DRAFT 2014 PROPOSITION K
5-YEAR PRIORITIZATION PROGRAM

BUS RAPID TRANSIT/TR ANSIT PREFERENTIAL STREETS/MUNI METRO NETWORK

Approved: [DATE]

Prepared for the San Francisco County Transportation Authority

By San Francisco Municipal Transportation Agency

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Eligibility

Eligibility as identified in the voter approved Prop K Expenditure Plan is as follows:

"Implement Bus Rapid Transit and Transit Preferential Streets programs to create an integrated citywide network of fast, reliable bus and surface light rail transit services connecting to services provided by MUNI rail and historic streetcar lines, Bay Area Rapid Transit (BART) and Peninsula Corridor Joint Powers Board (PCJPB or Caltrain). Bus Rapid Transit (BRT): Creation of fast, frequent, and reliable bus rapid transit service, with exclusive transit lanes and dedicated stations, on Geary Boulevard (designed and built to rail-ready standards), Van Ness Avenue and Potrero Avenue.

Transit Preferential Streets (TPS): Includes improvements to key transit corridors including Mission and Folsom streets, 19th Avenue, Geneva Avenue, Bayshore Blvd, 16th Street, San Bruno Ave., Stockton, and the MUNI rail lines. Includes additional BRT and TPS improvement subject to availability of funds. TPS improvements are intended to improve speed and reliability at cost lower than BRT. TPS improvements include sidewalk bulb-outs at bus stops, transit-priority lanes, traffic signal modifications, and relocation of bus stops.

BRT and TPS projects may include traffic signal modification to speed up service, and real-time passenger information systems improve transit reliability and reinforce the sense of permanence of the improved service, as well as associated landscaping, lighting and signage improvements. It is the intent that buses that operate along BRT corridors should be able to also operate along TPS corridors. Funds in this section may be used to create dedicated stations and exclusive transit lanes for the MUNI light rail and historic streetcar lines. Includes planning, project development, capital and incremental operating and maintenance costs. Sponsoring Agencies: MUNI, the Department of Parking and Traffic (DPT), the Department of Public Works (DPW), Planning, SFCTA. The first $99.2M is Priority 1 and the remainder is Priority 2. Total Funding: $600M; Prop K: $110.0M."

Both DPT and MUNI are part of the San Francisco Municipal Transportation Agency (SFMTA).

Prioritization Criteria

One of the key required elements of the 5YPPs is a transparent process for how projects get selected. Prop K requires at a minimum that each category include prioritization criteria that address project readiness, community support, and relative level of need or urgency. For this 5YPP update, the Citizens Advisory Committee requested that the Transportation Authority and project sponsors develop a user-friendly, transparent scoring table that could apply to all 5YPPs, and that the scoring prioritize safety and community input highly.

Table 3 shows the new Prioritization Criteria and Scoring Table. Each project can receive a maximum of 20 points, with 10 points allocated programwide criteria and 10 points allocated for category specific criteria.

The Expenditure Plan also requires consideration of geographic equity in terms of project distribution that takes into account the various needs of San Francisco's neighborhoods. BRT, TPS, and Muni Metro Network projects funded with Prop K are located citywide and typically provide benefits to the performance of the entire Muni network.

Stretching Your Prop K Sales Tax Dollars Farther

Leveraging Prop K funds against non-Prop K fund sources (e.g., federal, state, other local funds) is necessary to fully fund the Expenditure Plan projects and programs. For the BRT/TPS/Muni Metro Network category, the Prop K Expenditure Plan assumes that every $1 of sales tax revenue spent would leverage about $4 in non-Prop K funds. The table below compares Prop K Expenditure Plan assumptions with proposed leveraging in the 2014 5-year project list.

Table 1. Prop K Leveraging[1]

Category	Expected Leveraging (Non-Prop K Funds)	Proposed Leveraging (Non-Prop K Funds)
BRT/TPS/Muni Metro Network	82%	83%

[1] This table compares the expected leveraging assumed in the Expenditure Plan with the proposed leveraging assumed in the 5-Year Project List.

The proposed leveraging for the BRT/TPS/Muni Metro Network category is 80% for projects identified, not including the Transit Performance Initiative Program Local Match and Neighborhood Transportation Improvement Program placeholders that have funding plans to-be-determined.

Table 2. Project Delivery Snapshot
Bus rapid Transit/ Transit Preferential Streets/ Muni Metro Network

Table 2a. Prop K Funds Allocated

5-Year Prioritization Program (5YPP) Period	Programmed (Available for Allocation)	Total Allocated as of 3/31/2014	% Allocated
2005 5YPP (FY 2004/05-2008/09)	$15,859,000	$7,942,466	50%
2009 5YPP: (FY 2009/10 -2013/14) *	$54,948,223	$24,018,532	44%
Total *		$31,960,998	

* Funds programmed in the 2009 5YPP may include programmed but unallocated funds from the 2005 5YPP, as well as de-obligated funds.

Table 2b. Percent Complete

Tables show allocations and percent complete through March 31, 2014, based on project sponsors' progress reports.

Completed Projects/Project Phases (sorted by allocation year, then sponsor, then project name)

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated as of 3/31/2014	% Complete as of 3/31/2014
SFCTA	2003/04	Geary Corridor Transit Study	Planning	$ 600,000	100%
SFCTA	2004/05	5-Year Prioritization Program - Bus Rapid Transit/Muni Metro Network	Planning	$ 8,000	100%
SFMTA	2004/05	2005 5-Year Prioritization Program Development	Planning	$ 9,874	100%
SFMTA	2004/05	Inner Geary Corridor Transit Preferential Streets	Construction	$ 240,013	100%
SFMTA	2004/05	Transit Preferential Streets	Planning	$ 74,495	100%
SFMTA	2004/05	Transit Preferential Streets	Planning	$ 49,522	100%
SFCTA	2005/06	Geary Corridor Transit Study - Additional Funds	Planning	$ 160,000	100%
SFCTA	2005/06	Van Ness Bus Rapid Transit Conceptual Design	Planning	$ 50,000	100%
SFCTA	2005/06	Van Ness Bus Rapid Transit Conceptual Design - Expanded Scope	Planning	$ 100,000	100%
SFMTA	2005/06	Market Street - Calm the Safety Zone	Planning, Design, Construction	$ 138,949	100%
SFMTA	2005/06	Transit Preferential Streets Corridor - 19th Avenue	Planning	$ 58,376	100%
SFMTA	2005/06	Transit Preferential Streets Corridor - Transit Signal Priority (Potrero)	Construction	$ 208,090	100%
SFMTA	2005/06	Upgrade Market Street Transit Lane Signs and Pavement Markings	Planning, Construction	$ 28,245	100%
SFCTA	2006/07	Geary Bus Rapid Transit Environmental Impact Study/Environmental Impact Report and Preliminary Engineering - Part 1	Environmental	$ 1,183,000	100%

Table 2. Project Delivery Snapshot
Bus rapid Transit/ Transit Preferential Streets/ Muni Metro Network

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated as of 3/31/2014	% Complete as of 3/31/2014
SFCTA	2006/07	Van Ness Bus Rapid Transit Environmental Impact Study/Environmental Impact Report and Preliminary Engineering	Environmental	$ 1,950,000	100%
SFMTA	2006/07	Controller Upgrades at San Jose Ave./Randall St. and San Jose Ave./30th St.	Design, Construction	$ 37,001	100%
SFMTA	2006/07	Upgrade Transit Lanes Signs to Manual on Uniform Traffic Control Devices Standard	Design, Construction	$ 249,880	100%
SFCTA	2007/08	Geary Bus Rapid Transit Environmental Impact Study/Environmental Impact Report and Preliminary Engineering - Part 2	Environmental	$ 1,125,000	100%
SFMTA	2007/08	19th Avenue, Lincoln Way and Cross-Over Drive Transit Stop Improvement	Planning	$ 19,802	100%
SFMTA	2007/08	Carl/Cole Transit Center Feasibility Study	Planning	$ 20,000	100%
SFMTA	2007/08	Geneva Transit Preferential Street Study	Planning	$ 150,000	100%
SFMTA	2007/08	Harrison Street Transit Lane between the Embarcadero and First Street	Design, Construction	$ 46,704	100%
SFMTA	2007/08	Improving F-Line Safety and Operation at Powell and Jefferson	Design, Construction	$ 73,046	100%
SFMTA	2007/08	Improving Light Rail Vehicle and Pedestrian Safety at 9th Avenue and Irving/Judah	Planning, Design	$ 60,000	100%
SFMTA	2007/08	Improving Light Rail Vehicle and Pedestrian Safety at 9th Avenue and Irving/Judah	Construction	$ 187,542	100%
SFMTA	2007/08	Improving Transit Operation on Van Ness North of North Point	Design, Construction	$ 68,329	100%
SFMTA	2007/08	Light Rail Vehicle Vetag Detection System	Design, Construction	$ 84,836	100%
SFMTA	2007/08	Market Street - Improve Signal Timing to Improve Transit Operation	Design, Construction	$ 44,703	100%
SFMTA	2007/08	McAllister Street Two-Way Study Between Hyde and Market	Planning	$ 19,779	100%
SFMTA	2008/09	6th & Irving Street Transit Preferential Streets Upgrade	Design, Construction	$ 45,751	100%

