Item 12 Enclosure
Citizens Advisory Committee
December 3, 2014

Prop K Grouped Allocation Requests
December 2014 Board Action

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No.	Fund Source	Project Sponsor[1]	EP[2] Line Item/ Category Description	Project Name	Phase	Funds Requested	Page No.
1	Prop K	PCJPB	Caltrain Electrification	Caltrain Early Investment Program	Design, Construction	$ 7,470,000	**1**
2	Prop K	SFMTA	Vehicles - SFMTA	Replace 60 New Flyer 60-Foot Trolley Coaches	Procurement	$ 20,831,776	**23**
3	Prop K	SFMTA	Facilities - SFMTA	Muni Metro East Paint & Body Shop and Historic Car Storage Structure	Environmental	$ 1,600,900	**35**
4	Prop K	BART	Guideways - BART	Transbay Tube Cross-Passage Doors Replacement	Design	$ 250,000	**55**
5	Prop K	SFMTA	Bicycle Circulation/ Safety	Market Street Green Bike Lanes and Raised Cycletrack	Construction	$ 758,400	**67**
6	Prop K	SFMTA	Pedestrian Circulation/ Safety	WalkFirst Continental Crosswalks	Construction	$ 423,000	**93**
7	Prop K	Public Works	Pedestrian Circulation/ Safety, Transportation/ Land Use Coordination	ER Taylor Elementary School Safe Routes to School	Construction	$ 53,715	**109**
8	Prop K	Public Works	Pedestrian Circulation/ Safety, Transportation/ Land Use Coordination	Longfellow Elementary School Safe Routes to School	Construction	$ 126,443	**127**
9	Prop K, Prop AA	SFMTA	Transportation/ Land Use Coordination, Street Repair and Reconstruction	Mansell Corridor Improvement	Construction	$ 2,898,378	**147**
10	Prop AA	SFMTA	Pedestrian Safety	Webster Street Pedestrian Countdown Signals	Design	$ 260,000	**167**
Total Requested						$ 34,667,612	

[1] Acronyms include BART (Bay Area Rapid Transit District), PCJPB (Peninsula Corridor Joint Powers Board (Caltrain)), and SFMTA (San Francisco Municipal Transportation Agency).

[2] EP stands for Expenditure Plan.

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FY of Allocation Action:	2014/15
Project Name:	Caltrain Early Investment Program
Implementing Agency:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

Prop K Category:	A. Transit	Gray cells will automatically be filled in.
Prop K Subcategory:	i. Major Capital Projects (transit)	
Prop K EP Project/Program:	b.2 Caltrain Electrification	
Prop K EP Line Number (Primary):	6	**Current Prop K Request:** $ 7,470,000
Prop K Other EP Line Numbers:		
Prop AA Category:		**Current Prop AA Request:** $ -
		Supervisorial District(s): 6, 10

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.

See next pages.

Background

In April, 2012, through approval of Resolution 12-62, the Transportation Authority Board authorized the Executive Director to execute, with conditions, a Memorandum of Understanding (MOU) with the California High Speed Rail Authority, the Metropolitan Transportation Commission, and six other local and regional entities to establish a funding framework for a High-Speed Rail Early Investment Strategy for a blended system in the Peninsula Corridor. The Early Investment Strategy, also known as the Early Investment Program (EIP), consists of two components including: the Communications Based Overlay Signal System (CBOSS) (also known as Positive Train Control (PTC)) project; and the electrification of the Caltrain line between San Jose and San Francisco and the purchase of electric-multiple unit (EMU) vehicles to operate on the electrified railroad. Combined, CBOSS/PTC, the electrification of the Caltrain line between San Jose and San Francisco, and the purchase of EMU vehicles will modernize the corridor, reduce train related emissions by up to 90 percent, provide faster and increased service to more stations, and will prepare the Caltrain system for shared use with High Speed Rail.

Overview of Request

Per the aforementioned MOU, San Francisco's local match share of the EIP is $60 million. This amount will be covered by previously allocated State Transportation Improvement funds (programmed by the Transportation Authority), Prop K funds, and Prop A General Obligation Bonds (approved by SF voters in November 2014). With approval of Resolution 13-17, the Transportation Authority Board committed a total of $15.86 million toward the EIP. The current request for $7.47 million will fulfill the $15.86 million commitment plus add another $1 million that was made available for the project through the 2013 Prop K Strategic Plan Baseline (through reduced financing costs). The requested funds will be directed toward the following scope elements of these projects:

CBOSS/PTC - $5 million in Prop K funds requested: subsystem installation, subsystem and system testing, training, safety certification, completion of the back-up control center facility (BCCF), commissioning and system acceptance. This would be the final installment of Prop K funds for CBOSS.

Electrification - $2.47 million in Prop K funds requested:

- **Electrification:** Preparation of the project delivery request for proposals (RFP) and completion of environmental documentation.

- **EMU Procurement:** Development of EMU specifications, service/operations planning and analysis.

Additional details of the CBOSS and Electrification projects are included in the pages that follow.

CBOSS Scope

CBOSS is a system that tracks train locations and prevents unsafe movement through the use of equipment on-board the locomotives and in the field. CBOSS functions will remain unchanged prior to, during, and post electrification. The fiber optic backbone installed through CBOSS project will be connected with traction power substations as part of the electrification project. This will allow electrified systems to be monitored in the Central Control Facility through this component of the CBOSS system. Additionally, all electrification components that interface with wayside CBOSS equipment will be tested to ensure compatibility with the entire CBOSS system. That testing will be a part of the electrification project scope of work. New EMU vehicles will be procured with CBOSS equipment that is designed to work seamlessly with the CBOSS system and will operate in the same way as on the diesel vehicles.

This allocation request is for the third Prop K installment of funding for the implementation of CBOSS along the Caltrain corridor to meet Federal Railroad Administration (FRA) requirements for the installation of an operational positive train control system by December 2015. The CBOSS project is being implemented through a multi-phase design-build contract that was awarded by the PCJPB in October 2011.

The project includes a provision for the construction of a Backup Central Control Facility (BCCF) that is integrated with existing communications and control facilities to be used in the event of the failure of the main CBOSS system, as well as the installation of a fiber optics communications backbone to provide improved CBOSS communications. Caltrain, assisted by the contractor, will work with the Association of American Railroads (AAR) and tenant railroad operators to ensure that the CBOSS is supported by and compliant with interoperability standards of the Federal Railroad Administration. Implementation of Caltrain CBOSS project will also enable Caltrain to support existing rail service levels during construction of the electrification system while maintaining a safe work environment for crews installing the electrification equipment.

Please see the attached Contract Document for a detailed scope description of the CBOSS project. Briefly, scope elements may include, but are not limited to:

• Final Design, procurement, manufacture, installation, and testing, inclusive of any necessary modifications to Caltrain's systems, subsystems, vehicles and facilities. CBOSS system elements include digital data link communication systems; GPS equipment on-board trains; computers with digitized maps on locomotives and maintenance-of-way equipment to display train locations; throttle-brake interfaces on locomotives to allow CBOSS override of locomotive systems if needed; wayside interface units at switches and wayside detectors; and central control facility (CCF) computers and displays.

• Ensure that Caltrain CBOSS system fixed infrastructure is interoperable with other operator's positive train control equipped trains (such as Union Pacific) that operate in the Caltrain corridor.

• Installation of fiber optic "backbone" cables to provide enhanced CBOSS communications between wayside equipment and the CCF.

• Coordination and support of FRA requirements.

• Training of JPB and contract operator staff on the use of the CBOSS system.

• Update Caltrain operating rules, maintenance and inspection procedures and other documents required to support the operation and maintenance of the Caltrain CBOSS system.

Work completed to date includes:

• Notice to Proceed (NTP) was issued to the prime contractor on January 27, 2012.

• Completed wayside survey of rail signals and crossings to verify the existing infrastructure.

• Held interoperability meetings with tenant and host railroads including Union Pacific Railroad, California High Speed Rail Authority, Amtrak, Capital Corridor and Altamont Commuter Express to discuss both technical and business issues related to the implementation of CBOSS.

• Completed the GPS data collection, a required input for the CBOSS software. This information also aids the engineering design effort.

• Completed the vehicle inspection survey to verify existing rolling stock condition and equipment. This will allow the contractor to design the on-board CBOSS equipment.

• Commenced installation of field subsystem.

• Began backup control center facility build-out.

• Submitted Positive Train Control Implementation Plan (PTCIP) annual update. Received conditional approval from the FRA for the PTC Development plan.

Electrification Scope

The Electrification project consists of converting Caltrain from a diesel-hauled commuter rail service to one that uses electrically powered trains for service between the north terminus of Fourth and King Street Station in San Francisco and the southern project terminus, the Tamien Station in San Jose. Electrification would modernize Caltrain and offers several advantages in comparison with existing diesel power use. These benefits serve the primary purposes of the Peninsula Corridor Electrification Project, as follows:

- Improve train performance, increase ridership, and increase service.
- Increase revenue and reduce cost.
- Reduce environmental impact by improving regional air quality and reducing greenhouse gas emissions.
- Provide High-Speed Rail compatible electrical infrastructure.

Work completed to date includes:

- Preparation of the Environmental Impact Report, slated for certification in January 2015.
- Issued Design Build Request for Qualifications and evaluated responses.
- Preparation of the Design Build Request for Proposals, planned to be issued in 2015.
- Ongoing work with funding partners and signatories to the 9-party MOU.

FY 2014/15

Project Name: Caltrain Early Investment Program

CBOSS - SCHEDULE

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

Type : Categorical Exemption

Completion Date (mm/dd/yy)

Status: Completed — 07/02/09

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.

