

Prop K/AA Grouped Allocation Requests
July 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	DTX to Rebuilt Transbay Terminal	Downtown Extension	Design	\$ 1,219,000	1
2	Prop K	DPW	Street Resurfacing	West Portal Ave and Quintara St. Pavement Renovation	Construction	\$ 3,002,785	19
3	Prop K	SFMTA	Bicycle Circulation/ Safety	Twin Peaks Connectivity	Planning, Environmental	\$ 23,000	31
4	Prop K	DPW	Tree Planting and Maintenance	Tree Planting & Maintenance	Construction	\$ 1,000,000	47
5	Prop K	SFE	TDM/ Parking Management	Commuter Benefits Ordinance Employer Outreach	Construction	\$ 77,546	61
6	Prop AA	DPW	Street Repair and Reconstruction	Dolores St Pavement Renovation	Construction	\$ 2,210,000	77
Total Requested						\$ 7,532,331	

¹ Acronyms include DPW (Department of Public Works), SFE (San Francisco Department of the Environment), SFMTA (San Francisco Municipal Transportation Agency), TJPA (Transbay Joint Powers Authority), DTX stands for Downtown Extension, and TDM stands for Transportation Demand Management.

² EP stands for Expenditure Plan.



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**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action:

2014/15

Project Name:

Downtown Extension

Implementing Agency:

Transbay Joint Powers Authority

EXPENDITURE PLAN INFORMATION

Prop K Category:

A. Transit

Prop K Subcategory:

i. Major Capital Projects (transit)

Gray cells will
automatically be
filled in.

Prop K EP Project/Program:

b.1 Caltrain Downtown Extension to a Rebuilt Transbay Terminal

Prop K EP Line Number (Primary):

5

Current Prop K Request:

\$1,219,000

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request:

\$ -

Supervisory District(s):

6

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 Transbay Joint Powers Authority (TJPA) is requesting \$1,219,000 in Prop K funds for the design phase of the Downtown Extension project.

Please see next pages for scope.

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form**

Background and Project Benefits

Headed by the Transbay Joint Powers Authority (TJPA), the Downtown Extension to a Rebuilt Transbay Terminal (Project) has three major components: the extension of the Peninsula Corridor Joint Powers Board (Caltrain) commuter rail service from its current San Francisco terminus at Fourth and Townsend Streets to a new underground terminus underneath a new Transbay Transit Center; a new, multi-modal Transbay Transit Center on the site of the former Transbay Terminal; and the establishment of a Redevelopment Area Plan with related development projects, including transit-oriented development on publicly owned land in the vicinity of the new multi-modal Transbay Transit Center. The Prop K Expenditures Plan specifies that the downtown rail extension and the terminal are to be built as a single integrated project. Bus operations are scheduled to start at the new terminal in late 2017.

The Project provides the following public benefits: improved access to rail and bus services; improved Caltrain service by providing direct access to downtown San Francisco; enhanced connectivity between Caltrain and other major transit providers; modernization of the former Transbay Terminal to meet future transit needs; reduced non-transit vehicle use; accommodating projected growth in travel demand in the San Jose - San Francisco corridor; reduced traffic congestion on US Highway 101 and I-280 and other routes between San Jose and San Francisco; reduced vehicle hours of delay on major freeways in the Peninsula corridor; improved regional air quality by reducing auto emissions; direct access to downtown San Francisco for future intercity and/or high-speed rail service; alleviation of blight and revitalization of the Transbay Terminal Area; construction of more than 4,400 new housing units, thirty-five percent of which will be affordable; facilitate transit use by developing housing next to a major transit hub; enhanced access to employment, retail, and entertainment opportunities; and support of local economic development goals.

Current Request

The current request would fund preliminary engineering and program management/program controls for Phase 2 as described in more detail below.

Preliminary Engineering

Parsons Transportation Group

A. Project Management

1. Submission of monthly status report with each monthly invoice, indicating work performed on each of the approved tasks for which payment is being requested
2. Project meetings (e.g., TJPA staff or Board meetings)
3. Scheduling
4. Quality Assurance
5. Other Direct Costs as requested and/or agreed by TJPA

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form**

B. Coordination with Transbay Transit Center (TTC) Designers and Train Operators

1. Continue ongoing coordination with Train Operators:
 - a. Provide coordination with California High Speed Rail Authority (CHSRA) and Caltrain including:
 - i. Continue ongoing support of Caltrain's Blended System Corridor Capacity study
 - ii. Continue ongoing coordination and review of Caltrain electrification environmental study related to the Downtown Extension (DTX), including comment on public documents as advised by TJPA
 - iii. Support for the design by Caltrain of modifications to the existing Fourth and King Caltrain station
2. Continue ongoing coordination with the TTC Designers including:
 - a. Phase 1 and Phase 2 construction document design reviews
 - b. Coordination of Phase 2 train systems provisions
 - c. Coordination of DTX/TTC structural interface
 - d. Other as-needed coordination
3. Additional as-needed work could include:
 - a. Coordination meetings between project teams
 - b. Train operations planning, simulations and reviews
 - c. Analysis of Caltrain and CHSRA rolling stock impact to planned DTX infrastructure, including station platforms and clearances
 - d. Follow-up studies and coordination for future East Bay connection and Loop proposal
4. As-needed updates of preliminary engineering plans and cost estimates related to above coordination activities
5. Assistance to TJPA with financing alternatives including:
 - a. Performing additional estimates
 - b. Meeting with potential financing partners
 - c. Evaluation of feasibility of financing options

C. Federal Transit Administration (FTA), Federal Railroad Administration (FRA) & Environmental Study Coordination

1. Continue ongoing coordination with FTA and FRA in support of the Supplemental EIS/EIR including:
 - a. Meetings and information sharing
 - b. Coordination with SEIS/EIR Consultant to address technical questions
 - c. Response-to-comments support.
2. Updates to preliminary engineering plans and cost estimates as a result of environmental study coordination.

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form**

D. Other Coordination with City and County of San Francisco (CCSF)

1. Continue ongoing coordination with CCSF Planning Department regarding accommodating proposed joint development at emergency ventilation/exit facility sites.
2. Continue ongoing coordination with San Francisco Public Utilities Commission (SFPUC) for proposed DTX sewer relocations and interface with new major SFPUC facilities in project area.
3. Coordination with San Francisco Municipal Transportation Agency (SFMTA) Muni Central Subway project for provisions for light rail crossing over future DTX cut-and-cover tunnel
4. Coordinate reviews of DTX fire and life safety planning with San Francisco Fire Department and, if necessary, the State Fire Marshall. Exclusion: CFD modeling for revised Fourth & Townsend Station.
5. Coordination with other CCSF agencies, as needed.
6. As-needed updates of preliminary engineering plans and cost estimates related to above coordination activities.

E. Right-of-Way Support

1. Continue ongoing coordination with adjacent property developments and, if necessary, CCSF Building Department, to protect DTX from adverse impacts along its alignment.
2. Continue ongoing coordination and engineering support for DTX Right-of-Way: Provide engineering support including structural engineering studies and cost estimates in support of TJPA property acquisition activities. This includes:
 - a. Underpinning strategy studies for 598 Howard and 235 Second Street

Program Management/Program Controls (PMPC)

URS

A. On-Going Phase 2 Support

1. Program Management
 - a) Project meetings.
 - b) Project controls support.
2. DTX Project Management
 - a) Contribution to monthly PMPC status reports.
 - b) Project meetings.
 - c) On-going management of the DTX Design Consultant including, but not limited to, invoice reviews, submittal reviews, contract negotiations, coordination with TTC Design Consultant, and correspondence on technical project issues.
 - d) Technical, project specific, assistance for the TJPA including preparation of letters and presentations.

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form**

- e) Review and contribution to supplemental environmental studies and documents.
 - f) Coordination with train operators and outside agencies (i.e. SFPUC for sewer interfaces, SFMTA for Central Subway interface, CCSF Planning and Office of Community Investment and Infrastructure for potential joint development parcels).
 - g) Coordination with adjacent properties along the alignment to determine potential impacts to DTX and/or the properties.
3. Document Management and Administrative Support
- a) Record keeping and submittal logging.
 - b) Document retrieval and issuance to support project or outside agency requests.
 - c) Technical and editorial reviews of project documents, letters, and presentations.
- B. Procurement Options Analysis

On January 9, 2014, URS staff presented to the TJPA Board of Directors an overview of alternative procurement strategies that could be implemented for the DTX and other components of Phase 2 of the Project.

The Procurement Options Analysis is essentially a very detailed and comprehensive study that objectively examines all of the possible structures that can be employed to properly and effectively procure Phase 2. Principal to this work will be developing and understanding the specific risk profile associated with the characteristics of the Project and the interface parameters of the responsibility pool that “partners” in the DTX carry or transfer to TJPA.

The analysis will produce a definitive result that is actionable and achievable and that ensures that progress is offered in a manner that drives certainty on budget and schedule. A variety of items will be addressed, such as risk allocation and transfer, well defined goals and objectives, qualitative and quantitative life cycle parameters, a variety of project delivery methods, funding definition and resourcing, and schedule definition (procurement and construction). The analysis will conclude with a recommendation to the TJPA.

C. Assistance with the Governance Structure

As a discussion point during the question and answer session portion of the January 2014 presentation, we discussed the importance of a Governance Structure that articulates the specific responsibilities, authorities, funding contributions, long-term maintenance, and operational partitions within the DTX footprint.

This assignment will be to work directly as a representative agent for the TJPA, under their supervision, to aide and assist in the creation and execution of the Project Charter/Governance Structure document.

The document will define the scope, budget, and schedule for the Project; describe the Project’s governance structure, project and contract management teams, and communications procedures; set forth the procurement and contracting plan; and discuss project controls and design and construction monitoring.

San Francisco County Transportation Authority Proposition K Sales Tax Program Allocation Request Form

Working with stakeholders will be critical to ensure that the Governance Structure is robust and comprehensive. Negotiations will occur with two principal parties, Caltrain and the CHSRA, both of which will station trains beneath the Transbay Transit Center. Equally important will be discussions, interface, and agreement with other stakeholders such as funding partners and other City, State and County transportation and transit agencies and authorities.

It is anticipated that the fee for this work would be reimbursed as a “time and materials” type of reimbursement, due to the large number of stakeholders, the difficulty in predicting the frequency and number of meetings, and the iterative nature of the work in discussing and/or negotiating final terms.

Prop K Strategic Plan Amendment

This request requires a Strategic Plan policy exception to use \$1,219,000 in Prop K funds for the Design phase of the DTX (Phase 2). The 2009 Strategic Plan establishes that all remaining funds for the project, beyond those already programmed to Phase 1, shall be for construction of Phase 2.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2014/15

Project Name: Downtown Extension

Implementing Agency: Transbay Joint Powers Authority

ENVIRONMENTAL CLEARANCE

Type : EIR/EIS

Completion Date
(mm/dd/yy)

Status: Completed

02/08/05

PROJECT DELIVERY MILESTONES - PHASE 1 ONLY

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.

Phase 1 (Transbay Transit Center)

Planning/Conceptual Engineering
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)

Start Date	
Quarter	Fiscal Year
4	1994/95
1	2000/01
1	2004/05
1	2007/08
1	2007/08
1	2007/08
2	2007/08

End Date	
Quarter	Fiscal Year
3	2000/01
4	2008/09
3	2013/14
4	2013/14
1	2016/17
2	2017/18
3	2017/18

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 schedule presented above is based on the Refined Locally Preferred Alternative commitment schedule for the Full Program with dates shown for the Transbay Transit Center. The TJPA Board of Directors has approved the Recommended Implementation Strategy. Under this Strategy, the TJPA has proceeded with the engineering, design and construction of the Transit Center Building and Train Box as Phase 1, while continuing to seek full funding for Phase 2 Downtown Extension (DTX). The schedule for Phase 2 will be developed once TJPA has identified funding and a delivery method. The funding requested for Phase 2 will cover preliminary engineering activities through June 2016.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2014/15

Project Name: Downtown Extension

Implementing Agency: Transbay Joint Powers Authority

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.

		Cost for Current Request/Phase		
	Yes/No	Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)	Yes	\$ 1,219,000	\$ 1,219,000	
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$ 1,219,000	\$ 1,219,000	\$ -

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		Completed by Caltrain
Environmental Studies (PA&ED)	\$ 131,686,771	Baseline Budget
Design Engineering (PS&E)	\$ 236,572,377	Baseline Budget
R/W Activities/Acquisition	\$ 279,047,277	Baseline Budget
Construction	\$ 3,848,093,575	Baseline Budget
Procurement (e.g. rolling stock)		
Total:	\$ 4,495,400,000	

% Complete of Design:

49

as of

4/25/2014

Expected Useful Life:

70

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.

**PROJECT BUDGET - DESIGN - PHASE 2
PRELIMINARY ENGINEERING**

TASK	Totals
1. Project Management	\$ 149,000
2. Coordination	\$ 497,000
3. Right-of-Way Support	\$ 50,000
Task Total	<u>\$ 696,000</u>

See detailed budgets on the following pages.

**PROJECT BUDGET - DESIGN - PHASE 2
PROGRAM MANAGEMENT/PROGRAM CONTROLS**

TASK	Totals
1. Program Management	\$ 321,000
2. Procurement Options Analysis	\$ 147,000
3. Assistance with Governance Structure	\$ 55,000
Task Total	<u>\$ 523,000</u>

TOTAL FUNDING REQUEST

Design - Phase 2	<u><u>\$ 1,219,000</u></u>
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Budget Attachment

Parsons Transportation Group

Agreement 03-02-DTX ENGR-002

July 1, 2014 to June 30, 2016*

*TJPA to cover July - October with existing Reso 08-49 funds

Proposed Budget	PROPOSED BUDGET			
	ASSUMED BUDGET DISTRIBUTION	HOURS/WK (ROUNDED)	LOADED RATE	TOTAL COST
WEEKS PER MONTH				
WBS 01020 PROJECT MANAGEMENT	21%	12	\$175	\$180,000
WBS 01030 COORDINATION WITH TTC DESIGNERS AND TRAIN OPERATORS	29%	16	\$175	\$240,000
WBS 01031 FTA, FRA, ENVIRONMENTAL STUDY COORDINATION	14%	8	\$175	\$120,000
WBS 01033 COORDINATION WITH CITY (not including Railyards Study Coordination)	29%	16	\$175	\$240,000
WBS 09020 RIGHT-OF-WAY SUPPORT	7%	4	\$175	\$60,000
EXPECTED TOTAL EXPENDITURE	100%	55		\$840,000
EXPECTED INVOICE TO TJPA SCHEDULE				\$ 696,000
EXPECTED INVOICE RECEIPT BY SFCTA SCHEDULE				\$ 696,000
EXPECTED PAYMENT SCHEDULE				\$ 696,000
FULL TIME EQUIVALENT (FTE) ESTIMATE		1.4		

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2014/15

Project Name: Downtown Extension

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$ 1,219,000

5-Year Prioritization Program Amount: (enter if appropriate)

Strategic Plan Amount for Requested FY: \$ 31,000,000

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$ -

5-Year Prioritization Program Amount: (enter if appropriate)

Strategic Plan Amount for Requested FY:

If the amount requested is inconsistent (e.g., greater than) with the Prop K/Prop AA Strategic Plan amount and/or the 5-Year Prioritization Program (5YPP), provide a justification in the space below including a detailed explanation of which other project or projects will be deleted, deferred, etc. to accommodate the current request and maintain consistency with the 5YPP and/or Strategic Plan annual programming levels.

The Strategic Plan amount is the amount programmed for the entire Downtown Extension (DTX) to a Rebuilt Transbay Terminal category in Fiscal Year 2014/15.

This request requires a Strategic Plan policy exception to use \$1,219,000 in Prop K funds for the Design phase of the DTX (Phase 2). See Transportation Authority Recommendations for details.

Enter the funding plan for the phase or phases for which Prop K/Prop AA funds are currently being requested. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Prop K Sales Tax		\$ 1,219,000		\$ 1,219,000
				\$ -
				\$ -
				\$ -
				\$ -
Total:	\$ -	\$ 1,219,000	\$ -	\$ 1,219,000

Actual Prop K Leveraging - This Phase:

0.00%

Expected Prop K Leveraging per Expenditure Plan

85.68%

\$ 1,219,000

Total from Cost worksheet

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

Is Prop K/Prop AA providing **local match funds** for a state or federal grant?

No

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
See attached.				
Total:				

Actual Prop K Leveraging - Entire Project:

99.97%

Expected Prop K Leveraging per Expenditure Plan:

85.68%

Actual Prop AA Leveraging - Entire Project:

\$ 4,495,400,000

Total from Cost worksheet

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

Use the table below to enter the proposed cash flow distribution schedule (e.g. the maximum Prop K/Prop AA funds that are guaranteed to be available for reimbursement each fiscal year) for the current request. If the schedule is more aggressive than the Prop K/Prop AA Strategic Plan and/or 5YPP, please explain in the text box below how cash flow for other projects and programs will be slowed down to accommodate the current request without exceeding annual cash flow assumptions made in the Strategic Plan.