Table 2. Project Delivery Snapshot
Bus rapid Transit/ Transit Preferential Streets/ Muni Metro Network

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated as of 3/31/2014	% Complete as of 3/31/2014
SFMTA	2008/09	McAllister One-Way to Two-Way Conversion Between Hyde and Jones Streets	Design	$ 134,530	100%
SFCTA	2010/11	Better Market Street	Planning, Environmental	$ 790,000	100%
SFCTA	2010/11	Van Ness Bus Rapid Transit Environmental Impact Study/Environmental Impact Report and 30% Project Development	Environmental	$ 2,955,000	100%
SFMTA	2010/11	Van Ness Bus Rapid Transit - Pre-Locally Preferred Alternative Selection 30% Design Activities	Environmental	$ 99,000	100%
SFMTA	2011/12	Mission-Geneva Transit and Pedestrian Improvements	Construction	$ 100,000	100%
SFCTA	2012/13	Van Ness Bus Rapid Transit Environmental Impact Study/Environmental Impact Report and Advanced Conceptual Engineering	Environmental	$ 240,432	100%
SFMTA	2012/13	N-Judah Customer First	Planning	$ 21,484	100%

Projects/Project Phases Underway (sorted by allocation year, then sponsor, then project name)

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated as of 3/31/2014	% Complete as of 3/31/2014
SFCTA	2010/11	Geary Bus Rapid Transit Environmental Analysis	Environmental	$ 1,647,515	60%
SFCTA	2008/09	19th Avenue Transit Preferential Streets Bulb-Outs - Env. Phase	Environmental	$ 717,000	50%
SFMTA	2012/13	Van Ness Bus Rapid Transit Preliminary Engineering	Environmental	$ 1,311,847	50%
SFMTA	2012/13	N-Judah Customer First	Design	$ 78,776	65%
DPW	2010/11	Bus Bulb at Balboa Street and 37th Avenue	Construction	$ 35,000	99%
SFMTA	2012/13	N-Judah Customer First	Construction	$ 615,880	45%
SFCTA	2013/14	Geary Bus Rapid Transit Environmental Analysis and Advanced Final Conceptual Engineering	Environmental	$ 2,790,598	0%
SFMTA	2013/14	Market and Haight Street Transit and Pedestrian Improvements	Construction	$ 233,000	5%
SFMTA	2013/14	TEP	Planning	$ 5,300,000	0%
SFMTA	2013/14	TEP	Design	$ 7,800,000	0%

For more information on Prop K and other Transportation Authority funded projects, visit http://www.sfcta.org/mystreetsf-projects-map to access an interactive map showing projects in your neighborhood and citywide.

	PROP K PROGRAM-WIDE CRITERIA			BUS RAPID TRANSIT SUBCATEGORY SPECIFIC CRITERIA					
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Named in Prop K Expenditure Plan				Total
Total Possible Score	4	3	3	5	5				20
Transit Rapid Network - Bus Rapid Transit									
Van Ness Bus Rapid Transit	4	3	3	3	5				18
Geary Bus Rapid Transit	3	2	0	3	5				13
Transit Rapid Network - Transit Effectiveness and Performance Initiatives	**PROP K PROGRAM-WIDE CRITERIA**			**TEP SUBCATEGORY SPECIFIC CRITERIA**					
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	On Rapid Network	In TEP	Improves On-Time Performance	Improves Travel Time	Total
Total Possible Score	4	3	3	4	1	1	2	2	20
Muni Forward Implementation of TEP									
Transit Performance Initiative Program Local Match									
Neighborhood Transportation Improvement Program									

These are placeholders. SFTMA will score once specific projects are identified.

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): 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: Projects identified on designated Muni Rapid Network.
In Transit Effectiveness Project (TEP): Improvements are included in the Transit Effectiveness Project.
Improves On-Time Performance: Improves transit service schedule adherence or the level of success of service in remaining on the published schedule.
Improves Travel Time: Results in trip time reduction.

Table 4. Draft 5-Year Project List (FY 2014/15 – FY 2018/19)
Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network (EP 1)
Programming

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Transit Rapid Network - Bus Rapid Transit									
SFMTA	Van Ness Bus Rapid Transit	PS&E	Planned	$1,594,280					$1,594,280
SFMTA	Van Ness Bus Rapid Transit	CON	Planned		$27,730,984				$27,730,984
SFMTA	Geary Bus Rapid Transit	PLAN/CER	Planned	$17,300,000					$17,300,000
SFMTA	Geary Bus Rapid Transit	PS&E	Planned		$14,500,000				$14,500,000
SFMTA	Geary Bus Rapid Transit	CON	Planned				$2,529,000		$2,529,000
Transit Rapid Network - Transit Effectiveness and Performance Initiatives									
SFMTA	Muni Forward Implementation of TEP	PLAN/CER	Planned	$1,125,000					$1,125,000
SFMTA	Muni Forward Implementation of TEP	PLAN/CER	Planned			$2,754,000			$2,754,000
SFMTA	Transit Performance Initiative Program Local Match	PS&E, CON	Planned		$271,500				$271,500
SFMTA	Transit Performance Initiative Program Local Match	PS&E, CON	Planned			$271,500			$271,500
Any eligible	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Planned		$300,000				$300,000
Programmed in 5YPP				$20,019,280	$42,802,484	$3,025,500	$2,529,000	$0	$68,376,264
Total Programmed in 2014 Strategic Plan				$20,019,280	$42,802,484	$3,025,500	$2,529,000	$0	$68,376,264
Cumulative Remaining Programming Capacity				$0	$0	$0	$0	$0	$0

Table 4. Draft 5-Year Project List (FY 2014/15 – FY 2018/19)
Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network (EP 1)
Cash Flow

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Transit Rapid Network - Bus Rapid Transit								
Van Ness Bus Rapid Transit	PS&E	$1,594,280						$1,594,280
Van Ness Bus Rapid Transit	CON		$5,546,197	$11,092,394	$11,092,394			$27,730,984
Geary Bus Rapid Transit	PLAN/CER	$8,650,000	$8,650,000					$17,300,000
Geary Bus Rapid Transit	PS&E		$4,785,000	$9,715,000				$14,500,000
Geary Bus Rapid Transit	CON				$632,250	$1,264,500	$632,250	$2,529,000
Transit Rapid Network - Transit Effectiveness and Performance Initiatives								
Muni Forward Implementation of TEP	PLAN/CER	$562,500	$562,500					$1,125,000
Muni Forward Implementation of TEP	PLAN/CER			$2,754,000				$2,754,000
Transit Performance Initiative Program Local Match	PS&E, CON		$271,500					$271,500
Transit Performance Initiative Program Local Match	PS&E, CON			$271,500				$271,500
Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON		$150,000	$150,000				$300,000
Cash Flow Programmed in 5YPP		$10,806,780	$19,965,197	$23,982,894	$11,724,644	$1,264,500	$632,250	$68,376,264
Cash Flow Programmed in 2014 Strategic Plan		$10,806,780	$19,965,197	$23,982,894	$11,724,644	$1,264,500	$632,250	$68,376,264
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:	
Fiscal Year of Allocation:	2014/15
Project Information	
Project Name:	Van Ness Bus Rapid Transit
Project Location:	Van Ness Avenue (Lombard Street to Mission Street)
Project Supervisorial District(s):	2,3,5,6
Project Description:	Van Ness Avenue Bus Rapid Transit (BRT) Project comprises a package of transit improvements along a 2-mile corridor of Van Ness Avenue between Mission and Lombard Streets. Key features include: conversion of two mixed-flow traffic lanes into dedicated bus lanes, consolidated transit stops, high quality stations, transit signal priority, all-door low floor boarding, elimination of most left turn opportunities for mixed traffic, and pedestrian safety enhancements.
Purpose and Need:	Improved transit performance and ridership, enhanced pedestrian safety & comfort, improved operation efficiency and accommodation of private vehicles and commercial loading, upgraded streetscape, support of civic destinations and integration of transit infrastructure with land uses, increased transit operational efficiency and capital cost effectiveness
Community Engagement/Support:	Van Ness Avenue has been identified as a high-priority transit corridor in planning studies and funding actions since 1995. In 2006, the Transportation Authority and SFMTA Boards approved the Van Ness Avenue BRT Feasibility Study and initiated environmental review of the BRT project, including outreach and incorporation of public comment at each stage. Environmental clearance and project approvals were completed in December 2013.
Implementing Agency:	SFMTA - San Francisco Municipal Railway (MUNI)
Project Manager:	Peter Gabancho
Phone Number:	415-701-4306
Email:	peter.gabancho@sfmta.com
Environmental Clearance	
Type:	EIR/EIS
Status:	Completed
Completion Date (Actual or Anticipated):	12/20/13

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year**	**Quarter**	**Fiscal Year**
Planning/Conceptual Engineering (30%)						
Environmental Studies (PA&ED)	100%	both	2	2006/07	4	2013/14
Design Engineering (PS&E)	30%	In-house	4	2013/14	4	2014/15
R/W Activities/Acquisition						
Advertise Construction			1	2015/16	2	2015/16
Start Construction (i.e. Award Contract)		contracted	3	2015/16		
End Construction (i.e. Open for Use)					4	2017/18
Start Procurement (e.g. rolling stock)			4	2015/16	4	2016/17
Project Close-out					1	2020/21