CBOSS - SCHEDULE

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	N/A	N/A	N/A	N/A
Environmental Studies (PA&ED)	1	2009/10	1	2009/10
R/W Activities/Acquisition	N/A	N/A	N/A	N/A
Design Engineering (PS&E)	4	2009/10	1	2013/14
Prepare Bid Documents	N/A	N/A	N/A	N/A
Advertise Construction	N/A	N/A	2	2011/12
Start Construction (e.g., Award Contract)	4	2012/13	N/A	N/A
Procurement (e.g. rolling stock)	N/A	N/A	N/A	N/A
Project Completion (i.e., Open for Use)	N/A	N/A	4	2015/16
Project Closeout (i.e., final expenses incurred)	4	2015/16	4	2016/17

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.

Please note this is a design/build contract. See the next page for a CBOSS project summary schedule.

Caltrain Advanced Signal System CBOSS

PROJECT DEVELOPMENT SCHEDULE

Activities	2012						2013												2014												2015												2016					
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J
1. Preliminary Design																																																
2. Critical Design																																																	
3. Final Design																																																	
4. System Procurement																																																
5. System Installation																																																
6. Testing/Commissioning																																																
7. System Acceptance																																																

ELECTRIFICATION - SCHEDULE

FY 2014/15

Project Name: Caltrain Early Implementation Program

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

Type : Environmental Impact Report/Statement (EIR/S)

Completion Date (mm/dd/yy): 12/31/14

Status: Underway

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.

ELECTRIFICATION - SCHEDULE	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	1	2012/13	1	2014/15
Environmental Studies (PA&ED)	1	2012/13	2	2014/15
R/W Activities/Acquisition	1	2013/14	4	2018/19
Design Engineering (PS&E)	1	2014/15	3	2014/15
Prepare Bid Documents	2	2014/15	3	2014/15
Advertise Construction	3	2014/15	4	2014/15
Start Construction (e.g., Award Contract)	1	2015/16		
Procurement (e.g. rolling stock)	2	2014/15	1	2019/20
Project Completion (i.e., Open for Use)			2	2019/20
Project Closeout (i.e., final expenses incurred)	2	2019/20	4	2019/20

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.

Schedule above is provided for reference purposes only and is subject to change.
On November 6, the PCJPB received updated information about the project cost and timeframe for the Electrification proect, which includes electrification and the purchase of new electric vehicles. The cost for Electrification is projected to be between $1.47 billion and $1.5 billion compared to the $1.2 billion estimate calculated in 2008.

The new schedule projection is that electrified service will begin between winter 2020 and spring 2021 compared to the original winter 2019 projection. RFPs for Electrification and vehicles are scheduled to be released in early 2015, with the latter pending the outcome of discussions between PCJPB and CHSRA regarding compatibility of the vehicle specifications. Final cost won't be known until design build and vehicle procurement contracts are awarded in 2015.

CBOSS - COST | FY 2014/15

Project Name: Caltrain Early Investment Program

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

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.

CBOSS - COST

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Current	Current
Planning/Conceptual Engineering	No			
Environmental Studies (PA&ED)	No			
Design Engineering (PS&E)**	No			
R/W Activities/Acquisition				
Construction***	Yes	$ 188,060,000	$5,000,000	
Procurement (e.g. rolling stock)				
		$188,060,000	$5,000,000	$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)	$ 34,720,000	JPB cost estimates/Actual contract costs
R/W Activities/Acquisition	$ 8,200,000	JPB cost estimates/Actual contract costs
Construction	$ 188,060,000	JPB cost estimates/Actual contract costs
Procurement (e.g. rolling stock)		
Total:	**$ 230,980,000**	

% Complete of Design: 54 as of 9/30/14

Expected Useful Life: 30 Years

**Funds to be used for completion of the Electrification design/build Request For Proposals.

***CBOSS funding.

ELECTRIFICATION - COST FY 2014/15

Project Name: Caltrain Early Investment Program

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

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.

ELECTRIFICATION - COST

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)**	Yes	$14,590,000	$2,470,000	
R/W Activities/Acquisition				
Construction***				
Procurement (e.g. rolling stock)				
		$14,590,000	$2,470,000	$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)	$ 14,590,000	Early Investment Program Funding Plan
R/W Activities/Acquisition		
Construction	$ 770,660,000	Early Investment Program Funding Plan
Procurement (e.g. rolling stock)	$ 440,000,000	Early Investment Program Funding Plan
Total:	**$ 1,225,250,000**	

% Complete of Design: 67 as of 8/31/14

Expected Useful Life: 30 Years

Updated phase-level budget projections are anticipated to be available by Fall 2015.

**Funds to be used for completion of the Electrification design/build Request For Proposals.
***CBOSS funding.

CBOSS Major Line Item Budget

	<=FY12	FY13	FY 14	FY 15	FY16	FY 17	TOTAL	% of CON
Contract – Design		$ 14,626,902	$ 8,307,335	$ -	$ -	$ -	$ 22,934,237	21%
Contract – Procurement/equipment		$ -	$ 35,146,549	$ 4,743,729	$ -	$ -	$ 39,890,278	
Contract – Installation/Testing		$ -	$ 5,435,248	$ 41,182,565	$ 23,452,723	$ -	$ 70,070,536	
Contract - Commercial (Bond and Warranty)	$ 1,715,500	$ -	$ -	$ -	$ -	$ 3,525,122	$ 5,240,622	5%
Agency Staff	$ 807,000	$ 1,351,056	$ 2,518,680	$ 2,445,010	$ 2,072,521	$ -	$ 9,194,266	8%
Program/Project Management	$ 6,219,202	$ 5,404,223	$ 10,074,718	$ 9,780,040	$ 8,290,083	$ -	$ 39,768,266	36%
Other Project Direct Cost		$ 360,000	$ 2,467,761	$ 19,380,000	$ 1,900,000	$ -	$ 24,107,761	22%
Project contingency		$ 2,003,113	$ 6,395,029	$ 7,753,134	$ 3,642,759	$ -	$ 19,794,034	18%
TOTAL	**$ 8,741,702**	**$ 23,745,294**	**$ 70,345,319**	**$ 85,284,478**	**$ 39,358,086**	**$ 3,525,122**	**$ 231,000,000**	

	<=FY12	FY13				Total
		2012Q3	2012Q4	2013Q1	2013Q2	
Contract – Design		$ 2,134,292	$ 4,100,627	$ 8,391,984		$ 14,626,902
Contract – Procurement/equipment						$ -
Contract – Installation/Testing						$ -
Contract - Commercial (Bond and Warranty)	$ 1,715,500					$ 1,715,500
Agency Staff	$ 807,000	$ 282,034	$ 292,415	$ 367,230	$ 409,377	$ 2,158,056
Program/Project Management	$ 6,219,202	$ 1,128,136	$ 1,169,659	$ 1,468,921	$ 1,637,507	$ 11,623,425
Other Project Direct Cost		$ 15,000	$ 15,000	6, 10	$ 15,000	$ 45,000
Project contingency		$ 326,243	$ 527,029	$ 986,090	$ 163,751	$ 2,003,113
Subtotal	$ 8,741,702	$ 3,885,705	$ 6,104,729	$ 11,214,225	$ 2,225,635	$ 32,171,996

	FY14				Total
	2013Q3	2013Q4	2014Q1	2014Q2	
Contract – Design	$ 8,307,335				$ 8,307,335
Contract – Procurement/equipment	$ 10,844,513	$ 8,245,700	$ 14,056,336	$ 2,000,000	$ 35,146,549
Contract – Installation/Testing				$ 5,435,248	$ 5,435,248
Contract - Commercial (Bond and Warranty)					$ -
Agency Staff	$ 553,231	$ 626,794	$ 779,037	$ 559,619	$ 2,518,680
Program/Project Management	$ 2,212,922	$ 2,507,174	$ 3,116,147	$ 2,238,475	$ 10,074,718
Other Project Direct Cost	$ 300,000	$ 90,000	$ 90,000	$ 1,987,761	$ 2,467,761
Project contingency	$ 2,221,800	$ 1,146,967	$ 1,804,152	$ 1,222,110	$ 6,395,029
Subtotal	$ 24,439,801	$ 12,616,635	$ 19,845,671	$ 13,443,212	$ 70,345,319

CBOSS Major Line Item Budget

	FY15				Total
	2014Q3	2014Q4	2015Q1	2015Q2	
Contract – Design					$ -
Contract – Procurement/equipment	$ 4,743,729				$ 4,743,729
Contract – Installation/Testing	$ 17,350,970		$ 14,739,303	$ 9,092,292	$ 41,182,565
Contract - Commercial (Bond and Warranty)					$ -
Agency Staff	$ 614,604	$ 595,550	$ 615,854	$ 619,001	$ 2,445,010
Program/Project Management	$ 2,458,415	$ 2,382,201	$ 2,463,417	$ 2,476,006	$ 9,780,040
Other Project Direct Cost	$ 9,590,000	$ 9,590,000	$ 100,000	$ 100,000	$ 19,380,000
Project contingency	$ 3,475,772	$ 1,256,775	$ 1,791,857	$ 1,228,730	$ 7,753,134
Subtotal	$ 38,233,490	$ 13,824,527	$ 19,710,432	$ 13,516,029	$ 85,284,478