Prop K Funds Requested:

\$ 1,219,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$ 632,400	52.00%	\$ 586,600
FY 2015/16	\$ 586,600	48.00%	\$ -
Total:	\$ 1,219,000		

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form
Updated June 2014

Phase 2: Downtown Extension

			Project Phases ¹					
Source ²	Type	Status	PE/ENV	PS&E	ROW	CON	Total by Status	TOTAL ³
TIFIA Loan	Federal	Allocated	\$0	\$0	\$0	\$0	\$0	\$134,241,101
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$134,241,101	\$134,241,101	
Alternatives Analysis Grant	Federal	Allocated	\$1,240,000	\$0	\$0	\$0	\$1,240,000	\$1,240,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Regional Measure 2	State	Allocated	\$6,983,557	\$0	\$0	\$0	\$6,983,557	\$6,983,557
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Land Sales	Local	Allocated	\$0	\$0	\$0	\$0	\$0	\$80,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$80,000,000	\$80,000,000	
SMCTA	State	Allocated	\$0	\$0	\$18,862,415	\$0	\$18,862,415	\$18,862,415
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Prop K	Local	Allocated	\$20,028,809	\$300,000	\$29,000,000	\$0	\$49,328,809	\$79,489,982
		Programmed	\$0	\$0	\$0	\$30,161,173	\$30,161,173	
		Planned	\$0	\$0	\$0	\$0	\$0	
RIP-SF ⁴	State	Allocated	\$0	\$0	\$0	\$0	\$0	\$17,800,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$17,800,000	\$17,800,000	
New Starts	Federal	Allocated	\$0	\$0	\$0	\$0	\$0	\$650,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$650,000,000	\$650,000,000	
New Bridge Tolls	Local	Allocated	\$0	\$0	\$0	\$0	\$0	\$300,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$300,000,000	\$300,000,000	
High Speed Rail	Federal or State	Allocated	\$0	\$0	\$0	\$0	\$0	\$557,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$557,000,000	\$557,000,000	
Sales Tax Extension / Other Local	Local	Allocated	\$0	\$0	\$0	\$0	\$0	\$350,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$350,000,000	\$350,000,000	
Joint Development ⁵	Local	Allocated	\$0	\$0	\$0	\$0	\$0	\$400,000,000
		Programmed	\$0	\$59,081,000	\$154,126,640	\$186,792,360	\$400,000,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
	Totals	Allocated	\$28,252,366	\$300,000	\$47,862,415	\$0	\$76,414,781	\$2,595,617,055
		Programmed	\$0	\$59,081,000	\$154,126,640	\$216,953,533	\$430,161,173	
		Planned	\$0	\$0	\$0	\$2,089,041,101	\$2,089,041,101	
			\$28,252,366	\$59,381,000	\$201,989,055	\$2,305,994,634	\$2,595,617,055	

¹ Acronyms used for project phases include: PE/ENV - Preliminary Engineering/Environmental Documentation, PS&E - Plans, Specifications & Estimates or Final Design, ROW - Right of Way, CON - Construction.

² Acronyms used in this column include: RIP - Regional Improvement Program, SMCTA - San Mateo County Transportation Authority, and TIFIA - Transportation Infrastructure Finance and Innovation Act

³ Phase 2 budget based on Plan Bay Area Transportation Investment Strategy. Planned revenues subject to change.

⁴ In November 2005, through Resolution 06-30, the Transportation Authority committed to prioritizing its RIP funds to four major capital projects, including the Downtown Extension to a Rebuilt Transbay Terminal. This commitment stems from the 2001 Regional Transportation Plan. In March 2012, through Resolution 12-44, the Transportation Authority Board made the Central Subway the second priority for future RIP funds and repayment of the MTC STP/CMAQ advance (i.e. by programming \$34 million in RIP funds to a project or projects of MTC's choice) the third priority. No priority order had been assigned to the remaining two projects, which includes the subject project and Caltrain Electrification.

⁵ The amount of Joint Development in the Plan Bay Area Transportation Investment Strategy is \$100 million. As the formation of a Mello-Roos Community Facilities District moves forward, updated projections show that DTX can expect a much higher amount. Funding plan includes corresponding reduction in TIFIA and Land Sales; previous Land Sales projection had been a pre-2008 recession projection.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 06.18.14 Resolution No. Res. Date:

Project Name: Downtown Extension

Implementing Agency: Transbay Joint Powers Authority

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$ 1,219,000	
	Total:	\$ 1,219,000	
			Design Engineering (PS&E)

Notes (e.g., justification for multi-phase recommendations, notes for multi-EP line item or multi-sponsor recommendations):

Cash Flow Distribution Schedule by Fiscal Year (for entire allocation/appropriation)

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 5	FY 2014/15	\$ 632,400	52.00%	\$ 586,600
Prop K EP 5	FY 2015/16	\$ 586,600	48.00%	\$ -
			0.00%	\$ -
			0.00%	\$ -
			0.00%	\$ -
Total:		\$ 1,219,000	100%	

Cash Flow Distribution Schedule by Fiscal Year & Phase (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 5	FY 2014/15	Design Engineering (PS&E)	\$ 632,400	52%	\$ 586,600
Prop K EP 5	FY 2015/16	Design Engineering (PS&E)	\$ 586,600	100%	\$ -
				100%	\$ -
				100%	\$ -
				100%	\$ -
Total:			\$ 1,219,000		

Prop K/Prop AA Fund Expiration Date: 12/31/2016 Eligible expenses must be incurred prior to this date.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution. No. Res. Date:

Project Name:

Implementing Agency:

	Action	Amount	Fiscal Year	Phase
Future Commitment to:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Trigger:

Deliverables:

1. Provide monthly report detailing cost and progress by task. The monthly report shall include a summary of all contracts and agreements, including agency work, showing the budgeted versus actual amounts.
2.
3.

Special Conditions:

1. Approval of this request is contingent upon Transportation Authority Board approval of a Strategic Plan policy exception to use \$1,219,000 in Prop K funds for the Design phase of the DTX (Phase 2). The 2009 Strategic Plan establishes that all remaining funds for the project, beyond those already programmed to Phase 1, shall be for construction of Phase 2.
2. TJPA will provide the Transportation Authority with draft and final versions of all deliverables resulting from the scope of work resulting from this allocation.

Notes:

1. Transportation Authority staff and our Project Management Oversight Consultant will continue to attend the following project-related meetings: Owner, Architect, Contractor (OAC), management meetings, Funding Partners, and other meetings that may become necessary.

Supervisory District(s):

6

Prop K proportion of expenditures - this phase:	100.00%
Prop AA proportion of expenditures - this phase:	

Sub-project detail?

No

If yes, see next page(s) for sub-project detail.

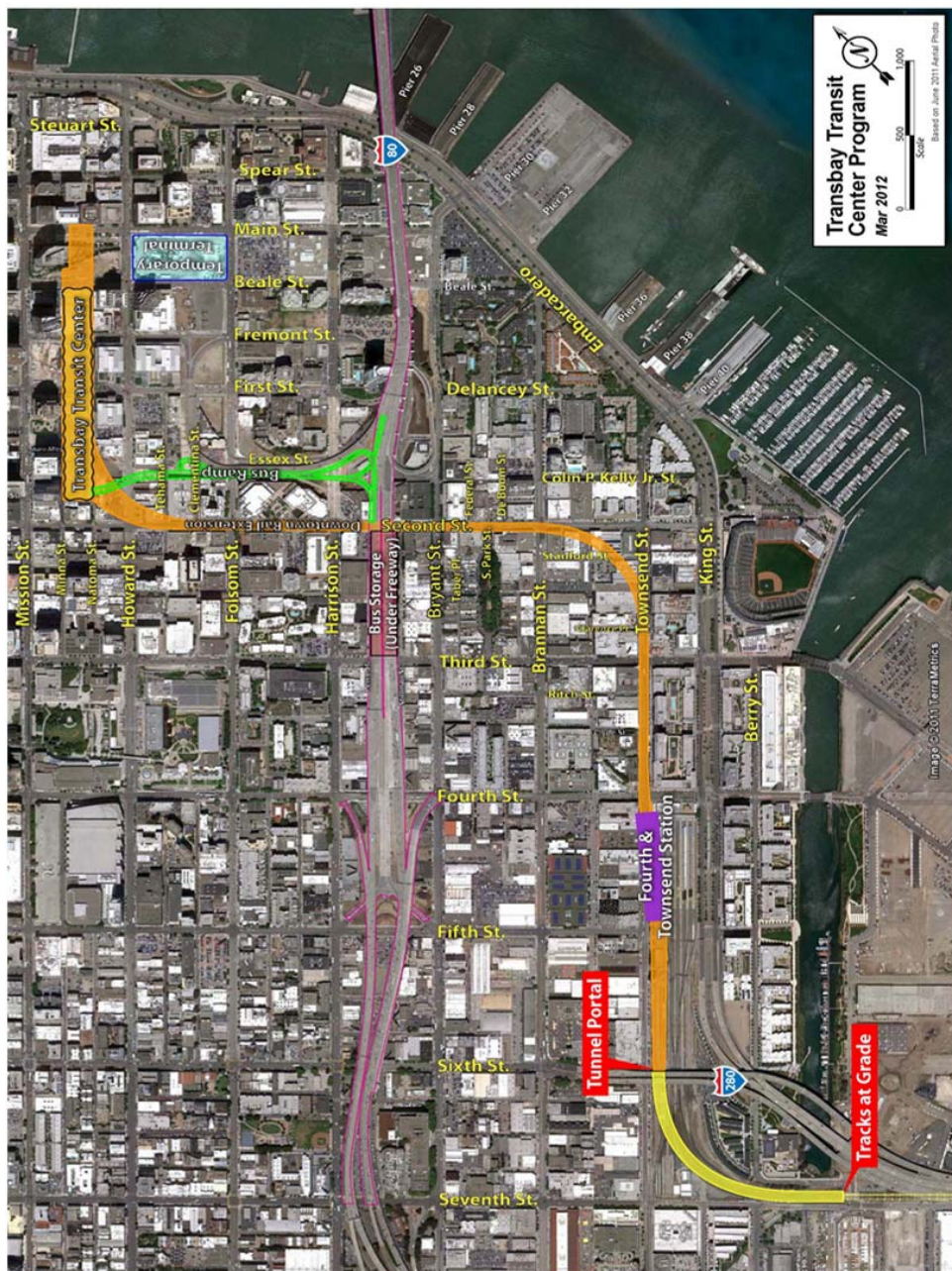
SFCTA Project Reviewer:

CP

Project # from SGA:

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

MAPS AND DRAWINGS



**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action:

2014/15

Current Prop K Request:

\$ 1,219,000

Current Prop AA Request:

\$ -

Project Name:

Downtown Extension

Implementing Agency:

Transbay Joint Powers Authority

Signatures

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

Project Manager**Grants Section Contact**

Name (typed): Maria Ayerdi-Kaplan

Sara Gigliotti

Title: Executive Director

Chief Financial Officer

Phone: (415) 597-4620

(415) 597-4039

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Email: mayerdi-kaplan@transbaycenter.org

sgigliotti@transbaycenter.org

201 Mission Street, Suite 2100
Address: San Francisco, CA 94105

201 Mission Street, Suite 2100
San Francisco, CA 94105

Signature:

Date:

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K Category: Gray cells will automatically be filled in.

Prop K Subcategory:

Prop K EP Project/Program:

Prop K EP Line Number (Primary): **Current Prop K Request:**

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request:

Supervisory 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 Department of Public Works (DPW) requests FY 2014/15 Prop K funds for the construction of the West Portal Ave and Quintara St Pavement Renovation Project. The proposed limits of the project include:

Approximately 10.5 blocks in the following locations:

Quintara St from End to Funston Ave
Quintara St from Funston Ave to 14th Ave
Funston Ave from Quintara St to Rivera St
West Portal Ave from Ulloa St to 15th Ave

The scope also includes:

Approximately 27 curb ramps, and
4 sidewalk bulb-outs at West Portal and Vicente (not funded by this request)

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Background

DPW inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist DPW with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, a scheduled street clearance (i.e. coordination with planned utility improvements), and geographic equity. The average PCI score within the proposed limits is 29.

Scope

The West Portal Avenue and Quintara Street Pavement Renovation project will consist of paving work, base repairs, curb ramp construction, sidewalk and curb repairs at various locations, as well as reconstruction of 4 bulb-outs. Located at West Portal and Vicente, the bulb-outs will be funded separately by SFMTA. Approximately 27 curb ramps will be constructed as part of the project at the following intersections:

West Portal Ave between Vicente Street and 14th Street midblock
 West Portal Avenue/14th Avenue
 Quintara Street/Funston Avenue
 Quintara Street/12th Avenue
 Quintara Street/Cragmont Avenue
 Quintara Street/10th Avenue

To extend the life of the pavement and to minimize disruption to neighborhoods and the traveling public, each street is either "cleared" by utilities a commitment to avoid excavation of newly paved streets for five years - or utility excavation projects are coordinated with paving projects and, where possible, jointly contracted.

The ability of the City to expedite paving projects is limited by its ability to clear streets of utility work prior to paving the streets. For example, to clear a street for paving the City's Public Utilities Commission needs to televise sewers under the streets to determine whether the sewers also need replacement or repairs. Delays in televising, evaluating, repairing and/or replacement of sewers delay pavement work.

Coordination

Construction will be in the vicinity of the K-Ingleside & M-Ocean View light rail lines. Muni requires diesel bus substitution whenever the construction work will require de-energization of overhead lines and will cause a shut-down of the light rail service. Because of this, DPW might need to consider night work only & short work days (~6 hours/day) when working in areas that require de-energization of the lines, in order to minimize project costs. Funding for de-energization-related costs is included in the project budget under "miscellaneous items." Also, an agreement with Muni (re: support services, work hours, etc.) must be established before DPW can put out the contract for bids.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2014/15

Project Name:

West Portal Ave and Quintara St Pavement Renovation

Implementing Agency:

Department of Public Works

ENVIRONMENTAL CLEARANCE

Type :

Categorically Exempt

Completion Date
(mm/dd/yy)

Status:

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.

Planning/Conceptual Engineering
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)

Start Date	
Quarter	Fiscal Year
3	2013/14
1	2014/15
1	2014/15
2	2014/15
N/A	N/A
1	2015/16

End Date	
Quarter	Fiscal Year
1	2014/15
1	2014/15
N/A	N/A
N/A	N/A
4	2014/15
2	2015/16

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.

Design is scheduled to be completed in July 2014 and the project will advertise in August 2014.
Construction will start in December 2014 and be completed by June 2015.

Utility clearances must be obtained for all locations.

**San Francisco County Transportation Authority
Prop K/Prop AA Sales Allocation Request Form**

FY 2014/15

Project Name:

West Portal Ave and Quintara St Pavement Renovation

Implementing Agency:

Department of Public Works

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.

		Cost for Current Request/Phase		
	Yes/No	Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	No			
Environmental Studies (PA&ED)	No			
Design Engineering (PS&E)	No			
R/W Activities/Acquisition	No			
Construction	Yes	\$ 3,100,592	\$ 3,002,785	
Procurement (e.g. rolling stock)	No			
		\$3,100,592	\$3,002,785	\$0

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		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)	\$ 336,300	Actuals plus cost to complete
R/W Activities/Acquisition		
Construction	\$ 3,100,592	Engineer's Cost Estimate at 80% design
Procurement (e.g. rolling stock)		
Total:	\$ 3,436,892	

% Complete of Design:

80

as of

5/22/2014

Expected Useful Life:

20

Years

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

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.	

Construction Cost

<u>Prop K Funded Construction Item</u>	<u>Cost</u>
Traffic Related Items	\$ 100,000
Planning	\$ 109,835
Asphalt Concrete	\$ 374,550
Concrete Sidewalk *	\$ 67,600
Curb Ramps	\$ 81,000
Concrete Curbs	\$ 37,875
Concrete Base	\$ 1,089,660
Miscellaneous Items **	\$ 541,708
Subtotal	\$ 2,402,228
Contingencies	\$ 240,223 10%
Construction Management	\$ 360,334 15%
Total cost of Prop K funded items	\$ 3,002,785

* Concrete reconstruction triggers the need for a new sidewalk.

** Miscellaneous items include catchbasins, manhole adjustment, excavation permit fee, field offices, project signage, pull box replacement, mobilization for roadway work, allowance for partnering requirements, DPT striping, and construction support and de-energization of MUNI overhead contacts services.

MAJOR LINE ITEM BUDGET

<u>SFMTA Funded Construction Item</u>	
Bulb-outs	\$ 97,807
Total construction cost	\$ 3,100,592

DPW Construction Management

Title (class)		Base Rate	Overhead Multiplier	Burdened Rate/Hr.	Number of Hours	FTE	Cost
Construction Inspector (6318)		\$ 45.76	1.61	\$ 73.67	1,324	0.64	\$ 97,544
Materials Testing Technician (5305)		\$ 33.49	1.61	\$ 53.92	500	0.24	\$ 26,959
Associate Engineer (5207)		\$ 52.73	1.61	\$ 84.90	1,000	0.48	\$ 84,895
Administrative Engineer (5174)		\$ 65.69	1.61	\$ 105.76	600	0.29	\$ 63,457
Public Relations Officer (1314)		\$ 43.38	1.61	\$ 69.84	500	0.24	\$ 34,921
Junior Engineer (5201)		\$ 40.10	1.61	\$ 64.56	814	0.39	\$ 52,553
Total					4,738	2.28	\$ 360,334

SFMTA-DPT Construction Support (included in Miscellaneous above)

Exhibit D-1: Conversion Support (increased in accordance with above)						
Title (class)	Base Rate	Overhead Multiplier	Burdened Rate/Hr.	Number of Hours	FTE	Cost
Senior Traffic Engineer (5211)	\$ 54.49	2.73	\$ 148.75	16	0.01	\$ 2,380
Traffic Engineer (5241)	\$ 46.65	2.76	\$ 128.75	16	0.01	\$ 2,060
Associate Traffic Engineer (5207)	\$ 39.87	2.79	\$ 111.25	80	0.04	\$ 8,900
Draftsman (5364)	\$ 27.78	2.88	\$ 80.00	16	0.01	\$ 1,280
Total				128	0.06	\$ 14,620

Contingency (15%)	\$	2,193
Total with Contingency	\$	16,813

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY	2014/15
----	---------

Project Name:

West Portal Ave and Quintara St Pavement Renovation

FUNDING PLAN - FOR CURRENT PROP K REQUEST
--

Prop K Funds Requested:

\$3,002,785

5-Year Prioritization Program Amount:

\$3,002,785

 (enter if appropriate)

Strategic Plan Amount for Requested FY:

\$3,402,062

If the amount requested is inconsistent (e.g., greater than) with the Prop K/Prop AA Strategic Plan amount and/or the 5-Year Prioritization Program (5YPP), provide a justification in the space below including a detailed explanation of which other project or projects will be deleted, deferred, etc. to accommodate the current request and maintain consistency with the 5YPP and/or Strategic Plan annual programming levels.

