

Prop K/AA Grouped Allocation Requests
 March 2014 Board Action

Enclosure Table of Contents

No.	Fund Source	Project Sponsor ¹	EP ² Line Item/ Category Description	Project Name	Phase	Funds Requested	Page No.
1	Prop K	TJPA	Downtown Extension to a Rebuilt Transbay Terminal	Transbay Transit Center	Design, Construction	\$3,450,000	1
2	Prop K	BART	BART Station Access, Safety and Capacity	Embarcadero & Montgomery Capacity Implementation Strategy	Planning	\$112,500	15
3	Prop K	SFCTA, DPW	Relocation of Paul Street Caltrain Station to Oakdale Avenue	Quint-Jerrold Connector Road	Conceptual Engineering, Environmental Studies	\$123,972	41
4	Prop K	SFMTA	Bicycle Circulation/Safety	King Street Bicycle Lanes	Environmental, Design, Construction	\$34,000	63
5	Prop K	DPW	Transportation/ Land Use Coordination	2nd Street Improvement	Environmental, Design	\$172,842	75
6	Prop K	PCJPB	Transportation/ Land Use Coordination	Caltrain North Terminal Study	Planning	\$22,940	95
7	Prop K	SFMTA	Transportation/ Land Use Coordination	19th Avenue/M-Ocean View	Planning	\$306,000	113
8	Prop K	SFCTA, SFMTA	Transportation/ Land Use Coordination	Central Subway Phase 3 - Initial Study	Planning	\$173,212	141
9	Prop AA	MOHCD	Transit Reliability and Mobility Improvements	Hunters View Transit Connection	Construction	\$1,844,994	163
Total Requested						\$6,240,460	

¹ Acronyms include BART (Bay Area Rapid Transit District); DPW (Department of Public Works); MOHCD (Mayor's Office of Housing & Community Development); PCJPB (Peninsula Corridor Joint Powers Board); SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); and Transbay Joint Powers Authority (TJPA).

² EP stands for Expenditure Plan; DTX stands for Caltrain Downtown Extension.

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FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K Category:	<input type="text" value="D. TSM/Strategic Initiatives"/>	Gray cells will automatically be filled in.
Prop K Subcategory:	<input type="text" value="ii. Transportation/Land Use Coordination"/>	
Prop K EP Project/Program:	<input type="text" value="b. Transportation/Land Use Coordination"/>	
Prop K EP Line Number (Primary):	<input type="text" value="44"/>	Current Prop K Request: \$ <input type="text" value="173,212"/>
Prop K Other EP Line Numbers:	<input type="text"/>	

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

SCOPE

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

Indicate whether work is to be performed by outside consultants and/or by force account.

The San Francisco Municipal Transportation Agency (SFMTA) requests an allocation of \$75,125 in Prop K funds and an appropriation of \$98,087 in Prop K funds to the San Francisco County Transportation Authority (SFCTA) for the Central Subway Phase III - Initial Study. This request would fund an initial planning study to determine the high-level feasibility and issues for a northern extension of the Central Subway from its current planned terminus in Chinatown to Fisherman's Wharf. This initial feasibility assessment will be useful in determining future land acquisitions and in the forthcoming SFMTA Rail Capacity Study.

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SCOPE OF WORK

Central Subway – Phase III Initial Study

FINAL - PENDING

Background

The T-Third Light Rail Transit (LRT) line opened in April 2007 as the first new rail line in the eastern part of San Francisco in over 50 years. The new rail line extended 5.1 miles from the San Francisco County Line near Visitacion Valley to the Caltrain Station at 4th and King Streets. Phase II of T-Line will extend the line from 4th and King Streets to Stockton and Clay Streets in Chinatown. The \$1.5 billion, 1.7 mile long extension will include four new stations and address transit need and congestion in a busy north-south corridor in the heart of downtown San Francisco. Phase II has received a full funding grant agreement (FFGA) from the Federal Transit Administration (FTA). The extension is expected to open for service in 2019. The actual Phase II construction will reach into North Beach where the tunnel boring machines will be removed from the ground at the intersection of Powell Street, Columbus Avenue and Union Street (Pagoda Palace site).

Study Objectives

The Central Subway – Phase III Initial Study (“Initial Study”) will analyze at a high-level the potential feasibility, benefits, and issues of extension of the T-Third LRT line from Chinatown (the northernmost station of Phase II) through North Beach and Russian Hill to Fisherman’s Wharf. Three possible alignments will be examined as a part of the Initial Study.

The Initial Study will be a multi-agency effort led by the San Francisco Municipal Transportation Agency (SFMTA) with input from the San Francisco County Transportation Authority (SFCTA) and the San Francisco Department of Planning (SF Planning).

