San Francisco County Transportation Authority

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Memorandum

Date: 09.10.14

RE: Plans and Programs Committee
September 16, 2014

To: Plans and Programs Committee: Commissioners Mar (Chair), Kim (Vice Chair), Breed, Campos, Yee and Avalos (Ex Officio)

From: Anna LaForte – Deputy Director for Policy and Programming
Maria Lombardo – Chief Deputy Director

Through: Tilly Chang – Executive Director

Subject: **ACTION** – Recommend Adoption of the 2014 Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5-Year Prioritization Program (5YPP) and the Amendment of the 2014 Prop K Transit Enhancements and BART Station Access, Safety and Capacity 5YPPs

Summary

We are presenting the last of the 21 2014 Prop K 5-Year Prioritization Programs (5YPPs) to the Committee for approval, along with amendments to two other 5YPPs. The Bus Rapid Transit (BRT)/Transit Preferential Streets/Muni Metro Network 5YPP, was developed through a collaborative effort between the Transportation Authority and the San Francisco Municipal Transportation Agency (SFMTA). Highlights of this 5YPP update include increasing Prop K funds to fully fund Van Ness BRT through construction, fund Geary BRT through final design with a small amount of funds available for construction, and providing planning/conceptual engineering funds for phase 3 of the Muni Forward/Transit Effectiveness Program (TEP). Funding these projects and a few others requires advancing Prop K such that Prop K funds run out for this category in this 5YPP period. With respect to Geary BRT, we are working with SFMTA to review cost estimates and identify early implementation work. Funding for the latter may partially come from the BRT category. To maximize funds for Geary BRT, while also meeting SFMTA's funding request for the TEP, we are recommending a finance cost neutral amendment of the Transit Enhancements 5YPP to drop the Muni Customer First project and replace it with $2.7 million for Geary BRT. SFMTA will seek funds for the Customer First project from Prop AA, which has a Rapid Network Placeholder. SFMTA has concurred with this recommendation. Lastly, we are recommending amendment to the Bay Area Rapid Transit District Station Access, Safety and Capacity 5YPP to advance $2 million in Prop K funds for construction of the Balboa Park Station Eastside Walkway project. The amendment includes $870,000 in Fiscal Year 2009/10 funds inadvertently not carried forward and funding for a portion of a $2 million project cost increase, which is partially due to an accelerated project schedule to minimize service disruption to Muni. **We are seeking a recommendation for the adoption of the 2014 Prop K BRT/Transit Preferential Streets/Muni Metro Network 5YPP and the amendment of the 2014 Prop K Transit Enhancements and BART Station Access, Safety and Capacity 5YPPs.**

BACKGROUND

In November 2003, nearly 75% of the San Francisco electorate approved Proposition K (Prop K), extending the existing half-cent local transportation sales tax and adopting a new 30-year Expenditure Plan, and designating the Transportation Authority as the administrator of the Prop K program. The Prop K Expenditure Plan describes the types of projects that are eligible for funds, including both specific projects and programmatic (i.e., non-project specific) categories, establishes limits on sales tax funding by Expenditure Plan line item, and sets expectations for leveraging of sales tax funds to fully fund the Expenditure Plan programs and projects. The Expenditure Plan, however, does not specify in which years of the 30-year program projects will receive funds, nor does it detail specific projects for

funding in programmatic categories.

The Expenditure Plan requires development of a Strategic Plan to guide the financial implementation of the program, and development of a 5-Year Prioritization Program (5YPP) for each of the 21 programmatic categories (e.g. street resurfacing, new signals and signs, and traffic calming) as a prerequisite for allocation of funds. The Strategic Plan is the financial tool that guides the implementation of the Expenditure Plan, reconciling the timing of expected Prop K revenues with the schedule for availability of state, federal and other funds beyond Prop K, the Transportation Authority's debt issuance capacity, the Transportation Authority's own assessment of the deliverability schedule for proposed projects, and the costs associated with project escalation and debt financing.

The purpose of the 5YPPs is to provide transparency in how sponsors prioritize projects for Prop K funding, to establish a pipeline of projects that are ready to advance as soon as Prop K and other funds are available, and to encourage coordination across Prop K programs. Development of the 5YPPs is intended to be an open process where Transportation Authority Board members, the public, and agencies can meaningfully weigh in, particularly on the proposed programs of projects for the next five years. Each 5YPP includes a prioritization methodology to rank projects within the program; a 5-year project list to be funded with information on scope, schedule, cost and funding (including non-Prop K funding); and a project delivery snap shot showing completed and underway projects from the prior 5YPP periods.

The purpose of this memorandum is to seek a recommendation to adopt the 2014 Prop K 5YPP for Bus Rapid Transit (BRT)/Transit Preferential Streets/Muni Metro Network and amend the 2014 Prop K 5YPPs for Transit Enhancements and BART Station Access, Safety and Capacity.

DISCUSSION

In June and July, the Transportation Authority Board approved 20 of the 21 Prop K 5YPPs. We are presenting the last of the 21 2014 Prop K 5-Year Prioritization Programs (5YPPs) to the Committee for approval, along with amendments to two other 5YPPs. A presentation providing the highlights of the subject 5YPP approval and amendments is included as Attachment 1.

The BRT/Transit Preferential Streets/Muni Metro Network 5YPP, was developed through a collaborative effort between the Transportation Authority and the San Francisco Municipal Transportation Agency (SFMTA). Highlights of this 5YPP update include increasing Prop K funds to fully fund Van Ness BRT through construction, fund Geary BRT through final design with a small amount of funds available for construction, and providing planning/conceptual engineering funds for phase 3 of the Muni Forward/Transit Effectiveness Program (TEP). Funding these projects and a few others requires advancing Prop K such that Prop K funds run out for this category in this 5YPP period.

With respect to Geary BRT, we are working with SFMTA to review cost estimates and identify early implementation work. Funding for the latter may partially come from the BRT category. To maximize funds for Geary BRT, while also meeting SFMTA's funding request for the TEP, we are recommending a finance cost neutral amendment of the Transit Enhancements 5YPP to drop the Muni Customer First project and replace it with $2.7 million for Geary BRT. SFMTA will seek funds for the Customer First project from Prop AA, which has a Rapid Network Placeholder. SFMTA has concurred with this recommendation.

We are also recommending amendment of the BART Station Access, Safety and Capacity 5YPP to add the Balboa Park Station Eastside Connections project, which is described in Attachment 2. The project has experienced a $2 million cost increase, which is primarily due to an accelerated project schedule to

minimize service disruption to Muni and inclusion of some overhead catenary system work. The proposed 5YPP amendment would program $870,000 in Fiscal Year 2009/10 Prop K funds inadvertently not carried forward to the 2014 5YPP and advance $2 million in out-year Prop K funds to FY 2014/15 and will reflect increased BART contributions to the project. Prop K funds will be leveraged by $1.9 million in Lifeline Transportation programmed by the Transportation Authority Board in 2009. BART is preparing to advertise the construction contract this fall so we anticipate bringing an allocation request to the Committee for approval in the next couple of months.

The 5YPP document is much more user-friendly than in the past; however, it is still a technical document. The sections that we anticipate being of most interest to Board members include:

- Table 2 - Project Delivery Snapshot (shows completed and underway projects since Prop K inception)
- Table 3 - Prioritization Criteria and Scoring Table
- Table 4 - 5-Year Project List (shows the projects, phase(s) to be funded, and amount of Prop K)
- Project Information Forms (for more detail on scope, schedule, cost and funding for specific projects)

We encourage Board members and the public to visit the Transportation Authority's interactive project map at mystreetsf.com where one can view completed, active and proposed projects. Please be sure to look at the citywide project listings below the map as there are many projects with unspecified locations in the 5YPP.