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds proposed for programming in Fiscal Year 2014/15 for the West Portal Ave and Quintara St Pavement Renovation project, pending Transportation Authority Board approval of the 2014 Street Resurfacing 5YPP.

The Strategic Plan amount is the entire amount programmed in the Street Resurfacing category of the 2013 Strategic Plan Baseline in Fiscal Year 2014/15.

Enter the funding plan for the phase or phases for which Prop K/Prop AA funds are currently being requested. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$3,002,785			\$3,002,785
Prop B General Obligation Bond		\$97,807		\$97,807
				\$0
				\$0
				\$0
				\$0
Total:	\$3,002,785	\$97,807	\$0	\$3,100,592

Actual Prop K Leveraging - This Phase:

3.15%

Expected Prop K Leveraging per Expenditure Plan

79.06%

\$3,100,592

Total from Cost worksheet

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Is Prop K/Prop AA providing **local match funds** for a state or federal grant?

No

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$3,002,785			\$3,002,785
HUTA RDF (13-14)			\$336,300	\$336,300
Prop B General Obligation Bond		\$97,807		\$97,807
				\$0
				\$0
				\$0
				\$0
Total:	\$0	\$97,807	\$336,300	\$ 3,436,892

Actual Prop K Leveraging - Entire Project:

12.63%

\$ 3,436,892

Expected Prop K Leveraging per Expenditure Plan:

79.06%

Total from Cost worksheet

Actual Prop AA Leveraging - Entire Project:

NA

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

Use the table below to enter the proposed cash flow distribution schedule (e.g. the maximum Prop K/Prop AA funds that are guaranteed to be available for reimbursement each fiscal year) for the current request. If the schedule is more aggressive than the Prop K/Prop AA Strategic Plan and/or 5YPP, please explain in the text box below how cash flow for other projects and programs will be slowed down to accommodate the current request without exceeding annual cash flow assumptions made in the Strategic Plan.

Prop K Funds Requested:

\$3,002,785

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$2,402,228	80.00%	\$600,557
FY 2015/16	\$600,557	20.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$3,002,785		

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution. No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
Prop K Allocation	\$3,002,785		Construction
Total:	\$3,002,785		

Notes (e.g., justification for multi-phase recommendations, notes for multi-EP line item or multi-sponsor recommendations):

Cash Flow Distribution Schedule by Fiscal Year (for entire allocation/appropriation)

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 34	FY 2014/15	\$2,402,228	80.00%	\$600,557
Prop K EP 34	FY 2015/16	\$600,557	20.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$3,002,785	100%	

Cash Flow Distribution Schedule by Fiscal Year & Phase (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 34	FY 2014/15	Construction	\$2,402,228	80%	\$600,557
Prop K EP 34	FY 2015/16	Construction	\$600,557	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$3,002,785		

Prop K/Prop AA Fund Expiration Date: Eligible expenses must be incurred prior to this date.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 6/17/2014

Resolution. No.

Res. Date:

Project Name: West Portal Ave and Quintara St Pavement Renovation

Implementing Agency: Department of Public Works

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				
	Trigger:			

Deliverables:

1. With the first quarterly progress report due October 15, 2014, provide 2-3 digital photos of typical before conditions.
2. Upon project completion, provide 2-3 digital photos of the completed project.
- 3.

Special Conditions:

1. The recommended allocation is contingent upon Transportation Authority Board adoption of the 2014 5YPP for Street Resurfacing, Rehabilitation, and Maintenance.
2. DPW may not incur expenses for the construction phase until Authority staff releases the funds (\$3,002,785) pending receipt of evidence of completion of design (e.g. copy of certifications page).
3. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year in which SFMTA incurs charges.

Notes:

- 1.
- 2.

Supervisory District(s):

7

Prop K proportion of expenditures - this phase:

96.85%

Prop AA proportion of expenditures - this phase:

NA

Sub-project detail?

No

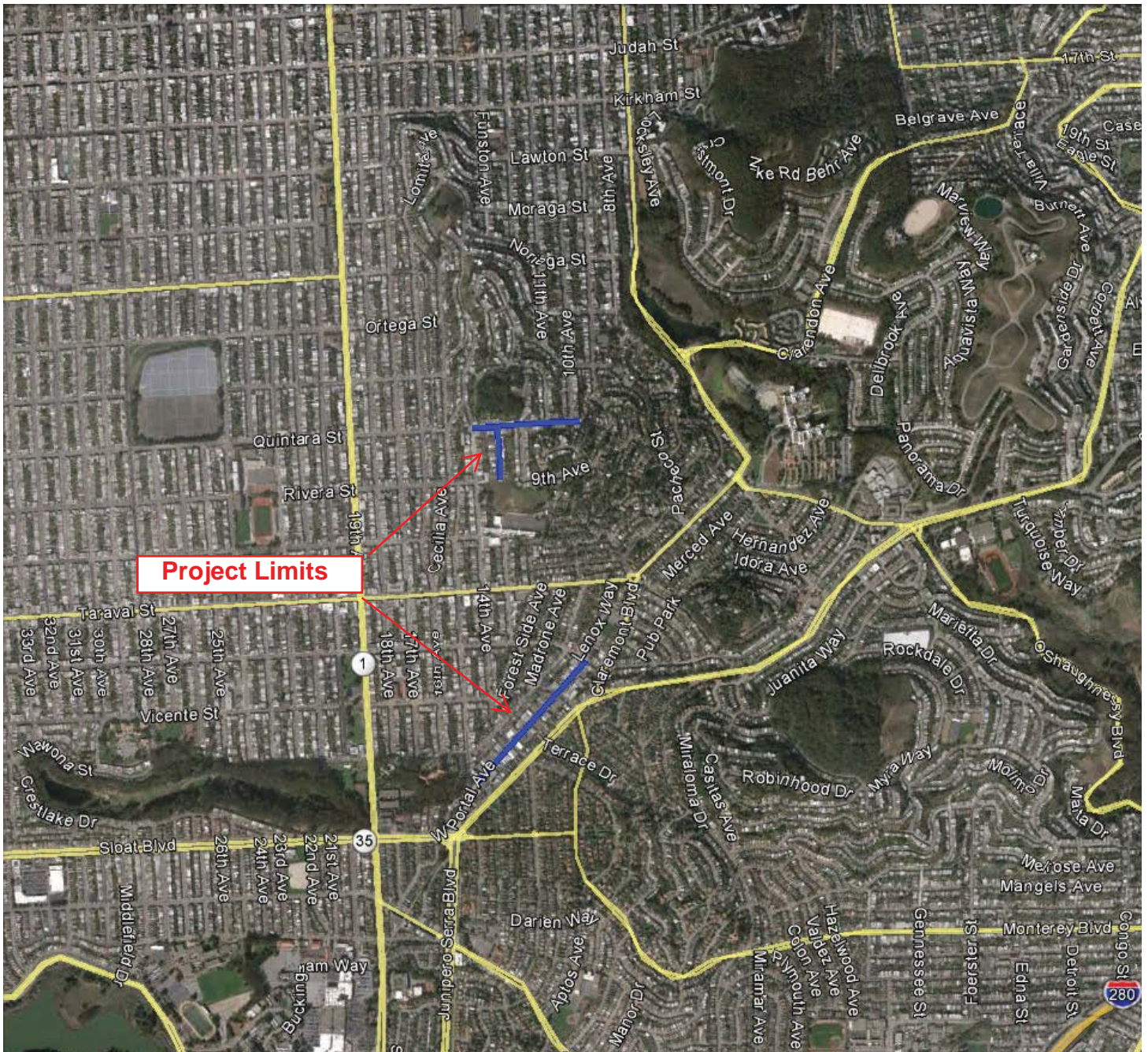
If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer:

P&PD

Project # from SGA:

West Portal Avenue/Quintara Street Pavement Renovation



**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action: 2014/15 Current Prop K Request: \$3,002,785
 Current Prop AA Request: \$ -

Project Name: West Portal Ave and Quintara St Pavement Renovation

Implementing Agency: Department of Public Works

Signatures

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

Project Manager

Name (typed): Ramon Kong

Title: Project Manager

Phone: 415-554-8280

Fax: 415-554-8243

Email: ramon.kong@sfdpw.org

Address: 1680 Mission St, 4th Floor

Signature: _____

Date: _____

Grants Section Contact

Ananda Hirsch

Transportation Finance Analyst

415-558 4034

415-558-4519

ananda.hirsch@sfdpw.org

30 Van Ness Ave., 5th Floor

05.22.2014

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action:

2014/15

Project Name:

Twin Peaks Connectivity

Implementing Agency:

San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K Category:

C. Street & Traffic Safety

Prop K Subcategory:

iv. Bicycle and Pedestrian Improvements

Prop K EP Project/Program:

b. Bicycle Circulation/Safety

Prop K EP Line Number (Primary):

39

Current Prop K Request:

\$ 23,000

Prop K Other EP Line Numbers:

Gray cells will automatically be filled in.

Prop AA Category:

Current Prop AA Request:

\$ -

Supervisorial District(s):

7, 8

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.

Please see scope of work on the following pages.

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form**

Introduction

The San Francisco Municipal Transportation Agency (SFMTA) requests a Prop K allocation of \$23,000 to fund the planning and environmental review phases of the Twin Peaks Connectivity Conceptual Planning project. On June 30, 2013, through Resolution No. 4035, the Metropolitan Transportation Commission (MTC) programmed \$167,589 in Priority Conservation Area Program (PCA) funding to the SFMTA for the design and environmental review of the project. In April 2014, the SFMTA Board, through Resolution 14-048, agreed to accept and expend \$167,589 in Fiscal Year 2014 PCA grant program funding from MTC for the Twin Peaks Connectivity Planning project, as well as provide local match funds (\$23,000). MTC is scheduled to approve the project in the Transportation Improvement Program (TIP) in July 2014. This project is being performed in partnership with the San Francisco Recreation and Parks Department (RPD) and the Department of Public Works (DPW).

Project Background

Twin Peaks is a world-famous tourist destination and one of the most visited areas in San Francisco. The area surrounding Twin Peaks provides 64 acres of open space, is home to the endangered Mission Blue Butterfly, and has three developed trail systems: the Peaks Trail, the Mission Blue Butterfly Trail, and the Portola Trail. These trails provide public access to this undeveloped natural area. RPD completed rehabilitation of the lower Portola Trail in 2014, and the Peaks Trails are scheduled to be improved in 2015 with grant funding received from the California Department of Parks and Recreation (DPR). DPR awarded two Habitat Conservation Fund (HCF) grants for these trails that will provide 50% of the funding needed to improve the trails, with remaining funds coming from San Francisco's Clean and Safe Neighborhood Park Bond Trail Program. These funds will pay to expand the Portola Trail by 2,400 linear feet, allowing Twin Peaks to be connected to Glen Canyon Park. This will make the "Creeks-to-Peaks," a 3-mile round trip trail in the heart of San Francisco, a reality (see attached Regional Map for detail).

Project Need

Twin Peaks Boulevard provides the only vehicle access to the site and currently there are no pedestrian and bicycle facilities on the roadway. The lack of crosswalks reduces access to the Twin Peaks Trail system for many park visitors. In addition, the lack of walking paths on the north and south side of Twin Peaks Boulevard reduces safe access to stunning views at the peak. Both the Portola and the Peaks Trails cross Twin Peaks Boulevard at a total of five locations. Minor realignment to portions of the trails where they cross Twin Peaks Boulevard are planned to improve pedestrian visibility between trail connections. However, crosswalks are not included in the DPR grant's scope of work because the improvements are not on SFRPD property. Moreover, at the trail summit, Twin Peaks Boulevard changes from a two-lane, two-way road to two separate, one way, two-lane roads. The intersections between the south peak, the north peak and Christmas Tree Point are poorly marked with designs that confuse both pedestrians and motorists.

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form**

Finally, there is no clear connection to the Bay Area Ridge Trail located on the streets below Twin Peaks. The DPR project will evaluate the proposed Bay Area Ridge Trail realignment proposed by the Bay Area Ridge Trail Council (see attached Reference Map: Bay Area Ridge Trail Map), as well as consider connections to the trail on adjacent properties during development of the conceptual alternatives.

Project Description and Benefits

This Prop K-funded project will develop a conceptual design that will improve access for people who walk or bicycle to Twin Peaks via Twin Peaks Boulevard between Portola Drive and Clarendon Avenue (approximately 2.3 miles). Staff observations indicate that the roadway, with the exception of tour buses, is underused and could potentially be narrowed. Traffic and engineering studies will be completed to determine road usage for possible redesign. Special consideration will be taken to develop pedestrian and bicycle facilities and improve connections to the Twin Peaks Trail and Bay Area Ridge Trail System. The grant will also fund environmental review of the concept design which will prepare the project for future local, state and federal (e.g. Active Transportation Plan) funding. In addition to park users, these improvements will benefit residents of the adjacent communities and visitors to this famous tourist destination by providing safe access to the view sheds and trail systems.

Tasks and Deliverables

Task or Milestone	Estimated Completion Date
Prepare Interagency Project Agreement	July 2014
Preparation of non-infrastructure obligation (grant award) materials for Caltrans review and approval. (MTA)	July 2014
Conduct traffic counts (speed and level of service) required turning radii for U-turns at peaks and currently parking usage between peaks (MTA)	August/September 2014
Initial Team Meeting/Exploring Conditions – Review existing documents and related projects (MTA and RPD)	September/October 2014
Participate in Interagency Site Walk (DPW, MTA, RPD)	September/October 2014
Prepare and implement outreach strategy (RPD)	September/October 2014
Outreach to Key Stakeholder Groups (e.g. Bike Coalition, Walk SF, Tour Bus Groups)	October/November 2014
Stakeholder and Community Site Walk (Tentative)	October/November 2014
Prepare existing conditions presentation for community Meeting 1. (MTA/DPW)	October/November 2014
Community Meeting 1 (RPD Lead, DPW, MTA)	October/November 2014
Develop alternatives for site design based on traffic/engineering studies and community feedback (MTA)	January 2015
Develop conceptual landscape/streetscape designs based on site design alternative(s) (DPW)	January 2015
Community Meeting 2 (RPD Lead, MTA, DPW)	January 2015/February 2015

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form**

Advance and finalize conceptual design	March/April 2015
Community Meeting 3 (RPD Lead, DPW, MTA)	April/May 2015
Final Adjustments to Concept Proposal	June/July 2015
CEQA Environmental Review Documents for Development Project (MTA)	September/October 2015
Legislation (MTA)	September/October 2015
Deliverable provided to MTC	December 2015

Implementation

This project will be implemented by SFMTA, with major design support from DPW. RPD will coordinate the public outreach for the project as in-kind support.

Prioritization

The requested Prop K funds will be used as a local match for PCA funds and are drawn from the Bicycle Circulation/Safety Category (EP 39). This project will be prioritized alongside other efforts included in the 5-Year Prioritization Program (5YPP) using the established scoring mechanism.

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

E6-35

FY 2014/15

Project Name: Twin Peaks Connectivity

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : TBD Completion Date (mm/dd/yy)
Status: Not started 12/31/15

PROJECT DELIVERY MILESTONES

Enter dates for ALL project phases, not just for the current request. Use July 1 as the start of the fiscal

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	1	2014/15	4	2014/15
Environmental Studies (PA&ED)	1	2015/16	2	2015/16
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 SFMTA anticipates that the MTC Priority Conservation Area grant funds will be obligated by September 2014. The grant funds will expire in September 2017.

Coordination with other schedules: The Recreation and Parks Department (RPD) is postponing the 2008 Bond funded Twin Peaks Trail Improvement Project by three months in order to attempt to integrate findings from the conceptual planning project as it relates to the five roadway crossings as seen on the attached site map. RPD is seeking to bid this project in Spring - Summer of 2015 and begin construction by Fall 2015 with a construction period of 9 months (pending funding availability).

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2014/15

Project Name: Twin Peaks Connectivity

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.

Cost for Current Request/Phase			
	Yes/No	Total Cost	Prop K - Current Request
Planning/Conceptual Engineering	Yes	\$ 188,984	\$ 19,866
Environmental Studies (PA&ED)	Yes	\$ 26,062	\$ 3,134
Design Engineering (PS&E)			
R/W Activities/Acquisition			
Construction			
Procurement (e.g. rolling stock)			
		\$ 215,046	\$ 23,000

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	\$ 188,984	SFMTA, DPW, RPD estimates for similar work
Environmental Studies (PA&ED)	\$ 26,062	SFMTA estimates for similar work
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
Total:	\$ 215,046	

% Complete of Design:

0

as of

N/A

Expected Useful Life:

TBD

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.