	FY16				Total
	2015Q3	2015Q4	2016Q1	2016Q2	
Contract – Design					$ -
Contract – Procurement/equipment					$ -
Contract – Installation/Testing	$ 5,829,837	$ 9,139,214		$ 8,483,672	$ 23,452,723
Contract - Commercial (Bond and Warranty)					$ -
Agency Staff	$ 576,572	$ 536,049	$ 497,979	$ 461,921	$ 2,072,521
Program/Project Management	$ 2,306,286	$ 2,144,195	$ 1,991,916	$ 1,847,685	$ 8,290,083
Other Project Direct Cost	$ 100,000	$ 100,000	$ 1,600,000	$ 100,000	$ 1,900,000
Project contingency	$ 969,396	$ 1,191,946	$ 449,888	$ 1,031,528	$ 3,642,759
Subtotal	$ 9,782,091	$ 13,111,404	$ 4,539,784	$ 11,924,807	$ 39,358,086

	FY17				Total
	2016Q3	2016Q4	2017Q1	2017Q2	
Contract – Design					$ -
Contract – Procurement/equipment					$ -
Contract – Installation/Testing					$ -
Contract - Commercial (Bond and Warranty)				$ 3,525,122	$ 3,525,122
Agency Staff					$ -
Program/Project Management					$ -
Other Project Direct Cost					$ -
Project contingency					$ -
Subtotal	$ -	$ -	$ -	$ 3,525,122	$ 3,525,122

FY 2014/15

Project Name: Caltrain Early Investment Program

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:	$2,470,000	
5-Year Prioritization Program Amount:		(enter if appropriate)
Strategic Plan Amount for Requested FY:	$7,470,000	

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 Strategic Plan amount is the total amount available for allocation to the Caltrain Early Investment Program 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
				$0
				$0
				$0
				$0
				$0
				$0
				$0
Total:	$0	$0	$0	$0

See attached funding plans for:
a) CBOSS
b) Electrification

Actual Prop K Leveraging - This Phase:		$1,456,230,000 Total from Cost worksheet
Expected Prop K Leveraging per Expenditure Plan	88.77%	

E12-14

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

		Required Local Match	
Fund Source	**$ Amount**	**%**	**$**
	See attached funding plans.		

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 funding plans for: a) CBOSS b) Electrification			$0
				$0
				$0
				$0
				$0
				$0
				$0
Total:	$0	$0	$0	$0

Actual Prop K Leveraging - Entire Project:		
Expected Prop K Leveraging per Expenditure Plan:	88.77%	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: $7,470,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	$7,470,000	100.00%	$0
		0.00%	$0
		0.00%	$0
		0.00%	$0
		0.00%	$0
Total:	**$7,470,000**		

Prop AA Funds Requested: $0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	$7,470,000
		#DIV/0!	$7,470,000
		#DIV/0!	$7,470,000
Total:	**$0**		

			Project Phases[1]					
Source[2]	**Type**	**Status**	**PE/ENV**	**PS&E**	**ROW**	**CON**	**Total by Status**	**TOTAL**
FRA	Federal	Allocated	$17,250,000	$0	$0	$0	$17,250,000	**$17,250,000**
		Programmed	$0	$0	$0	$0	$0	
		Planned	$0	$0	$0	$0	$0	
FTA/FHWA Funds (Caltrain)	Federal	Allocated	$0	$0	$0	$2,830,000	$2,830,000	**$30,260,000**
		Programmed	$0	$0	$0	$27,430,000	$27,430,000	
		Planned	$0	$0	$0	$0	$0	
CMAQ	Federal	Allocated	$0	$0	$0	$0	$0	**$0**
		Programmed	$0	$0	$0	$0	$0	
		Planned	$0	$0	$0	$0	$0	
Prop 1A High Speed	State	Allocated	$0	$0	$0	$0	$0	**$0**
		Programmed	$0	$0	$0	$0	$0	
		Planned	$0	$0	$0	$0	$0	
Prop 1A High Speed Rail Connectivity	State	Allocated	$0	$8,200,000	$0	$97,250,000	$105,450,000	**$105,450,000**
		Programmed	$0	$0	$0	$0	$0	
		Planned	$0	$0	$0	$0	$0	
Prop 1B-Caltrain	State	Allocated	$4,230,000	$0	$0	$2,500,000	$6,730,000	**$18,830,000**
		Programmed	$0	$0	$0	$12,100,000	$12,100,000	
		Planned	$0	$0	$0	$0	$0	
BATA Bridge Tolls	Regional	Allocated	$0	$0	$0	$0	$0	**$0**
		Programmed	$0	$0	$0	$0	$0	
		Planned	$0	$0	$0	$0	$0	
Carl Moyer Program	Regional	Allocated	$0	$0	$0	$0	$0	**$0**
		Programmed	$0	$0	$0	$0	$0	
		Planned	$0	$0	$0	$0	$0	
Previous Local Commitment[5]	Local	Allocated	$4,240,000	$0	$0	$0	$4,240,000	**$4,240,000**
		Programmed	$0	$0	$0	$0	$0	
		Planned	$0	$0	$0	$0	$0	
Prop K[3,4]	Local	Allocated	$3,000,000	$0	$0	$2,460,000	$5,460,000	**$10,460,000**
		Programmed	$0	$0	$0	$5,000,000	$5,000,000	
		Planned	$0	$0	$0	$0	$0	
San Francisco Local Member Share/RIP[4]	Local	Allocated		$0	$0	$0	$0	**$7,860,000**
		Programmed	$0	$0	$0	$0	$0	
		Planned	$0	$0	$0	$7,860,000	$7,860,000	
SMCTA[6]	Local	Allocated	$3,000,000	$0	$0	$7,460,000	$10,460,000	**$18,320,000**
		Programmed	$0	$0	$0	$7,860,000	$7,860,000	
		Planned	$0	$0	$0	$0	$0	
VTA	Local	Allocated	$3,000,000	$0	$0	$7,460,000	$10,460,000	**$18,320,000**
		Programmed	$0	$0	$0	$7,860,000	$7,860,000	
		Planned	$0	$0	$0	$0	$0	
	Totals	**Allocated**	**$34,720,000**	**$8,200,000**	**$0**	**$119,960,000**	**$162,880,000**	**$230,990,000**
		Programmed	**$0**	**$0**	**$0**	**$60,250,000**	**$60,250,000**	
		Planned	**$0**	**$0**	**$0**	**$7,860,000**	**$7,860,000**	
			$34,720,000	**$8,200,000**	**$0**	**$188,070,000**	**$230,990,000**	

[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. For the purposes of this table, construction includes procurement (e.g. vehicles).

[2] Acronyms used in this column include: FHWA - Federal Highway Administration, FRA - Federal Railroad Administration, FTA - Federal Transit Administration, PCJPB - Peninsula Corridor Joint Powers Board, SMCTA - San Mateo County Transportation Authority, VTA - Santa Clara Valley Transportation Authority

[3] The 2014 Strategic Plan includes $3,400,000 in new programming capacity for the Electrification category which may offset the funding needed from the November 2014 General Obligation bond measure to fulfill San Francisco's $60 million local commitment to the project (see footnote 4), or cover potential Electrification project cost increases given that the current cost estimate is currently under review, was completed in 2009 and based on a project completion date of 2015.

[4] In April 2012, the Transportation Authority entered into a memorandum of understanding (MOU) with the California High-Speed Rail Authority (CHSRA), the Metropolitan Transportation Commission, the City and County of San Francisco, and five other parties to establish a funding framework for a high-speed rail (HSR) early investment strategy for a blended system in the Peninsula Corridor. The MOU commits each of the three PCJPB members (San Francisco, San Mateo and Santa Clara counties) to a local contribution of $60 million for the Early Investment Strategy for the Peninsula Corridor, comprised of the Caltrain Electrification and Advance Signal System/CBOSS projects, which has a total cost of $1.456 billion. The Mayor's 2030 Transportation Task Force investment plan includes funds to fully fund San Francisco's $60 million commitment for the project; this funding is subject to voter approval in November 2014. The Transportation Authority has a remaining commitment of $20 million in RIP funds to Electrification/CBOSS, but funds are unlikely to be available to program when needed for the project.

[5] Previous local commitments from PBJPB members split one-third each.

[6] The SMCTA local contribution includes $3.8 million of State Local Partnership Program (SLPP) funds.

E12-16

Source[2]	Type	Status	Project Phases TBD[1]	Total by Status	TOTAL
CMAQ[3]	Federal	Allocated	$4,000,000	$4,000,000	**$4,000,000**
		Programmed	$0	$0	
		Planned	$0	$0	
FTA Formula Funds (Caltrain)	Federal	Allocated	$12,000,000	$12,000,000	**$453,500,000**
		Programmed	$0	$0	
		Planned	$441,500,000	$441,500,000	
Prop 1A High Speed	State	Allocated	$0	$0	**$600,000,000**
		Programmed	$0	$0	
		Planned	$600,000,000	$600,000,000	
Prop 1B-Caltrain	State	Allocated	$0	$0	**$4,700,000**
		Programmed	$4,700,000	$4,700,000	
		Planned	$0	$0	
BATA Bridge Tolls	Regional	Allocated	$0	$0	**$11,000,000**
		Programmed	$0	$0	
		Planned	$11,000,000	$11,000,000	
Carl Moyer Program	Regional	Allocated	$0	$0	**$20,000,000**
		Programmed	$0	$0	
		Planned	$20,000,000	$20,000,000	
Previous Local Commitment[4]	Local	Allocated	$11,000,000	$11,000,000	**$11,000,000**
		Programmed	$0	$0	
		Planned	$0	$0	
Prop K[5]	Local	Allocated	$3,930,000	$3,930,000	**$6,400,000**
		Programmed	$2,470,000	$2,470,000	
		Planned	$0	$0	
San Francisco Local Member Share/RIP[6]	Local	Allocated	$0	$0	**$31,283,333**
		Programmed	$0	$0	
		Planned	$31,283,333	$31,283,333	
SMCTA	Local	Allocated	$6,400,000	$6,400,000	**$41,683,333**
		Programmed	$35,283,333	$35,283,333	
		Planned	$0	$0	
VTA	Local	Allocated	$6,400,000	$6,400,000	**$41,683,333**
		Programmed	$35,283,333	$35,283,333	
		Planned	$0	$0	
	Totals	**Allocated**	**$43,730,000**	**$43,730,000**	**$1,225,249,999**
		Programmed	**$77,736,666**	**$77,736,666**	
		Planned	**$1,103,783,333**	**$1,103,783,333**	
			$1,225,249,999	**$1,225,249,999**	

[1]Phase-level budget projections are not yet available since PCJBP is evaluating the project delivery method and most of the funding for the project is planned rather than programmed or allocated.