The report will focus on feasibility with respect to the following items key areas:

- Alignment
- Grade Options
- Construction Methods
- Land Use & Economic Development
- Transit & Traffic Analysis
- Costs & Funding

The following table outlines the key focus areas that will be addressed with initial preferred action, but may change as more information is gathered.

Task Summary

1. Administration and Ongoing Management
2. Transportation Analysis
3. Land Use and Economic Conditions Analysis
4. Constructability Analysis

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- 5. Costs, Funding, and Next Steps
- 6. Final Report

1. Administration and Ongoing Management

Task 1.1: Finalize Initial Study scope, agency roles, consultant roles, and tentative schedule among the SFMTA, SFCTA, and SF Planning and applicable on-call consultant services. Execute project charter among the three agencies to finalize roles, responsibilities and procedures. Establish planning goals and study outline.

- SFCTA will manage the distribution of funds, lead the transportation modeling and FTA New Starts ratings calculations, and assist with transportation analysis.
- SF Planning will write the scope of work for the economic development consultant task order and lead the analysis of land use and economic development.
- SFMTA will lead and manage the overall project and be responsible for all final deliverables.

Task 1.2: SFMTA will convene regular project meetings (once a month or more based on deliverables) with key staff from SFMTA, SF Planning, and SFCTA. SFMTA will create and distribute agendas prior to meetings and distribute notes and action items via email following meetings.

Task	Deliverables	Documentation	Roles
1.1	<ul style="list-style-type: none"> • Final Scope • Project Charter • Executed Consultant Task Orders • Initial Study outline 	Documents themselves	<ul style="list-style-type: none"> • SFMTA will lead scope finalizing and project charter, with SF Planning and SFCTA participating • SFMTA will lead the Initial Study outline, with SF Planning and SFCTA participating and reviewing • SF Planning will create a consultant task order scope for the economic development • SFCTA will execute consultant task orders
1.2	<ul style="list-style-type: none"> • Management meetings 	Meeting agendas, notes, and action items.	<ul style="list-style-type: none"> • SFMTA to schedule meetings, create and distribute meeting agendas and record and distribute notes and action items to SFCTA, and SF Planning • SFCTA, SFMTA, and SF Planning will attend meetings

2. Transportation Analysis

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Task 2.1: SFMTA will summarize existing and currently planned transit service and traffic conditions that are projected to be present in the project area (North Beach, Russian Hill, Telegraph Hill, Fisherman’s Wharf) upon completion of Phase II of the T-Third LRT line. The summary will include service and frequencies of transit service (including any proposed changes from the Transit Effectiveness Project), transit facilities (i.e. transit only lanes), and street network configurations for automobiles and non-motorized travel.

Task 2.2: SFMTA will evaluate issues present concerning the addition of a new station in the North Beach area at the site of the Pagoda Palace or in the immediate vicinity.

Task 2.3: SFMTA will summarize conceptual alignment and station options for a Phase III extension of the Central Subway north of the existing line end at the intersection of Powell Street, Columbus Avenue and Union Street. This summary will include discussion of potential nexus opportunities with other transportation and public realm plans (i.e. Conrad Square). In addition, it will document the relative size and service quality (i.e. crowding levels, congestion, wait time, speed) of the travel markets that various alignments and station options would serve (i.e. tourists, convention attendees, residents, workers). This section will also document any communities of concern and location of populations with unique travel needs (i.e. zero auto and low income households).

Task 2.4: The Transportation Authority will develop preliminary travel ridership projections for the Phase III extension based on a representative land use and service plan scenario. These projections will drive a high-level analysis of New Starts competitiveness.

Task	Deliverables	Documentation	Roles
2.1	Summary of existing transit service and traffic conditions (post Phase II completion)	Section in Initial Study report.	SFMTA will lead task, SFCTA and SF Planning will review.
2.2	Summary of issues concerning a North Beach station	Section in Initial Study report.	SFMTA will lead task, SFCTA and SF Planning will review.
2.3	Summary of conceptual alignment options	Section in Initial Study report.	SFMTA will lead task, SFCTA and SF Planning will review.
2.4	Preliminary Ridership Forecasts	Section in Initial Study report.	SFCTA will lead task, SFMTA and SF Planning will review.

3. Land Use and Economic Conditions Analysis

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Task 3.1: SF Planning will summarize existing and future land use conditions within the project area. Future conditions will both assume an “existing conditions” scenario without a Phase III Central Subway extension, and a build scenario with a Phase III Central Subway extension.