FTE = Full Time Equivalent; MFB = Mandatory Fringe Benefits

SFMTA LIVABLE STREETS - Planning

Livable Streets Labor*

Class	Overhead	Rate	Hours	Estimated Total*
5203 Assistant Engineer	2.8308	\$ 45.33	60	\$ 7,698
5207 Associate Engineer	2.7867	\$ 52.73	200	\$ 29,386
5241 Engineer	2.7575	\$ 61.03	19.5	\$ 3,281
5211 Senior Engineer	2.7322	\$ 70.65	5	\$ 965
5212 Principal Engineer	2.7100	\$ 82.00	2	\$ 444
TOTAL			286.5	\$ 41,775

SFMTA LIVABLE STREETS - Environmental

Class	Overhead	Rate	Hours	Estimated Total*
5201 Junior Engineer	2.8634	\$ 40.10	100	\$ 11,482
5203 Assistant Engineer	2.8308	\$ 45.33	24	\$ 3,079
5207 Associate Engineer	2.7867	\$ 52.73	16	\$ 2,351
5241 Engineer	2.7575	\$ 61.03	2	\$ 337
5211 Senior Engineer	2.7322	\$ 70.65	2	\$ 386
5212 Principal Engineer	2.7100	\$ 82.00	2	\$ 444
5289 Transit Planner III	2.8178	\$ 47.83	40	\$ 5,390
5364 Engineering Associate 1	2.8833	\$ 37.46	24	\$ 2,592
TOTAL			210	\$ 26,062

SFDPW - Planning

Agency: SFDPW		Overhead Rate:		1.68		
Position (Title and Classification)		Hours	Hourly Base Salary	Hourly Fully Burdened	Cost	
Senior Landscape Architect/5211		4	72.78	195.26	\$781	
Landscape Architectural Associate II/5272		80	52.29	140.30	\$11,224	
Landscape Architectural Associate I/5262		140	46.67	125.22	\$17,543	
			Overhead Rate:	1.68	\$29,548	
Position (Title and Classification)		Hours	Hourly Base Salary	Hourly Fully Burdened	Cost	
Sr. Engineer/5211 (Structural)		25	72.78	195.28	\$4,882	
Associate Engineer/5207 (Structural)		324	54.29	145.67	\$47,196	
Associate Engineer/5207		88	54.29	145.67	\$12,819	
Assistant Engineer/5203		88	46.68	125.23	\$11,021	
Civil Associate II/5366		144.2	44.68	119.87	\$17,285	
DPW Total					\$93,202	

Total All Phases

\$ 190,587

Total All Phases + In-Kind Budget (see below)

\$ 215,045
(rounded to \$215,046)

In-Kind Budget (Rec/Park)

Agency: SF Rec and Park								
Position (Title and Classification)		Hours	Hourly Base Salary	Hourly Fringe Benefits Rate	Overhead Rate 61.05%	Hourly Fully Burdened	FTE	Cost
Volunteer Outreach Coordinator/3374 (in-kind)		50	\$36	\$16.77	\$32	\$84	0.02	\$4,224
Project Manager I/5502 (in-kind)		88	\$61	\$29	\$55	\$144	0.04	\$12,708
Environmental Specialist/5640 (In-kind)		80	\$39.73	\$19	\$36	\$94	0.04	\$7,525
RPD Total (In-Kind)								\$24,457

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

E6-39

FY 2014/15

Project Name: Twin Peaks Connectivity

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$ 23,000

5-Year Prioritization Program Amount: \$ 23,000 (enter if appropriate)

Strategic Plan Amount for Requested FY: \$ 848,620

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$ -

5-Year Prioritization Program Amount: (enter if appropriate)

Strategic Plan Amount for Requested FY:

If the amount requested is inconsistent (e.g., greater than) with the Prop K/Prop AA Strategic Plan amount and/or the 5-Year Prioritization Program (5YPP), provide a justification in the space below including a detailed explanation of which other project or projects will be deleted, deferred, etc. to accommodate the current request and maintain consistency with the 5YPP and/or Strategic Plan annual programming levels.

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds that would be available for allocation in FY 2014/15 for the subject project, pending Transportation Authority Board adoption of the 2014 5YPP for the Bicycle Circulation and Safety category.

The Strategic Plan amount is the amount programmed for the entire Bicycle Circulation and Safety 5YPP in FY 2014/15.

Enter the funding plan for the phase or phases for which Prop K/Prop AA funds are currently being requested. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Priority Conservation Area Funds		\$ 167,589		\$ 167,589
Prop K	\$ 23,000			\$ 23,000
Recreation and Park In-Kind Contribution		\$ 24,457		\$ 24,457
				\$ -
				\$ -
				\$ -
Total:		\$ 192,046	\$ -	\$ 215,046

Actual Prop K Leveraging - This Phase: 22.07%

Expected Prop K Leveraging per Expenditure Plan: 27.84%

\$ 215,046
Total from Cost worksheet

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Is Prop K/Prop AA providing **local match funds** for a state or federal grant?

Yes - Prop K

Fund Source	\$ Amount	Required Local Match	
		%	\$
Priority Conservation Area	\$ 167,589	11.47%	\$ 19,222

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
Total:		\$ -	\$ -	\$ -

Actual Prop K Leveraging - Entire Project:

TBD

\$ 215,046

Expected Prop K Leveraging per Expenditure Plan:

27.84%

Total from Cost worksheet

Actual Prop AA Leveraging - Entire Project:

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

Use the table below to enter the proposed cash flow distribution schedule (e.g. the maximum Prop K/Prop AA funds that are guaranteed to be available for reimbursement each fiscal year) for the current request. If the schedule is more aggressive than the Prop K/Prop AA Strategic Plan and/or 5YPP, please explain in the text box below how cash flow for other projects and programs will be slowed down to accommodate the current request without exceeding annual cash flow assumptions made in the Strategic Plan.

Prop K Funds Requested:

\$ 23,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$ 19,866	86.00%	\$ 3,134
FY 2015/16	\$ 3,134	14.00%	\$ -
		0.00%	\$ -
		0.00%	\$ -
		0.00%	\$ -
Total:	\$ 23,000		

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 06.18.14 Resolution No. Res. Date:

Project Name: Twin Peaks Connectivity

Implementing Agency: San Francisco Municipal Transportation Agency

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$19,866	
	Prop K Allocation	\$3,134	
	Total:	\$23,000	
			Planning/Conceptual Engineering
			Environmental Studies (PA&ED)

Notes (e.g., justification for multi-phase recommendations, notes for multi-EP line item or multi-sponsor recommendations):

Multi-phase allocation appropriate because of close timing of conceptual engineering and environmental work.

Cash Flow Distribution Schedule by Fiscal Year (for entire allocation/appropriation)

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 39	FY 2014/15	\$ 19,866	86.00%	\$ 3,134
Prop K EP 39	FY 2015/16	\$ 3,134	14.00%	\$ -
			0.00%	\$ -
			0.00%	\$ -
			0.00%	\$ -
Total:		\$ 23,000		

Cash Flow Distribution Schedule by Fiscal Year & Phase (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 39	FY 2014/15	Planning/Conceptual Engineering	\$19,866	86%	\$3,134
Prop K EP 39	FY 2015/16	Environmental Studies (PA&ED)	\$3,134	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$ 23,000		

Prop K/Prop AA Fund Expiration Date: 6/30/2016 Eligible expenses must be incurred prior to this date.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution. No. Res. Date:

Project Name:

Implementing Agency:

	Action	Amount	Fiscal Year	Phase
Future Commitment to:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Trigger:	<input type="text"/>		

Deliverables:

1. Upon completion of conceptual engineering (anticipated June 2015), provide copies of conceptual design/s to be environmentally cleared, and updated scope, schedule, major line item budget, and funding plan.
2. Upon completion of environmental phase (anticipated December 2015), provide copy of environmental clearance.
3.

Special Conditions:

1. The recommended allocation is contingent upon Transportation Authority Board adoption of the 2014 5YPP for Bicycle Circulation and Safety.
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes:

1.

Supervisory District(s):

7, 8

Prop K proportion of expenditures - this phase:	10.70%
Prop AA proportion of expenditures - this phase:	<input type="text"/>

Sub-project detail? If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer:

Project # from SGA:

San Francisco County Transportation Authority
 Prop K/Prop AA Allocation Request Form
 Project Location Map





REGIONAL MAP: Twin Peaks
Connectivity Planning Grant

- Project Area (Twin Peaks Blvd)
- - - "Creeks to Peaks" Trail Connection (in progress)
- - - Bay Area Ridge Trail (existing-see attached map for changes by Bay Area Ridge Trail Council)

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

Project Reference Map to Bay Trail



Twin Peaks Connectivity Planning Grant: REFERENCE MAP:
Proposed Twin Peaks and Mt. Sutro Realignment and Mt. Sutro
Realignment (Map provided by Bay Area Ridge Trail Council, 11/13)

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

FY of Allocation Action:

2014/15

Current Prop K Request:

\$ 23,000

Current Prop AA Request:

\$ -

Project Name:

Twin Peaks Connectivity

Implementing Agency:

San Francisco Municipal Transportation Agency

Signatures

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

Project Manager

Name (typed): Jerry Robbins

Title: Acting Director of Sustainable Streets

Phone: 415-701-4490

Fax:

Email: jerry.robbins@sfmta.com

Address: 1 South Van Ness 7th Floor, SF, CA

Signature:

Date:

Grants Section Contact

Joel Goldberg

Manager, Capital Grants Procurement

415-701-4499

joel.goldberg@sfmta.com

1 South Van Ness 7th Floor, SF, CA

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action: 2014/15

Project Name: Tree Planting & Maintenance

Implementing Agency: Department of Public Works

EXPENDITURE PLAN INFORMATION

Prop K Category: C. Street & Traffic Safety

Prop K Subcategory: iv. Bicycle and Pedestrian Improvements

Prop K EP Project/Program: e. Tree Planting and Maintenance

Prop K EP Line Number (Primary):

42

Current Prop K Request: \$ 1,000,000

Prop K Other EP Line Numbers:

Gray cells will
automatically be
filled in.

Prop AA Category:

Current Prop AA Request: \$ -

Supervisory District(s): Citywide

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 Department of Public Works (DPW) requests \$1,000,000 for its 2014/15 Tree Planting and Maintenance program. The request includes \$490,000 for planting and establishment of street trees and \$510,000 for maintenance of existing street trees in public rights-of-way. See the following pages for details. The requested funds will leverage \$1,693,344 in additional state and local funds.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Tree planting and establishment: \$490,000 in Prop K funds. Program includes replacing 405 street trees in the public right-of-way maintained by the Department of Public Works (DPW). Street trees are at high risk for vandalism and many trees are reaching the end of their lifespans, and so are removed or fail during storms. Trees needing replacement are identified by the Bureau of Urban Forestry (BUF) crews and by reports from the public. The following streets often require replacement of trees, because of high visibility, vandalism or both: 3rd St., 24th St., Arguello Blvd., Church St., Dolores St., Evans Ave., Geary Blvd., Hyde St., Market St., Mission St., Oak St., and Fell St. Prop K funding will also allow DPW to establish approximately 599 young trees at an approximate average cost of \$11 per visit. In prior years we watered trees approximately 44 weeks out of the year due to heavy rains during the rainy season. Because of the ongoing drought, we can no longer assume sufficient rainfall to establish young trees, and have determined that the newly planted trees will require watering every week of the year, for a total of 52 weeks annually to provide sufficient water. In addition to the primary duty of providing 15 gallons of water per week to each tree, staff also adjust tree stakes and weed basins, as needed. All work will be done by DPW staff.

Because maintenance of the replaced trees would likely be transferred to property owners after the establishment period, in accordance with the recent implementation of the tree maintenance transfer plan, DPW is informing property owners of their eventual tree maintenance responsibility through community meetings, web outreach, and notices at the time of transfer.

Maintenance of existing trees: \$510,000 in Prop K funds. DPW's program includes maintaining existing trees in street and public right-of-way areas, including: median islands, public stairways, unimproved public property, and other non-park areas. DPW is requesting \$510,000 in Prop K funds to maintain approximately 745 street trees at various locations throughout San Francisco. Maintenance includes tree pruning and removal when necessary, inspecting street trees to determine what work is needed, scheduling work, and keeping records and the street tree inventory updated. All work will be done by DPW staff.

The following streets have been identified as priority locations for FY 2014/15 based on the prioritization criteria set forth in the 2014 Prop K 5-Year Prioritization Program: **3rd St.** from 16th St. to Bayshore Blvd., **Alemany Blvd.** from Bayshore Blvd. to Junipero Serra Blvd., **California St.** from Mason to 32nd Ave., **Divisadero St.** from Waller St. to Pine St., **Dolores St.** from Market St. to San Jose Ave., **Evans Ave.** from 3rd St. to Jennings St., **Geary Blvd.** from 15th Ave. to 30th Ave., **Hyde St.** from Washington St. to Beach St., **Lombard St.** from Kearny St. to Lyon St., **Mission St.** from The Embarcadero to Huron Ave., **Masonic Avenue** from Fell St. to Turk St., **Pine St.** from Van Ness Ave. to Presidio Blvd., **Potrero Ave.** from Division St. to Cesar Chavez St., **Sunset Blvd.** from Lincoln Way to Lake Merced Blvd., **Van Ness Ave.** from Market St. to Beach St.. However, emergencies, new construction, or other priority projects can require adjustments to the maintenance schedule.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2014/15

Project Name: Tree Planting & Maintenance

Implementing Agency: Department of Public Works

ENVIRONMENTAL CLEARANCE

Type : N/A

Completion Date
(mm/dd/yy)

Status:

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				
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)				
Prepare Bid Documents				
Advertise Construction				
Start Construction (e.g., Award Contract)	1	2014/15		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			4	2014/15
Project Closeout (i.e., final expenses incurred)			4	2014/15

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.

All eligible work will be completed in FY 2014/15.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2014/15

Project Name:

Tree Planting & Maintenance

Implementing Agency:

Department of Public Works

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.

		Cost for Current Request/Phase		
	Yes/No	Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$4,182,733	\$1,000,000	
Procurement (e.g. rolling stock)				
		\$4,182,733	\$1,000,000	\$0

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		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction	\$4,182,733	Proposed Urban Forestry Budget
Procurement (e.g. rolling stock)		
Total:	\$ 4,182,733	

% Complete of Design:

NA

as of

Expected Useful Life:

n/a

Years

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

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.

Prop K Budget

Service	Number of Trees	Unit Cost per Tree	Total Cost	Description
DPW Labor - Tree Planting	307	\$ 327	\$ 100,000	Replacement plantings for 307 trees (\$327/tree)
DPW Labor - Tree Establishment	599	\$ 552	\$ 331,000	Establish 599 trees (\$552/tree)
DPW Labor - Tree Maintenance	745	\$ 684	\$ 510,000	Prune and remove established trees as needed (\$684/tree)
Tree Planting materials and supplies	307	\$ 193	\$ 59,000	Tree, stakes and ties
Total Prop K Budget			\$ 1,000,000	

DPW Labor Detail

Position	Unburdened Salary	Overhead Multiplier	Fully Burdened Salary	FTE Ratio	Total Cost
3435 Inspector	\$ 69,654	2.62	\$ 182,375	0.02	\$ 2,736
0922 Urban Forester	\$ 114,322	2.62	\$ 299,329	0.05	\$ 14,966
3436 Arborist Sup I	\$ 87,594	2.62	\$ 229,347	0.18	\$ 41,283
3434 Arborist	\$ 78,468	2.62	\$ 205,453	1.94	\$ 398,578
7514 Laborer	\$ 61,048	2.62	\$ 159,842	0.14	\$ 22,378
7355 Driver	\$ 78,286	2.62	\$ 204,976	0.15	\$ 30,746
3417 Gardener	\$ 63,180	2.62	\$ 165,424	2.60	\$ 429,937
Total Labor				5.07	\$ 940,625

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

Bureau of Urban Forestry Annual Budget non-Prop K funds requested through Capital Improvement Program (CIP)

Service	Number of Trees	Unit Cost per Tree	Total Cost	Description
Tree Planting and materials	98	\$ 520	\$ 51,027	Includes planting of 98 trees (part of \$51,027 from Adopt-A-Tree)
Tree Establishment	3076	\$ 552	\$ 1,697,879	Includes establishment of 378 trees (part of \$536,570 requested from CIP and \$1,489,389 from gas tax)
Tree Maintenance	2096	\$ 684	\$ 1,433,827	Includes maintenance for approximately 2,096 trees (\$248,603 requested from CIP plus \$1,185,224 from gas tax)
Total BUF Annual Budget			\$ 3,182,733	

Total Budget from all sources

Service	Number of Trees	Unit Cost per Tree	Total Cost
Tree Planting (including materials and supplies)	405	\$ 518	\$ 210,027
Tree Establishment	3,675	\$ 552	\$ 2,028,879
Tree Maintenance	2,841	\$ 684	\$ 1,943,827
Total			\$ 4,182,733

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2014/15

Project Name:

Tree Planting & Maintenance

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:

\$1,000,000

5-Year Prioritization Program Amount:

\$1,000,000 (enter if appropriate)

Strategic Plan Amount for Requested FY:

\$1,000,000

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested:

\$0

5-Year Prioritization Program Amount:

(enter if appropriate)

Strategic Plan Amount for Requested FY:

If the amount requested is inconsistent (e.g., greater than) with the Prop K/Prop AA Strategic Plan amount and/or the 5-Year Prioritization Program (5YPP), provide a justification in the space below including a detailed explanation of which other project or projects will be deleted, deferred, etc. to accommodate the current request and maintain consistency with the 5YPP and/or Strategic Plan annual programming levels.

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds proposed for programming in FY 2014/15 in DPW's proposed 2014 Tree Planting and Maintenance 5YPP. There are no sub-categories or programs in the proposed 5YPP. Allocation of the requested funds is contingent on Transportation Authority Board adoption of the 2014 Tree Planting and Maintenance 5YPP.

The Strategic Plan amount is the entire amount programmed for the Tree Planting and Maintenance category in FY 2014/15.