Comments/Concerns

Revenue Service Start - 2018

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

Project Name:	Van Ness Bus Rapid Transit

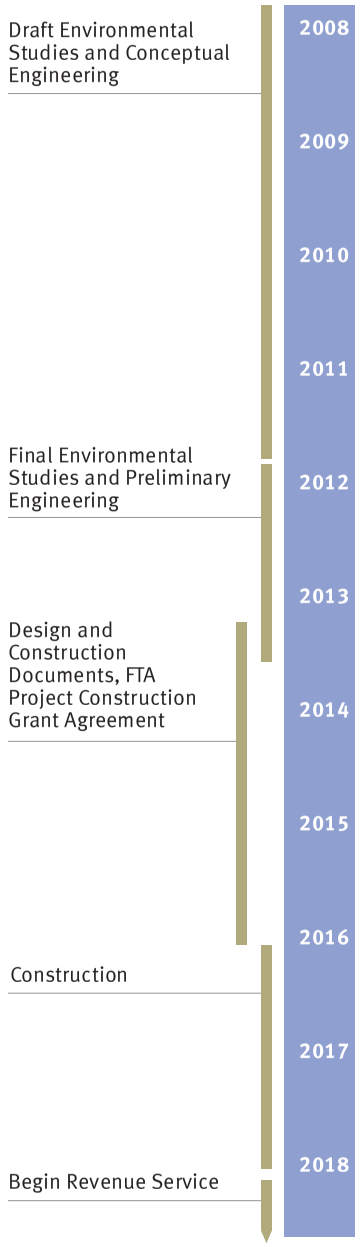
Project Cost Estimate

		Funding Source	
Phase	**Cost**	**Prop K**	**Other**
Planning/Conceptual Engineering	$ -		
Environmental Studies (PA&ED)	$ 14,208,112	$ 6,977,180	$ 7,230,932
Design Engineering (PS&E)	$ 10,228,000	$ 1,594,280	$ 8,633,720
R/W	$ -	$ -	$ -
Construction	$ 137,636,188	$ 27,730,984	$ 109,905,204
Procurement (e.g. rolling stock)	$ -	$ -	$ -
Total Project Cost	$ 162,072,300	$ 36,302,444	$ 125,769,856
Percent of Total		**22%**	**78%**

Project Expenditures (Cash Flow) By Fiscal Year

				Enter Cash Flow Here						
Phase	**Fund Source**	**Fund Source Status**	**Fiscal Year Funds Available**	**Prior Fiscal Years**	**14/15**	**15/16**	**16/17**	**17/18**	**18/19**	**Total**
Environmental Studies (PA&ED)	PPM	Allocated	Previous	$ 197,907						$ 197,907
Environmental Studies (PA&ED)	FTA - Small Starts	Allocated	Previous	$ 7,031,202						$ 7,031,202
Environmental Studies (PA&ED)	Prop K	Allocated	Previous	$ 6,977,180						$ 6,977,180
Environmental Studies (PA&ED)	SFMTA Operating	Allocated	Previous	$ 1,823						$ 1,823
Design Engineering (PS&E)	FTA - Small Starts	Allocated	Previous		$ 8,068,800					$ 8,068,800
Design Engineering (PS&E)	Prop K	Planned	14/15		$ 1,594,280					$ 1,594,280
Design Engineering (PS&E)	CPMC	Programmed	14/15		$ 564,920					$ 564,920
Construction	CPMC	Programmed	14/15			$ 4,435,080				$ 4,435,080
Construction	FTA - Small Starts	Programmed	11/12			$ 5,899,997	$ 12,000,000	$ 12,000,000		$ 29,899,997
Construction	FTA - Small Starts	Planned	12/13			$ 6,000,000	$ 12,000,000	$ 12,000,000		$ 30,000,000
Construction	Prop K	Planned	15/16			$ 2,473,488	$ 4,946,976	$ 4,946,976		$ 12,367,440
Construction	Prop K	Planned	15/16			$ 3,072,708	$ 6,145,418	$ 6,145,418		$ 15,363,544
Construction	SFMTA Rev Bonds	Planned	15/16			$ 5,210,695	$ 10,421,392	$ 9,979,037		$ 25,611,124
Construction	Central Freeway	Programmed	15/16			$ 2,530,827	$ 5,061,654	$ 5,061,654		$ 12,654,135
Construction	SHOPP	Programmed	16/17				$ 3,652,434	$ 3,652,434		$ 7,304,868
Total By Fiscal Year				**$ 14,208,112**	**$ 10,228,000**	**$ 29,622,795**	**$ 54,227,874**	**$ 53,785,519**	**$ -**	**$ 162,072,300**

Project Schedule



2011–2013 Schedule

- Public circulation of Draft EIS/EIR
- Recommendation of a Locally Preferred Alternative
- Final EIS/EIR, Caltrans approvals, commence 30% engineering

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SFMTA
Municipal Transportation Agency

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Scan for project web page

1891 and 1942 photos courtesy San Francisco History Center, San Francisco Public Library

A Brief Transportation History of Van Ness Avenue

Development was slow along Van Ness until the 1906 Earthquake, when businesses and residents fled a devastated downtown. Redevelopment of Civic Center and the need to move throngs of visitors to the 1915 Panama-Pacific Exposition in the Marina also fueled development along the avenue, which included a new Municipal Railway line.

A nascent auto industry and its array of support sectors found a home as businesses moved back to a rebuilt downtown, and the Van Ness corridor quickly became one of the west's largest Auto Rows.

After the Golden Gate Bridge united San Francisco with points north, Van Ness Avenue and Lombard Street became integral auto corridors carrying US 101 and the burgeoning local and regional commercial, commuter, and recreational travel. Van Ness was widened in 1936 and extended south to Howard Street to connect with the southern portion of the city and the Peninsula.

Post-war highway planning saw the removal of rail lines, which were paved over for use by motor buses. The H Line, running up Van Ness since the 1915 Exposition, was abandoned in 1950. But in the late '50s citizen protest against proposed freeways throughout the city led the Board of Supervisors to halt construction on most of them, and Van Ness was left as the main conduit for US 101.

By the '70s, Auto Row had fallen into decline. In the late '80s, the Planning Commission adopted the Van Ness Area Plan, which called for an increased mixed-use and residential character—which is now being realized—and encouraged tree-planting on the street, echoing the boulevard plans of the late nineteenth century.

Starting in the mid '90s, long range transportation plans prepared by the Authority and Muni recognized Van Ness Avenue as one of the city's top transit corridors in need of rapid service. Prop K, passed by 73% of San Francisco voters in 2003, provided the local funds that now attract federal investment in Bus Rapid Transit on Van Ness Avenue. By 2016, local and regional transit passengers alike could be experiencing the travel time, reliability, and pedestrian improvements offered by BRT.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Fact Sheet
LAST UPDATED
October. 2013

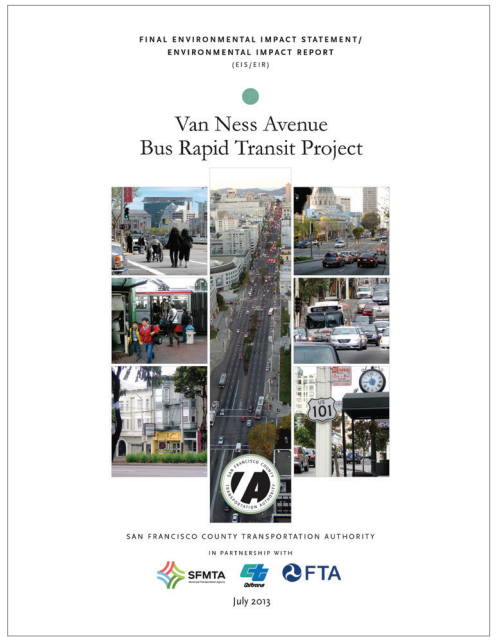
Van Ness Avenue Bus Rapid Transit

SFCTA and SFMTA Boards Approve Van Ness Avenue Bus Rapid Transit. The City's First Full-featured Bus Rapid Transit Project will anchor the Muni Rapid Network

On Tuesday, Sept. 17, 2013, the SF Municipal Transportation Agency Board voted unanimously to approve a planned bus rapid transit (BRT) project on Van Ness Avenue. The vote came a week after the Authority Board voted unanimously to approve the project and to certify its Environmental Impact Report, as required by the California Environmental Quality Act, clearing the way for design and implementation.

This is a signature project of the SFCTA's Prop K transportation sales tax program. The project now goes to the Federal Transit Administration for approval of the Environmental Impact Statement, as required by the National Environmental Policy Act, and for approval for federal funds to help pay for construction.

