackwork and incorporate the existing surface drainage system and drain trough. The existing wood ties and the concrete underneath will be removed down to the tunnel liner. New features will be added to the special trackwork to improve maintenance. Approximately 40 feet of existing tangent track on direct fixation at each end of the special trackwork will be replaced with new rail. The Project will also reconstruct other aging infrastructure such as the Overhead Contact System (OCS), remove unneeded components of the decommissioned Centralized Train Control (CTC) system, remove and reinstall Advanced Train Control System (ATCS) devices and electrical and communication wiring and conduits, and replace the switch machines. The drains and catch basins will be cleared and wire screen and drain rock wrapped in filter fabric will be installed inside catch basins to capture any debris before it gets into the pipes. The special trackwork was constructed 30-50 years ago, and is reaching the end of its useful life. These special trackwork are used in typical transit operations and in emergency maneuvers. The ancillary work has been included as the primary work will impact revenue service and it is recommended to address as many systems as possible during this service shutdown. A project specific Public Outreach and Engagement Plan will be prepared to inform all affected stakeholders of the work at each location, the benefits, and the bus substitution plan, including alternate transit options such as BART, shuttles, etc. A Project website will be set up for public information providing updates through construction completion. The Project team will use the DotMaps platform to coordinate with utility providers as well as other projects in the area.</p>
<p>Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.</p>	<p>Attachment 1: Special Trackwork Map</p>
<p>Type of Environmental Clearance Required:</p>	<p>Categorically Exempt</p>
<p>Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.</p>	<p>The Project team will be coordinating work with BART and utility providers.</p>

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Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering	95%	In-house	Q4-Apr- May-Jun	Previous	Q1-Jul- Aug-Sep	2023/24
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	TBD	Q1-Jul-Aug- Sep	2023/24	Q2-Oct- Nov-Dec	2024/25
Advertise Construction	0%	In-house	Q2-Oct- Nov-Dec	2024/25		
Start Construction (e.g. Award Contract)	0%	Contracted	Q4-Apr- May-Jun	2024/25		
Operations (i.e. paratransit)						
Open for Use	0%	Contracted			Q4-Apr- May-Jun	2027/28
Project Completion (means last eligible expenditure)	0%	In-house			Q3-Jan- Feb-Mar	2028/29
Notes						

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Project Name: Subway Special Trackwork Replacement

Project Cost Estimate Phase	Cost	Funding Source		Source of Cost Estimate
		Prop L	Other	
Planning/Conceptual Engineering	\$ 2,681,294	\$ -	\$ 2,681,294	actual
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 3,008,724	\$ -	\$ 3,008,724	engineer's estimate
Construction	\$ 73,185,399	\$ 17,829,000	\$ 55,356,399	engineer's estimate
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 78,875,417	\$ 17,829,000	\$ 61,046,417	
Percent of Total		23%	77%	

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
AB664 Bridge Tolls		Planning/Conceptual Engineering	Allocated	Previous	\$ 87,620	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
AB664 Bridge Tolls		Planning/Conceptual Engineering	Allocated	2020/21	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5337		Planning/Conceptual Engineering	Allocated	Previous	\$ 350,174	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5337		Planning/Conceptual Engineering	Allocated	2020/21	\$ 1,408,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PTMISEA		Planning/Conceptual Engineering	Allocated	2019/20	\$ 335,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5337		Design Engineering (PS&E)	Allocated	2022/23	\$ 777,424	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5337		Design Engineering (PS&E)	Programmed	2023/24	\$ 508,724	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
AB664 Bridge Tolls		Design Engineering (PS&E)	Allocated	2022/23	\$ 386,666	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BATA Project Savings		Design Engineering (PS&E)	Allocated	2022/23	\$ 1,335,910	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	06- Muni Transit Maintenance, Rehabilitation, and Replacement	Construction	Planned	2024/25	\$ 17,829,000	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 2,829,000
FTA 5337		Construction	Programmed	2023/24	\$ 3,627,188	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund Prop B Transit		Construction	Programmed	2024/25	\$ 17,119,148	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TSF Developer Fees		Construction	Programmed	2025/26	\$ 314,361	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5337		Construction	Programmed	2025/26	\$ 7,342,939	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5337		Construction	Programmed	2026/27	\$ 13,272,095	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5337		Construction	Programmed	2027/28	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund Prop B Transit		Construction	Programmed	2027/28	\$ 7,680,668	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 78,875,417	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 2,829,000

Notes

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Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Subway Special Trackwork Replacement</i>
Relative Level of Need or Urgency (time sensitive)	The Project will replace aging infrastructure in the Metro Tunnel nearing the end of its useful life, thus there is a need to proceed in proposed timeframe to enable its construction.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	The Project will enhance the reliability of the Metro Subway, and improve safety and comfort. It will provide access to a more reliable and safe transit system to all residents and communities of San Francisco, including Equity Priority Communities (EPC) surrounding the Project area.
Benefits to Disadvantaged Populations and Equity Priority Communities	The Project is in the Metro Tunnel which is surrounded by communities in all the Equity Priority Communities (EPC) to the north, south, east and west. The Project will replace aging infrastructure and improve the safety and reliability of the system thus benefiting EPC and all communities. Another benefit that Transit provides is access to jobs for EPC that may not have access to vehicles for transportation.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Equity, Environmental Sustainability, Economic Vitality, Safety and Livability The Project will enhance reliability across the Metro Subway, increase safety and comfort, thus promoting the use of transit. When residents use transit environmental sustainability is advanced by reducing vehicle miles. A more reliable and safe transit system will improve access to jobs for all communities, including equity priority communities (EPC) in the district, advancing economic vitality.

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The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

06- Muni Transit Maintenance, Rehabilitation, and Replacement

Safety	Replacing aging infrastructure with new infrastructure will improve the safety of the transit system. Aging infrastructure has the potential of delaying transit operations requiring the use of "go-slow-zones".
Need (Asset Useful Life) (Vehicles Sub-program)	N/A
Improves Efficiency of Transit Operations (Vehicles Sub-program)	N/A
Need (Asset Useful Life) (Facilities and Guideways Sub-program)	The Project will replace the special trackwork that is nearing the end of its useful life expectancy of between 30-50 years.
Improves Efficiency of Transit Operations (Facilities and Guideways Sub-program)	Aging infrastructure has the potential of delaying transit operations requiring the use of "go-slow-zones". Replacing the aging infrastructure with new equipment will provide a more reliable transportation system and improved efficiency. The subway connects to other transit systems such as BART as well, improving efficiency.

Metro Subway Special Trackwork Replacement Project

Map