Enter the funding plan for the phase or phases for which Prop K/Prop AA funds are currently being requested. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$1,000,000			\$1,000,000
DPW Urban Forestry Annual Budget:				
Gas Tax	\$2,674,613			\$2,674,613
Capital Improvement Program (CIP)	\$457,093			\$457,093
Adopt-A-Tree	\$51,027			\$51,027
				\$0
				\$0
Total:	\$4,182,733	\$0	\$0	\$4,182,733

Actual Prop K Leveraging - This Phase:

76.09%

Expected Prop K Leveraging per Expenditure Plan

56.84%

\$4,182,733

Total from Cost worksheet

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Is Prop K/Prop AA providing **local match funds** for a state or federal grant?

No

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
Total:		\$0	\$0	\$0

Actual Prop K Leveraging - Entire Project:

76.09%

Expected Prop K Leveraging per Expenditure Plan:

56.84%

Actual Prop AA Leveraging - Entire Project:

Total from Cost worksheet

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

Use the table below to enter the proposed cash flow distribution schedule (e.g. the maximum Prop K/Prop AA funds that are guaranteed to be available for reimbursement each fiscal year) for the current request. If the schedule is more aggressive than the Prop K/Prop AA Strategic Plan and/or 5YPP, please explain in the text box below how cash flow for other projects and programs will be slowed down to accommodate the current request without exceeding annual cash flow assumptions made in the Strategic Plan.

Prop K Funds Requested:

\$1,000,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$1,000,000	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$1,000,000		

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Deliverables:

1. Quarterly progress reports shall report the number of trees that DPW has maintained using Prop K funds during the preceding quarter as well as the number and locations of trees planted and established, noting the locations identified through service requests and claims data.
2. Upon project completion, provide a summary list of all street segments (demarcated by cross-streets) on which DPW has planted, established or maintained trees using Prop K funds, as well as data for locations on which DPW has new trees with location information in sufficient detail to allow maps to be created.
3. Upon project completion, provide 2-3 digital photos of trees that were planted, established, or maintained using Prop K funds.
4.

Special Conditions:

1. The recommended allocation is contingent upon Transportation Authority Board adoption of the 2014 5YPP for Tree Planting and Maintenance.
2. Prop K funds allocated to this project are only for eligible expenses incurred in the fiscal year for which the allocation was made (ending 06.30.15). After the deadline for submittal of final reimbursement requests or estimated expenditure accruals (estimated by mid-August 2015), all remaining unclaimed amounts will be deobligated and made available for future allocations.

Notes:

1. For annual programs, including this project, DPW may submit evidence of proportional billing upon completion of the project.
2.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	23.91%
Prop AA proportion of expenditures - this phase:	0.00%

Sub-project detail?

If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer:

Project # from SGA:

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution. No. Res. Date:

Project Name:

Implementing Agency:

SUB-PROJECT DETAIL

Sub-Project # from SGA: Name:

Supervisorial District(s):

Cash Flow Distribution Schedule by Fiscal Year & Phase (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 42	FY 2014/15	Construction	\$490,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$490,000		

Sub-Project # from SGA: Name:

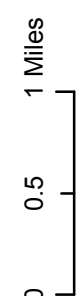
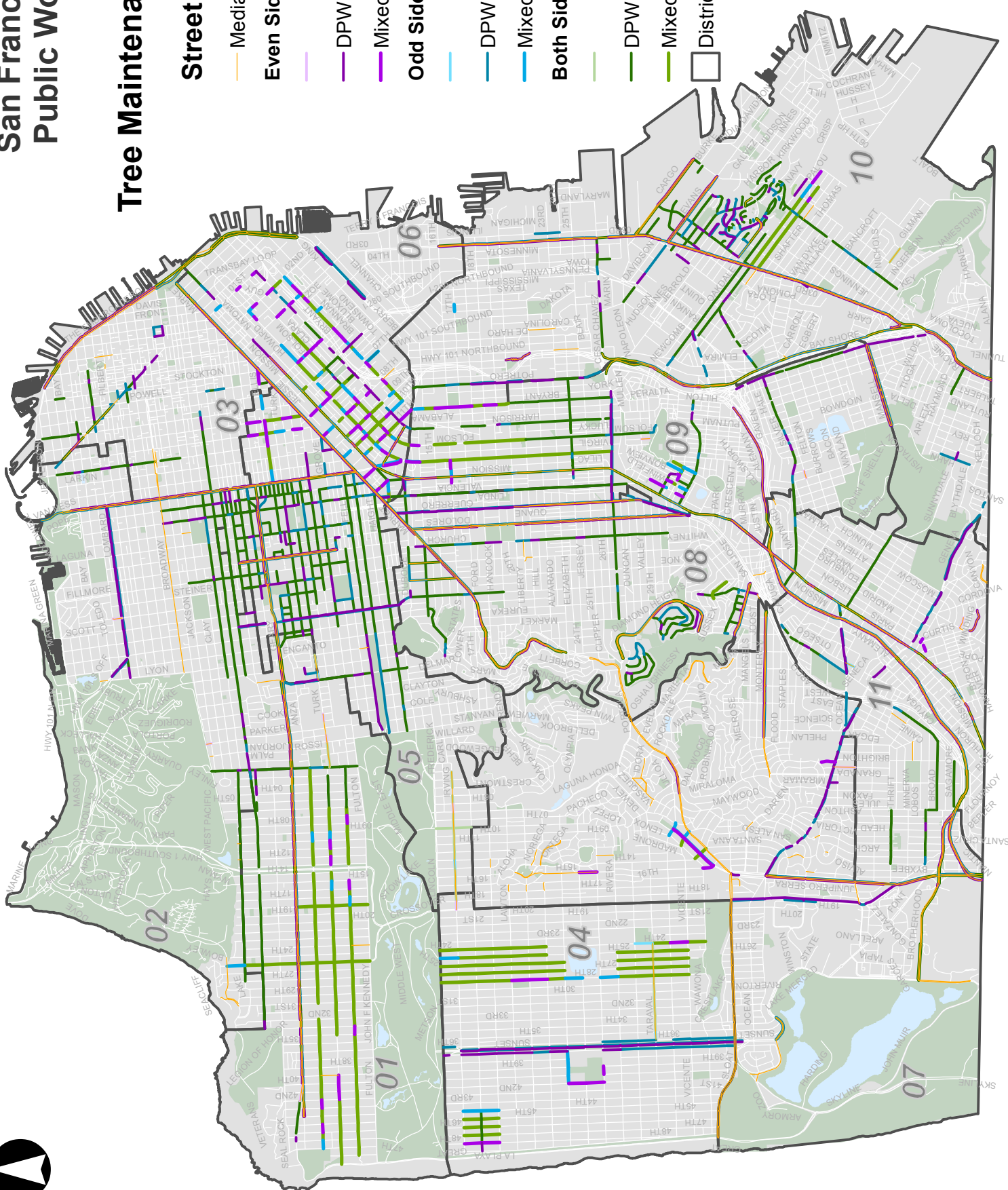
Supervisorial District(s):

Cash Flow Distribution Schedule by Fiscal Year & Phase (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 42	FY 2014/15	Construction	\$510,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$510,000		



- Street Side**
- Medians
 - Even Side only
 - DPW
 - Mixed
 - Odd Side only
 - DPW
 - Mixed
 - Both Sides
 - DPW
 - Mixed
 - District Boundaries



**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action: 2014/15 Current Prop K Request: \$ 1,000,000
Current Prop AA Request: \$ -

Project Name: Tree Planting & Maintenance

Implementing Agency: Department of Public Works

Signatures

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

Project Manager

Name (typed): Chris Buck

Title: Acting Urban Forester

Phone: (415) 641-2677

Fax: (415) 522-7684

Email: chris.buck@sfdpw.org

Address: 1680 Mission St., 1st. Fl.
San Francisco, CA 94102

Signature: _____

Date: _____

Grants Section Contact

Ananda Hirsch

Transportation Finance Analyst

415.558.4034

ananda.hirsch@sfdpw.org

30 Van Ness Ave, 5th Floor

05/23/14



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**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action:

2014/15

Project Name:

Commuter Benefits Ordinance Employer Outreach

Implementing Agency:

Department of the Environment

EXPENDITURE PLAN INFORMATION

Prop K Category:

D. TSM/Strategic Initiatives

Prop K Subcategory:

i. TDM/Parking Management

Prop K EP Project/Program:

a. Transportation Demand Management/Parking Management

Prop K EP Line Number (Primary):

43

Current Prop K Request:

\$77,546

Prop K Other EP Line Numbers:

Gray cells will
automatically be filled in.

Prop AA Category:

Current Prop AA Request:

\$

-

Supervisory District(s):

Citywide

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.

Scope of work begins on next page.

**San Francisco County Transportation Authority
Prop K/AA Allocation Request Form**

The San Francisco Department of the Environment (SFE) is requesting \$77,546 in Prop K funds for Fiscal Year 2014/15 to administer and conduct outreach for the San Francisco Commuter Benefits Ordinance, and implement steps to automate administration.

SFE is dedicated to improving, enhancing and preserving the environment and promoting San Francisco's long-term environmental well being. The department includes the Clean Transportation Program to improve air quality in San Francisco which focuses on two areas: 1) encouraging the use of sustainable modes to single occupancy vehicles (referred to as transportation demand management, or TDM) and 2) promoting adoption of clean fuels and vehicles.

The TDM division, called CommuteSmart, of the Clean Transportation Program provides programs to three stakeholder groups: City and County of San Francisco (CCSF) employees, San Francisco businesses and San Francisco commuters.

The program scope for outreach of the Commuter Benefits Ordinance is described in the following section, along with tasks, goals and deliverables.

Background

SFE's goal is to reduce greenhouse gas emissions attributed to the transportation sector in San Francisco to 80 percent below 1990 levels by 2050, while also working towards the city and state's longer term emission reduction goals. Additionally, CommuteSmart aims to enhance the city's livability by improving the environmental conditions and experience of San Francisco residents and visitors by promoting clean transportation programs that reduce congestion, advance safety for all modes of mobility, improve air quality and encourage healthy travel.

To achieve these goals, SFE's Clean Transportation Program engages in projects to encourage a shift to energy efficient transportation modes. This requires a focus on behavioral changes, encouraging shifts in the transportation modes people choose, and vehicle fleet and clean fuel technology adoption. The CommuteSmart sub-program area focuses on shifting routine trips from single occupancy vehicles to much greater use of walking, biking, transit, ridesharing and telecommuting. The programs save users money, and reduce vehicle miles traveled and greenhouse gas emissions.

CommuteSmart functions within the framework of several City policies, most notably San Francisco's Transit First policy, Chapter 4 of San Francisco's Environment Code and the City's Climate Action Plan.

The Transit First Policy, adopted in 1973, identifies transit, bicycling and walking as the city's top transportation priorities. San Francisco's Environment Code has, among other objectives, provided the basis for SFE's actions to reduce San Francisco's municipal fleet, transition to clean vehicles, pursue TDM strategies and administer the San Francisco Commuter Benefits Ordinance. In 2013, San Francisco updated its Climate Action Strategy, charting a course for the City to reduce greenhouse gas emissions by 25 percent from 1990 levels by 2017, and showing that transportation-related GHG emission reductions is critical in meeting the goal.

CommuteSmart programs support the City of San Francisco's objectives of congestion mitigation, air quality improvements, sustainability and livability. The data collected from the 2013 compliance cycle shows that close to 40 percent of the employers who responded implemented a commuter benefits program due to the ordinance. Two-thirds of these businesses offer the benefit to all

**San Francisco County Transportation Authority
Fiscal Year 2014-2015 Proposition K Sales Tax Program Allocation Request Form**

employees nationwide, demonstrating the strength of the ordinance beyond the City of San Francisco. These results confirm the Ordinance does have significant impact on incentivizing commuters to use modes other than the single occupancy vehicle.

Commuter Benefits Ordinance

To reduce the number of commuters driving alone to San Francisco and the amount of greenhouse gas emissions from the transportation sector, former Supervisor Mirkarimi introduced the Commuter Benefits Ordinance as an amendment to the San Francisco Environment Code, Section 4.¹ The Ordinance requires San Francisco employers to offer commuter benefits to encourage employees to walk, bike, take transit and rideshare. The mandate passed with support from the San Francisco business community, including the Chamber of Commerce and the Building Owners and Managers Association of San Francisco (BOMA).² The SF Board of Supervisors passed the San Francisco Commuter Benefits Ordinance on the first reading with eleven votes and zero dissents on August 8, 2008. The Ordinance became effective on January 19, 2009 and applies to businesses with 20 or more employees nationwide and a location in San Francisco.

The overarching goal of the Ordinance is to decrease GHG emissions by focusing on a reduction in single occupancy commute trips. The law accomplishes this by encouraging commuters to walk, bike, take transit and rideshare to work. The Ordinance furthers San Francisco's Transit First Policy³ and the Healthy Air and Clean Transportation Ordinance.⁴

Ordinance Requirements

Businesses subject to the Commuter Benefits Ordinance must have a location in San Francisco and 20 or more employees nationwide. Employees eligible to receive commuter benefits must perform an average of at least ten hours of work per week for compensation in San Francisco for the same employer within the previous calendar month.

The Commuter Benefits Ordinance requires covered employers to provide at least one of the following transportation benefit programs to covered employees:

- **Employee-Paid Pre-Tax Deduction:** Employees have the option to set aside pre-tax funds from their paycheck each month for transit, vanpool, or parking expenses. Effective January 1, 2014, the IRS pre-tax limit is \$130 per month for transit and vanpool expenses and \$245 per month for parking expenses.⁵

¹ City of San Francisco, "San Francisco Environment Code Chapter 4: Healthy Air and Clean Transportation Program," March 13, 2013.

[http://www.amlegal.com/nxt/gateway.dll/California/environment/environmentcode?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:sanfrancisco_ca\\$sync=1](http://www.amlegal.com/nxt/gateway.dll/California/environment/environmentcode?f=templates$fn=default.htm$3.0$vid=amlegal:sanfrancisco_ca$sync=1)

² Association of Bay Area Governments (ABAG), "Model Ordinance – Commuter Benefits," March 13, 2013.

http://www.abag.ca.gov/abag/events/agendas/1111909a-ABAG_Model_Ordinance-Commuter_Benefits.pdf

³ City of San Francisco, "Transit First Policy," June 29, 2012.

[http://www.amlegal.com/nxt/gateway.dll/California/charter_sf/articleviiiathemunicipaltransportationag?f=templates\\$fn=altmain-nf.htm\\$3.0?f=templates\\$fn=altmain-nf.htm\\$3.0#JD_8A.115](http://www.amlegal.com/nxt/gateway.dll/California/charter_sf/articleviiiathemunicipaltransportationag?f=templates$fn=altmain-nf.htm$3.0?f=templates$fn=altmain-nf.htm$3.0#JD_8A.115)

⁴ City of San Francisco, "Healthy Air and Clean Transportation Ordinance," June 29, 2012.

[http://www.amlegal.com/nxt/gateway.dll/California/environment/chapter1precautionaryprinciplepolicystat?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal%3Asanfrancisco_ca](http://www.amlegal.com/nxt/gateway.dll/California/environment/chapter1precautionaryprinciplepolicystat?f=templates$fn=default.htm$3.0$vid=amlegal%3Asanfrancisco_ca)

⁵ The American Taxpayer Relief Act of 2012 expired on December 31, 2013, changing the monthly pre-tax spending limit for transit and vanpools from \$245 to \$130 per month and parking from \$245 to \$250 per month.

**San Francisco County Transportation Authority
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- **Employer-Paid Transportation Subsidy:** This benefit allows employers to subsidize employee transit or vanpool costs. Subsidies are typically provided to employees in the form of a transit card or voucher. The monthly subsidy for transportation expenses must be equivalent to the price of the San Francisco MUNI Fast Pass ‘A’, currently \$76 per month, and may not exceed the current IRS pre-tax spending limits. Employers may also choose to provide a bike benefit of up to \$20 per month for employees.
- **Employer-Provided Transportation:** Employers may provide a transportation service using a dedicated bus or van, or paying into a shared bus service, between employee residential areas or transit stations and their office location(s).

Ordinance Administration

Oversight of the Commuter Benefits Ordinance involves annual compliance activities and on-going program management, monitoring and business support.

CommuteSmart offers assistance and support to employers throughout the year via an email and telephone hotline. Staff will respond to inquiries regarding enrollment, program rules and assistance for implementation. Staff will also investigate anonymous notifications of noncompliant businesses.

As part of the Ordinance, the CommuteSmart team administers the annual compliance reporting cycle. This cycle includes amending the annual compliance reporting form, conducting outreach about the Ordinance, communicating pressing program updates, sending notifications to employers to complete the process, assisting employers with implementing a program, reviewing the form submissions, sending compliance and exemption certificates and warnings and citations to noncompliant companies.

The CommuteSmart team undertakes many efforts to inform employers about the Ordinance and requirements through a variety of channels. In previous years this has been limited to one direct mailing to employers, general information on the SF Environment website and emails to businesses. Recently, CommuteSmart has attempted to increase the visibility of the program by including information in internal and external newsletters, postings via organizations catering to businesses and on social media platforms, including Twitter and Facebook. The goal of diversifying the outreach effort is to reach employers and expand knowledge and education of the Ordinance.

2013 Compliance Reporting Results:

More than 1,400 businesses, or 38 percent, reported starting a commuter benefits program because of the Ordinance while the remainder offered a program independent of requirements.

Of the companies initiating a commuter benefits program to comply with the Ordinance, over 2,300 businesses reported offering these benefits to all employees nationwide. This percentage has almost doubled from 33 percent in the previous year. Although this Ordinance only applies to businesses located in San Francisco, it continues to demonstrate the ability to reach and enhance employee benefits beyond the city.