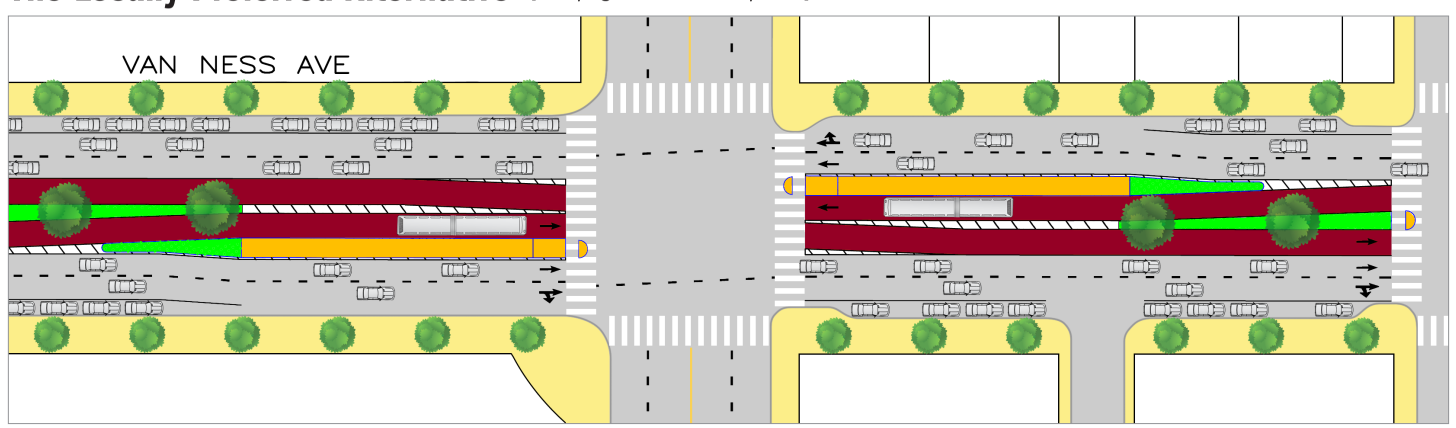
The Sept. 17 vote is the culmination of years of multi-agency collaboration at the local, state, and federal levels to develop BRT along Van Ness Avenue, which also operates as Highway 101 through the city. The project calls for dedicated bus lanes separated from traffic from Lombard to Mission streets which will be used by Muni's 49 and 47 lines and Golden Gate Transit. The dedicated lanes will flank center landscaped medians along Van Ness Avenue. All-door boarding, elimination of most left turns, transit signal priority, and traffic signal optimization will help reduce travel time on the corridor by as much as 33 percent. In addition, pedestrian improvements, signal upgrades, new streetlights, new landscaping and roadway resurfacing will be implemented throughout the corridor.



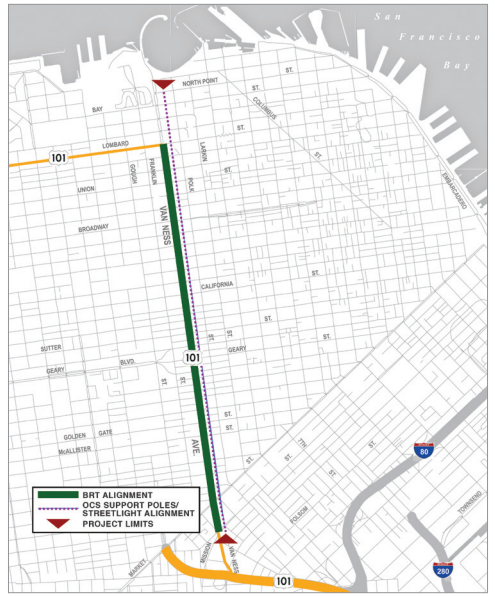
Quick Facts

- **WHAT?** Rapid transit on Van Ness Avenue: see pages two and three for a list of BRT features and the original project alternatives.
- **WHICH ROUTES?** Muni Routes 47 and 49. Golden Gate Transit Routes 10, 70, 80, 93, and 101.
- **WHERE?** Dedicated BRT lanes would extend along Van Ness Avenue from Lombard St. to Mission St.
- **WHEN?** Construction could begin in 2015 for start of service in 2018.
- **HOW MUCH?** The LPA is expected to cost $126M.

The Locally Preferred Alternative [See page 3 for a description.]



Not to scale. For planning purposes only.



Project location

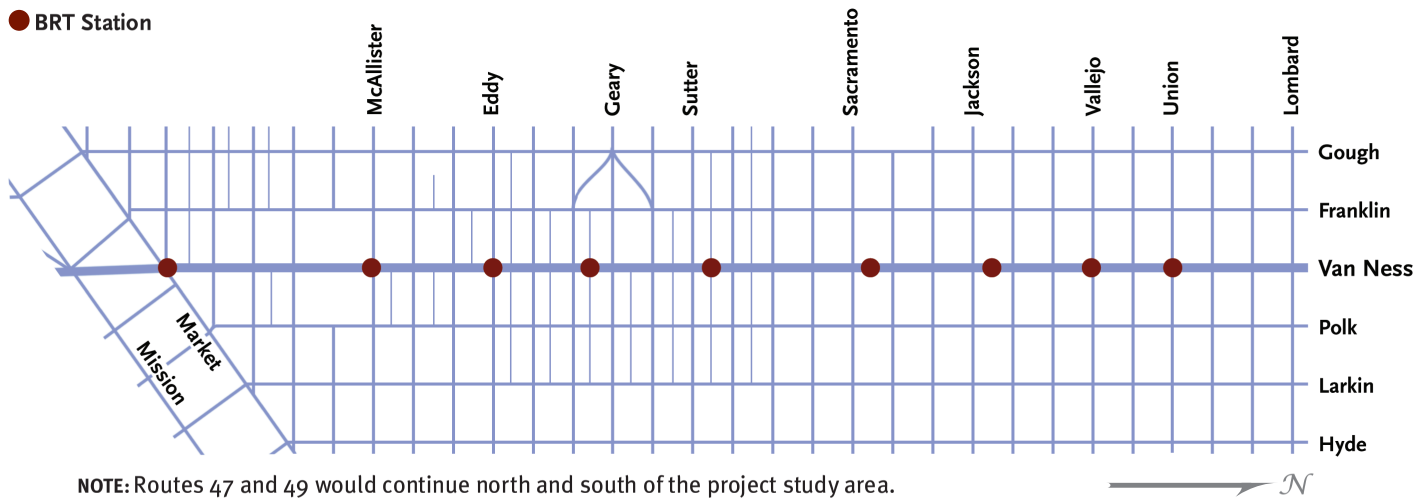
Project History

Bus rapid transit (BRT) is an affordable approach to creating true rapid transit along San Francisco's major North-South travel route. The Van Ness Avenue BRT Feasibility Study, called for in the 2004 Countywide Transportation Plan and adopted in 2006 by the Transportation Authority and San Francisco Municipal Transportation Agency boards, found that BRT on Van Ness Avenue would likely provide significant transit benefits with manageable impacts, and called for an environmental review of the project.

BRT Features

- **DEDICATED BUS LANE** separated from regular traffic to improve transit performance.
- **ALL-DOOR, LEVEL BOARDING, AND PROOF OF PAYMENT** to allow buses to pick up and drop off passengers more quickly.
- **HIGH QUALITY SHELTERS** including protection from the elements and comfortable seating.
- **PEDESTRIAN SAFETY ENHANCEMENTS** including reduced crossing distances on streets where BRT stations exist and large platforms for waiting passengers.
- **TRANSIT SIGNAL PRIORITY** with traffic signals recognizing an approaching BRT vehicle and extending the green light when it is safe to do so.
- **TRAFFIC SIGNAL OPTIMIZATION**, a data-driven approach to timing all traffic lights in the corridor.

Project Study Area and Van Ness BRT Station Locations



NOTE: Routes 47 and 49 would continue north and south of the project study area.

Expected BRT Benefits

Analysis discussed in the Draft EIS/EIR indicates that BRT on Van Ness Avenue would help achieve the City's goals for transportation system performance and sustainability, with manageable impacts and trade-offs:

PROJECT GOAL	EXPECTED BRT BENEFITS
Improve transit speed and reliability	• Reduced transit travel time by as much as 33% • Decreased delays leading to improved reliability
Boost transit ridership	• Increased transit ridership on Muni 47 and 49 lines by up to 35%
Improve pedestrian amenities and safety	• Shorter and safer pedestrian crossings • Audible Pedestrian Countdown signals at all intersections
Provide for safe circulation for all travelers	• Design expected to reduce collisions
Increase transportation system performance	• Increased capacity to move people through the corridor
Deliver near-term benefits cost-effectively	• Rated by FTA as the most cost-effective transit project in the nation
Improve transit operational efficiency	• Reduced Muni operating costs of up to 30% for Van Ness Avenue service

The Locally Preferred Alternative

After incorporating significant analysis and public feedback on the Draft EIS/EIR, the Authority and SFMTA Boards approved the LPA for the Van Ness Avenue BRT corridor in May and June of 2012. The LPA (schematic on page 1) represents a hybrid approach to implementation that borrows from some of the most compelling features of the various design alternatives that were analyzed in the Draft EIS/EIR. Under the LPA, BRT lanes would flank the center median except at stations where the BRT vehicles would transition to the center of the roadway and be protected by right side boarding platforms. The LPA retains the high performance features of Build Alternatives 3 and 4 (e.g, faster, more reliable performance) while avoiding the need to acquire left-right door vehicles or rebuild the entire median. The LPA also eliminates all left turns from Van Ness Avenue between Mission and Lombard streets with the exception of a southbound (two lane) left turn at Broadway in order to gain the most transit time benefits. The LPA will bring meaningful travel time savings to this heavily travelled corridor as well as improve the overall travel experience.

Did You Know...

- **HIGHEST FEDERAL RATING:** The Federal Transit Administration has given Van Ness BRT a "high" rating for cost-effectiveness—one of only two projects in the nation to receive this designation!
- **ANTICIPATED FEDERAL FUNDING:** Based on the FTA rating, the project has been recommended for a total of $45M in federal funds in 2011–2012, with an additional $30M anticipated for project implementation.