Task 3.2: SF Planning will summarize existing and future conditions within the project area with an emphasis on topography of the project area.

Task 3.3: SF Planning with consultant support will summarize existing and future conditions for economic conditions within the project area. Future conditions will assume an “existing conditions” scenario without a Phase III Central Subway extension, and a build scenario with a Phase III Central Subway extension. This analysis will include the role of various travel markets that Phase III would serve in supporting our economy (i.e. visitors, and large employers).

Task	Deliverables	Documentation	Roles
3.1	Summary of existing and future land use conditions within the project area.	Section in Initial Study report.	SF Planning to lead, SFMTA and SFCTA to review.
3.2	Summary of existing and future land forms (topography) within the project area	Section in Initial Study report.	SF Planning to lead, SFMTA and SFCTA to review.
3.3	Summary of existing and future economic conditions	Section in Initial Study report.	Consultant-led task, managed by SF Planning, with SFMTA and SFCTA review.

4. Constructability Analysis

The Initial Study will evaluate the constructability of various horizontal and vertical alignments and station locations with regards to geotechnical conditions, construction methods, sea level rise vulnerability, major utility conflicts and construction costs.

Task 4.1: The SFMTA with consultant support will evaluate preliminary alignment profiles based on existing geotechnical information

Task 4.2: The SFMTA with consultant support will discuss feasibility and recommendation of construction method for the alignments

Task 4.3: The SFMTA will identify potential major utility conflicts based on existing information

Task 4.4: The SFMTA with consultant support will conduct a risk analysis with regards to sea level change

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Task 4.5: The SFMTA with consultant support will prepare a preliminary construction cost estimate

Task	Deliverables	Documentation	Roles
4.1	Geotechnical assessment	Section in Initial Study report.	Consultant-led task with management by SFMTA, SFCTA review.
4.2	Construction method feasibility	Section in Initial Study report.	Consultant-led task with management by SFMTA, SFCTA review.
4.3	Identification of potential major utility conflicts	Section in Initial Study report.	SFMTA lead, SFCTA review.
4.4	Risk analysis with regards to sea level change	Section in Initial Study report.	Consultant-led task with management by SFMTA, SFCTA review.
4.5	Preliminary construction cost estimate	Section in Initial Study report.	Consultant-led task with management by SFMTA, SFCTA review.

5. Costs, Funding and Next Steps

Task 5.1: The SFMTA will use the results of Task 4.5 to perform high-level project-level cost estimates for promising options and summarize findings.

Task 5.2: The SFMTA will perform an initial analysis of existing and future public and public/private funding sources including but not limited to development contributions, tax increment and other funding opportunities from potential land-use zoning changes. The list of existing funding strategies will include but not be limited to federal New Starts funding, local sales tax funding, and other available local sources in addition to the private contributions from potential land-use changes. The Transportation Authority will perform a high-level calculation of a potential New Starts rating based on results from the transportation ridership analysis in Task 2.

Task 5.3: The SFMTA will document potential next steps and agency responsibilities for Central Subway Phase III. The Initial Study will reference the SFMTA Rail Capacity Improvement Strategy to develop a citywide rail transit optimization and expansion assessment during 2014 that will be the successor to the “Four Corridors Plan” adopted in 1995.

Task	Deliverables	Documentation	Roles
5.1	Summary of high-level cost estimates	Section in Initial Study report.	SFMTA to lead, SFCTA to review.
5.2	Summary of existing funding	Section in Initial Study report.	SFMTA to lead; SFCTA will

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	sources		develop New Starts ratings; SF Planning will develop funding potential from land use strategies.
5.3	Outline next steps and responsibilities.	Section in Initial Study report.	SFMTA to lead, SFCTA and SF Planning to review.

6. Final Report

Task 6.1: SFMTA will draft a final report summarizing all relevant information, findings and conclusions and information will be developed in the several deliverables listed in this scope of work summary.

Task 6.2: SFMTA will produce a presentation summarizing the Report's findings and recommendations. This presentation may be used for public outreach, presentation to policy boards and executive staff, and other uses as needed.

Task	Deliverables	Documentation	Roles
6.1	Final Report	Final report document	SFMTA to lead, SF Planning and SFCTA to review.
6.2	Final Report Presentation	Final report slide deck	SFMTA to lead, SF Planning and SFCTA to review.

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FY 2013/14

Project Name: Central Subway- Phase III - Initial Study

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt

Completion Date
(mm/dd/yy)

Status: Not Applicable

PROJECT DELIVERY MILESTONES

Enter dates for ALL project phases, not just for the current request. Use July 1 as the start of the fiscal year. Use 1, 2, 3, 4 to denote quarters and XXXX/XX for the fiscal year (e.g. 2010/11). Additional schedule detail may be provided in the text box below.