[2] Acronyms used in this column include: CMAQ - Congestion Mitigation and Air Quality Improvement Program, RIP - Regional Improvement Program, SMCTA - San Mateo County Transportation Authority, VTA - Santa Clara Valley Transportation Authority

[3] $4 million in San Francisco share RIP funds were programmed to the Electrification project and then, with Caltrain's consent, were swapped with federal CMAQ funds in 2008. Funding is part of San Francisco's $60 million member contribution to the high-speed rail (HSR) early investment strategy. See note #5 below.

[4] Previous local commitment provided by the three PCJPB members split one-third each.

[5] The 2014 Prop K Strategic Plan includes $3,400,000 in new programming capacity for the Electrification category which may offset the funding needed from the November 2014 General Obligation bond measure to fulfill San Francisco's $60 million local commitment to the project (see footnote 6), or cover potential Electrification project cost increases given that the current cost estimate is currently under review, was completed in 2009 and based on a project completion date of 2015.

[6] In April 2012, the Transportation Authority entered into a memorandum of understanding (MOU) with the California High-Speed Rail Authority (CHSRA), the Metropolitan Transportation Commission, the City and County of San Francisco, and five other parties to establish a funding framework for a high-speed rail (HSR) early investment strategy for a blended system in the Peninsula Corridor. The MOU commits each of the three PCJPB members (San Francisco, San Mateo and Santa Clara counties) to a local contribution of $60 million for the Early Investment Strategy for the Peninsula Corridor, comprised of the Caltrain Electrification and Advance Signal System/CBOSS projects, which has a total cost of $1.456 billion. The Mayor's 2030 Transportation Task Force investment plan includes funds to fully fund San Francisco's $60 million commitment for the project; this funding is subject to voter approval in November 2014. The Transportation Authority has a remaining commitment of $20 million in RIP funds to Electrification/CBOSS, but funds are unlikely to be available to program when needed for the project.

The spreadsheet identifies the programming needed to advance the early investment program, which includes implementation of an advanced signal system called Communications-Based Overlay Signal System (CBOSS) by 2015 and corridor electrification to achieve electrified Caltrain service by 2019. Electrified Caltrain service includes increased level of peak hour service and acquisition of 96 EMUs. [a]

March 2013 Version - Assumes annual cash flow to be funded by 50% of Prop 1A funds

Electrification Infrastructure

Annual Cash Flow Needs [b]	FY12 and Before	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20+	Total
	24,000,000	**3,250,000**	**10,100,000**	**37,250,000**	**222,600,000**	**258,000,000**	**334,150,000**	**269,605,000**	**66,545,000**	**1,225,500,000**
Revenue Sources										
State Prop 1A [c]	-	-	5,050,000	18,625,000	111,300,000	129,000,000	167,075,000	134,802,500	34,147,500	**600,000,000**
Non-Prop 1A State/Regional	-	-	5,050,000	14,950,000	7,200,000	7,200,000	7,200,000	7,200,000	2,200,000	**51,000,000**
JPB Local	11,000,000	250,000	-	-	21,861,000	25,578,000	33,573,750	26,796,525	1,840,725	**120,900,000**
Federal	13,000,000	3,000,000	-	3,675,000	82,239,000	96,222,000	126,301,250	100,805,975	28,356,775	**453,600,000**
	24,000,000	**3,250,000**	**10,100,000**	**37,250,000**	**222,600,000**	**258,000,000**	**334,150,000**	**269,605,000**	**66,545,000**	**1,225,500,000**

Notes:

(a) For the corridor electrification and vehicle procurement, the cash flow amounts provided above serve more of an illustrative purpose at this time. Updated amounts can be provided after a decision is made on project delivery method and agreements are in place for project key milestones and deliverables between Caltrain project team and selected contractors. Given the lack of specificity, the following broad parameters have been used to guide the programming need: 1 – 2 years of environmental clearance, 35% design update, spec development; 3 – 4 years of construction, vehicle manufacturing and purchase; 1-2 years of commissioning and testing.

(b) Annual cash flow is preliminary; final schedule will depend on selected project delivery method.

(c) Assumes Prop 1A funds can be spent in advance of the matching funds.

Advanced Signal System (CBOSS)

Annual Cash Flow Needs	FY12 and Before	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	Total
	28,200,000	**47,300,000**	**113,501,000**	**30,712,000**	**11,241,000**	**0**	**0**	**0**	**0**	**230,954,000**
Revenue Sources										
State Prop 1A connectivity	-	39,900,000	66,100,000		-					**106,000,000**
Non-Prop 1A State/Regional	1,050,000	100,000	2,400,000							**3,550,000**
JPB Local	9,900,000	3,300,000	19,173,200	30,712,000	11,241,000					**74,326,200**
Federal	17,250,000	4,000,000	25,827,800							**47,077,800**
	28,200,000	**47,300,000**	**113,501,000**	**30,712,000**	**11,241,000**	**-**	**-**	**-**	**-**	**230,954,000**

June 2013 Version - Updated to reflect availability of Prop 1A funds

Electrification Infrastructure

Annual Cash Flow Needs	FY12 and Before	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20+	Total
	24,000,000	**3,250,000**	**12,100,000**	**34,750,000**	**222,600,000**	**257,966,667**	**334,116,667**	**269,571,667**	**67,145,000**	**1,225,500,000**
Revenue Sources										
State Prop 1A	-	-	-	23,675,000	111,300,000	129,000,000	167,075,000	134,802,500	34,147,500	**600,000,000**
Non-Prop 1A State/Regional	-	-	-	4,230,000	7,200,000	7,166,667	7,166,667	7,166,667	2,800,000	**35,730,000**
JPB Local**	11,000,000	250,000	12,100,000	3,170,000	21,861,000	25,578,000	33,573,750	26,796,525	1,840,725	**136,170,000**
Federal	13,000,000	3,000,000	-	3,675,000	82,239,000	96,222,000	126,301,250	100,805,975	28,356,775	**453,600,000**
	24,000,000	**3,250,000**	**12,100,000**	**34,750,000**	**222,600,000**	**257,966,667**	**334,116,667**	**269,571,667**	**67,145,000**	**1,225,500,000**

Advanced Signal System (CBOSS)

Annual Cash Flow Needs	FY12 and Before	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	Total
	25,710,000	**53,370,000**	**113,011,000**	**27,540,000**	**11,360,000**	**0**	**0**	**0**	**0**	**230,991,000**
Revenue Sources										
State Prop 1A connectivity	-	39,840,000	65,610,000							**105,450,000**
Non-Prop 1A State/Regional	4,220,000	100,000	14,500,000							**18,820,000**
JPB Local	4,240,000	9,000,000	7,070,200	27,540,000	11,360,000					**59,210,200**
Federal	17,250,000	4,430,000	25,830,800							**47,510,800**
	25,710,000	**53,370,000**	**113,011,000**	**27,540,000**	**11,360,000**	**-**	**-**	**-**	**-**	**230,991,000**

*$3.8M of SLPP funds counted under the JPB Local Category as they are part of the $60M commitment, they are to be spent as part of the construction on CBOSS

** $4M of CMAQ funds included as part of SF's $60M share, although the CMAQ funds will be used in FY14, the "credit" towards the SF contribution is on the back end, as we are collecting Prop K funds for the FY12-14 member shares

E12-18

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 11.26.14 Resolution. No. Res. Date:

Project Name: Caltrain Early Investment Program

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

Funding Recommended:		Amount	Phase:
	Prop K Allocation	$7,470,000	Multiple
	Total:	**$7,470,000**	

Notes (e.g., justification for multi-phase recommendations, notes for multi-EP line item or multi-sponsor recommendations): We are recommending a concurrent allocation of funds for the Design Engineering phase for Electrification and the Construction phase for CBOSS.

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 6	FY 2014/15	$7,470,000	100.00%	$0
			0.00%	$0
			0.00%	$0
			0.00%	$0
			0.00%	$0
	Total:	**$7,470,000**	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 6	FY 2014/15	Design Engineering (PS&E)	$2,470,000	33%	$5,000,000
Prop K EP 6	FY 2014/15	Construction	$5,000,000	100%	$0
				100%	$0
				100%	$0
				100%	$0
		Total:	**$7,470,000**		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated:	11.26.14	Resolution. No.		Res. Date:	

Project Name: Caltrain Early Investment Program

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

Trigger:

Deliverables:

1. The funding partners who are signatories to the MOU, including the Authority, have jointly established a project oversight protocol that allows the funding partners sufficient oversight of the program to ensure that funds allocated by funding partners are employed effectively and efficiently. MTC is chairing the group that exercises oversight. This group meets monthly.
2.
3.