In Other News

Key Caltrans Approvals Granted in Spring 2013

In order to complete the Final EIS/EIR, the project team needed to reach agreement with the California Department of Transportation (Caltrans) on the design and roadway dimensions of the LPA. The team achieved this goal in May, culminating with the signing of Design Exception Fact Sheets. This is a significant milestone, and represents years of hard work from the Authority, the SFMTA, and Caltrans staff. We thank the departments for their partnership!


Signatories of the Caltrans Design Exception Fact Sheets.

San Francisco Elected Officials, Stakeholders, and Staff Check out Mexico City BRT

In late May, 2013, Authority and SFMTA staff accompanied a delegation of San Francisco elected officials and stakeholders to Mexico City, where they got a chance to see a new BRT system firsthand. In addition to being impressed by the system's ability to get high volumes of passengers where they need to go quickly and efficiently, the delegation was pleased to learn that Mexico City travelers often choose to ride the BRT versus the Metro (subway). The high-quality feel of the stations, BRT vehicles, fare prepayment, and dedicated lanes really do make it a mode of choice for all types of travelers. The trip was funded by the Rockefeller Foundation and led by staff from the Institute for Transportation and Development Policy (www.itdp.org). See a presentation on the trip on the San Francisco Planning and Urban Research (SPUR) website: www.spur.org/events/calendar/¡hola-brt-real-0

Mexico City residents often choose to ride the Metrobús BRT over the Metro subway.


The San Francisco Delegation exploring Mexico City's Metrobús.

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:	2014/15
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.

Project Name:	Geary Bus Rapid Transit

Project Cost Estimate

Phase	Cost	Funding Source: Prop K	Funding Source: 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

Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	Enter Cash Flow Here: 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 $44 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

Geary Corridor Bus Rapid Transit

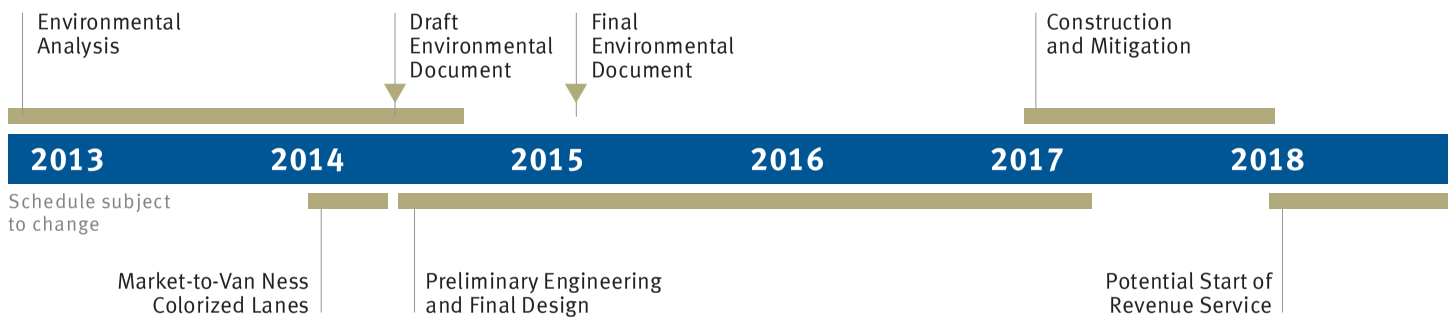
The Geary Corridor (which includes Geary Boulevard, Geary Street and O'Farrell Street) is the most heavily used surface transit corridor in San Francisco. Over 50,000 daily transit trips rely on Geary bus service, but buses serving the corridor are often slow, unreliable and crowded.

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.

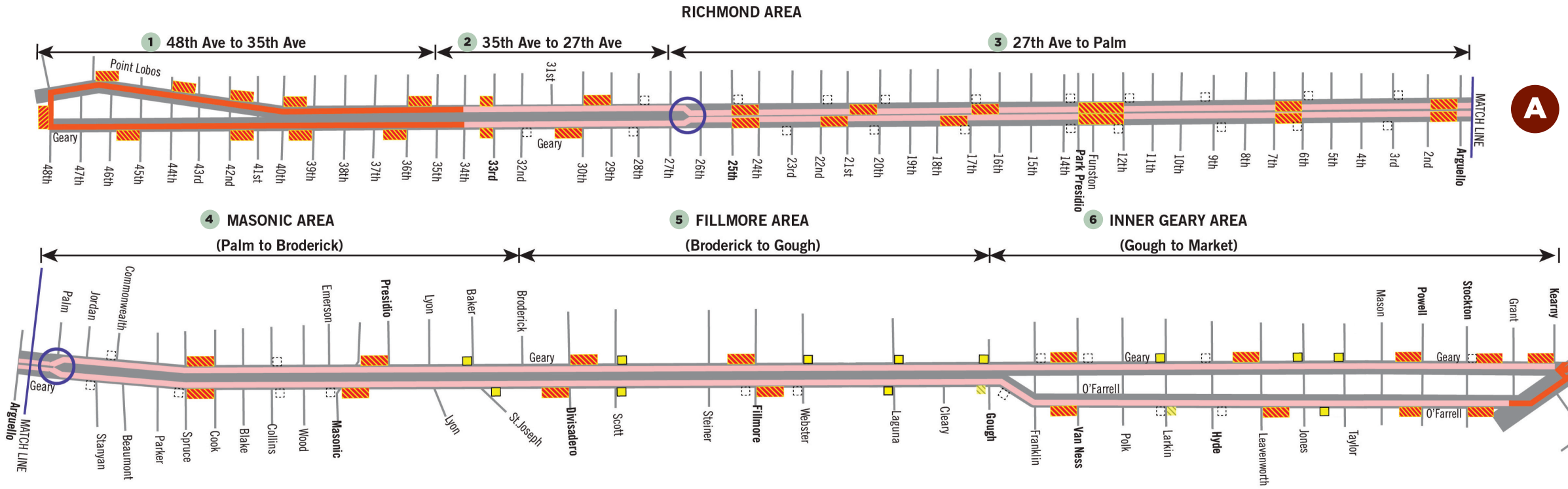
Broderick to Gough (including Fillmore): Side Bus Lanes

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.

RICHMOND AREA



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

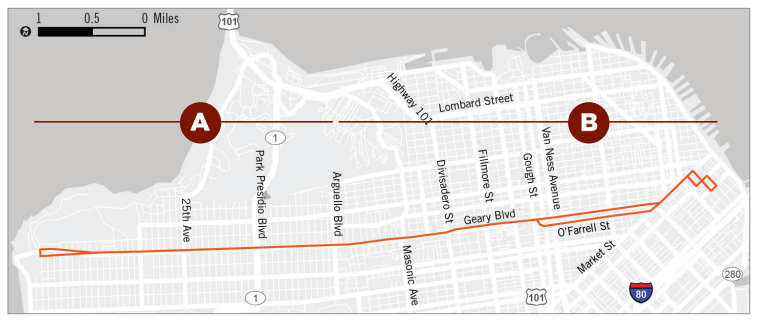
Treatments not needed, given the low levels of traffic congestion and transit ridership.

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

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:	
Fiscal Year of Allocation:	2014/15
Project Information	
Project Name:	Muni Forward Implementation of TEP
Project Location:	Multiple
Project Supervisorial District(s):	All
Project Description:	The Transit Effectiveness Project (TEP) includes service related capital improvements including: a) Transfer and Terminal Point Improvements; b) Overhead Wire Expansion and c) Systemwide Capital Infrastructure, such as the installation of new accessible platforms to improve system accessibility across the light rail network. The TEP also includes Travel Time Reduction Projects (TTRP) which would implement roadway and transit stop changes to reduce delays on the most heavily used routes. Elements of TTRP Projects include: adding transit bulbs/boarding islands; transit stop changes including moving, adding, or eliminating stops; the addition of turn lanes, turn restrictions, and transit-only lanes; pedestrian improvements such as curb extensions and other crosswalk treatments; and the removal of stop signs and installation of traffic signals or other traffic calming measures at intersections. More information regarding the TEP is available online here: http://www.sfmta.com/projects-planning/projects/tep-transit-effectiveness-project. This funding would support the implementation of Muni Forward including conceptual engineering and design of the capital-related improvements identified in the TEP planning effort.
Purpose and Need:	The objectives of the Muni Forward implementation of the TEP planning effort include efficient allocation of transit resources, improved service delivery and reliability, reduction in transit travel time and improved customer service.
Community Engagement/Support:	Muni Forward Implementation of TEP-related projects will be accompanied by extensive outreach efforts. SFMTA has already and intends to continue to conduct extensive public outreach and deliver strategic communications to targeted constituent groups. Specific outreach tactics include: face-to-face meetings and direct correspondence with supervisors, direct mailings to project area residents, SFMTA-hosted public meetings and attendance at non-SFMTA-hosted meetings, visual materials on vehicles, and direct involvement with community leaders.
Implementing Agency:	SFMTA - San Francisco Municipal Railway (MUNI)
Project Manager:	Julie Kirshbaum
Phone Number:	415-701-4034
Email:	julie.kirshbaum@sfmta.com
Environmental Clearance	
Type:	EIR
Status:	Completed (Date below is the planning commission certification date of the EIR)
Completion Date (Actual or Anticipated):	03/27/14