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	3	2013/14	1	2014/15
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)				
Prepare Bid Documents				
Advertise Construction				
Start Construction (e.g., Award Contract)				
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)				
Project Closeout (i.e., final expenses incurred)				

SCHEDULE COORDINATION/NOTES

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

The study is anticipated to be completed by July 2014.

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FY 2013/14

Project Name: Central Subway- Phase III - Initial Study

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST
 Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.
 Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	Yes	\$ 173,212	\$ 173,212	
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$ 173,212	\$ 173,212	\$ -

COST SUMMARY BY PHASE - ENTIRE PROJECT
 Show total cost for ALL project phases based on best available information. Source of cost estimate (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$ 173,212	Similar efforts
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
Total:	\$ 173,212	

% Complete of Design: N/A as of N/A
 Expected Useful Life: N/A Years

MAJOR LINE ITEM BUDGET

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.
2. Requests for project development should include preliminary estimates for later phases such as construction.
3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.
4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.
5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.
6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

Central Subway Phase III - Initial Study - Budget Totals

	Totals by Task	SFMTA	SFCTA	SF Planning	Consultants
Administration and Ongoing					
1 Management	\$ 14,126	\$ 4,100	\$ 8,286	\$ 1,740	\$ -
2 Transportation Analysis	\$ 24,344	\$ 16,400	\$ 7,074	\$ 870	\$ -
3 Land Use and Economic Analysis	\$ 58,039	\$ 984	\$ 230	\$ 26,825	\$ 30,000
4 Constructability Analysis	\$ 55,900	\$ 4,920	\$ 690	\$ 290	\$ 50,000
5 Costs, Funding, and Next Steps	\$ 7,123	\$ 3,936	\$ 1,012	\$ 2,175	\$ -
6 Final Report	\$ 13,680	\$ 9,840	\$ 795	\$ 3,045	\$ -
Totals	\$ 173,212	\$ 40,180	\$ 18,087	\$ 34,945	\$ 80,000

Summary by Agency	Amount
SFCTA (Consultant plus Staff)	\$ 98,087
SFMTA	\$ 40,180
SF Planning	\$ 34,945
Total	\$ 173,212

Central Subway Phase III - Initial Study - SFCTA

	SFCTA Task Subtotal	Transportation Planner	Senior Transportation Planner	Deputy Director	Intern	Contract Administration
Hourly Rates		\$ 59	\$ 69	\$ 115	\$ 35	\$64
Administration and Ongoing						
1 Management	\$ 8,286		4	14		100
2 Analysis of Transportation Alternatives	\$ 7,074	50	16	8	60	
3 Land use Analysis	\$ 230			2		
4 Constructability Analysis	\$ 690			6		
5 Costs, Funding, and Next Steps	\$ 1,012			8	4	
6 Final Report	\$ 795	1	4	4		
Sub-Total - Hours	281	51	32	38	60	100
Sub-Total - Cost	\$ 18,087	\$ 3,009	\$ 2,208	\$ 4,370	\$ 2,100	\$ 6,400

Central Subway Phase III - Initial Study - SFMTA

	SFMTA Task Subtotal	Transit Planner IV
Hourly Rates		\$ 164
Administration and Ongoing		
1 Management	\$ 4,100	25
2 Transportation Analysis	\$ 16,400	100
3 Land Use Analysis	\$ 984	6
4 Constructability Analysis	\$ 4,920	30
5 Costs, Funding, and Next Steps	\$ 3,936	24
6 Final Report	\$ 9,840	60
Hours	245	245
Cost	\$ 40,180	\$ 40,180

Central Subway Phase III - Initial Study - SF Planning

	SF Planning Task Subtotal	Planner III
Hourly Rates		\$ 145
1 Administration and Ongoing	\$ 1,740	12
2 Transportation Analysis	\$ 870	6
3 Land Use and Economic Analysis	\$ 26,825	185
4 Constructability Analysis	\$ 290	2
5 Costs, Funding, and Next Steps	\$ 2,175	15
6 Final Report	\$ 3,045	21
Sub-Total - Hours	241	241
Sub-Total - Cost	\$ 34,945	\$ 34,945

Central Subway Phase III - Initial Study - Consultant

	Consultant Task Subtotal
Hourly Rates	
1 Administration and Ongoing	
2 Transportation Analysis	
3 Land Use and Economic Analysis	\$ 30,000
4 Constructability Analysis	\$ 50,000
5 Costs, Funding, and Next Steps	
6 Final Report	
Sub-Total - Cost	\$ 80,000