We are seeking a recommendation for the adoption of the 2014 Prop K BRT/Transit Preferential Streets/Muni Metro Network 5YPP and the amendment of the 2014 Prop K Transit Enhancements and BART Station Access, Safety and Capacity 5YPPs.

ALTERNATIVES

1. Recommend adoption of the 2014 Prop K BRT/Transit Preferential Streets/Muni Metro Network 5YPP and the amendment of the 2014 Prop K Transit Enhancements and BART Station Access, Safety and Capacity 5YPPs.
2. Recommend adoption of the 2014 Prop K BRT/Transit Preferential Streets/Muni Metro Network 5YPP and the amendment of the 2014 Prop K Transit Enhancements and BART Station Access, Safety and Capacity 5YPPs, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The Citizen Advisory Committee (CAC) was briefed on this item at its September 3, 2014 meeting, and adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

There is no impact on the Transportation Authority's adopted FY 2014/15 annual budget associated with the recommendation action. However, the 5YPPs are an important financial planning tool for the Transportation Authority as the 5YPPs, along with the Strategic Plan, establish the expected annual sales tax allocations and set maximum annual reimbursements. While we have been developing the 5YPPs with project sponsors, we have concurrently been working with them to establish Prop K

programming and cash flow levels for the remainder of the 30-year EP period (FY 2019/20 - 2033/34). Financing costs for the life of the Prop K program in the Draft 2014 Strategic Plan are $426 million, down $44 million from $470 million as included in the 2013 Prop K Strategic Plan Baseline (adopted July 2013). Adoption of the 2014 Strategic Plan is presented to the Plans and Programs Committee as a separate item on this agenda.

Actual allocation of funds is subject to separate approval actions by the Transportation Authority. We will update the adopted FY 2014/15 amount for Prop K capital budget expenditures as part of a mid-year budget amendment.

RECOMMENDATION

Recommend adoption of the 2014 Prop K BRT/Transit Preferential Streets/Muni Metro Network 5YPP and the amendment of the 2014 Prop K Transit Enhancements and BART Station Access, Safety and Capacity 5YPPs.

Attachments (3):

1. Presentation: 2014 5YPP Update: Recommended approval of one 5YPP and amendment of two 5YPPs
2. Draft Amended 2014 Prop K BART Station Access, Safety and Capacity Project List and Balboa Park Station Eastside Connections Project Information Form
3. Draft Amended 2014 Prop K Transit Enhancements Project List and Geary BRT Project Information Form

Enclosure:

A. Draft 2014 Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5YPP

Item 6 Attachment 1
Plans and Programs Committee
September 16, 2014

Prop K 2014 5-Year Prioritization Program Update

Recommended approval of BRT/TPS/Muni Metro Network 5YPP and amendment of two 5YPPs

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Plans and Programs Committee
September 16, 2014

BRT/TPS/MUNI Metro Network
Done and Underway Projects

- **Done**
  - Van Ness BRT Environmental
  - Market Street Calm the Safety Zone
  - Mission-Geneva Transit and Pedestrian Improvements
  - Bus Bulb at Balboa and 37th Avenue
  - Numerous planning studies (e.g. Geary corridor, Better Market Street, Geneva TPS)
- **Underway**
  - Geary BRT Environmental
  - N-Judah Customer First
  - Transit Effectiveness Project
  - Market and Haight Street Transit and Pedestrian Improvements

BRT/TPS/MUNI Metro Network
Proposed Projects for Next 5 Years

Transit Rapid Network - BRT Subcategory

- **Van Ness BRT - $36.3M Prop K, $162M Total Cost (all phases)**
  - **Prop K funds increase $15.8M**
  - **Full funding plan**
  - **Revenue service starting in 2018**

BRT/TPS/MUNI Metro Network
Proposed Projects for Next 5 Years

Transit Rapid Network - BRT Subcategory

- **Geary BRT - $44.4M Prop K, $263M Total Cost**
  - **Fully funds project through design, with small amount of Prop K for construction via $14M funding increase**
    - **BRT category increases $11.25M**
    - **Transit Enhancements category increases $2.75M**
  - **Funding may be used for to-be-determined early implementation elements**
  - **SFMTA refining cost estimate**

BRT/TPS/MUNI Metro Network
Proposed Projects for Next 5 Years

Transit Rapid Network – Transit Effectiveness and Performance Initiatives Subcategory

- **Muni Forward Implementation of TEP - $17M Prop K, $143.8M Total**
  - **Funds planning phase which is ineligible for General Obligation Bond funds (Nov. 2014 measure)**
- **Transit Performance Initiative Program Local Match - $543,000 Prop K**
- **NTIP Capital Placeholder - $300,000 Prop K**

BRT/TPS/MUNI Metro Network Highlights

- $30M unallocated in 2009 5YPP period, primarily due to delayed BRTs
- 2014 update significantly advances Prop K funds for BRT and TEP
- No funds after this 5YPP period

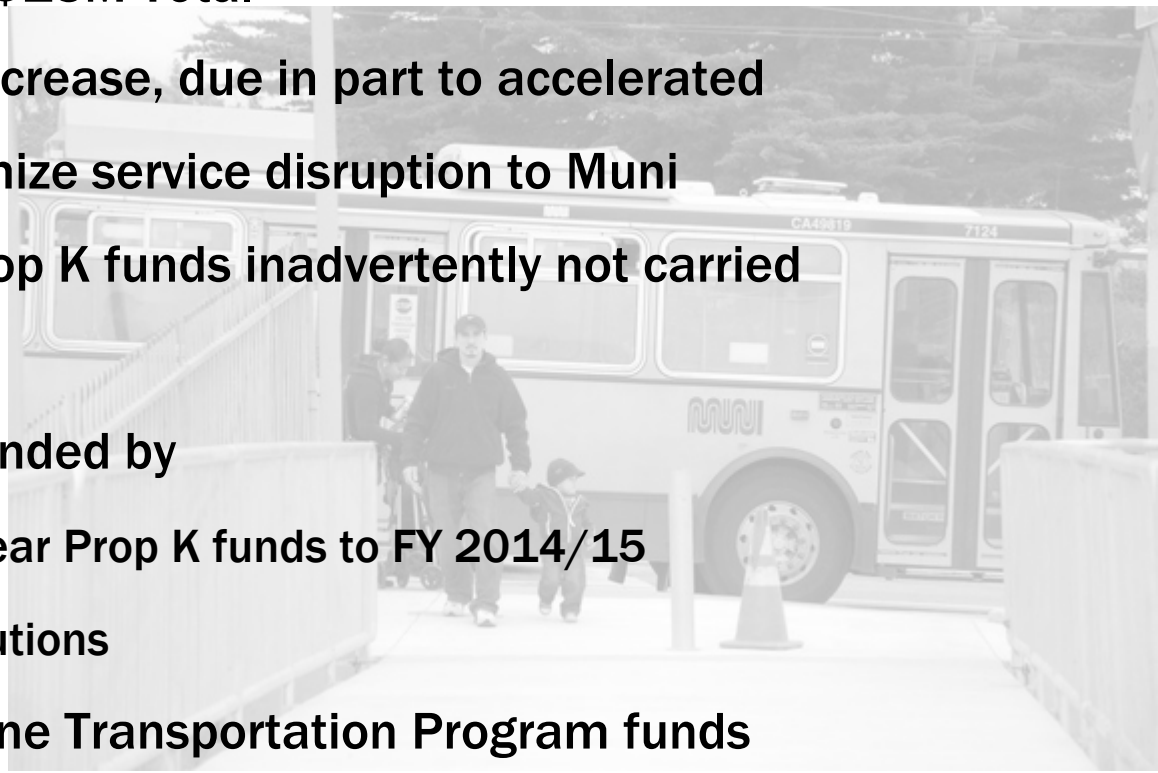
Transit Enhancements
5YPP Amendment

Other Transit Enhancements Subcategory

- Adds Geary BRT with $2.75M in FY 2017/18 construction funds
- Eliminates $2.5M in FY 2014/15 and 2015/16 for Customer First projects
  - Customer First projects will seek Prop AA funds from the Rapid Network Placeholder, with funds available in FYs 14/15 - 16/17
- Finance cost neutral