Special Conditions:

1. The recommended Prop K funds will not be reimbursed until PCJPB and California High Speed Rail Authority reach formal agreement on compatibility necessary to support blended High-Speed Rail (HSR) operations planned for the Peninsula Corridor. For the purposes of this special condition, compatibility will be satisfied by formal agreement on common platform heights. Note: We are still negotiating with Caltrain regarding this special condition, which Caltrain has not yet agreed to. We will provide an update at the CAC meeting.

Notes:

1. This allocation does not fund actual procurement of electrified vehicles, just development of specifications and other preparatory work.

Supervisorial District(s): 6, 10

Prop K proportion of expenditures - this phase:	#DIV/0!
Prop AA proportion of expenditures - this phase:	0.00%

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

SFCTA Project Reviewer: CP **Project # from SGA:**

E12-20

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 11.26.14 Resolution. No. Res. Date:

Project Name: Caltrain Early Investment Program

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

SUB-PROJECT DETAIL

Sub-Project # from SGA: **Name:** Electrification

Supervisorial District(s): 6, 10

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 6	FY 2014/15	Design Engineering (PS&E)	$2,470,000	100%	$0
				0%	$0
				0%	$0
		Total:	**$2,470,000**		

Sub-Project # from SGA: **Name:** CBOSS

Supervisorial District(s): 6, 10

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 6	FY 2014/15	Construction	$5,000,000	100%	$0
				0%	$0
				0%	$0
		Total:	**$0**		

FY of Allocation Action:	2014/15	**Current Prop K Request:**	$ 7,470,000
		Current Prop AA Request:	$ -
Project Name:	Caltrain Early Investment Program		
Implementing Agency:	Peninsula Corridor Joint Powers Board (Caltrain)		

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):	April Chan	Peter Skinner
Title:	Executive Officer, Planning and Development	Senior Grants Analyst
Phone:	650-508-6228	650-622-7818
Fax:		
Email:	chana@samtrans.com	skinnerp@samtrans.com
Address:	1250 San Carlos Ave. San Carlos, CA 94070	1250 San Carlos Ave. San Carlos, CA 94070
Signature:		
Date:		

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

FY of Allocation Action:	2014/15
Project Name:	Replace 60 New Flyer 60-Foot Trolley Coaches
Implementing Agency:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K Category:	A. Transit	Gray cells will automatically be filled in.
Prop K Subcategory:	iii. System Maintenance and Renovation (transit)	
Prop K EP Project/Program:	a.1 Vehicles-Transit vehicle replacement and renovation	
Prop K EP Line Number (Primary):	17M	**Current Prop K Request:** $ 20,831,776
Prop AA Category:		**Current Prop AA Request:** $ -
		Supervisorial 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 San Francisco Municipal Transportation Agency (SFMTA) requests $20,831,776 in Prop K funds to replace 60 60-foot articulated trolley coaches. The requested funds will provide the local match for $104,158,878 in Federal Transit Administration (FTA) funds to fully fund the $104 million procurement phase.

Background

The SFMTA purchased a fleet of 60 60-foot articulated New Flyer trolley coaches and placed them into service in 1993 - 1994. The useful life of trolley coaches per FTA Circular C5010.1D is 15 years. Therefore, these trolley coaches would have reached their useful life per FTA guidelines in 2009. In 2006 the Transportation Authority allocated Prop K funds to re-build 28 of the vehicles, which added at least 5 years to their useful lives, but these vehicles are now due for replacement. From the original fleet of 60 vehicles, only 28 remain in daily operations while the remainder have been retired.

The SFMTA entered into a joint procurement contract with King Country Metro in Seattle (the second largest trolley coach operator in the United States). A contract to purchase 60 articulated trolley coaches from New Flyer Inc. was signed on February 26, 2014. The SFMTA issued the Notice to Proceed the same day the contract was signed. The negotiated agreement includes related tools, training and spare parts, in an amount not to exceed approximately $95 million, and for a term not to exceed six years. The SFMTA expects delivery of the first vehicle in April 2015 with all 60 new trolley coaches in service by by November 2016. The replacement trolley coaches are anticipated to have a useful life of 15 years. While the base vehicle quantity in the contract is 60 60' trolley coaches, the SFMTA plans to purchase up to 220 additional 40-foot and 45 additional 60-foot replacement trolley coaches through options to the multi-year contract. These will replace vehicles that will reach the end of their useful lives over the next five years and expand the 60' fleet to meet additional demand per Transit Effectiveness Project projections.

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

This project will ensure that there are enough vehicles available to transport passengers throughout the City. A portion of the replacement trolley coaches will be used for the Bus Rapid Transit (BRT) service being planned on the Van Ness corridor. The BRT project will allow a faster mode of transportation through one of the busiest corridors in the City.

This project is included in the Prop K Vehicles-Muni 5-Year Prioritization Program and the 2014 SFMTA Transit Fleet Management Plan.

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

FY 2014/15

Project Name: Replace 60 New Flyer 60-Foot Trolley Coaches

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt

Completion Date (mm/dd/yy)

Status: Complete — 02/26/14

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)	3	2012/13	2	2014/15
Prepare Bid Documents				
Advertise Construction				
Start Construction (e.g., Award Contract)	3	2013/14		
Procurement (e.g. rolling stock)	4	2014/15	2	2016/17
Project Completion (i.e., Open for Use)			2	2016/17
Project Closeout (i.e., final expenses incurred)			2	2018/19

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: Replace 60 New Flyer 60-Foot Trolley Coaches

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.

Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)	Yes	$ 104,158,878	$ 20,831,776	
		$104,158,878	$20,831,776	$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)	$ 997,128	Based on actuals.
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock) *	$ 104,158,878	Based on contract amount. Labor amount based on previous experience.
Total:	**$ 105,156,006**	

* Includes warranty support.

% Complete of Design: 100 10/28/2014

Expected Useful Life: 15 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.

Replace 60 60-Foot Articulated New Flyer Trolley Coaches

Detail Design (Specifications) (not included in request)	
Engineering & Project Management	$955,128
Other Direct Cost (Site visits)	42,000
Total Detail Design	**$997,128**

Budget Detail

Procurement	**Provided by**	**Cost**	**Reference**	**% of Procurement Phase**
Vehicles (60 @ $1,381,363)	Vendor	$82,881,780		80%
Capital Spares	Vendor	$3,000,000		3%
Customized Manuals	Vendor	$128,231		0%
Special Tools & Test Equipment	Vendor	$1,200,515		1%
Vendor Training	Vendor	$456,517		0%
Sales Tax (8.75%)		$7,525,881		7%
Consultant Support	Consultant	$2,000,000	P1	2%
Staff Training	SFMTA	$642,252	P2	1%
Engineering & Project Management	SFMTA	$3,175,088	P3	3%
Other Direct Cost (Travel & Per Diem)	SFMTA	$200,000		0%
Contingency (2.5%)	2.45%	$2,540,460		2%
Total Procurement		**$103,750,724**		

Detail Design (not included in request)	**$997,128**	
Procurement	**$103,750,724**	
Warranty Support (not included in request)	**$408,154**	W1
Project Total	**$105,156,006**	

SFMTA Labor Budget Detail

Detail Design: (Specifications & Evaluation of Bids)						
(Task 1 - 12)	No. of FTEs	Total No. of Hours	Cost/ Hour	Overhead Multiplier	Fully Burdened Costs/Hour	Total Cost
Project Manager (5212)	1	1,400	$86.94	2.77	$ 241	$ 337,596
Resident Engineer (5241)	1	1,600	$64.70	2.82	$ 182	$ 291,696
Fleet Engineer (5207)	1	800	$55.89	2.84	$ 159	$ 127,192
Administration Support (1823)	1	480	$48.74	2.88	$ 141	$ 67,445
Auto Transit Shop Supv (7228)	1	500	$56.83	2.86	$ 163	$ 81,405
Transit Manager (9141)	1	300	$58.13	2.86	$ 166	$ 49,794
Total Detail Design						**$ 955,128**

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

MAJOR LINE ITEM BUDGET

Total Procurement

Consultant

	Total No. of Hours	Fully Burdened Costs/Hour	Total Cost	
Services: Project management support, engineering review support, pre-delivery configuration audit support, on-site inspection services, post-delivery testing support, fleet defect tracking support and administrative support.	16,357	$ 122	**$ 2,000,000**	P1

SFMTA Labor

	No. of FTEs	Total No. of Hours	Cost/ Hour	Overhead Multiplier	Fully Burdened Costs/Hour	Total Cost	
Staff Training							
Auto Transit Shop Supv (7228)	6	240	$56.83	2.86	$ 163	$ 39,074	
Auto Mech Assist Sup (7382)	11	440	$46.73	2.92	$ 137	$ 60,086	
Automotive Mechanic (7381)	114	4,560	$38.78	2.98	$ 116	$ 526,726	
Transit Supervisor (9139)	8	128	$43.58	2.93	$ 128	$ 16,366	
						$ 642,252	P2
Engineering & Project Management							
Project Manager (5212)	1	2,820	$86.94	2.77	$ 241	$ 680,015	
Resident Engineer (5241)	1	2,800	$64.70	2.82	$ 182	$ 510,468	
Fleet Engineer (5207)	1	2,500	$55.89	2.84	$ 159	$ 397,475	
Administration Support (1823)	1	2,500	$48.74	2.88	$ 141	$ 351,275	
						$ 1,939,233	
Maintenance Support							
Auto Transit Shop Supv (7228)	1	800	$56.83	2.86	$ 163	$ 130,248	
Auto Mech Assist Sup (7382)	1	1,290	$46.73	2.92	$ 137	$ 176,162	
Automotive Mechanic (7381)	2	3,000	$38.78	2.98	$ 116	$ 346,530	
						$ 652,940	
Operations Support							
Transit Manager (9141)	1	800	$58.13	2.86	$165.98	$ 132,784	
Transit Supervisor (9139)	1	1,280	$43.58	2.93	$127.86	$ 163,661	
Transit Operator (9163)	2	3,000	$30.04	3.18	$95.49	$ 286,470	
						$582,915	
Total Engineering & Project Management		**20,790**				**$3,175,088**	P3
SFMTA Labor		**26,158**				**$3,817,340**	