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year**	**Quarter**	**Fiscal Year**
Planning/Conceptual Engineering (30%)	30%	In-House	2	2011/12	1	2016/17
Environmental Studies (PA&ED)	100%	Both	2	2012/13	3	2013/14
Design Engineering (PS&E)	0%	In-House	1	2014/15	3	2017/18
R/W Activities/Acquisition	N/A	N/A				
Advertise Construction	0%	In-House				
Start Construction (i.e. Award Contract)	0%	Contracted	4	2014/15		
End Construction (i.e. Open for Use)	0%	Contracted			4	2018/19
Start Procurement (e.g. rolling stock)	N/A	N/A				
Project Close-out	0%	In-House			4	2019/20

Project Name:	Muni Forward Implementation of TEP

Project Cost Estimate

		Funding Source	
Phase	**Cost**	**Prop K**	**Other**
Planning/Conceptual Engineering	$ 9,179,000	$ 9,179,000	
Environmental Studies (PA&ED)	$ -	$ -	$ -
Design Engineering (PS&E)	$ 15,545,000	$ 7,800,000	$ 7,745,000
R/W	$ -	$ -	$ -
Construction	$ 117,950,000		$ 117,950,000
Procurement (e.g. rolling stock)	$ -	$ -	$ -
Total Project Cost	$ 142,674,000	$ 16,979,000	$ 125,695,000
Percent of Total		**12%**	**88%**

Project Expenditures (Cash Flow) By Fiscal Year

					Enter Cash Flow Here					
Phase	**Fund Source**	**Fund Source Status**	**Fiscal Year Funds Available**	**Prior FY Allocations**	**14/15**	**15/16**	**16/17**	**17/18**	**18/19**	**Total**
Planning/Conceptual Engineering	Prop K	Allocated	13/14	$ 5,300,000						$ 5,300,000
Planning/Conceptual Engineering	Prop K	Planned	14/15		$ 562,500	$ 562,500				$ 1,125,000
Planning/Conceptual Engineering	Prop K	Planned	16/17				$ 2,754,000			$ 2,754,000
Design Engineering (PS&E)	Prop K	Allocated	13/14	$ 7,800,000						$ 7,800,000
Design Engineering (PS&E)	CCSF GO Bond	Planned	14/15		$ 3,045,000					$ 3,045,000
Design Engineering (PS&E)	CCSF GO Bond	Planned	15/16			$ 1,100,000				$ 1,100,000
Design Engineering (PS&E)	CCSF GO Bond	Planned	16/17				$ 2,000,000			$ 2,000,000
Design Engineering (PS&E)	CCSF GO Bond	Planned	17/18					$ 1,600,000		$ 1,600,000
Construction	CCSF GO Bond	Planned	14/15		$ 18,200,000					$ 18,200,000
Construction	CCSF GO Bond	Planned	15/16			$ 27,387,500				$ 27,387,500
Construction	CCSF GO Bond	Planned	16/17				$ 37,195,833			$ 37,195,833
Construction	CCSF GO Bond	Planned	17/18					$ 13,466,667		$ 13,466,667
Construction	CCSF GO Bond	Planned	18/19						$ 21,700,000	$ 21,700,000
Total By Fiscal Year				**$ 13,100,000**	**$ 21,807,500**	**$ 29,050,000**	**$ 41,949,833**	**$ 15,066,667**	**$ 21,700,000**	**$ 142,674,000**

Comments/Concerns

General Obligation Bond is dependent upon voter approval of the measure in November 2014.

SFMTA
Municipal Transportation Agency

Muni Forward Rapid Network Capital Projects
TEP Implementation Summary

Muni Forward Rapid Network Capital Projects is one of three implementation proposals defined in the Transit Effectiveness Project (TEP) planning effort. The TEP recommended a suite of projects and transit improvements to enhance service reliability, reduce travel time on transit, and improve customer experiences and service efficiency. The TEP has been an on-going process since 2006 and represents the first major evaluation of transit service provisions since the late 1970s. The TEP includes three categories of implementation tools to create better Muni:

1) Service Improvements
2) Service-related Capital Improvements
3) Rapid Network Capital Projects

Fast Track Projects

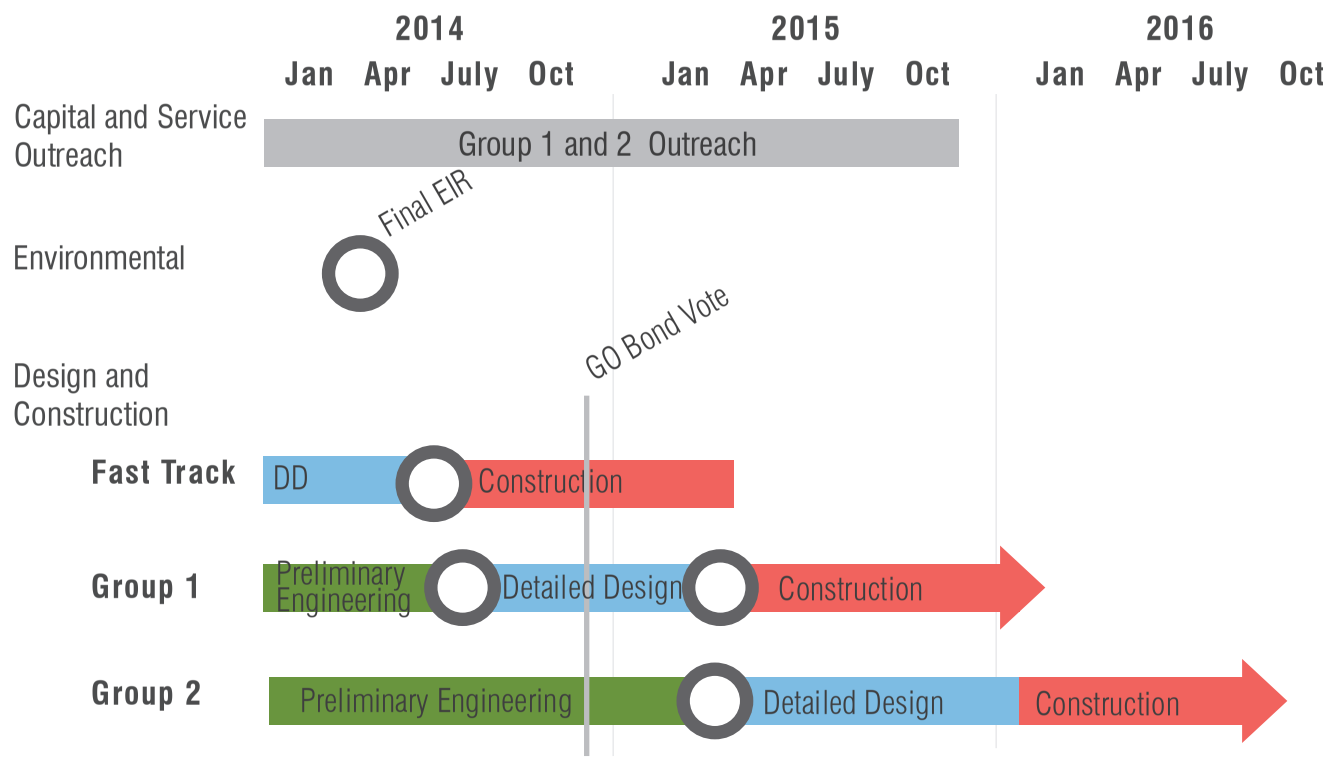
Project
5 Fulton: Outer Route Fast Track Transit Enhancements
71 Haight-Noriega: Haight Street Fast Track Transit and Streetscape Enhancements
9 San Bruno: Potrero Ave Fast Track Transit and Streetscape Enhancements
Columbus Street Fast Track Transit Enhancements
Irving Street Fact Track Transit Enhancements
Mission and Silver Fast Track Transit Enhancements
5 Fulton: McAllister Street Fast Track Transit Enhancements

Group 1 Projects

Project
10 Townsend: Sansome Contraflow Signals
28 19th Avenue: 19th Ave Transit and Pedestrian Enhancements
30 Stockton: Eastern Segment Transit Enhancements
5 Fulton: Mid-Route Transit Enhancements
71 Haight-Noriega: Haight Street Transit and Streetscape Enhancements
8X Bayshore Express: Geneva Ave Transit Enhancements
9 San Bruno: 11th St and Bayshore Blvd Transit and Pedestrian Enhancements
N Judah: Transit Enhancements
8X Bayshore Express: Mid-Route Transit Enhancements

Group 2 Projects

Project
14 Mission: Downtown Mission Transit and Streetscape Enhancements
14 Mission: Inner Mission Transit and Streetscape Enhancements
14 Mission: Outer Mission Transit and Streetscape Enhancements
22 Fillmore: 16th Street Transit and Streetscape Enhancements - Phase 1
J Church: Transit Enhancements
L Taraval: Transit and Streetscape Enhancements