BART Station Access, Safety and Capacity 5YPP Amendment

- Adds BART's Balboa Park Station Eastside Connections project - $2.03M Prop K, $15M Total
- Project has a $2M cost increase, due in part to accelerated project schedule to minimize service disruption to Muni
- $870k in FY 2009/10 Prop K funds inadvertently not carried forward
- Net result: Project fully funded by
  - Advancing $2M in out-year Prop K funds to FY 2014/15
  - Increased BART contributions
- Leverages $1.9M in Lifeline Transportation Program funds programmed by the Board in 2009



www.sfcta.org/PropK

propk@sfcta.org

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Plans and Programs Committee
September 16, 2014

Item 6 Attachment 2
Plans and Programs Committee
September 16, 2014

Table 4 - Prop K 5-Year Project List (FY 2014/15 - 2018/19)
BART Station Access, Safety and Capacity (EP 8)
Programming
Amendment Pending Board Approval (XX.XX.2014)

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
BART	Balboa Park Station Improvements [NTIP Planning]	PLAN/CER	Programmed	$410,000					$410,000
BART	Balboa Park Station Eastside Connections	CON	Planned	$2,030,000					$2,030,000
BART	24th and Mission Northeast Plaza Redesign	PS&E	Programmed			$327,025			$327,025
BART	Civic Center Station Improvements	PLAN/CER	Programmed					$243,101	$243,101
Total Programmed in 5YPP				$2,440,000	$0	$327,025	$0	$243,101	$3,010,126
Total Programmed in 2014 Strategic Plan				$200,000	$210,000	$220,500	$231,525	$243,101	$1,105,126
Cumulative Remaining Programming Capacity				($2,240,000)	($2,030,000)	($2,136,525)	($1,905,000)	($1,905,000)	($1,905,000)

Table 4 - Prop K 5-Year Project List (FY 2014/15 - 2018/19)

BART Station Access, Safety and Capacity (EP 8)

Cash Flow ($) Maximum Annual Reimbursement

Amendment Pending Board Approval (XX.XX.2014)

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Balboa Park Station Improvements [NTIP Planning]	PLAN/CER	$200,000	$210,000				$410,000
Balboa Park Station Eastside Connections	CON			$2,030,000			$2,030,000
24th and Mission Northeast Plaza Redesign	PS&E			$220,500	$106,525		$327,025
Civic Center Station Improvements	PLAN/CER					$243,101	$243,101
Cash Flow Programmed in 5YPP		$200,000	$210,000	$2,250,500	$106,525	$243,101	$3,010,126
Total Cash Flow in 2013 Strategic Plan Baseline							$0
Cumulative Remaining Cash Flow Capacity		($200,000)	($410,000)	($2,660,500)	($2,767,025)	($3,010,126)	($3,010,126)

San Francisco County Transportation AuthorityProposition K Sales Tax Program
Project Information Form

Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	i. Major Capital Projects (transit)
Prop K EP Project/Program:	c. BART Station Access, Safety and Capacity
EP Line (Primary):	8
Other EP Line Number/s:	
Fiscal Year of Allocation:	2014/15
Project Information	
Project Name:	Balboa Park Station Eastside Connections
Project Location:	Balboa Park BART Station
Project Supervisorial District(s):	11
Project Description:	The project consists of connecting the newly added Eastside entrance plaza with the addition of a new MUNI platform on the Eastside of the BART Balboa Park Station while updating the existing station architecture to suit its new role as a major entrance with the addition of improved lighting, signage and access to the station concourse. Key features include: □ New east side SFMTA train platform □ New pedestrian bridge connecting east side to west side of station □ New lighting □ Ceiling treatment □ Signage and separation barrier between free/paid area □ Wall finishes □ Improve overall appearance of station concourse area □ MUNI passenger will have safer access to BART station □ BART patrons will have direct access from east side to west side of station and vice versa □ Enable easier access to the station and MUNI bus connections □ Improved security with new lighting
Purpose and Need:	The Balboa Park BART/Muni Station is one of the busiest intermodal transit facilities in the region. As the major hub for the southern part of San Francisco, the station serves more than 24,000 passengers daily with its four BART lines, multiple major local bus routes, and three light rail transit (LRT) lines. But access to the station, particularly for non-auto modes, is complicated by tightly squeezed station functions and by the nearby I-280 Geneva-Ocean Avenue interchange system, whose multiple on- and off-ramps deliver heavy auto traffic to the station and its surrounding neighborhoods. The conflicts between fast-moving auto traffic and station-related movements, including bus operations, private vehicle passenger drop-off activity, and pedestrian crossings, detract from the station's ability to provide a high-quality passenger experience.
Community Engagement/Support:	The Balboa Park Community Advisory Committee (CAC), whose membership and quarterly meetings will be open to the public, will monitor progress and provide input on the multiple station-related improvements currently under development. The CAC will also provide input to develop the capital improvements.
Implementing Agency:	Bay Area Rapid Transit District
Project Manager:	Tim Chan
Phone Number:	510-287-4705
Email:	tchan1@bart.gov
Environmental Clearance	
Type:	Categorically Exempt
Status:	Complete
Completion Date (Actual or Anticipated):	10/01/10

San Francisco County Transportation AuthorityProposition K Sales Tax Program
Project Information Form

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Year**	**Quarter**	**Year**
Planning/Conceptual Engineering (30%)	0%	Both	1	2013/14	3	2013/14
Environmental Studies (PA&ED)	0%	Both	1	2010/11	2	2010/11
Design Engineering (PS&E)	0%	Both	4	2013/14	1	2014/15
R/W Activities/Acquisition	0%	N / A				
Advertise Construction	0%	Both	2	2014/15	3	2014/15
Start Construction (i.e. Award Contract)	0%	Both	1	2015/16		
End Construction (i.e. Open for Use)	0%	Both			4	2016/17
Start Procurement (e.g. rolling stock)	0%					
Project Close-out	0%	Both			1	2017/18

Comments/Concerns

Project Name:	Balboa Park Station Eastside Connections

Project Cost Estimate

		Funding Source	
Phase	**Cost**	**Prop K**	**Other**
Planning/Conceptual Engineering	$ -	$ -	$ -
Environmental Studies (PA&ED)	$ -	$ -	$ -
Design Engineering (PS&E)	$ 2,821,883	$ -	$ 2,821,883
R/W	$ -	$ -	$ -
Construction	$ 12,178,117	$ 2,230,000	$ 9,948,117
Procurement (e.g. rolling stock)	$ -	$ -	$ -
Total Project Cost	$ 15,000,000	$ 2,230,000	$ 12,770,000
Percent of Total		**15%**	**85%**