Over 90,000 employees in San Francisco participate in their commuter benefits program. These employees represent companies ranging from “very small” (fewer than 100 employees) to “very large” (more than 5,000 employees), as shown in Figure 1. About 23 percent of all eligible employees are participating in commuter benefits.

**San Francisco County Transportation Authority
Fiscal Year 2014-2015 Proposition K Sales Tax Program Allocation Request Form**

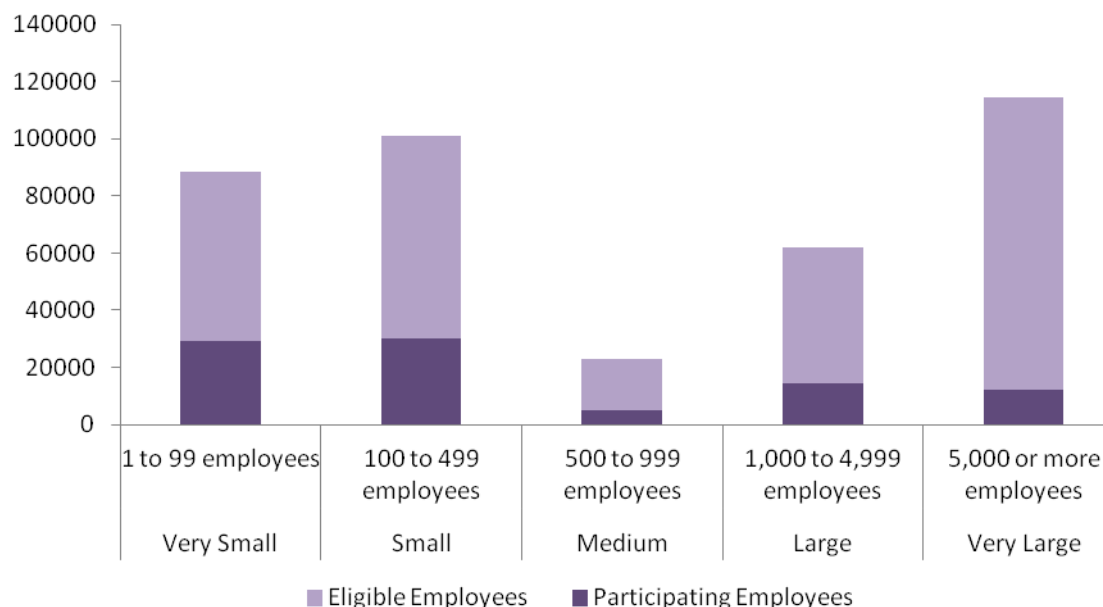


Figure 1. Number of Eligible and Participating Employees by Company Size

n = 3,633

Figure 2 shows all of the commuter benefits programs offered to employees, with the combination programs shaded in black. The most popular program employers provide is the pre-tax transit or vanpool deduction. This option is similar to other pre-tax programs which may already be offered (including flexible spending accounts), leading to the high percentage of employers offering this option.

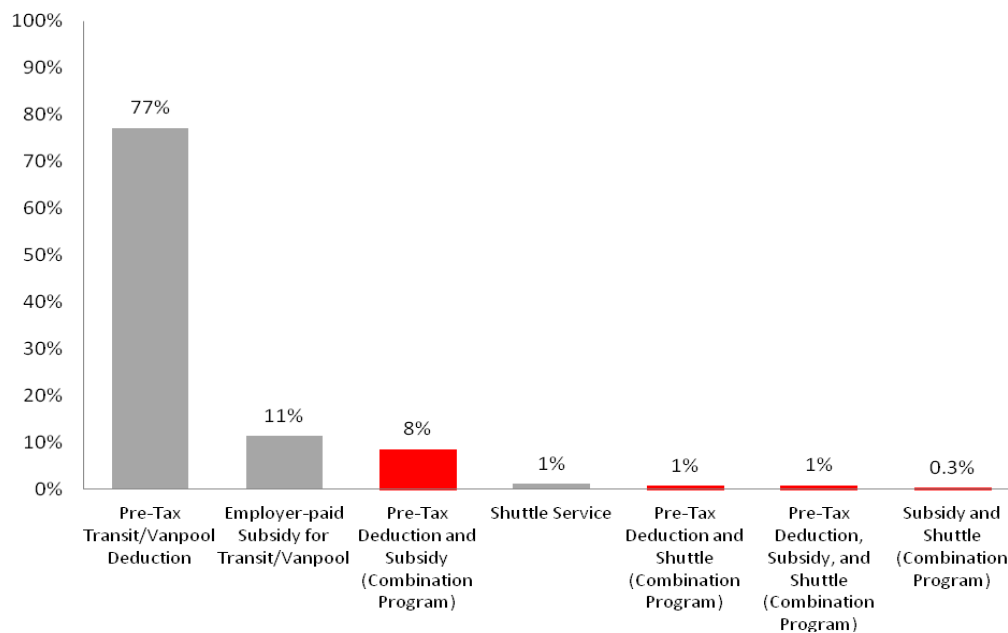


Figure 2. Commuter Benefit Programs Offered

n = 3,543

**San Francisco County Transportation Authority
Fiscal Year 2014-2015 Proposition K Sales Tax Program Allocation Request Form**

Scope of Work

SFE will continue to promote and administer the Commuter Benefits Ordinance to employers:

Offering Consultations and Other Support Services. CommuteSmart staff provide one-on-one assistance to businesses by phone or through in-person meetings. Consultation topics vary according to business needs and interests though generally include assistance on steps to implementing a commuter benefits program, IRS rules and vendor options. Staff also provide information on related programs to create a fully supportive package of traveling options to, from and during work, including Emergency Ride Home, ridesharing, biking and car sharing.

Staff work with businesses and the Metropolitan Transportation Commission's 511 Rideshare program to administer an employee commute survey, provide GIS mapping services (for employers who are interested in shuttle programs or promoting rideshare matching) and 511 Rideshare custom websites to incorporate the company's logo and messaging.

Staff will also provide consultation support to employers falling under the purview of the Bay Area Commuter Benefits Program.

Administering Ordinance Compliance. Though administration of the ordinance is a year round activity, the compliance cycle involves an elevated level of preparation, communication and outreach in the months directly preceding and following the deadline of April 30th. Staff revise all materials, including the employer guide, vendor directory and compliance form.

Prior to the deadline, staff provide notification through a number of channels, including CommuteSmart newsletters, emails, social media outlets, business association newsletters and websites, community business district newsletters and websites and Office of Small Business outlets. The most effective communication tool is a mailer sent in partnership with the Office of Labor Standards Enforcement's Healthcare Security Ordinance as both ordinances apply to the same audience. The mailer is sent to all businesses subject to the ordinances through a list generated by the Treasurer and Tax Collector's office.

Staff also table at business association events to speak directly to businesses and set up times for consultations. Presentations are also provided if appropriate to meeting venue.

After April 30th, staff review the submitted forms to determine compliance. If compliant, certifications are emailed; if businesses appear to be not compliant, the enforcement cycle will be initiated (not under the scope of this grant).

Conducting Outreach. CommuteSmart staff engage in outreach and promotion of the ordinance. Outreach includes tabling at business association meetings and Chamber of Commerce events.

Maintaining Communication Networks. CommuteSmart staff engage with business associations, local and regional agencies and public-private commuter program partnerships (Spare the Air committees) on a regular basis to provide commuter program information.

Additionally, staff send business focused newsletters and regularly post to social media outlets. The CommuteSmart newsletter is distributed to over 3,300 businesses that opted to receive it. Commuter brochures are provided at all tabling events. All program content is maintained on the SF Environment website, www.sfenvironment.org/CommuteSmart.

**San Francisco County Transportation Authority
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Tracking Program Metrics. CommuteSmart staff use compliance form data to track growth in the number of business and employees with a commuter benefit. Other data, including reduction in greenhouse gas emissions, type of program offered and size of business, are detailed in annual reports on the SF Environment website (SFEnvironment.org/commuterbenefits).

Providing Best Practice Information. The San Francisco Commuter Benefit Ordinance was the first type of legislation to require employers to provide a transportation benefit in the United States. Since the Ordinance was implemented in 2009, CommuteSmart staff gained a number of years of experience with administration and outreach to provide lessons learned to other agencies looking to implement a similar ordinance.

Maintaining the CommuteSmart Hotline. Employers are able to connect with CommuteSmart staff through a dedicated phone and email hotline. Staff assist with explaining the options for program setup and offer assistance with implementation and communications.

Updating materials. Activities include updating flyers, employer toolkits and presentations to stay abreast of the frequent changes to the federal pre-tax limits and transit fare increases. Staff also revise materials based on lessons learned from presentations and consultations.

Updating compliance process. Over the next two years, staff will implement measures and procedures to automate the compliance and reporting process.

Prop K Goals (to be attained by June 2015)

The goals have been updated to provide more accurate and meaningful metrics. Goals also reflect best practice research and recommendations from the TCRP Report, Analyzing the Effectiveness of Commuter Benefits Programs.⁶

- 1) Provide Assistance to Increase Participation In and Awareness of Programs:
 - Business and commuter programs - promote the Commuter Benefits Ordinance to San Francisco employers at 48 outreach events, meetings, consultations and campaigns. Additionally, CommuteSmart staff will, at least once a month, use social media, newsletters and emails to promote programs to businesses and commuters (the Fiscal Year 2013/14 goal was 48 events)
- 2) Become the Source for All Commuter Benefit Information:
 - Business and commuter programs - track the number of phone/email inquiries on the CommuteSmart hotline for both CCSF and businesses/commuters.
- 3) Increase Number of Forms Received:
 - Business and commuter programs - increase number of Commuter Benefits Ordinance compliance forms received by 1,000, from 4,279 (2013) to 5,279.
- 4) Reduce GHG Emissions:

⁶ Transportation Research Board, Transit Cooperative Research Program. Analyzing the Effectiveness of Commuter Benefits Programs. Report 107. 2005. http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_107.pdf (accessed March 2013).

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Fiscal Year 2014-2015 Proposition K Sales Tax Program Allocation Request Form**

- Business and commuter programs - decrease greenhouse gas emissions by 60,000 metric tons.

Prop K Deliverables:

1. Updated marketing materials
2. Updated compliance form
3. Social media, newsletter and email activity
4. CCSF and Business/Commuter campaigns
5. Annual Commuter Benefits Ordinance Reports

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

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FY 2014/15

Project Name:

Commuter Benefits Ordinance Employer Outreach

Implementing Agency:

Department of the Environment

ENVIRONMENTAL CLEARANCE

Type :

N/A

**Completion Date
(mm/dd/yy)**

Status:

N/A

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				
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)				
Prepare Bid Documents				
Advertise Construction				
Start Construction (e.g., Award Contract)	1	2014/15		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)	N/A	N/A	4	2014/15
Project Closeout (i.e., final expenses incurred)			2	2015/16

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.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2014/15

Project Name: Commuter Benefits Ordinance Employer Outreach

Implementing Agency: Department of the Environment

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.

		Cost for Current Request/Phase		
	Yes/No	Total Cost	Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$ 77,546	\$ 77,546	\$ -
Procurement (e.g. rolling stock)				
		\$77,546	\$77,546	\$0

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		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction	\$ 77,546	Prior year program budget.
Procurement (e.g. rolling stock)		
Total:	\$ 77,546	

% Complete of Design:

N/A

as of

Expected Useful Life:

N/A

Years

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

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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.

Commuter Benefits Ordinance Outreach and Administration

BUDGET

Labor	\$ 70,546
Ordinance administration and consultations	\$ 40,936
Metrics and analysis	\$ 29,610
Printing	\$ 7,000
Total	\$ 77,546

Budget Labor Detail	Unburdened Salary	Burdened Salary	Hours	FTE Ratio	Cost	Overhead Multiplier
Project Supervision	\$ 71.29	\$ 172.52	32	0.015	\$ 5,521	2.42
Project Oversight	\$ 62.49	\$ 151.23	120	0.058	\$ 18,147	2.42
Project Staff 1	\$ 53.72	\$ 130.00	201.54	0.097	\$ 26,201	2.42
Project Staff 2	\$ 53.72	\$ 130.00	80	0.038	\$ 10,400	2.42
Project Assistant	\$ 35.39	\$ 85.64	120	0.058	\$ 10,277	2.42
Total			554	0.27	\$ 70,546	2.42

Summary of tasks by SFE labor position

Position

Project Supervision
Project Oversight

Project Staff

Project Assistant

Tasks

High-level supervision, interfacing with city departments
Oversight, coordination, strategic program planning, providing best practice information and coordinate with the Regional Commuter Benefits Program staff
Provide personalized consultations, make presentations to business organizations, draft communication content and monitor business compliance
Assist with communications dissemination, providing ordinance information to inquiries, setting up consultations and metrics and monitoring

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2014/15

Project Name: Commuter Benefits Ordinance Employer Outreach

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$77,546

5-Year Prioritization Program Amount: \$77,546 (enter if appropriate)

Strategic Plan Amount for Requested FY: \$400,000

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0

5-Year Prioritization Program Amount: (enter if appropriate)

Strategic Plan Amount for Requested FY:

If the amount requested is inconsistent (e.g., greater than) with the Prop K/Prop AA Strategic Plan amount and/or the 5-Year Prioritization Program (5YPP), provide a justification in the space below including a detailed explanation of which other project or projects will be deleted, deferred, etc. to accommodate the current request and maintain consistency with the 5YPP and/or Strategic Plan annual programming levels.

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds in FY 2014/15 for Commuter Benefits Ordinance Employer Outreach in the proposed 2014 Transportation Demand Management/Parking Management 5YPP. Allocation of the requested funds is contingent on Transportation Authority Board approval of the 2014 TDM/Parking Management 5YPP.

The Strategic Plan amount is the amount programmed for the entire TDM/Parking Management category in FY 2014/15.

Enter the funding plan for the phase or phases for which Prop K/Prop AA funds are currently being requested. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Prop K sales tax	\$77,546			\$77,546
				\$0
				\$0
				\$0
Total:	\$77,546	\$0	\$0	\$77,546

Actual Prop K Leveraging - This Phase: 0.00%

Expected Prop K Leveraging per Expenditure Plan: 54.33%

\$77,546
Total from Cost worksheet

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

E6-73

Is Prop K/Prop AA providing **local match funds** for a state or federal grant?

No

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Total:				

Actual Prop K Leveraging - Entire Project:

Expected Prop K Leveraging per Expenditure Plan:

Actual Prop AA Leveraging - Entire Project:

54.33%
N/A

Total from Cost worksheet

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

Use the table below to enter the proposed cash flow distribution schedule (e.g. the maximum Prop K/Prop AA funds that are guaranteed to be available for reimbursement each fiscal year) for the current request. If the schedule is more aggressive than the Prop K/Prop AA Strategic Plan and/or 5YPP, please explain in the text box below how cash flow for other projects and programs will be slowed down to accommodate the current request without exceeding annual cash flow assumptions made in the Strategic Plan.

Prop K Funds Requested:

\$77,546

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$77,546	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$77,546		

Prop AA Funds Requested:

\$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
Total:	\$0		

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 06.18.14 Resolution No. Res. Date:

Project Name: Commuter Benefits Ordinance Employer Outreach

Implementing Agency: Department of the Environment

Funding Recommended:		Amount	Phase:
Prop K Allocation		\$77,546	Construction
Total:		\$77,546	

Notes (e.g., justification for multi-phase recommendations, notes for multi-EP line item or multi-sponsor recommendations):

Cash Flow Distribution Schedule by Fiscal Year (for entire allocation/appropriation)

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 43	FY 2014/15	\$77,546	100.00%	\$0
Total:		\$77,546	100%	

Cash Flow Distribution Schedule by Fiscal Year & Phase (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 43	FY 2014/15	Construction	\$77,546	100%	\$0
Total:			\$77,546		

Prop K/Prop AA Fund Expiration Date: 12/31/2015 Eligible expenses must be incurred prior to this date.

Future Commitment to:	Action	Amount	Fiscal Year	Phase
Trigger:				

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

E6-75

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 06.18.14

Resolution. No.

Res. Date:

Project Name: Commuter Benefits Ordinance Employer Outreach

Implementing Agency: Department of the Environment

Deliverables:

1. Quarterly reports shall include: Rate of San Francisco businesses with programs; number of outreach events and campaigns targeting SF employers; number of Healthy Air and Clean Transportation Ordinance compliance forms received, and electronic copies of new outreach materials developed/updated during that quarter (e.g., marketing materials, compliance forms, newsletters, other campaign materials).
2. Upon completion of project, SFE will provide Annual Commuter Benefits Ordinance Report.

Special Conditions:

1. The recommended allocation is contingent upon Transportation Authority Board adoption of the 2014 5YPP for TDM and Parking Management.
2. Prop K funds allocated to this project are only for eligible expenses incurred in the fiscal year for which the allocation was made (ending 6/30/15). After the deadline for submittal of final reimbursement requests or estimated expenditure accruals, all remaining unclaimed amounts will be de-obligated and made available for future allocations.

Notes:

1. Prop K funds may not be used for any enforcement activities related to the Commuter Benefits Ordinance.

Supervisory District(s):

Citywide

Prop K proportion of
expenditures - this phase:

100.00%

Prop AA proportion of
expenditures - this phase:

0.00%

Sub-project detail?