Warranty Support

	No. of FTEs	Total No. of Hours	Cost/ Hour	Overhead Multiplier	Fully Burdened Costs/Hour	Total Cost	
Resident Engineer (5241)	1	1,280	$64.70	2.82	$182.31	$233,356.80	
Auto Mech Assist Supervisor (7382)	1	1,280	$46.73	2.92	$136.56	$174,796.80	
Total Warranty Support						**$408,154**	W1

Total Procurement & Warranty Support **$4,225,494**

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

FY 2014/15

Project Name: Replace 60 New Flyer 60-Foot Trolley Coaches

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:	$20,831,776	
5-Year Prioritization Program Amount:	$21,000,000	(enter if appropriate)
Strategic Plan Amount for Requested FY:	$81,116,310	

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 available for allocation in Fiscal Year 2014/15 for the Replace 60 60' Trolley Coaches project in the Vehicles - Muni 5YPP.

The Strategic Plan amount is the entire amount programmed in Fiscal Year 2014/15 ($77,536,310) and cumulative remaining programming capacity ($3,580,000) in the Vehicles - Muni category.

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		$20,831,776		$20,831,776
FTA-5307 Formula Funds			$1,174,792	$1,174,792
FTA-5337/5309 State of Good Repair			$82,152,310	$82,152,310
				$0
				$0
				$0
Total:		$20,831,776	$83,327,102	$104,158,878

Actual Prop K Leveraging - This Phase:	80.00%	$104,158,878
Expected Prop K Leveraging per Expenditure Plan	83.73%	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

		Required Local Match	
Fund Source	**$ Amount**	**%**	**$**
FTA-5307	$1,174,792	20.00%	$293,698
FTA-5337	$82,152,310	20.00%	$20,538,078
Total	$83,327,102		$20,831,776

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		$20,831,776		$20,831,776
MTC-AB664-Bridge Tolls			$199,426	$199,426
FTA-5307 Formula Funds			$1,174,792	$1,174,792
FTA-5337/5309 State of Good Repair			$82,950,012	$82,950,012
				$0
				$0
Total:		$20,831,776	$84,324,230	$ 105,156,006

Actual Prop K Leveraging - Entire Project:	99.81%	$ 105,156,006
Expected Prop K Leveraging per Expenditure Plan:	83.73%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	80.19%	

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: $20,831,776

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	**Cash Flow**	**% Reimbursed Annually**	**Balance**
FY 2014/15	$2,100,000	10.00%	$18,731,776
FY 2015/16	$18,731,776	90.00%	$0
		0.00%	$0
		0.00%	$0
		0.00%	$0
Total:	**$20,831,776**		

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: 11/25/2014 Resolution. No. Res. Date:

Project Name: Replace 60 New Flyer 60-Foot Trolley Coaches

Implementing Agency: San Francisco Municipal Transportation Agency

Funding Recommended:		**Amount**	**Phase:**
	Prop K Allocation	$20,831,776	Procurement (e.g. rolling stock)
	Total:	**$20,831,776**	

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 17	FY 2014/15	$2,100,000	10.00%	$18,731,776
Prop K EP 17	FY 2015/16	$12,800,000	61.00%	$5,931,776
Prop K EP 17	FY 2016/17	$5,931,776	28.00%	$0
			0.00%	$0
			0.00%	$0
			0.00%	$0
			0.00%	$0
			0.00%	$0
	Total:	**$20,831,776**	99%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 17	FY 2014/15	Procurement (e.g. rolling stock)	$2,100,000	10.08%	$18,731,776
Prop K EP 17	FY 2015/16	Procurement (e.g. rolling stock)	$12,800,000	71.53%	$5,931,776
Prop K EP 17	FY 2016/17	Procurement (e.g. rolling stock)	$5,931,776	100%	$0
				100%	$0
				100%	$0
				100%	$0
				100%	$0
				100%	$0
		Total:	**$20,831,776**		

Prop K/Prop AA Fund Expiration Date: 12/31/2017 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:	11/25/2014	Resolution. No.		Res. Date:

Project Name: Replace 60 New Flyer 60-Foot Trolley Coaches

Implementing Agency: San Francisco Municipal Transportation Agency

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

Trigger:

Deliverables:

1. Quarterly progress reports shall provide percent complete for the overall project scope and a count of the number of vehicles accepted for service in the previous quarter, in addition to the requirements described in the Standard Grant Agreement (SGA). See SGA for definitions.
2. Upon placing the first vehicle into revenue service (anticipated by April 2015), provide two digital photos of the accepted vehicle, with at least one showing the decal with Prop K logo affixed to a vehicle.
3. With the quarterly progress report due following receipt of the final new trolley coach (anticipated November 2016), provide a schedule and cost estimate for midlife overhauls of the 60 new trolley coaches, including some basis for the cost estimate (e.g. list of the systems to be rehabilitated, replacement parts, cost estimate per unit), and draft funding plan or strategy. See related special condition #1.
4.

Special Conditions:

1. The recommended allocation is contingent upon a commitment by the SFMTA to maintain the 60 new trolley coaches in a state of good repair, including a mid-life overhaul program to allow them to meet or exceed expectations for their useful lives per FTA guidelines.
2. SFMTA may not incur expenses for the procurement phase until Transportation Authority staff releases the funds ($20,831,776) pending receipt of the technical specifications for the new vehicles to demonstrate that design is substantially complete.
3. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes:

1. Reminder on Attribution: A decal identifying the Transportation Authority and Prop K sales tax funds should be affixed to equipment purchased with Prop K funds. In addition, press releases related to the project should include the following statement: "This project was made possible in part with Proposition K Sales Tax dollars provided by the San Francisco County Transportation Authority." See Section 3.H.a in the SGA for additional details.

Supervisorial District(s):	Citywide	Prop K proportion of expenditures - this phase:	20.00%

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:**	$ 20,831,776
		Current Prop AA Request:	$ -
Project Name:	Replace 60 New Flyer 60-Foot Trolley Coaches		
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	**Grants Section Contact**
Name (typed):	TJ Lansang	Joel Goldberg
Title:	Project Manager	Manager, Capital Procurement & Mgmt
Phone:	(415) 701-3137	(415) 701-4499
Fax:		(415) 701-4734
Email:	TJ.Lansang@sfmta.com	Joel.Goldberg@sfmta.com
Address:	700 Pennsylvania Ave, Building 200, San Francisco, CA 94107	1 South Van Ness Avenue, 8th floor, San Francisco, CA 94103
Signature:		
Date:		

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

FY of Allocation Action:	2014/15
Project Name:	Muni Metro East (MME) Paint & Body Shop and Historic Car Storage Structure
Implementing Agency:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K Category:	A. Transit	Gray cells will automatically be filled in.
Prop K Subcategory:	iii. System Maintenance and Renovation (transit)	
Prop K EP Project/Program:	b.1 Facilities-Rehabilitation, upgrade and replacement of existing facilities	
Prop K EP Line Number (Primary):	20	**Current Prop K Request:** $ 1,600,900
Prop K Other EP Line Numbers:		
Prop AA Category:		**Current Prop AA Request:** $ -
		Supervisorial District(s): 10

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 SFMTA is requesting $1,600,900 in Prop K funds to perform predevelopment project tasks and undertake environmental review for projects proposed for the Paint and Body Shop, Historic Streetcar Canopy and Storage Tracks at the Muni Metro East (MME) light rail vehicle maintenance facility.

See scope details on the following pages.

Muni Metro East (MME) Paint and Body Shop and Historic Car Storage Facility

Project Background

On January 17, 2012, the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors (Board) adopted Resolution 2012-012, authorizing the Director of Transportation to execute an agreement with Parsons Brinkerhoff to develop the *SFMTA Real Estate and Facilities Vision for the 21st Century Report* (Vision Report). The Vision Report was presented to the SFMTA Board on January 29, 2013. The Vision Report is intended to be a roadmap to explore ways to reconfigure, consolidate, or expand existing facilities to best meet operational needs, while identifying cost savings and revenue-generating opportunities. The presentation detailed SFMTA's real estate and facilities maintenance, operations, and ongoing improvement needs. The SFMTA Board received the Report and accepted the findings described in it. On July 15, 2014, the SFMTA Board received an Addendum to the Vision Report, which provided an updated approach to SFMTA motor coach facility improvements based on the most recent Fleet Plan. Based on the Addendum findings, facility improvements now fall into two major categories: 1) improvements needed to accommodate near-term motor and trolley coach fleet growth, and 2) improvements needed to rebuild facilities at the end of their useful lives, to accommodate long-term fleet needs, or to allow for joint development.