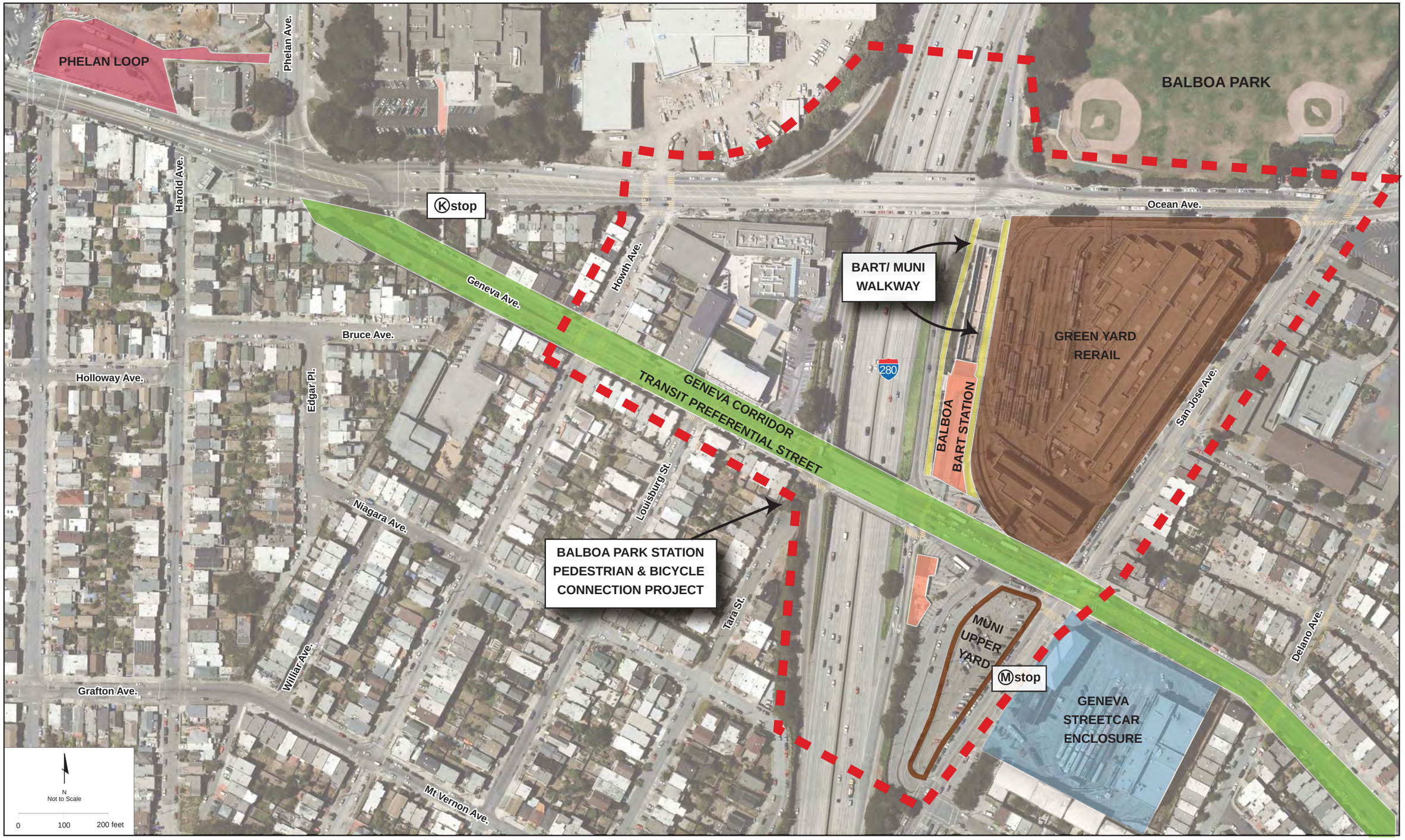
Project Expenditures (Cash Flow) By Fiscal Year — **Enter Cash Flow Here**

Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	14/15	15/16	16/17	17/18	18/19	Total
Design Engineering (PS&E)	Prop 1B*	Allocated	14/15	$ 1,153,610					$ 1,153,610
Design Engineering (PS&E)	STA*	Allocated	14/15	$ 752,440					$ 752,440
Design Engineering (PS&E)	Prop 1B - BART	Allocated	14/15	$ 915,833					$ 915,833
Construction	Prop 1B - BART	Allocated	14/15		$ 6,000,000	$ 3,148,117			$ 9,148,117
Construction	Prop 1B - MTC	Allocated	14/15			$ 800,000			$ 800,000
Construction	Prop K - EP8	Allocated	13/14			$ 200,000			$ 200,000
Construction	Prop K - EP8	Planned	14/15			$ 2,030,000			$ 2,030,000
Total By Fiscal Year				**$ 2,821,883**	**$ 6,000,000**	**$ 6,178,117**	**$ -**	**$ -**	**$ 15,000,000**

Comments/Concerns

*Lifeline Transportation Program funds programmed by the Transportation Authority Board in 2009 through Resolution 10-11.

BART intends to advertise the construction contract in November 2014. The $2 million cost increase is largely due to an accelerated project schedule to minimize service disruption to transit riders, and the need to complete specialized work to replace and reconstruct the overhead catenary system.

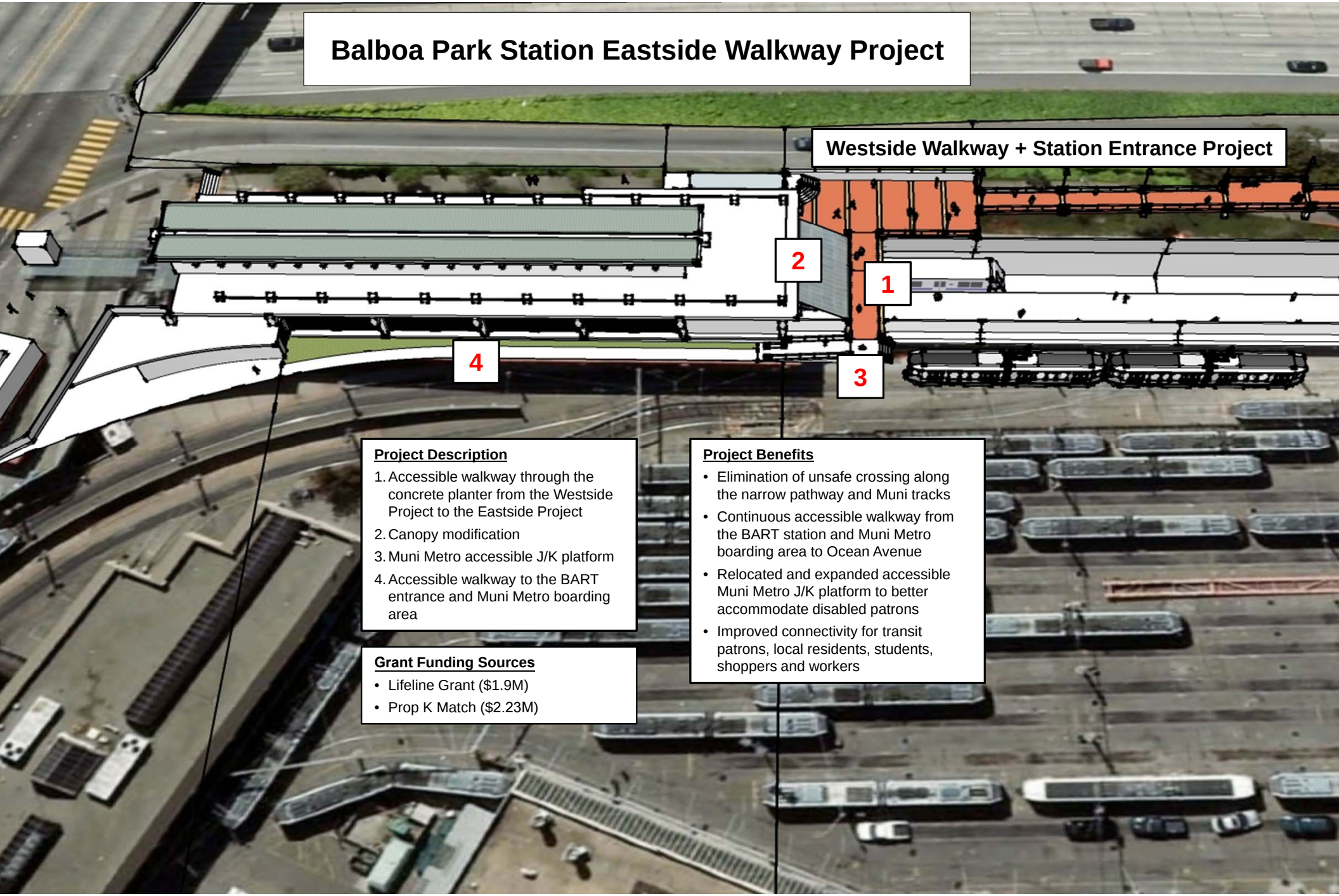


SFMTA | Municipal Transportation Agency

SFMTA PROJECTS & STUDIES
BALBOA PARK

April 2009

Balboa Park Station Eastside Walkway Project



Project Description

1. Accessible walkway through the concrete planter from the Westside Project to the Eastside Project
2. Canopy modification
3. Muni Metro accessible J/K platform
4. Accessible walkway to the BART entrance and Muni Metro boarding area