No

If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer:

P&PD

Project # from SGA:

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action:

2014/15

Current Prop K Request:

\$ 77,546

Current Prop AA Request:

\$ -

Project Name:

Commuter Benefits Ordinance Employer Outreach

Implementing Agency:

Department of the Environment

Signatures

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

Project Manager**Grants Section Contact**

Name (typed): Krute Singa

Shawn Rosenmoss

Title: CommuteSmart Program Manager

Grants Manager

Phone: 415-355-3734

415-355-3746

Fax:

Email: krute.singa@sfgov.orgshawn.rosenmoss@sfgov.org

1455 Market Street, 1200, San
Address: Francisco, CA 94102

1455 Market Street, 1200, San
Francisco, CA 94102

Signature: Please see scope for signatures

Please see scope for signatures

Date:

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K Category:

Prop K Subcategory:

Gray cells will automatically be filled in.

Prop K EP Project/Program:

Prop K EP Line Number (Primary):

Current Prop K Request: \$

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$

Supervisory 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 Department of Public Works (DPW) requests FY 2014/15 Prop AA funds for the construction of the Dolores Street Pavement Renovation. The proposed limits of the project are at the following locations:

On Dolores Street from Market Street to 21st Street and from 25th Street to Cesar Chavez Street

On Abbey Street from Chula Lane to 17th St

On Chula Lane from Dolores Street to Abbey Street

See following pages for details of this request.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Background

DPW inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist DPW with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance (i.e., coordination with utilities) and geographic equity. The average PCI score within the project limits is 62.

Scope

This project will consist of paving work, base repairs, curb ramp construction, sidewalk and curb repairs at various locations. In addition the project will include construction of two concrete pedestrian refuge islands and four curb bulbs at the intersection of Dolores and 18th. The pedestrian refuge islands will be extensions of the existing medians along Dolores Street. They will have the same curb profile as the existing median and will have a 12-foot wide pass-through that ramps up and down with detectable tiles on the surface. A thumbnail will be located within the striped crosswalk. Please see attached drawing for more information. Finally, approximately 52 curb ramps will be constructed. Curb ramp upgrades are proposed at:

- o Dolores St/14th Street
- o Dolores St/Hidalgo Terrace
- o Dolores St/Alert Alley
- o Dolores St/Chula Lane
- o Chula Ln/Abbey Street
- o Dolores St/17th Street
- o Dolores St/Dolores Terrace
- o Dolores St/Dorland Street
- o Dolores St/Mission High School
- o Dolores St/18th Street
- o Dolores St/Cumberland Street
- o Dolores St/20th Street
- o Dolores/Liberty Street
- o Dolores St/Cesar Chavez Street
- o Dolores St between Alert Alley and the 16th Street blue zone

Coordination

To extend the life of the pavement and to minimize disruption to neighborhoods and traveling public, each street is either "cleared" by utilities of future utility street excavation - to avoid excavation of newly paved streets for a period of 5 years - or utility excavation projects are coordinated with paving projects and, where possible, jointly contracted. The ability of the City to expedite paving projects is limited by its ability to clear streets of utility work prior to paving the streets. For example, the City's Public Utilities Commission needs to televise sewers under the streets to determine whether the sewers also need replacement or repairs. Delays in televising, evaluating, repairing and/or replacement of sewers delay pavement work.

To minimize transit and traffic impacts DPW is incorporating SFMTA's Traffic Control Specification into the project. The Specification includes a subsection on how to maintain transit service during construction. It is anticipated that the project will require the services of Muni Operations Division to allow bus lines #22 Fillmore and #33 Stanyan to remain in service on 16th Street and 18th Street during construction. The services include bus stop relocation and daily de-energization of the Overhead Catenary System (OCS) during the intersection work on 16th Street and 18th Street. It is also anticipated that Muni Inspectors will be on-site to monitor schedule and support bus operations during the de-energization.

DPW is also coordinating the design and construction of the refuge islands with SFMTA. The Traffic Control Specification has provisions on how to safely execute the construction of the curb ramps, sidewalks and refuge islands with the least impact to pedestrians and the business establishments in the area. SFMTA will review the traffic control plans prior to construction to ensure that pedestrians have a safe path of travel during construction.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Prop AA Strategic Plan Amendment

This request is contingent on Transportation Authority Board approval of a cost-neutral Prop AA Strategic Plan amendment advancing the cash flow for Dolores Street Pavement Renovation and pushing out the cash flow for the Mansell Corridor Improvement project. Cash flow for the Dolores project is currently programmed in Fiscal Years 2015/16 and 2016/17, while cash flow for the Mansell Corridor Improvement project is programmed in Fiscal Years 2014/15 and 2015/16. The proposed Strategic Plan amendment will accommodate the planned schedules for both projects. Construction of the Dolores project starts in October 2014 (FY 2014/15) and ends in July 2015 (FY 2015/16). Construction of the Mansell project is anticipated to start in August 2015 (FY 2015/16) and end in July 2016 (FY 2016/17). See the Funding Plan section for more details.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2014/15

Project Name:

Dolores Street Pavement Renovation

Implementing Agency:

Department of Public Works

ENVIRONMENTAL CLEARANCE

Type :

Categorically Exempt

Completion Date
(mm/dd/yy)

Status:

N/A

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.

Planning/Conceptual Engineering
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)

Start Date	
Quarter	Fiscal Year
1	2013/14
4	2013/14
4	2013/14
2	2014/15
N/A	N/A
2	2015/16

End Date	
Quarter	Fiscal Year
4	2013/14
4	2013/14
N/A	N/A
N/A	N/A
1	2015/16
3	2015/16

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.

Design is scheduled to be completed in May 2014. The project will be advertised in June 2014 and be awarded in August. Construction will start in October 2014 and be completed by September 2015.

**San Francisco County Transportation Authority
Prop K/Prop AA Sales Allocation Request Form**

FY 2014/15

Project Name: Dolores Street Pavement Renovation

Implementing Agency: Department of Public Works

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.

		Cost for Current Request/Phase		
	Yes/No	Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	No			
Environmental Studies (PA&ED)	No			
Design Engineering (PS&E)	No			
R/W Activities/Acquisition	No			
Construction	Yes	\$ 2,867,863		\$ 2,210,000
Procurement (e.g. rolling stock)	No			
		\$2,867,863	\$0	\$2,210,000

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		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)	\$ 362,400	Actuals at 90% design plus cost to complete
R/W Activities/Acquisition		
Construction	\$ 2,867,863	Engineer's 90% Cost Estimate
Procurement (e.g. rolling stock)		
Total:	\$ 3,230,263	

% Complete of Design: 90 as of 3/10/2014

Expected Useful Life: 20 Years

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

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.

Preliminary Construction Cost :

<u>Construction Item</u>	<u>Cost</u>
Traffic Related Items	\$ 119,000
Planing	\$ 257,300
Asphalt Concrete	\$ 707,440
Concrete Sidewalk *	\$ 190,000
Parking Strip	\$ 15,600
Curb Ramps	\$ 161,200
Concrete Curbs (52 @ \$1,470 ea)	\$ 76,500
Concrete Base	\$ 320,000
Miscellaneous Items **	\$ 447,250
Subtotal	\$ 2,294,290
Contingencies	10% \$ 229,429
Construction Management	15% \$ 344,144
Total Cost	\$ 2,867,863

* Concrete reconstruction triggers the need for a new sidewalk.

** Miscellaneous items include catchbasins, manhole adjustment, excavation permit fee, field offices, project signage, surface tiles, concrete pedestrian refuge islands, hydrant and watermain valve box, mobilization for roadway work, allowance for partnering requirements, DPT striping and construction support, and de-energization of MUNI overhead contacts services.

DPW Construction Management

Title (class)	Base Rate	Overhead Multiplier	Burdened Rate/Hr.	Number of Hours	FTE	Cost
Construction Inspector (6318)	\$ 45.76	1.61	\$ 73.67	1,740	0.84	\$ 128,192
Materials Testing Technician (5305)	\$ 33.49	1.61	\$ 53.92	400	0.19	\$ 21,568
Associate Engineer (5207)	\$ 52.73	1.61	\$ 84.90	900	0.43	\$ 76,406
Administrative Engineer (5174)	\$ 65.69	1.61	\$ 105.76	400	0.19	\$ 42,304
Public Relations Officer (1314)	\$ 43.38	1.61	\$ 69.84	455	0.22	\$ 31,778
Junior Engineer (5201)	\$ 40.10	1.61	\$ 64.56	680	0.33	\$ 43,901
Total				4,575	2.20	\$ 344,144

SFMTA Construction Support (included in Miscellaneous above)

Title (class)	Base Rate	Overhead Multiplier	Burdened Rate/Hr.	Number of Hours	FTE	Cost
Senior Traffic Engineer (5211)	\$ 54.49	2.73	\$ 148.75	34	0.02	\$ 5,058
Traffic Engineer (5241)	\$ 46.65	2.76	\$ 128.75	34	0.02	\$ 4,378
Associate Traffic Engineer (5207)	\$ 39.87	2.79	\$ 111.25	130	0.06	\$ 14,463
Draftsman (5364)	\$ 27.78	2.88	\$ 80.00	34	0.02	\$ 2,720
Total				232	0.11	\$ 26,618

Contingency (15%) \$ 3,993

Total with Contingency \$ 30,610

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2014/15

Project Name:

Dolores Street Pavement Renovation

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested:

\$2,210,000

5-Year Prioritization Program Amount:

\$2,210,000 (enter if appropriate)

Strategic Plan Amount for Requested FY:

\$4,535,624

If the amount requested is inconsistent (e.g., greater than) with the Prop K/Prop AA Strategic Plan amount and/or the 5-Year Prioritization Program (5YPP), provide a justification in the space below including a detailed explanation of which other project or projects will be deleted, deferred, etc. to accommodate the current request and maintain consistency with the 5YPP and/or Strategic Plan annual programming levels.

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop AA funds available for allocation in Fiscal Year 2014/15 for the Dolores Street Pavement Renovation project.

The requested allocation requires a cost-neutral Prop AA Strategic Plan amendment revising the cash flow programmed to the subject project to shift \$707,199 in FY 2015/16 funds to FY 2014/15 and \$910,253 in FY 2016/17 funds to FY 2015/16. See attached proposed Prop AA Strategic Plan amendment for details.

The Prop AA Strategic Plan amount is the entire amount programmed in the Street Repair and Reconstruction category in Fiscal Year 2014/15.

Enter the funding plan for the phase or phases for which Prop K/Prop AA funds are currently being requested. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Prop AA		\$2,210,000		\$2,210,000
Prop B General Obligation Bond		\$657,863		\$657,863
				\$0
				\$0
				\$0
				\$0
Total:	\$0	\$2,867,863	\$0	\$2,867,863

Actual Prop K Leveraging - This Phase:

#N/A

Expected Prop K Leveraging per Expenditure Plan

#N/A

\$2,867,863

Total from Cost worksheet

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Is Prop K/Prop AA providing **local match funds** for a state or federal grant?

No

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Prop AA	\$2,210,000			\$2,210,000
Prop B General Obligation Bond		\$657,863	\$362,400	\$1,020,263
				\$0
				\$0
				\$0
				\$0
				\$0
Total:		\$657,863	\$362,400	\$3,230,263

Actual Prop K Leveraging - Entire Project:

#N/A

\$3,230,263

Expected Prop K Leveraging per Expenditure Plan:

#N/A

Total from Cost worksheet

Actual Prop AA Leveraging - Entire Project:

31.58%

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

Use the table below to enter the proposed cash flow distribution schedule (e.g. the maximum Prop K/Prop AA funds that are guaranteed to be available for reimbursement each fiscal year) for the current request. If the schedule is more aggressive than the Prop K/Prop AA Strategic Plan and/or 5YPP, please explain in the text box below how cash flow for other projects and programs will be slowed down to accommodate the current request without exceeding annual cash flow assumptions made in the Strategic Plan.

Prop AA Funds Requested:

\$2,210,000

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$1,768,000	80.00%	\$442,000
FY 2015/16	\$442,000	20.00%	\$0
Total:	\$2,210,000		

San Francisco County Transportation Authority Prop K/Prop AA Allocation Request Form

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated:	6/18/2014
---------------	-----------

Resolution. No.

Res. Date:

Project Name: Dolores Street Pavement Renovation

Implementing Agency: Department of Public Works

		Amount	Phase:
Funding Recommended:	Prop AA Allocation	\$2,210,000	Construction
	Total:	\$2,210,000	

Notes (e.g., justification for multi-phase recommendations, notes for multi-EP line item or multi-sponsor recommendations):

Cash Flow Distribution Schedule by Fiscal Year (for entire allocation/appropriation)

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop AA - Street	FY 2014/15	\$707,199	32%	\$1,502,801
Prop AA - Street	FY 2015/16	\$1,502,801	68%	\$0
			0%	\$0
			0%	\$0
			0%	\$0
Total:		\$2,210,000	100%	

Cash Flow Distribution Schedule by Fiscal Year & Phase (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop AA - Street	FY 2014/15	Construction	\$707,199	32%	\$1,502,801
Prop AA - Street	FY 2015/16	Construction	\$1,502,801	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$2,210,000		

Prop K/Prop AA Fund Expiration Date: 9/30/2016 Eligible expenses must be incurred prior to this date.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution. No. Res. Date:

Project Name:

Implementing Agency:

	Action	Amount	Fiscal Year	Phase
Future Commitment to:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Trigger:	<input type="text"/>		

Deliverables:

1. With the first quarterly progress report due October 15, 2014, provide 2-3 digital photos of typical before conditions.
2. Upon project completion, provide a list of the locations of the curb ramps that were constructed or reconstructed and 2-3 digital photos of the completed project.
3.

Special Conditions:

1. The recommended allocation is contingent upon a cost-neutral Prop AA Strategic Plan amendment to advance the cash flow for Dolores Street Pavement Renovation and pushing out the cash flow for Mansell Corridor Improvement as follows: Dolores Street: \$707,199 from FY 2015/16 to FY 2014/15 and \$910,253 from FY 2016/17 to FY 2015/16; Mansell: push out \$707,199 from FY 2014/15 to FY 2015/16 and \$910,253 from FY 2015/16 to FY 2016/17. See attached Prop AA Strategic Plan amendment for details.
2. DPW may not incur expenses for the construction phase until Authority staff releases the funds (\$2,210,000) pending receipt of evidence of completion of design (e.g. copy of certifications page).
3. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year in which SFMTA incurs charges.

Notes:

1. DPW has requested and SFCTA staff has approved a waiver of the Prop AA Strategic Plan policies mandating that advertisement happen after allocation of funds by the SFCTA in order to keep the project on schedule. This waiver does not commit the SFCTA Board to allocate the requested funds.

Supervisory District(s):

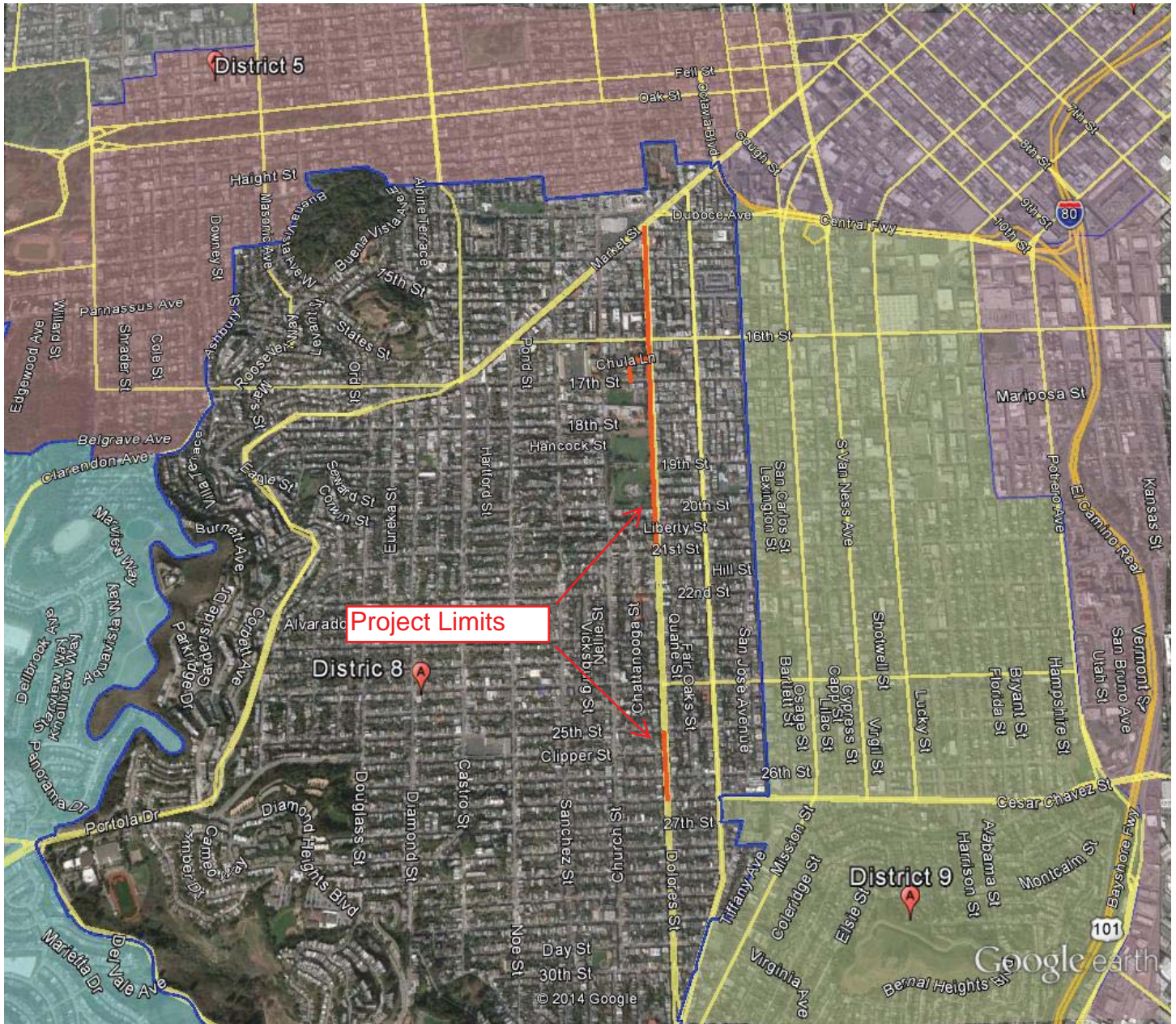
8

Prop K proportion of expenditures - this phase:	0.00%
Prop AA proportion of expenditures - this phase:	77.06%

