

Project Name and Sponsor			
Project Name:	Tunnel Rail Support Rehabilitation		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	06- Muni Transit Maintenance, Rehabilitation, and Replacement		
Prop L Sub-Program (if applicable):	N/A		
Second Prop L Program (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	This project will provide a rehabilitation to the rail support system within the Muni Metro Tunnel. This work includes replacement of ~21,000 rail fasteners, rail swapping, and repair of rail structural supports as needed to improve the reliability of operations in the subway.		
Project Location and Limits:	Embarcadero Station to Twin Peaks Tunnel, including the Duboce Portal.		
Supervisory District(s):	Citywide		
Is the project located on the 2022 Vision Zero High Injury Network ?	No	Is the project located in an Equity Priority Community (EPC)?	Yes
Which EPC(s) is the project located in?	The full span of Market St. passing on the perimeters of the Financial District, Union Square, Civic Center, and Mid-Market.		
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).	Replacement of ~ 21,000, 100# RB rail fasteners in the Muni Metro Tunnel, from Embarcadero Station to the Twin Peaks Tunnel, including the Duboce Portal: approximately 35,000 track feet. The current fasteners are forty years old and are deteriorating. Their purpose is to secure the rail to the tunnel structure. Their condition may affect the track gauge, allowing excess lateral movement of track. This work to include replacement of fasteners, minor adjustment to alignment, swapping rails, and repair of rail structural supports as needed to improve the reliability of the subway. Work to include minor adjustment to alignment. Provisions for spare parts and components should be included. This project will be implemented in several segments due to transit service impact in the subway. This project will also enable the replacement or transposing tangent rail within the Muni Subway.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.			
Type of Environmental Clearance Required:	TBD		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	N/A		

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



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	0%	In-house	Q1-Jul- Aug-Sep	2023/24	Q2-Oct- Nov-Dec	2023/24
Environmental Studies (PA&ED)	0%	In-house	Q1-Jul- Aug-Sep	2023/24	Q2-Oct- Nov-Dec	2024/25
Right of Way	0%	In-house	Q1-Jul- Aug-Sep	2023/24	Q2-Oct- Nov-Dec	2024/25
Design Engineering (PS&E)	0%	In-house	Q4-Apr- May-Jun	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%	In-house and Contracted	Q2-Oct- Nov-Dec	2024/25		
Operations (i.e. paratransit)	0%					
Open for Use	0%	In-house				
Project Completion (means last eligible expenditure)	0%	In-house and Contracted			Q4-Apr- May-Jun	2025/26
Notes						
Planning, Environmental Studies, and Right of Way are all part of the Planning/Conceptual Engineering phase and will be done concurrently. Advertise and Award will be completed in-house and Construction will be done by a contractor.						

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Project Cost Estimate	Cost	Funding Source		Source of Cost Estimate
Phase	Cost	Prop L	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$ 525,000	\$ -	\$ 525,000	actual
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 885,000	\$ -	\$ 885,000	Engineer's estimate
Construction	\$ 19,650,350	\$ 4,007,000	\$ 15,643,350	Engineer's estimate
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 21,060,350	\$ 4,007,000	\$ 17,053,350	
Percent of Total		19%	81%	

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
AB664 Bridge Tolls		Planning/Conceptual Engineering	Allocated	2022/23	\$ 105,000	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5337		Planning/Conceptual Engineering	Allocated	2022/23	\$ 420,000	\$ -	\$ -	\$ -	\$ -	\$ -
AB664 Bridge Tolls		Design Engineering (PS&E)	Programmed	2023/24	\$ 134,000	\$ -	\$ -	\$ -	\$ -	\$ -
BATA Project Savings		Design Engineering (PS&E)	Programmed	2023/24	\$ 215,000	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5337		Design Engineering (PS&E)	Programmed	2024/25	\$ 536,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	06- Muni Transit Maintenance, Rehabilitation, and Replacement	Construction	Planned	2024/25	\$ 4,007,000	\$ -	\$ 1,000,000	\$ 1,500,000	\$ 1,507,000	\$ -
AB664 Bridge Tolls		Construction	Programmed	2024/25	\$ 143,350	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5337		Construction	Programmed	2024/25	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
SB1 SGR		Construction	Programmed	2025/26	\$ 217,860	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5337		Construction	Programmed	2025/26	\$ 9,012,140	\$ -	\$ -	\$ -	\$ -	\$ -
TSF Developer Fees		Construction	Programmed	2025/26	\$ 370,000	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5337		Construction	Programmed	2025/26	\$ 720,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 21,060,350	\$ -	\$ 1,000,000	\$ 1,500,000	\$ 1,507,000	\$ -

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>Tunnel Rail Support Rehabilitation</i>
Relative Level of Need or Urgency (time sensitive)	This project will depend on the limited shutdown availability of the SFMTA Muni Metro Tunnel and is required for the rehabilitation of the subway tracks. Due to the limited work hours, delays in funding could potentially require that the construction need longer subway shutdowns and which would negatively impact transit operation services.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	This project will be completed during non-revenue hours or an extended shutdown for overall maintenance and has not has any project specific community outreach.
Benefits to Disadvantaged Populations and Equity Priority Communities	The SFMTA Muni Metro Tunnel serves several communities and districts throughout San Francisco and this project will provide a more reliable transportation service for those communities.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	The rehabilitation of the MUNI Metro Subway Tunnel Rail Support will improve the reliability and lifespan of our public transportation system. Our subway system provides a reliable and dependable transporation option for patrons who live, work, or visit San Francisco.

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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	The rehabilitation of the MUNI Metro Subway Tunnel Rail Support will replace worn track fasteners with new track fasteners. This will improve the reliability and lifespan of our public transportation system for patrons who depend on this system as a primary or alternate form of transportation.
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)	This project replaces track fasteners that are at the end of their useful life.
Improves Efficiency of Transit Operations (Facilities and Guideways Sub-program)	The rehabilitation of the MUNI Metro Subway Tunnel Rail Support will replace worn track fasteners with new track fasteners. This will improve the reliability and lifespan of our public transportation system for patrons who depend on this system as a primary or alternate form of transportation.