Grant Funding Sources

- Lifeline Grant ($1.9M)
- Prop K Match ($2.23M)

Project Benefits

- Elimination of unsafe crossing along the narrow pathway and Muni tracks
- Continuous accessible walkway from the BART station and Muni Metro boarding area to Ocean Avenue
- Relocated and expanded accessible Muni Metro J/K platform to better accommodate disabled patrons
- Improved connectivity for transit patrons, local residents, students, shoppers and workers

Table 4 - Prop K 5-Year Project List (FY 2014/15 - FY 2018/19)
Transit Enhancements - (EPs 10-16)
Programming

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Extension of Trolleybus Lines/Motor Coach Conversion (EP 10)									
SFMTA	22 Fillmore Overhead Line Extension (16th Street Multimodal Corridor Project)	CON	Programmed				$4,069,063		$4,069,063
			Programmed in 5YPP	$0	$0	$0	$4,069,063	$0	$4,069,063
			Total Programmed in 2014 Strategic Plan	$0	$0	$0	$4,069,063	$0	$4,069,063
			Cumulative Remaining Programming Capacity	$0	$0	$0	$0	$0	$0
F-Line Extension to Fort Mason (EP 11)									
SFMTA	F-Line Extension	PLAN/CER	Programmed		$205,611				$205,611
SFMTA	F-Line Extension	PS&E	Programmed				$535,269		$535,269
			Programmed in 5YPP	$0	$205,611	$0	$535,269	$0	$740,880
			Total Programmed in 2014 Strategic Plan	$0	$205,611	$0	$535,269	$0	$740,880
			Cumulative Remaining Programming Capacity	$0	$0	$0	$0	$0	$0
Purchase/Rehabilitation Historic Street Cars (EP 12)									
SFMTA	Historic Vehicle Rehabilitation/Replacement - Milan (11) and Vintage (6)	CON	Programmed		$267,929				$267,929
			Programmed in 5YPP	$0	$267,929	$0	$0	$0	$267,929
			Total Programmed in 2014 Strategic Plan	$0	$267,929	$0	$0	$0	$267,929
			Cumulative Remaining Programming Capacity	$0	$0	$0	$0	$0	$0
Balboa Park BART/MUNI Station Access (EP 13)									
SFMTA/ DPW	Balboa Park Station Area and Geneva Plaza Improvements	CON	Programmed	$2,192,087					$2,192,087
BART	Balboa Park Geneva Plaza Improvement Coordination	PS&E	Programmed	$250,000					$250,000
TBD	I-280 Interchange Improvements at Balboa Park	PLAN/CER, ENV, PS&E	Programmed	$750,000					$750,000
TBD	Placeholder for Balboa Park Station Area Improvements	PLAN/CER, ENV, PS&E	Programmed			$750,000			$750,000
			Programmed in 5YPP	$3,192,087	$0	$750,000	$0	$0	$3,942,087
			Total Programmed in 2014 Strategic Plan	$3,192,087	$0	$750,000	$0	$0	$3,942,087
			Cumulative Remaining Programming Capacity	$0	$0	$0	$0	$0	$0

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Relocation of Paul Street Caltrain Station to Oakdale Avenue (EP 14)									
DPW	Quint-Jerrold Connector Road	PS&E	Programmed	$ 465,000					$465,000
DPW	Quint-Jerrold Connector Road	R/W	Programmed	$ 2,240,000					$2,240,000
DPW	Quint-Jerrold Connector Road	CON	Programmed		$ 118,000				$118,000
TBD	Caltrain Oakdale Station Further Project Development	PA&ED	Programmed				$750,000		$750,000
			Programmed in 5YPP	$2,705,000	$118,000	$0	$750,000	$0	$3,573,000
			Total Programmed in 2014 Strategic Plan	$2,705,000	$118,000	$0	$750,000	$0	$3,573,000
			Cumulative Remaining Programming Capacity	$0	$0	$0	$0	$0	$0
Purchase Additional Light Rail Vehicles (EP 15)									
SFMTA	Purchase Additional LRVs	PROC	Programmed	$3,092,490					$3,092,490
SFMTA	Purchase Additional LRVs	PROC	Programmed				$1,500,000		$1,500,000
			Programmed in 5YPP	$3,092,490	$0	$0	$1,500,000	$0	$4,592,490
			Total Programmed in 2014 Strategic Plan	$3,092,490	$0	$0	$1,500,000	$0	$4,592,490
			Cumulative Remaining Programming Capacity	$0	$0	$0	$0	$0	$0
Other Transit Enhancements (EP 16)									
SFMTA	Glen Park Transportation Improvements [NTIP]	PS&E, CON	Programmed		$496,000				$496,000
SFMTA	Geary Bus Rapid Transit	CON	Planned				$2,754,000		$2,754,000
SFMTA	19th Avenue/M-Ocean View	PA&ED	Programmed			$3,000,000			$3,000,000
SFMTA, any eligible sponsor	NTIP Placeholder	Any	Programmed		$1,000,000				$1,000,000
			Programmed in 5YPP	$0	$1,496,000	$3,000,000	$2,754,000	$0	$7,250,000
			Total Programmed in 2014 Strategic Plan	$0	$1,496,000	$3,000,000	$2,754,000	$0	$7,250,000
			Cumulative Remaining Programming Capacity	$0	$0	$0	$0	$0	$0

Programmed in 5YPPs	$8,989,577	$2,087,540	$3,750,000	$9,608,332	$0	$24,435,449
Total Programmed in 2014 Strategic Plan	$8,989,577	$2,087,540	$3,750,000	$9,608,332	$0	$24,435,449
Cumulative Remaining Programming Capacity	$0	$0	$0	$0	$0	$0

Table 4 - Prop K 5-Year Project List (FY 2014/15 - FY 2018/19)
Transit Enhancements - (EPs 10-16)
Cash Flow