Sub-project detail? If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer:

Project # from SGA:



Google earth

miles
km



**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action: 2014/15 Current Prop K Request: \$ -
Current Prop AA Request: \$ 2,210,000

Project Name: Dolores Street Pavement Renovation

Implementing Agency: Department of Public Works

Signatures

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

Project Manager

Name (typed): Ramon Kong

Title: Project Manager

Phone: 415-554-8280

Fax: 415-554-8243

Email: ramon.kong@sfdpw.org

Address: 1680 Mission St, 4th Floor

Signature: _____

Date: _____

Grants Section Contact

Ananda Hirsch

Transportation Finance Analyst

415-558 4034

415-558-4519

ananda.hirsch@sfdpw.org

30 Van Ness Ave., 5th Floor

05.22.2014

Prop AA Strategic Plan
Programming and Allocations to Date
Updated 6/17/2014

District	Project Name	Phase	Sponsor	Fiscal Year 2012/13	Fiscal Year 2013/14	Fiscal Year 2014/15	Fiscal Year 2015/16	Fiscal Year 2016/17	5-Year Total
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Street Repair and Reconstruction

Funds Available in Category				\$ 4,358,888	\$ 2,210,086	\$ 2,210,086	\$ 2,210,086	\$ 2,210,086	\$ 13,199,232
6	9th Street Pavement Renovation	CON	DPW	\$ 2,216,627					\$ 2,216,627
4	28th Ave Pavement Renovation	CON	DPW	\$ 1,174,260					\$ 1,174,260
3	Chinatown Broadway St ⁴	DES	DPW		\$ 650,000				\$ 650,000
9,10,11	Mansell Corridor Improvement Project ⁴	DES	SFMTA		\$ 202,228				\$ 202,228
9,10,11	Mansell Corridor Improvement Project ^{4,9}	CON	RPD/SFMTA			\$ 2,325,624			\$ 2,325,624
5,6	McAllister St Pavement Renovation	CON	DPW		\$ 2,210,000				\$ 2,210,000
8	Dolores St Pavement Renovation ⁹	CON	DPW			\$ 2,210,000			\$ 2,210,000
6	Brannan St Pavement Renovation	CON	DPW					\$ 2,210,000	\$ 2,210,000
Subtotal Programmed				\$ 3,390,887	\$ 3,062,228	\$ 4,535,624	\$ -	\$ 2,210,000	\$ 13,198,739
(Over)/Under				\$ 968,001	\$ (852,142)	\$ (2,325,538)	\$ 2,210,086	\$ 86	\$ 493
Cumulative Remaining				\$ 968,001	\$ 115,859	\$ (2,209,680)	\$ 407	\$ 493	\$ 493

Pedestrian Safety

Funds Available in Category				\$ 2,179,444	\$ 1,365,043	\$ 1,105,043	\$ 1,105,043	\$ 1,105,043	\$ 6,859,616
2	Arguello Gap Closure ²	CON	Presidio		\$ 350,000				\$ 350,000
6	Mid-Block Crossing on Natoma/8th ⁴	DES	SFMTA		\$ 55,000				\$ 55,000
6	Mid-Block Crossing on Natoma/8th ⁴	CON	SFMTA			\$ 310,000			\$ 310,000
6	Ellis/Eddy Traffic Calming Improvement ^{4,5}	DES	SFMTA		\$ 337,450	\$ 27,550			\$ 365,000
2,5	Franklin St Pedestrian Signals ⁴	DES	SFMTA		\$ 825,000				\$ 825,000
2,5	Franklin St Pedestrian Signals ⁴	CON	SFMTA			\$ 720,000			\$ 720,000
1,2,3,5,6,8,9	Pedestrian Countdown Signals	CON	SFMTA	\$ 1,683,000					\$ 1,683,000
6	McAllister St Campus Streetscape ³	DES	UC Hastings		\$ 83,000				\$ 83,000
6	McAllister St Campus Streetscape ⁸	CON	UC Hastings			\$ 1,762,206			\$ 1,762,206
2,5	Webster St Pedestrian Signals ⁸	DES	SFMTA			\$ 260,000			\$ 260,000
2,5	Webster St Pedestrian Signals ⁸	CON	SFMTA				\$ 104,794		\$ 104,794
2,5	Gough St Pedestrian Signals	DES/CON	SFMTA				\$ 337,000		\$ 337,000
Subtotal Programmed				\$ 1,683,000	\$ 1,650,450	\$ 3,079,756	\$ 441,794	\$ -	\$ 6,855,000
(Over)/Under				\$ 496,444	\$ (285,407)	\$ (1,974,713)	\$ 663,249	\$ 1,105,043	\$ 4,616
Cumulative Remaining				\$ 496,444	\$ 211,037	\$ (1,763,676)	\$ (1,100,427)	\$ 4,616	\$ 4,616

Transit Reliability and Mobility Improvements

Funds Available in Category				\$ 2,179,444	\$ 1,105,043	\$ 1,105,043	\$ 1,105,043	\$ 1,105,043	\$ 6,599,616
3,6	Civic Center BART/Muni Bike Station	CON	BART		\$ 248,000				\$ 248,000
7	City College Pedestrian Connector ⁴	DES	City College/SFMTA		\$ 42,000				\$ 42,000
7	City College Pedestrian Connector ⁴	CON	City College/SFMTA			\$ 895,000			\$ 895,000
10	Hunters View Transit Connection ^{4,7}	CON	MOH		\$ 195,000				\$ 195,000
10	Hunters View Transit Connection	CON	MOH		\$ 1,649,994				\$ 1,649,994
9	24th St Mission SW BART Plaza and Pedestrian Improvements ¹	CON	BART	\$ 1,217,811					\$ 1,217,811
TBD	Rapid Network Placeholder	DES/CON	SFMTA			\$ 287,000	\$ 965,000	\$ 1,099,919	\$ 2,351,919
Subtotal Programmed				\$ 1,217,811	\$ 2,134,994	\$ 1,182,000	\$ 965,000	\$ 1,099,919	\$ 6,599,724
(Over)/Under				\$ 961,633	\$ (1,029,951)	\$ (76,957)	\$ 140,043	\$ 5,124	\$ (108)
Cumulative Remaining				\$ 961,633	\$ (68,318)	\$ (145,275)	\$ (5,232)	\$ (108)	\$ (108)

Total Programmed	\$ 6,291,698	\$ 6,847,672	\$ 8,797,380	\$ 1,406,794	\$ 3,309,919	\$ 26,653,463
(Over)/Under	\$ 2,426,077	\$ (2,167,500)	\$ (4,377,208)	\$ 3,013,378	\$ 1,110,253	\$ 5,000
Cumulative	\$ 2,426,077	\$ 258,577	\$ (4,118,631)	\$ (1,105,253)	\$ 5,000	

Total Available Funds	\$ 8,717,775	\$ 4,420,172	\$ 4,420,172	\$ 4,420,172	\$ 4,420,172	\$ 26,398,463
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	Allocated
	Pending

NOTES:

¹24th St Mission SW BART Plaza and Pedestrian Improvements: Reprogrammed \$1,217,811 in Fiscal Year 2013/14 funds to Fiscal Year 2012/13. Cash flow remains as 100% in Fiscal Year 2013/14. (Res. 13-30, approved 01.29.2013)

²Arguello Gap Closure: Reprogrammed design funds (\$75,000) from Fiscal Year 2012/13 to Fiscal Year 2013/14 for use on the construction phase and delayed cash flow by one fiscal year. (Res. 14-05, approved 07.23.2013)

³McAllister St Campus Streetscape: Reprogrammed design funds (\$83,000) from Fiscal Year 2014/15 to Fiscal Year 2013/14. Changed cash flow to 100% in Fiscal Year 2013/14. (Res. 14-20, approved 09.24.2013)

⁴Fiscal Year 2013/14 Strategic Plan amendment. (Res. 14-26, approved 10.22.2013)

Chinatown Broadway St: Reprogrammed design funds (\$650,000) from Fiscal Year 2012/13 to Fiscal Year 2013/14.

Mid-block Crossing on Minna/7th & Natoma/8th: Removed Minna/7th from project scope and reduced programming by half of the design funds (\$55,000) and half of the construction funds (\$310,000); reprogrammed Natoma/8th design funds from Fiscal Year 2012/13 to Fiscal Year 2013/14 and construction funds from Fiscal Year 2013/14 to Fiscal Year 2014/15.

Ellis/Eddy Traffic Calming Improvement: Added project with \$365,000 in Fiscal Year 2014/15 for design.

Franklin St Pedestrian Signals: Reprogrammed design funds (\$830,000) from Fiscal Year Fiscal Year 2012/13 to Fiscal Year 2013/14 and construction funds (\$720,000) from Fiscal Year 2013/14 to Fiscal Year 2014/15.

Phelan Loop Pedestrian Connector: Added SFMTA as an eligible project sponsor and reprogrammed design funds from Fiscal Year 2012/13 to Fiscal Year 2013/14 and construction funds from Fiscal Year 2013/14 to Fiscal Year 2014/15.

Hunters View Phase II: Transit Connection: Reprogrammed the project design funds (\$195,000) from Fiscal Year 2012/13 to Fiscal Year 2013/14.

Mansell Corridor Improvement Project: Added SFMTA as an eligible project sponsor.

⁵Ellis/Eddy Traffic Calming Improvements: Reprogrammed \$337,450 from Fiscal Year 2014/15 to Fiscal Year 2013/14. (Res. 14-57, approved 02.25.2014)

⁶Winston Drive Pedestrian Improvements: Project cancelled by sponsor. Funds subject to competitive call for project in January 2014.

⁷Hunters View Phase II: Reprogrammed funds for design phase (\$195,000) for use on the construction phase. (Res. 14-63, approved 03.25.14)

⁸McAllister St Campus Streetscape and Webster St Pedestrian Countdown Signals: Projects added. (Res. 14-71, approved 04.22.14)

Reprogrammed \$1,045,206 from Winston Drive Pedestrian Improvements to Fiscal Year 2014/15 for the construction phase of McAllister St Campus Streetscape.

Programmed \$260,000 in Prop AA capital reserve funds to Fiscal Year 2014/15 for the design phase of Webster Street Pedestrian Countdown Signals.

Reprogrammed \$104,794 from Winston Drive Pedestrian Improvements to Fiscal Year 2014/15 for the construction phase of Webster Street Pedestrian Countdown Signals.

⁹Cost-neutral Strategic Plan Amendment to accommodate accelerated cash flow schedule for Dolores Street Pavement Renovation project (Res. 15-XX, approved xx.xx.2014)

Dolores Street Pavement Renovation: Advanced \$707,199 from Fiscal Year 2015/16 to Fiscal Year 2014/15, and \$910,253 from Fiscal Year 2016/17 to Fiscal Year 2015/16.

Mansell Corridor Improvement project: Pushed out \$707,199 from Fiscal Year 2014/15 to Fiscal Year 2015/16 and \$910,253 from Fiscal Year 2015/16 to Fiscal Year 2016/17.

District	Project Name	Phase	Sponsor	Fiscal Year 2012/13	Fiscal Year 2013/14	Fiscal Year 2014/15	Fiscal Year 2015/16	Fiscal Year 2016/17	5-Year Total
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Street Repair and Reconstruction

Funds Available in Category				\$ 4,358,888	\$ 2,210,086	\$ 2,210,086	\$ 2,210,086	\$ 2,210,086	\$ 13,199,232
6	9th Street Pavement Renovation	CON	DPW	\$ 554,157	\$ 1,662,470				\$ 2,216,627
4	28th Ave Pavement Renovation	CON	DPW	\$ 587,130	\$ 587,130				\$ 1,174,260
3	Chinatown Broadway St ⁴	DES	DPW		\$ 650,000				\$ 650,000
9,10,11	Mansell Corridor Improvement Project ⁴	DES	SFMTA		\$ 162,268	\$ 39,960			\$ 202,228
9,10,11	Mansell Corridor Improvement Project ^{4,9}	CON	RPD/SFMTA				\$ 1,415,371	\$ 910,253	\$ 2,325,624
5,6	McAllister St Pavement Renovation	CON	DPW		\$ 2,210,000				\$ 2,210,000
8	Dolores St Pavement Renovation ⁹	CON	DPW			\$ 707,199	\$ 1,502,801		\$ 2,210,000
6	Brannan St Pavement Renovation	CON	DPW					\$ 2,210,000	\$ 2,210,000
Subtotal Programmed				\$ 1,141,287	\$ 5,271,868	\$ 747,159	\$ 2,918,172	\$ 3,120,253	\$ 13,198,739
(Over)/Under				\$ 3,217,601	\$ (3,061,782)	\$ 1,462,927	\$ (708,086)	\$ (910,167)	\$ 493
Cumulative Remaining				\$ 3,217,601	\$ 155,819	\$ 1,618,746	\$ 910,660	\$ 493	\$ 493

Pedestrian Safety

Funds Available in Category				\$ 2,179,444	\$ 1,365,043	\$ 1,105,043	\$ 1,105,043	\$ 1,105,043	\$ 6,859,616
2	Arguello Gap Closure ²	CON	Presidio		\$ 350,000				\$ 350,000
6	Mid-Block Crossing on Natoma/ 8th ⁴	DES	SFMTA		\$ 15,000	\$ 40,000			\$ 55,000
6	Mid-Block Crossing on Natoma/8th ⁴	CON	SFMTA			\$ 310,000			\$ 310,000
6	Ellis/Eddy Traffic Calming ^{4,5}	DES	SFMTA		\$ 168,725	\$ 196,275			\$ 365,000
2,5	Franklin St Pedestrian Signals ⁴	DES	SFMTA		\$ 25,000	\$ 800,000			\$ 825,000
2,5	Franklin St Pedestrian Signals ⁴	CON	SFMTA			\$ 720,000			\$ 720,000
1,2,3,5,6,8,9	Pedestrian Countdown Signals	CON	SFMTA	\$ 841,500	\$ 841,500				\$ 1,683,000
6	McAllister St Campus Streetscape ³	DES	UC Hastings		\$ 83,000				\$ 83,000
6	McAllister St Campus Streetscape ⁸	CON	UC Hastings			\$ 1,762,206			\$ 717,000
2,5	Webster St Pedestrian Signals ⁸	DES	SFMTA			\$ 260,000			\$ 260,000
2,5	Webster St Pedestrian Signals ⁸	CON	SFMTA				\$ 104,794		\$ 104,794
2,5	Gough St Pedestrian Signals	DES/CON	SFMTA				\$ 337,000		\$ 337,000
Subtotal Programmed				\$ 841,500	\$ 1,483,225	\$ 4,088,481	\$ 441,794	\$ -	\$ 6,855,000
(Over)/Under				\$ 1,337,944	\$ (118,182)	\$ (2,983,438)	\$ 663,249	\$ 1,105,043	\$ 4,616
Cumulative Remaining				\$ 1,337,944	\$ 1,219,762	\$ (1,763,676)	\$ (1,100,427)	\$ 4,616	\$ 4,616

Transit Reliability and Mobility Improvements

Funds Available in Category				\$ 2,179,444	\$ 1,105,043	\$ 1,105,043	\$ 1,105,043	\$ 1,105,043	\$ 6,599,616
3,6	Civic Center BART/Muni Bike Station	CON	BART		\$ 124,000	\$ 124,000			\$ 248,000
7	City College Pedestrian Connector ⁴	DES	City College/ SFMTA			\$ 42,000			\$ 42,000
7	City College Pedestrian Connector ⁴	CON	City College/ SFMTA			\$ 895,000			\$ 895,000
10	Hunters View Transit Connection ^{4,7}	CON	MOH		\$ 195,000				\$ 195,000
10	Hunters View Transit Connection	CON	MOH		\$ 10,737	\$ 961,606	\$ 677,651		\$ 1,649,994
9	24th St Mission SW BART Plaza and Pedestrian Improvements ¹	CON	BART		\$ 686,797	\$ 531,014			\$ 1,217,811
TBD	Rapid Network Placeholder	DES/CON	SFMTA			\$ 287,000	\$ 965,000	\$ 1,099,919	\$ 2,351,919
Subtotal Programmed				\$ -	\$ 1,016,534	\$ 2,840,620	\$ 1,642,651	\$ 1,099,919	\$ 6,599,724
(Over)/Under				\$ 2,179,444	\$ 88,509	\$ (1,735,577)	\$ (537,608)	\$ 5,124	\$ (108)
Cumulative Remaining				\$ 2,179,444	\$ 2,267,953	\$ 532,376	\$ (5,232)	\$ (108)	\$ (108)

Total Programmed	\$ 1,982,787	\$ 7,771,627	\$ 7,676,260	\$ 5,002,617	\$ 4,220,172	\$ 26,653,463
(Over)/Under	\$ 6,734,988	\$ (3,091,455)	\$ (3,256,088)	\$ (582,445)	\$ 200,000	\$ 5,000
Cumulative	\$ 6,734,988	\$ 3,643,533	\$ 387,445	\$ (195,000)	\$ 5,000	

Total Available Funds	\$ 8,717,775	\$ 4,420,172	\$ 4,420,172	\$ 4,420,172	\$ 4,420,172	\$ 26,398,463
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