E6-20

-- draft for planning purposes only --
Last Revised: 12 May 2014

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:	
Fiscal Year of Allocation:	2015/16
Project Information	
Project Name:	Transit Performance Initiative Local Match (Investment Program)
Project Location:	TBD
Project Supervisorial District(s):	TBD
Project Description:	This placeholder will provide local match for the Metropolitan Transportation Commission's (MTC's) Transit Performance Initiative Investment Program, which is intended to support lower-cost capital improvements that improve operations and customer experience on the urban trunk network. Other eligible projects would make similar improvements for commuter rail passengers, facilitate connections between transit in these urban corridors and other transit, implement system-wide improvements that improve operating speed and/or customer experience in congested urban corridors, or implement corridor level improvements in operating speed and/or customer experience on other corridors with high potential for transit growth. All projects are expected to be implemented quickly on heavily traveled transit corridors and systems, and where possible, to leverage existing agency efforts and plans in that direction.
Purpose and Need:	Key goals of the Transit Performance Initiative Investment Program are to improve operating speed, frequency, or travel time reliability. Projects should result in operating costs and/or travel time savings, and increases in ridership. Federal funds for this program require at least 11.47% local match.
Community Engagement/Support:	TBD
Implementing Agency:	SFMTA
Project Manager:	TBD
Phone Number:	
Email:	
Environmental Clearance	
Type:	TBD
Status:	
Completion Date (Actual or Anticipated):	

Project Delivery Milestones	**Status**	**Work**	**Start Date**		**End Date**	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year**	**Quarter**	**Fiscal Year**
Planning/Conceptual Engineering (30%)						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)						
R/W Activities/Acquisition						
Advertise Construction						
Start Construction (i.e. Award Contract)						
End Construction (i.e. Open for Use)						
Start Procurement (e.g. rolling stock)						
Project Close-out						

Comments/Concerns

This is a placeholder. Schedule will be determined when projects are identified.

Project Name:	Transit Performance Initiative Local Match (Investment Program)

Project Cost Estimate

		Funding Source	
Phase	**Cost**	**Prop K**	**Other**
Planning/Conceptual Engineering	$ -		
Environmental Studies (PA&ED)	$ -		
Design Engineering (PS&E)	$ -		
R/W	$ -		
Construction	$ 543,000	$ 543,000	
Procurement (e.g. rolling stock)	$ -		
Total Project Cost	$ 543,000	$ 543,000	$ -
Percent of Total		**100.00%**	**TBD**

Project Expenditures (Cash Flow) By Fiscal Year

				Enter Cash Flow Here							
Phase	**Fund Source**	**Fund Source Status**	**Fiscal Year Funds Available**	**Previous**	**14/15**	**15/16**	**16/17**	**17/18**	**18/19**	**19/20**	**Total**
Design/Construction	Prop K	Planned	15/16			$ 271,500					$ 271,500
Design/Construction	Prop K	Planned	16/17				$ 271,500				$ 271,500
											$ -
											$ -
											$ -
Total By Fiscal Year				**$ -**	**$ -**	**$ 271,500**	**$ 271,500**	**$ -**	**$ -**	**$ -**	**$ 543,000**

Comments/Concerns

When projects are identified, projects will need to meet respective matching requirements per the latest guidelines and call for projects.

Prop K Expenditure Plan Information	
Category:	
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:	
Fiscal Year of Allocation:	2015/16
Project Information	
Project Name:	Neighborhood Transportation Improvement Program Placeholder
Project Location:	TBD
Project Supervisorial District(s):	TBD
Project Description:	The NTIP program came out of the San Francisco Transportation Plan's needs assessment that identified significant unmet demand for pedestrian and bicycle circulation projects and transit reliability initiatives. (See Purpose and Need below.) The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisorial district; and a capital component to provide local matching funds for two neighborhood-scale projects in each district in the next five years. Examples of project types include colorizing dedicated transit lanes, transit signal priority, and transit only lane enforcement cameras. Capital placeholders like this project are included in various 5YPPs.
Purpose and Need:	The San Francisco Transportation Plan's needs assessment identified significant unmet demand for pedestrian and bicycle circulation projects and transit reliability initiatives, and concluded that meeting these transportation needs is an important way to improve mobility in neighborhoods and to address socioeconomic and geographic disparities in San Francisco. As a result of this finding and in reponse to public and Board input, the Transportation Authority developed the NTIP.
Community Engagement/Support:	NTIP projects are intended to funds projects that have been identified through community-based transportation planning efforts.
Implementing Agency:	TBD
Project Manager:	
Phone Number:	
Email:	
Environmental Clearance	
Type:	
Status:	
Completion Date (Actual or Anticipated):	

Project Delivery Milestones	**Status**	**Work**	**Start Date**		**End Date**	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year**	**Quarter**	**Fiscal Year**
Planning/Conceptual Engineering (30%)						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)						
R/W Activities/Acquisition						
Advertise Construction						
Start Construction (i.e. Award Contract)						
End Construction (i.e. Open for Use)						
Start Procurement (e.g. rolling stock)						
Project Close-out						

Comments/Concerns

This is a placeholder. Schedule will be determined with project is identified.

Project Name:	Neighborhood Transportation Improvement Program Placeholder

Project Cost Estimate

		Funding Source	
Phase	**Cost**	**Prop K**	**Other**
Planning/Conceptual Engineering	$ -	$ -	$ -
Environmental Studies (PA&ED)	$ -	$ -	$ -
Design Engineering (PS&E)	$ -	$ -	$ -
R/W	$ -	$ -	$ -
Construction	$ 300,000	$ 300,000	$ -
Procurement (e.g. rolling stock)	$ -	$ -	$ -
Total Project Cost	$ 300,000	$ 300,000	$ -
Percent of Total		**100%**	**0%**

Project Expenditures (Cash Flow) By Fiscal Year

				Enter Cash Flow Here						
Phase	**Fund Source**	**Fund Source Status**	**Fiscal Year Funds Available**	**Previous**	**14/15**	**15/16**	**16/17**	**17/18**	**18/19**	**Total**
Design Engineering/Construction	Prop K	Planned	15/16			$ 150,000	$ 150,000			$ 300,000
										$ -
										$ -
										$ -
										$ -
Total By Fiscal Year				**$ -**	**$ -**	**$ 150,000**	**$ 150,000**	**$ -**	**$ -**	**$ 300,000**

Comments/Concerns

When projects are identified, projects are expected to include appropriate leveraging.

2009 Prop K 5YPP - Program of Projects

Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network (EP 1)

Programming and Allocations To-date

Last Update: June 29, 2010

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2009/10	2010/11	2011/12	2012/13	2013/14	
BRT Corridor Projects									
MTA	Geary Bus Rapid Transit (BRT)	PLAN/ CER	Programmed		$990,000				$990,000
MTA	Geary Bus Rapid Transit (BRT)	PS&E	Programmed		$6,350,000				$6,350,000
MTA	Geary Bus Rapid Transit (BRT)	CON	Programmed					$20,000,000	$20,000,000
MTA	Van Ness Bus Rapid Transit (BRT)	PA&ED	Programmed		$970,000				$970,000
MTA	Van Ness Bus Rapid Transit (BRT)	PS&E	Programmed		$2,981,333				$2,981,333
MTA	Van Ness Bus Rapid Transit (BRT)	CON	Programmed				$14,616,667		$14,616,667
System Development									
MTA	Bus Rapid Transit (BRT) Expansion Study (Expanding Muni Rapid Service)	PLAN/ CER	Programmed					$100,000	$100,000
TPS Corridor Projects									
MTA	TEP Rapid Network Multi-Corridor Design	PS&E	Programmed				$1,165,000		$1,165,000
MTA	TEP Rapid Network Multi-Corridor Implementation	CON	Programmed					$5,820,000	$5,820,000
MTA	TEP Rapid Network - San Bruno Project	PLAN/ CER	Programmed		$98,500				$98,500
MTA	TEP Rapid Network - San Bruno Project	PS&E/ CON	Programmed				$295,500		$295,500
MTA	Haight Street One-Way to Two-Way Conversion (Octavia Blvd. to Market Street)	PS&E	Programmed			$233,000			$233,000
SFCTA	Better Market Street Re-design and Environmental Review Study	PLAN/ CER, PS&ED	Programmed		$790,000				$790,000
TPS Network - Spot/Small Projects									
MTA	Local Network Bus - Lincoln & Cross Over	PS&E, CON	Programmed		$300,000				$300,000
MTA	Bus Bulb at Balboa St. & 37th Avenue	CON	Programmed		$35,000				$35,000
MTA	Various spot improvements - TPS	PS&E, CON	Programmed		$100,000	$100,000	$100,000	$100,000	$400,000
			Total Programmed in 5YPP	$0	$12,614,833	$333,000	$16,177,167	$26,020,000	$55,145,000

Total Allocated	$0	$0	$0	$0	$0	$0
Total Unallocated	$0	$12,614,833	$333,000	$16,177,167	$26,020,000	$55,145,000
Total Programmed in Amended 2009 Strategic Plan*	$0	$12,614,833	$333,000	$16,177,167	$26,020,000	$55,145,000
Cumulative Remaining Programming Capacity	$0	$0	$0	$0	$0	$0

* The 2009 Strategic Plan was amended on June 29, 2010 through Res. 10-74.