Project Name	Phase	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	Total
Extension of Trolleybus Lines/Motor Coach Conversion								
22 Fillmore Overhead Line Extension (16th Street Multimodal Corridor Project)	CON				$1,079,063	$2,990,000		$4,069,063
Cash Flow Programmed in 5YPP		$0	$0	$0	$1,079,063	$2,990,000	$0	$4,069,063
Cash Flow Programmed in 2014 Strategic Plan		$0	$0	$0	$1,079,063	$2,990,000	$0	$4,069,063
Cumulative Remaining Cash Flow Capacity		$0	$0	$0	$0	$0	$0	$0
F-Line Extension to Fort Mason (EP 11)								
F-Line Extension	PLAN/CER		$41,122	$41,122	$123,367			$205,611
F-Line Extension	PS&E				$178,423	$178,423	$178,423	$535,269
Cash Flow Programmed in 5YPP		$0	$41,122	$41,122	$301,790	$178,423	$178,423	$740,880
Cash Flow Programmed in 2014 Strategic Plan		$0	$41,122	$41,122	$301,790	$178,423	$178,423	$740,880
Cumulative Remaining Cash Flow Capacity		$0	$0	$0	$0	$0	$0	$0
Purchase/Rehabilitation Historic Street Cars (EP 12)								
Historic Vehicle Rehabilitation/Replacement - Milan (11) and Vintage (6)	CON		$100,000	$167,929				$267,929
Cash Flow Programmed in 5YPP		$0	$100,000	$167,929	$0	$0	$0	$267,929
Cash Flow Programmed in 2014 Strategic Plan		$0	$100,000	$167,929	$0	$0	$0	$267,929
Cumulative Remaining Cash Flow Capacity		$0	$0	$0	$0	$0	$0	$0
Balboa Park BART/MUNI Station Access (EP 13)								
Balboa Park Station Area and Geneva Plaza Improvements	CON	$1,644,065	$548,022					$2,192,087
Balboa Park Geneva Plaza Improvement Coordination	PS&E	$150,000	$100,000					$250,000
I-280 Interchange Improvements at Balboa Park	PLAN/CER, ENV, PS&E	$500,000	$250,000					$750,000
Placeholder for Balboa Park Station Area Improvements	PLAN/CER, ENV, PS&E			$250,000	$250,000	$250,000		$750,000
Cash Flow Programmed in 5YPP		$2,294,065	$898,022	$250,000	$250,000	$250,000	$0	$3,942,087
Cash Flow Programmed in 2014 Strategic Plan		$2,294,065	$898,022	$250,000	$250,000	$250,000	$0	$3,942,087
Cumulative Remaining Cash Flow Capacity		$0	$0	$0	$0	$0	$0	$0

Project Name	Phase	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	Total
Relocation of Paul Street Caltrain Station to Oakdale								
Quint-Jerrold Connector Road	PS&E	$ 465,000						$465,000
Quint-Jerrold Connector Road	R/W	$ 2,240,000						$2,240,000
Quint-Jerrold Connector Road	CON		$ 118,000					$118,000
Caltrain Oakdale Station Further Project Development	PA&ED				$187,500	$375,000	$187,500	$750,000
Cash Flow Programmed in 5YPP		$2,705,000	$118,000	$-	$187,500	$375,000	$187,500	$3,573,000
Cash Flow Programmed in 2014 Strategic Plan		$2,705,000	$118,000	$0	$187,500	$375,000	$187,500	$3,573,000
Cumulative Remaining Cash Flow Capacity		$0	$0	$0	$0	$0	$0	$0
Purchase Additional Light Rail Vehicles (EP 15)								
Purchase Additional LRVs	PROC			$3,092,490				$3,092,490
Purchase Additional LRVs	PROC				$1,500,000			$1,500,000
Cash Flow Programmed in 5YPP		$0	$0	$3,092,490	$1,500,000	$0	$0	$4,592,490
Cash Flow Programmed in 2014 Strategic Plan		$0	$0	$3,092,490	$1,500,000	$0	$0	$4,592,490
Cumulative Remaining Cash Flow Capacity		$0	$0	$0	$0	$0	$0	$0
Other Transit Enhancements (EP 16)								
Glen Park Transportation Improvements [NTIP]	CON		$248,000	$248,000				$496,000
Geary Bus Rapid Transit	CON				$688,500	$1,377,000	$688,500	$2,754,000
19th Avenue/M-Ocean View	PA&ED			$1,500,000	$1,500,000			$3,000,000
NTIP Placeholder	Any		$340,000	$330,000	$330,000			$1,000,000
Cash Flow Programmed in 5YPP		$0	$588,000	$2,078,000	$2,518,500	$1,377,000	$688,500	$7,250,000
Cash Flow Programmed in 2014 Strategic Plan		$0	$588,000	$2,078,000	$2,518,500	$1,377,000	$688,500	$7,250,000
Cumulative Remaining Cash Flow Capacity		$0	$0	$0	$0	$0	$0	$0

Cash Flow Programmed in 5YPP	$4,999,065	$1,745,144	$5,629,541	$5,836,853	$5,170,423	$1,054,423	$24,435,449
Cash Flow Programmed in 2014 Strategic Plan	$4,999,065	$1,745,144	$5,629,541	$5,836,853	$5,170,423	$1,054,423	$24,435,449
Cumulative Remaining Cash Flow Capacity	$0	$0	$0	$0	$0	$0	$0

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

Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	i. Major Capital Projects (transit)
Prop K EP Project/Program:	a.1 Bus Rapid Transit/MUNI Metro Network
EP Line (Primary):	1
Other EP Line Number/s:	16
Fiscal Year of Allocation:	2017/18
Project Information	
Project Name:	Geary Bus Rapid Transit
Project Location:	Geary Boulevard (Transbay Transit Center to 48th Avenue)
Project Supervisorial District(s):	1,2,3,5,6
Project Description:	The Geary BRT Project would create dedicated bus-only lanes along the seven-mile 38/38L route. This Project would enhance the existing bus-only lanes on Geary and O'Farrell Streets from Market Street to Gough Street, and new bus-only lanes on Geary Boulevard from Gough Street to 33rd Avenue. The Project would also provide other pedestrian- and transit-supportive improvements such as bulb-outs, high-amenity stations, and signal improvements.
Purpose and Need:	To improve transit travel time and reliability along the Geary corridor, improve pedestrian conditions and access to transit, achieve a more balanced way to accommodate multimodal travel, access and circulation, enhance neighborhood livability and community vitality, improve transit system efficiency and effectiveness, and facilitate rail-readiness.
Community Engagement/Support:	The project has engaged with the community in multiple outreach rounds during the feasibility study, the environmental scoping process, and the full environmental analysis, via hosted community meetings, presentations to more than 30 stakeholder groups along the corridor, a Geary BRT Citizen Advisory Committee, a patron survey, a merchant survey, and online tools.
Implementing Agency:	SFMTA - San Francisco Municipal Railway (MUNI)
Project Manager:	Britt Tanner
Phone Number:	415.701.4685
Email:	Britt.Tanner@sfmta.com
Environmental Clearance	
Type:	EIR/EIS
Status:	Underway
Completion Date (Actual or Anticipated):	12/31/14

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Year**	**Quarter**	**Year**
Planning	100%	Both	4	2006/07	4	2007/08
Environmental Studies (PA&ED)	70%	Contracted	2	2008/09	2	2014/15
Conceptual Engineering	0%	In-house	2	2014/15	3	2015/16
Design Engineering (PS&E)	0%	In-house	3	2015/16	4	2016/17
R/W Activities/Acquisition	N/A	N/A				
Advertise Construction	0%	In-house	1	2017/18	2	2017/18
Start Construction (i.e. Award Contract)	0%	Contracted	2	2017/18		
End Construction (i.e. Open for Use)	0%	Contracted			2	2019/20
Start Procurement (e.g. rolling stock)	0%	Contracted	1	2017/18	2	2019/20
Project Close-out	0%	In-house			3	2019/20

Comments/Concerns

Schedule assumes BRT revenue service begins December 2019. Cost and schedule are being refined to identify early implementation elements.