Shops and yards that fall into Category 1 include the following facilities: Marin, Islais Creek, Burke, MME Paint and Body Shop and Historic Streetcar Canopy and Storage Tracks, Woods, and a new site to provide additional maintenance and storage capacity. Shops and yards in Category 2 include Flynn, Presidio, Potrero, and Overhead Lines (Bryant Street) facilities.

Body Repair & Paint

The paint and body shop at MME was designed by Gannett Fleming in 2001 and was included in the MME project. The original intent of the paint and body shop was to only service the Light Rail Vehicles that are housed in the MME facility. Due to budget constraints and cost increases, the work was removed from the scope of MME Contracts MR-1182R (MME bid documents in 2002) and MR-1182R1 (MME bid documents in 2005). At present, body repair and paint functions are accomplished at various facilities in the system (Woods, Green, Cameron Beach, Flynn, and Potrero). All of the body repair and paint functions at these facilities are in need of upgrades to meet current safety code, environmental requirements and modern working conditions. With decentralized Body Repair and Paint functions, the specialized staffs for these functions are spread across the system, making it difficult to properly schedule and maximize staff productivity. In addition, each facility is restricted to work on certain modes in the fleet. To address these issues, a centralized Body Repair and Paint facility is planned on the 4 acres under the control of the SFMTA and available adjacent to the current 13-acre MME facility.

Historic Streetcar Canopy and Storage Tracks

The entire historic streetcar operation is proposed to be moved to and consolidated at MME, with a new canopy structure constructed in the southwest corner of the MME site, in the space originally identified in 2001 for the Body Repair and Paint facility. A significant amount of ongoing work on the historic vehicles involves body repair and paint. Locating the historic streetcars at the same facility with the centralized Body Repair and Paint facility will improve productivity and efficiency in maintenance, operations, and storage functions. The mechanical maintenance of the historic fleet can be accommodated at MME with marginal additional investment to the current maintenance facility. Extension of the existing tracks in the yard area will also be required.

Project Benefits

Paint and Body Shop

- Consolidating Body Repair and Paint facility across modes provides operational flexibility and better use of staff and other resources. This provides an opportunity for SFMTA to remove all paint booths and heavy duty body work from all other divisions and yards, and consolidate all of this work at MME, which frees up some service bay and yard capacity throughout the system.
- A new Body Repair and Paint facility eliminates the need to upgrade existing body repair bays and paint booths at other facilities.

Historic Streetcar Canopy and Storage Tracks

- Relocating all historic streetcar operations (with new canopy-covered storage tracks) will accommodate projected fleet growth.
- Co-locating with a consolidated Body Repair and Paint facility recognizes the fact that historic streetcars require significant amount of body repair and paint work.
- The new canopy provides all-weather protection needed for this unique and vulnerable fleet.
- Co-locating historic streetcar maintenance with MME's consolidated Body Repair and Paint facility will increase productivity by decreasing downtime.

Scope of overall project

Paint and Body Shop

The scope of work includes construction of a new (min. 75,000 sf) auxiliary building east of the existing MME Light Rail Facility site at Illinois/Cesar Chavez Streets. This facility will house the Paint and Body Shop and Maintenance of Way functions. The facility would include a minimum of four drive-through, down-draft paint booths that could accommodate the entire range of vehicles in SFMTA's fleet. The facility would be approximately 250 feet long with five drive-through bays for body repair, plus two additional body repair stalls. Each of the drive-through bays could accommodate up to three articulated buses or two LRVs. This configuration would provide the flexibility and capacity needed to accommodate the projected fleet. Long-term repairs can be accommodated in middle positions without impeding access to most of the repair bays. In addition, there would be support spaces for Body Shop, Parts Storeroom, offices, break room, and crew facilities. The scope will also include procurement, installation, testing/commissioning of equipment to be housed within the above building, such as rail car spray paint booths, body hoist system, traveling man lifts, frame straightening equipment, 2 ton bridge crane and monorail as well as miscellaneous shop machinery, storage equipment, and workstations.

Because the Paint and Body Shop is now being proposed for the undeveloped 4 acres to the east of the existing MME site, which is known to contain contaminated soils, new environmental documents and other agency approvals will be required. The principal reasoning for relocating the paint and body shop from its previous corner location to the undeveloped land east of the existing MME site is that the design of the shop is now planned to service all modes of SFMTA vehicles, whereas the previous design accommodated only rail. This expansion in scope for the paint and body shop requires a redesign to include drive-through service bays and paint booths, which require additional circulation space. The level of LEED certification requirement for this building will be determined during the environmental review process.

Historic Streetcar Canopy and Storage Tracks

The scope of work includes construction of a canopy over storage tracks at the existing MME facility to provide weather protection for the historic streetcar fleet. The work will include extension of the existing track on-site, which will require new ballast, ties, rail, and bumper stops. The canopy will be similar to what has been constructed at the Cameron Beach Yard and subject to all applicable review and approvals. This project also includes relocation of all the historic vehicles from the Marin and Cameron Beach facilities to the MME site.

Scope of Requested Phase

The SFMTA will perform environmental review and preliminary engineering for the two project elements described above. While the scopes of these elements are distinct, environmental review and preliminary engineering will proceed on a joint schedule, to best adhere to the intent of the California Environmental Quality Act (CEQA) and to take advantage of cost efficiency by analyzing the full site at this early project stage. During the next phase, Conceptual Engineering, the SFMTA might split the two elements into two discrete projects, each with its own scope, schedule, and budget. For both projects, the detail design phase will begin following completion of environmental review, estimated at June 2016.

SFMTA staff will lead the Environmental and Preliminary Engineering Phase with support services from City Planning and the Department of Public Works.

Prioritization

The Paint and Body Shop project is critical to start the implementation of the Vision Report recommendations. The Vision Report includes a connected chain of interdependent projects, known to SFMTA staff as "the shuffle," which must occur in orderly sequence to allow the next project in the chain to commence. As one of the critical Phase I projects, the Paint and Body shop must move forward efficiently.

The Historic Streetcar Canopy and Storage Tracks is also critical. The SFMTA is in the process of acquiring new LRVs to replace and expand the current fleet, and the Cameron Beach yard, where the historic fleet is currently housed, will be needed for storage of the new LRV fleet.

Both projects are included in the SFMTA 2015-2019 Facilities Capital Improvement Program (CIP), reflecting their urgency to the Agency's overall work plan and Capital Program. The CIP is managed by the Transportation Capital Committee (TCC), a group of SFMTA staff from all levels of the organization. TCC meets every month to review and update the Capital Program.

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

FY 2014/15

Project Name: Muni Metro East (MME) Paint & Body Shop and Historic Car Storage St

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Programmatic EIR

Completion Date (mm/dd/yy): 06/30/16

Status: Not started

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	2	2015/16	4	2015/16
Environmental Studies (PA&ED)	3	2014/15	4	2015/16
R/W Activities/Acquisition				
Design Engineering (PS&E)	4	2015/16	4	2016/17
Prepare Bid Documents				
Advertise Construction	1	2017/18		
Start Construction (e.g., Award Contract)	2	2017/18		
Procurement (e.g. rolling stock)				
Construction Complete (Open for Use)			1	2019/20
Project Closeout (i.e., final expenses incurred)			4	2019/20

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.

Environmental work will begin on approval of funding. SFMTA anticipates that a Community Plan Exemption will most likely be the environmental clearance path for this project. The Community Plan Exemption would use the EIR completed for the Eastern Neighborhoods Plan as the basis for review and mitigation.

Phase	Start	Finish
Conceptual Engineering	Fall 2015	Spring 2016
Detail Design	Spring 2016	Summer 2017
Construction	Fall 2017	Summer 2019

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

FY 2014/15

Project Name: Muni Metro East (MME) Paint & Body Shop and Historic Car Storage

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.

Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	No			
Environmental Studies (PA&ED)	Yes	$1,600,900	$1,600,900	
Design Engineering (PS&E)	No			
R/W Activities/Acquisition	No			
Construction	No			
Procurement (e.g. rolling stock)	No		$ -	
		$1,600,900	$1,600,900	$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	$ 4,091,816	SFMTA Capital Improvement Program
Environmental Studies (PA&ED)	$ 1,600,900	DPW proposal, SFMTA work plan, City Planning and Consultant.
Design Engineering (PS&E)	$ 13,813,325	SFMTA Capital Improvement Program
Right of Way (ROW)		
Construction	$ 172,458,189	SFMTA Capital Improvement Program
Procurement (e.g. rolling stock)	$ -	
Total:	**$ 191,964,230**	

% Complete of Design: 0 as of 10/23/2014

Expected Useful Life: 50 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.