2009 Prop K 5YPP - Program of Projects

Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network (EP 1)

Programming and Allocations To-date

Last Updated: February 3, 2014

Agency	Project Name	FYID	Phase	Status	Fiscal Year					Total
					2009/10	2010/11	2011/12	2012/13	2013/14	
BRT Corridor Projects										
SFMTA	Geary Bus Rapid Transit (BRT)		PLAN/ CER	Programmed		$0				$0
SFCTA	Geary Bus Rapid Transit Environmental Analysis[2]		PA&ED	Allocated		$1,647,515				$1,647,515
SFMTA	Geary Bus Rapid Transit (BRT)[2, 8, 11]		PS&E	Programmed		$0				$0
SFCTA	Geary Bus Rapid Transit Environmental Analysis and Advanced Conceptual Engineering[8]		PA&ED	Allocated					$2,790,598	$2,790,598
SFMTA	Geary Bus Rapid Transit (BRT)		CON	Programmed					$20,000,000	$20,000,000
SFMTA	Van Ness Bus Rapid Transit (BRT)		PA&ED	Programmed		$0				$0
SFMTA	Van Ness Bus Rapid Transit (BRT) - Pre-LPA 30% Project Development		PA&ED	Allocated		$99,000				$99,000
SFCTA	Van Ness Bus Rapid Transit (BRT) - EIR/S and 30% Project Development [1]		PA&ED	Allocated		$2,955,000				$2,955,000
SFMTA	Van Ness Bus Rapid Transit (BRT) [1,6,7]		PS&E	Programmed		$0				$0
SFCTA	Van Ness Bus Rapid Transit (BRT) - EIR/S and Advanced Conceptual Engineering[6]		PA&ED	Allocated				$240,432		$240,432
SFMTA	Van Ness Bus Rapid Transit (BRT) - Preliminary Engineering[7]		PA&ED	Allocated				$1,311,847		$1,311,847
SFMTA	Van Ness Bus Rapid Transit (BRT)[7, 11]		CON	Programmed				$10,229,691		$10,229,691
System Development										
SFMTA	Bus Rapid Transit (BRT) Expansion Study (Expanding Muni Rapid Service)		PLAN/ CER	Programmed					$100,000	$100,000
TPS Corridor Projects										
SFMTA	Transit Effectiveness Project (TEP) [4, 11]		PLAN/CER, PS&E	Allocated					$13,100,000	$13,100,000
SFMTA	N-Judah Customer First[4]		PLAN/ PS&E/ CON	Allocated				$716,140		$716,140
SFMTA	TEP Rapid Network Multi-Corridor Implementation[11]		CON	Programmed					$0	$0
SFMTA	TEP Rapid Network - San Bruno Project[11]		PLAN/ CER	Programmed		$0				$0
SFMTA	TEP Rapid Network - San Bruno Project[11]		PS&E/ CON	Programmed				$0		$0
SFMTA	Market and Haight Street Transit and Pedestrian Improvement)[9, 10]		CON	Allocated					$233,000	$233,000
SFCTA	Better Market Street Re-design and Environmental Review Study		PLAN/ CER, PS&ED	Allocated		$790,000				$790,000

2009 Prop K 5YPP - Program of Projects

Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network (EP 1)

Programming and Allocations To-date

Last Updated: February 3, 2014

Agency	Project Name	FYID	Phase	Status	Fiscal Year					Total
					2009/10	2010/11	2011/12	2012/13	2013/14	
TPS Network - Spot/Small Projects										
SFMTA	Local Network Bus - Lincoln & Cross Over		PS&E, CON	Programmed		$300,000				$300,000
SFMTA	Bus Bulb at Balboa St. & 37th Avenue		CON	Allocated		$35,000				$35,000
SFMTA	Various spot improvements - TPS[5]		PS&E, CON	Programmed		$0	$77,000	$100,000	$100,000	$277,000
SFMTA	2013 5YPP Development[5]		Plan	Allocated				$23,000		$23,000
SFMTA	Mission-Geneva Transit and Pedestrian Improvements[3]		CON	Allocated			$100,000			$100,000
SFMTA	Mission-Geneva Transit and Pedestrian Improvements[3]		CON	Deobligated			($57,821)			($57,821)
	Total Programmed in 5YPP				$0	$5,826,515	$119,179	$12,621,110	$36,323,598	$54,890,402
	Total Allocated and Pending in 5YPP				$0	$5,526,515	$100,000	$2,291,419	$16,123,598	$24,041,532
	Total Deobligated in 5YPP				$0	$0	($57,821)	$0	$0	($57,821)
	Total Unallocated in 5YPP				$0	$300,000	$77,000	$10,329,691	$20,200,000	$30,906,691
	Total Programmed in Amended 2009 Strategic Plan *				$0	$12,614,833	$333,000	$16,177,167	$26,020,000	$55,145,000
	Deobligated from Prior 5YPP Cycles **				$223,871					$223,871
	Cumulative Remaining Programming Capacity				$223,871	$7,012,189	$7,226,010	$10,782,067	$478,469	$478,469

* The 2009 Strategic Plan was amended on June 29, 2010 through Res. 10-74.

** "Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period, excluding deobligations incorporated in the first 2009 Strategic Plan amendment, as of April 2, 2013

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

2009 Prop K 5YPP - Program of Projects

Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network (EP 1)

Programming and Allocations To-date

Last Updated: February 3, 2014

Agency	Project Name	FYID	Phase	Status	Fiscal Year					Total
					2009/10	2010/11	2011/12	2012/13	2013/14	

FOOTNOTES:

5YPP Amendment to provide FY 2010/11 funding for Stage 1 of Van BRT - EIR/S and 30% Project Development (Res. 11-31, 12.14.2010)

[1] Update the phase for the $871,000 in FY 2010/11 Prop K funds for the Van Ness BRT project from planning/conceptual engineering to environmental analysis and preliminary engineering and reprogram a total of $2,084,000 in Fiscal Year 2010/11 from the final design phase of the project to the environmental analysis and preliminary engineering phase.

5YPP Amendment to provide FY 2010/11 funding for the Geary BRT Environmental Analysis project (Res. 11-32, 12.14.2010)

[2] Update the phase for the $990,000 in FY 2010/11 Prop K funds for the Geary BRT project from planning/conceptual engineering to environmental analysis and reprogram a total of $657,515 in Fiscal Year 2010/11 from the final design phase of the project to the environmental analysis phase.

[3] Mission-Geneva Transit and Pedestrian Improvements funding is from the FY 2010/11 Various Spot Improvements- TPS program.

[4] TEP Rapid Network Multi-Corridor Design was reduced from $1,165,000 to $448,860 to fund SFMTA's N-Judah Customer First project (Res. 13-36, 02.26.2013).

[5] 5YPP amendment to add 2013 5YPP Development (Resolution 13-49, 04.23.2013).

Various spot improvements - TPS: Reduced programming by $23,000 in Fiscal Year 2011/12.

2013 5YPP Development: Added project with $23,000 in Fiscal Year 2012/13 planning funds.

[6] 5YPP amendment to fund environmental and advanced conceptual engineering for Van Ness BRT (Resolution 13-56, 05.21.2013).

Van Ness BRT Final Design: Reduced programming by $240,432 in Fiscal Year 2010/11.

Van Ness BRT EIR/S and Advanced Conceptual Engineering: Added project phase in Fiscal Year 2012/13.

[7] 5YPP amendment to fund preliminary engineering for Van Ness BRT (Resolution 13-56, 05.21.2013).

Van Ness BRT Final Design: Reduced programming by $656,901 in Fiscal Year 2010/11.

Van Ness BRT Construction: Reduced programming by $654,946 in Fiscal Year 2012/13.

Van Ness BRT Preliminary Engineering: Added project phase in Fiscal Year 2012/13.

[8] 5YPP amendment to fund Environmental Analysis and Advanced Conceptual Engineering (Resolution 14-17, 07.23.2013)

Geary BRT Final Design: Reduced programming by $2,790,598 in Fiscal Year 2010/11.

Geary BRT Environmental Analysis and Advanced Conceptual Engineering: Added project with $2,790,598 in Fiscal Year 2013/14 for PA&ED phase.

[9] Name changed from Haight Street One-Way to Two-Way Conversion (Octavia Blvd. to Market Street) to Market and Haight Street Transit and Pedestrian Improvement.

[10] 5YPP amendment to change the project phase of the Market and Haight Street Transit and Pedestrian Improvement (Resolution 14-20, 09.24.2013)

Market and Haight Street Transit and Pedestrian Improvement: Change project phase from design to construction.

[11] 5YPP amendment to fully fund the conceptual engineering and design engineering phases of the Transit Effectiveness Project (TEP)(Resolution 14-49, 01.28.2014)

Geary BRT Final Design: Reduced programming by $2,901,887 in Fiscal Year 2010/11. Programming will be made available in 2013 5YPP.

Van Ness BRT Construction: Reduced programming by $3,535,253 in Fiscal Year 2012/13. Programming will be made available in 2013 5YPP.

TEP Rapid Network Multi-Corridor Implementation Construction: Reduced programming by $5,820,000 in Fiscal Year 2013/14.

TEP Rapid Network - San Bruno Project Planning/Conceptual Engineering: Reduced programming by $98,500 in Fiscal Year 2010/11. Project incorporated into the TEP scope of work.

TEP Rapid Network - San Bruno Project Final Design: Reduced programming by $295,500 in Fiscal Year 2012/13. Project incorporated into the TEP scope of work.

TEP: Added Planning and Conceptual Engineering as a project phase and increased programming by $12,651,140 in Fiscal Year 2013/14.

The Geary and Van Ness BRT projects do not need the affected funds in Fiscal Year 2013/14, and the Prop K commitments to the projects will be made whole through the 2013 5YPP update.