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

Project Name:	Geary Bus Rapid Transit

Project Cost Estimate

		Funding Source		
Phase	**Cost**	**Prop K**	**Other**	**Percent of Construction Cost**
Planning/Conceptual Engineering	$ 17,900,000	$ 17,900,000		9%
Environmental Studies (PA&ED)	$ 6,746,113	$ 6,746,113		3%
Design Engineering (PS&E)	$ 14,500,000	$ 14,500,000		7%
R/W	$ -			
Construction	$ 208,100,000	$ 5,283,000	$ 202,817,000	
Procurement (e.g. rolling stock)	$ 15,800,000		$ 15,800,000	
Total Project Cost	$ 263,046,113	$ 44,429,113	$ 218,617,000	
Percent of Total		**17%**	**83%**	

Project Expenditures (Cash Flow) By Fiscal Year

				Enter Cash Flow Here							
Phase	**Fund Source**	**Fund Source Status**	**Fiscal Year Funds Available**	**Prior Fiscal Years Expenditures**	**14/15**	**15/16**	**16/17**	**17/18**	**18/19**	**19/20**	**Total**
Planning/Conceptual Engineering	Prop K	Allocated	Previous	$ 600,000							$ 600,000
Planning/Conceptual Engineering	Prop K	Planned	14/15		$ 8,650,000	$ 8,650,000					$ 17,300,000
Environmental Studies (PA&ED)	Prop K	Allocated	Previous	$ 5,625,416	$ 1,120,697						$ 6,746,113
Design Engineering (PS&E)	Prop K	Planned	15/16			$ 4,785,000	$ 9,715,000				$ 14,500,000
Construction	Prop K (EP 1)	Planned	17/18					$ 632,250	$ 1,264,500	$ 632,250	$ 2,529,000
Construction	Prop K (EP 16)	Planned	17/18					$ 688,500	$ 1,377,000	$ 688,500	$ 2,754,000
Construction	FTA - Small Starts	Planned	17/18					$ 18,750,000	$ 37,500,000	$ 18,750,000	$ 75,000,000
Construction	TBD	Planned	17/18					$ 31,954,250	$ 63,908,500	$ 31,954,250	$ 127,817,000
Procurement (e.g. rolling stock)	TBD	Planned	17/18					$ 3,950,000	$ 7,900,000	$ 3,950,000	$ 15,800,000
											$ -
Total By Fiscal Year				**$ 6,225,416**	**$ 9,770,697**	**$ 13,435,000**	**$ 9,715,000**	**$ 55,975,000**	**$ 111,950,000**	**$ 55,975,000**	**$ 263,046,113**

Comments/Concerns

Programming assumptions include Prop K fully funding the environmental, planning/conceptual engineering, and final design phases. SFMTA will apply for federal Small Starts funds in FY 2016/17 (max amount for Small Starts is $75M), with funds assumed to be available starting in FY 2017/18. TBD fund sources may include MTC Transit Performance Initiative funds, OneBayArea Grant, cap-and-trade, bridge tolls, additional sales tax, other local, state or federal discretionary funds.

The above project costs reflect the core BRT costs and enhancements The core BRT project costs will meet the FTA guidelines including the Small Starts cost cap of $250M. Current cost estimates are based on ~8% conceptual engineering and are being reviewed and refined by agency staff .Cost and schedule are also being refined to identify early implementation elements.

Community Input

The agency staff-recommended design emerges from an extensive, multi-year community and analytical process with multiple rounds of discussion, technical assessments, and feedback. In 2012 alone, the project hosted three large community meetings; made presentations to more than 30 community groups including neighborhood associations, appointed commissions, merchant groups, and advocacy organizations; and conducted extensive surveys of Geary businesses and their customers.

WHAT WE HAVE HEARD	WHAT WE HAVE DONE
RICHMOND AREA: Concerns about on-street parking supply, construction impacts	Introduced and selected design variant consolidating local and BRT stops in Richmond area, reducing parking removal Developed phased construction plan to balance needs to maintain access and minimize duration
MASONIC AREA: Preference for BRT stops at surface rather than in trench below Masonic	Selected side bus-only lanes for Masonic area with surface stops
FILLMORE AREA: Interest in filling Geary underpass at Fillmore Street	Proposed boulevard-style design and conducted needed subsurface investigations to be considered when fill project is ready to move forward
INNER GEARY: Interest in more aggressive bus treatments	Explored un-crossable bus lane designs; provided intersection 'hot spot' improvements; extended bus-only lanes

Cost and Funding

The cost of the staff-recommended alternative falls in the range of $240 to $270 million, generally in the middle of the larger range for all BRT alternatives that have been considered ($130 million to $350 million). Costs are being refined and are anticipated to conform to the Federal Transit Administration's (FTA's) Small Starts Program cap of $250 million for total project cost. Planned funding of about $38 million is expected from the Prop K sales tax, and $75 million from the FTA. The Mayor's T2030 Task Force recommendation also includes up to $85 million in potential new local revenues for the project, one of multiple options being explored to help fill the project's funding gap.

Summary of Key Benefits and Trade-Offs

Transit Travel Time and Reliability

Corridor-wide, the staff-recommended alternative will provide 20% faster transit travel times. Travel times will vary depending on where riders begin and end their trip, but for all riders, the project will provide a faster and more reliable trip. And knowing more reliably when the bus will arrive and about how long the trip will take helps riders plan their day. The project will improve the reliability of bus service, reducing variability by 20%.

Parking along the Corridor

For BRT to achieve these travel time savings and reliability improvements, portions of the road will need to be reallocated to vehicle travel (auto or bus) instead of parking. Corridor-wide, the staff-recommended alternative will result in a 21% reduction of on-street parking along Geary. Some locations, such as the Richmond, will see no net loss of parking. In the Masonic and Fillmore areas, bus-only lanes need to run along the side of the street in order to resolve technical issues and community concerns, but this configuration results in a greater percentage reduction. Although on-street parking loss on Geary itself is most concentrated in the Fillmore area, the project results in a 5% reduction in total the neighborhood supply when other available parking is considered as well.

In addition, potential strategies to replace some parking may be available for certain locations, such as converting nearby parallel parking to diagonal or perpendicular parking.

Ridership

By improving travel time and reliability, the Geary BRT service is expected to increase ridership by 10% or more, adding thousands of daily riders to an already-successful line, providing mobility for more San Franciscans with fewer cars on the road and less air pollution than without the project. By improving the efficiency of the line, BRT will allow more frequent bus service to serve these additional riders.

Pedestrian Access and Safety

Improved bus travel time is directly linked to how often the bus stops along the route. However, each rider's overall travel time also includes walk and wait time, and some riders have physical difficulty walking farther to reach a stop. The proposed changes balance these trade-offs to limit the increase in walk distance while still improving travel time. In many locations, such as the Outer Richmond and Inner Geary, the stops will be essentially the same. In others, only a small portion of riders would experience an increase in stop spacing greater than a block. Corridor-wide, the average walk distance to reach a local stop would increase by about 70 feet.

Making it safer to walk to the bus stops is a key component of the project; improvements include new corner bulbs to reduce crossing distances, reductions in conflicts with left-turning vehicles, and improved traffic signals and striping.

SFMTA
Municipal Transportation Agency

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
1455 Market Street, 22nd Floor, San Francisco, CA 94103
PROJECT PHONE: 415.593.1655

PROJECT WEB SITE: www.gearybrt.org
PROJECT EMAIL: gearybrt@sfcta.org

311 SAN FRANCISCO AT YOUR SERVICE
Telephone 311
Free language assistance

Scan for project web page

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Fact Sheet
LAST UPDATED
July 2014

Geary Corridor Bus Rapid Transit

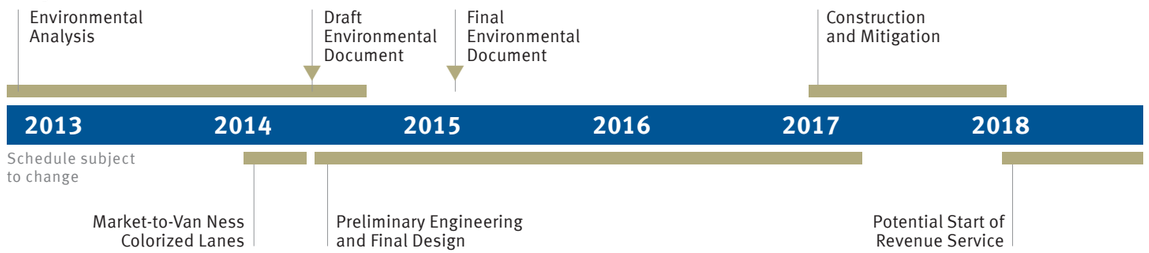
The Geary Corridor (which includes Geary Boulevard, Geary Street and O'Farrell Street) is the most heavily used surface transit corridor in San Francisco. Over 50,000 daily transit trips rely on Geary bus service, but buses serving the corridor are often slow, unreliable and crowded.

To improve transit operations and the overall street environment, the Transportation Authority and the San Francisco Municipal Transportation Agency (SFMTA) propose to implement a bus rapid transit (BRT) system for the Geary corridor. The Geary BRT project's goals are to:

- Improve bus travel times and reliability
- Improve pedestrian safety and access to transit
- Enhance neighborhood livability and community vitality

BRT works by giving buses their own travel lane, operating the traffic signals to give buses the green light more of the time, and enabling passengers to board and disembark faster. BRT provides these improvements in a cost-effective manner and with versatile implementation, allowing improvements to be phased over time and for different segments of the full corridor—a key advantage for the complex and diverse conditions along Geary. Finally, BRT will not just improve transit service; it will also bring streetscape and landscape enhancements for Geary's walking, residential, and commercial environments, a benefit even for those who don't ride transit. In recent years, successful BRT systems in other cities in the US and beyond shown high benefits to transit performance and street revitalization.

Project Timeline



Project Update: Process to Select a Preferred Alternative

The Geary BRT project team has initiated the process to develop consensus on the preferred project design. The process, incorporating multiple rounds of previous technical analysis and community input, entails the following steps going forward.

- **Fall/Winter 2013/14:** Sharing of evaluation results, including staff-recommended alternative, with the community
- **Summer 2014:** Identification of Recommended Alternative in Draft Environmental Document
- **Fall 2014:** Public comment period
- **Winter 2014/15:** Finalization of Locally Preferred Alternative in Final Environmental Document

Features and Benefits of Staff-Recommended Alternative

FEATURE A

Exclusive bus lane, transit signal priority, all-door boarding, new low-floor buses

BENEFIT: Improved bus performance:*
25% travel time savings
20% reliability improvement
10–20% ridership increase

* Compared to 'no-build' conditions, in the segments of the corridor where BRT improvements are proposed

FEATURE B

High-visibility crosswalk markings and signing, intersection corner bulb-outs, reduced conflicts with left-turning vehicles

BENEFIT: Improved pedestrian crossing safety

FEATURE C

New medians with new lighting, landscaping and trees; high-amenity stations

BENEFIT: Enhanced, Complete-Streets environment

How to Stay Involved

- Attend Geary BRT CAC meetings. See www.gearybrt.org/meetings for schedule.
- Email us at gearybrt@sfcta.org.
- Visit www.gearybrt.org.
- Call 415.522.4804 to arrange a presentation to your organization or to get more details on the project or meeting schedule.

Staff Recommended Alternative

SEGMENT DESCRIPTIONS ARE KEYED TO THE MAP

27th Ave to Palm: Center Bus Lanes, Consolidated Local-BRT Stops

Provides 30% travel time savings and high reliability with separation from parking and loading. Speeds travel for the most riders—local bus and BRT. Preserves most on-street parking. Installs new medians with lighting and landscaping. Provides pedestrian crossing safety improvements, including bulb-outs and reductions in left-turn conflicts.

Palm to Broderick (including Masonic): Side Bus Lanes

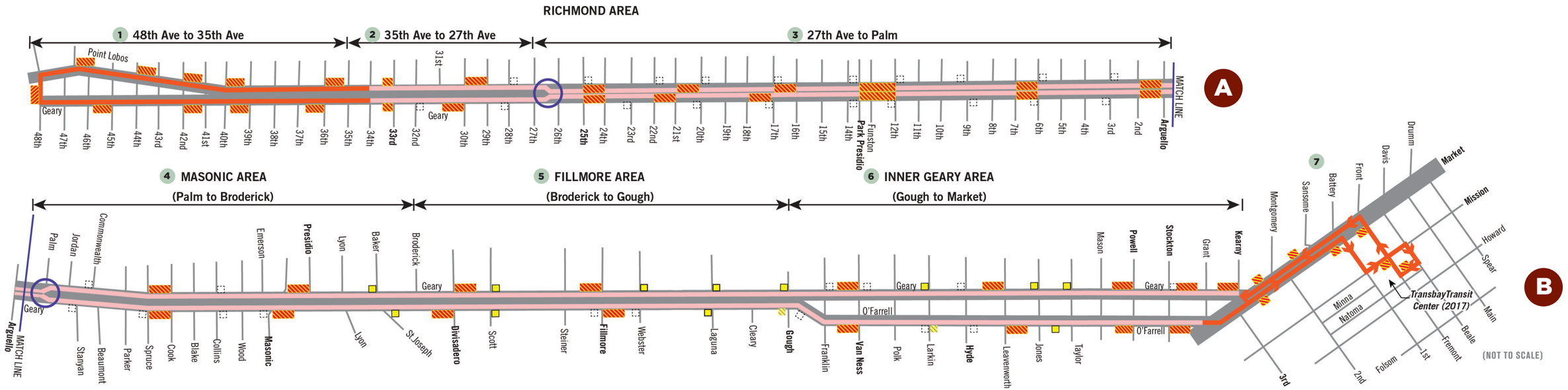
Enables bus improvements while balancing the need for: pedestrian access, security and safety, short transfer (surface stop); smooth multimodal interactions, including new bike lane; accommodating high vehicle volumes. Responds to community feedback preferring surface stop at Masonic.

Broderick to Gough (including Fillmore): Side Bus Lanes

Enables bus improvements while planning continues for future Fillmore fill project; minimizes current investment in favor of potential future fill and center bus lanes.

Gough to Market: Enhancements to Existing Side Lanes

Colorizes existing lanes, fills existing gaps in bus lanes, improves bus flow at key intersections, and provides bus bulb-outs at high-ridership stops. Preserves curbside loading access for hotels, theaters, and stores.



1 48th Ave to 35th Ave: No Bus Treatments

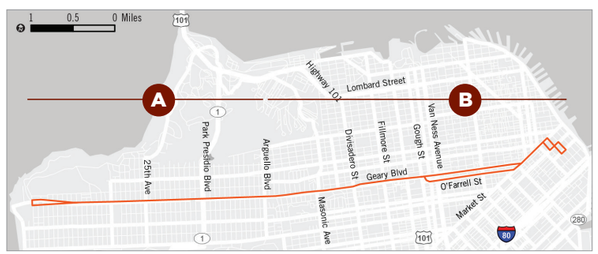
Treatments not needed, given the low levels of traffic congestion and transit ridership.

2 35th Ave to 27th Ave: Side Bus Lanes

Balances benefits with costs given lower levels of ridership and congestion by providing bus improvements at lower cost.

7 Market to Transbay Transit Center: Related Projects

Transit improvements such as dedicated bus lanes here will be made by other projects, including the Better Market Street project and the Transbay Transit District Center project.



LEGEND

- BUS/BRT ROUTE (SAME AS EXISTING)
- PROPOSED BUS-ONLY LANE
- PROPOSED BRT/LOCAL STOP
- PROPOSED LOCAL STOP (NEW OR RELOCATED)
- PRESERVED LOCAL STOP
- REMOVED EXISTING STOP
- TRANSITION BETWEEN SIDE-RUNNING AND CENTER-RUNNING BUS LANES