Allocation Request Summary - ENVIRONMENTAL & PRE-DEVELOPMENT PHASE (MME Paint & Bocy Shop + MME Historic Streetcar Canopy)

Item	Amount	Detail Reference
Capital Programs & Construction - Project Management & Engineering	$500,800	I
Sustainable Streets - Planning & Environmental	$42,300	II
Operations & Maintenance and External Affairs	$58,200	III
Department of Public Works	$480,700	IV
Consultant Services	$191,100	V
Planning Department CEQA Review Fees	$40,000	VI
Other Direct Costs	$20,000	VII
City Attorney Fees	$1,000	VIII
Contingency	$266,818	IX
Total	$1,600,918	
Rounded Allocation Request	**$1,600,900**	

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

MAJOR LINE ITEM BUDGET

AGENCY STAFF ENVIRONMENTAL & PRE-DEVELOPMENT PHASE

MFB = Mandatory Fringe Benefits
FTE = Full Time Equivalent employee

I. Capital Programs & Construction - Project Management & Engineering

Position	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
Project Manager III (5506)	$ 175,162	$ 94,704	216,702	$ 486,568	0.288	600	$ 140,356
Assistant Engineer (5203)	$ 99,944	$ 60,045	128,471	$ 288,460	0.337	700	$ 97,078
Associate Engineer (5207)	$ 116,246	$ 67,173	147,285	$ 330,704	0.240	500	$ 79,496
Engineer (5241)	$ 134,576	$ 75,738	168,882	$ 379,196	0.099	205	$ 37,373
Senior Engineer (5211)	$ 155,766	$ 85,640	193,849	$ 435,255	0.337	700	$ 146,480
				Total	**1.300**	**2705**	**$ 500,783**

II. Sustainable Streets - Planning & Environmental

Position	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
Principal Administrative Analyst (1824)	$ 117,564	$ 67,695	148,763	$ 334,022	0.072	150	$ 24,088
Traffic Engineer (5241)	$ 134,576	$ 75,738	168,882	$ 379,196	0.048	100	$ 18,231
				$ -			
				Total	**0.120**	**250**	**$ 42,319**

MAJOR LINE ITEM BUDGET

III. Operations & Maintenance and External Affairs

Position	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
Public Relations Officer (1314)	$ 95,654	$ 58,019	123,399	$ 277,072	0.072	150	$ 19,981
Transportation Safety Specialist (9520)	$ 112,684	$ 66,733	144,072	$ 323,489	0.043	90	$ 13,997
Light Rail Vehicle Equipment Engineer (9195)	$ 134,576	$ 75,738	168,882	$ 379,196	0.024	50	$ 9,115
Transit Manager I (9140)	$ 107,042	$ 64,095	137,423	$ 308,560	0.024	50	$ 7,417
Transit Power Line Supervisor I (7235)	$ 110,708	$ 66,751	142,500	$ 319,959	0.024	50	$ 7,691
				Total	**0.188**	**390**	**$ 58,202**

IV. Department of Public Works Overhead Rate: 2.7564

Position	Base Salary	Fully Burdened	Hours	FTE	Cost
Project Manager II (5504)	$ 144,300	$ 397,749	460	0.221	$ 87,964
Architect (5268)	$ 134,680	$ 371,232	1100	0.529	$ 196,325
Landscape Architect (5274)	$ 134,576	$ 370,945	210	0.101	$ 37,451
Structural Engineer (5218)	$ 148,387	$ 409,014	340	0.163	$ 66,858
Civil Engineer (5214)	$ 134,576	$ 370,945.29	160	0.077	$ 28,534
Chief Surveryor (5216)	$ 125,715	$ 346,521.38	110	0.053	$ 18,326
Regulatory Specialist (5620)	$ 102,440	$ 282,366	30	0.014	$ 4,073
Accessible Services Coordinator (6335)	$ 153,566	$ 423,290	70	0.034	$ 14,245
Environmental Specialist (5644)	$ 112,923	$ 311,261.51	80	0.038	$ 11,972
Planner IV (5299)	$ 125,070	$ 344,744.05	30	0.014	$ 4,972
Contract Compliance Officer II (2978)	$ 125,341	$ 345,489	60	0.029	$ 9,966
Total			2650	1.274	$ 480,685

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

MAJOR LINE ITEM BUDGET

V. Consultant Services

Position	Base Salary (hourly)	Fully Burdened Hourly Rate	Hours	Cost
Consult 1 (Traffic/Transit)	$ 70	$ 210	460	$ 96,600
Consult 2 (Cost Estimating)	$ 70	$ 210	120	$ 25,200
Consult 3 - (Geotechnical - Site Borings & Analysis)	$ 70	$ 210	300	$ 63,000
Consult 4 (As-Needed)	$ 70	$ 210	10	$ 2,100
Consult 5 (Shadow Analysis)	$ 70	$ 210	20	$ 4,200
Total			580	$ 191,100

Planning Department Fee & Contingency							
Description							
VI. Planning Department CEQA Review Fees		$ 40,000					$ 40,000
VII. Other Direct Costs (Includes printing and permit)		$ 20,000					$ 20,000
VIII. City Attorney Fees				$ 250	0.002	4	$ 1,000
IX. Contingency (20% total cost of environmental phase)							$ 266,818

Total Project Cost **$ 1,600,900**

San Francisco Municipal Transportation Agency
CAPITAL IMPROVEMENT PROGRAM COST ESTIMATE

MUNI METRO EAST PAINT AND BODY SHOP PROJECT

1 Conceptual Engineering Phase		
A.	Engineering Services (3% of Construction Cost)	$2,400,000
B.	DPW Services (Surveying, etc.)	$20,000
	Subtotal	$2,420,000
	Contingency (35% of Subtotal)	$850,000
	Conceptual Engineering Phase	**$3,270,000**
	Say	**$3,300,000**
2 Detail Design Phase		
A.	Engineering Services (10% of Construction Cost)	$8,000,000
	Subtotal	$8,000,000
	Contingency (35% of Subtotal)	$2,800,000
	Total Detailed Design Phase	**$10,800,000**
	Say	**$11,000,000**
3 Construction Phase		
A.	SFMTA Construction Cost	$80,000,000
B.	Construction Management Services (15% of Construction Cost)	$12,000,000
C.	Engineering Support (3% of Construction Cost)	$2,400,000
D.	Miscellaneous Costs (10% of Construction Cost, see Note 1 below)	$8,000,000
	Subtotal	$102,400,000
	Contingency (35% of Subtotal)	$35,800,000
	Total Construction Phase	**$138,200,000**
	Say	**$138,000,000**
	Total SFMTA Project Cost Estimate	**$152,270,000**
	Say	**$152,300,000**

Note:
1. 10% includes permit costs, construction trailer and utility costs, repro costs, items not included in Sverdrup estimate (see Sverdrup cover sheet), etc.

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CAPITAL IMPROVEMENT PROGRAM COST ESTIMATE

PROJECT NAME: MME Canopy

1.	**Conceptual Engineering Phase**		
	A. Engineering Services (2% of 3A)		$456,564
	B. Misc. Cost--Surveys, Studies, etc. (1% of 3A)		$228,282
	Subtotal		$684,847
	Contingency (20%)		$136,969
	Total Conceptual Engineering Phase		**$821,816**
2.	**Detail Design Phase**		
	A. Engineering Services (8% of 3A)		$1,826,258
	B. Design Support--DPT, DPW, Operations and Maintenance etc (3% of 3A)		$684,847
	Subtotal		$2,511,104
	Contingency (20%)		$502,221
	Total Detailed Design Phase		**$3,013,325**
3.	**Construction Phase**		
	A. Muni Portion of Contract		$22,828,220
	B. Construction Management Services (10% of 3A)		$2,282,822
	C. Engineering Support (3% of 3A)		$684,847
	D. Muni Operation Services including service substitution (lump sum)		$100,000
	E. Other Cost--Permits, DPT, DPW etc. (2% of 3A)		$456,564
	Subtotal		$26,352,453
	Contingency (30%)		$7,905,736
	Total Construction Phase		**$34,258,189**
	Total Project Cost Estimate (2014 $)		**$38,093,330**
		say	**$38,000,000**
	Total Project Cost Estimate (mid-construction 2018 $)		**$44,097,791**
		say	**$44,000,000**

By: CN Date: 10/27/14

Checked: Mark A. Rednechi Date: 10/24/14

Approved: Mark A. Rednechi Date: 10/24/14

Approved: F. Date: 10/27/14

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

FY 2014/15

Project Name: Muni Metro East (MME) Paint & Body Shop and Historic Car Storage Structure

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:	$1,600,900	
5-Year Prioritization Program Amount:	$6,027,000	(enter if appropriate)
Strategic Plan Amount for Requested FY:	$17,277,000	

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 available for allocation in Fiscal Year 2014/15 for Muni Metro East Paint and Body Shop in the Facilities - Muni 5YPP.

The Strategic Plan amount is the entire amount programmed in the Facilities - Muni 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 K Sales Tax		$1,600,900		$1,600,900
				$0
				$0
				$0
				$0
				$0
Total:	$1,600,900	$0	$0	$1,600,900

Actual Prop K Leveraging - This Phase:	0.00%	$1,600,900
Expected Prop K Leveraging per Expenditure Plan	89.66%	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

		Required Local Match	
Fund Source	**$ Amount**	**%**	**$**

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 Sales Tax		$6,027,000		$6,027,000
General Obligation Bond-FY16		$10,077,480		$10,077,480
General Obligation Bond-FY17		$26,700,000		$26,700,000
Prop B General Fund		$500,000		$500,000
TBD (e.g. Cap and Trade, SFMTA Revenue Bonds)	$148,659,750			$148,659,750
				$0
				$0
Total:	$148,659,750	$43,304,480	$0	$ 191,964,230

Actual Prop K Leveraging - Entire Project:	96.86%	$ 191,964,230
Expected Prop K Leveraging per Expenditure Plan:	89.66%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	94.75%	

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: $1,600,900

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	$1,000,000	62.00%	$600,900
FY 2015/16	$600,900	38.00%	$0
		0.00%	$0
		0.00%	$0
		0.00%	$0
Total:	**$1,600,900**		

Prop AA Funds Requested: $0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	$1,600,900
		#DIV/0!	$1,600,900
		#DIV/0!	$1,600,900
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:	11/25/2014	Resolution. No.		Res. Date:	

Project Name: Muni Metro East (MME) Paint & Body Shop and Historic Car Storage Structure

Implementing Agency: San Francisco Municipal Transportation Agency

		Amount	Phase:
Funding Recommended:	Prop K Allocation	$1,600,900	Environmental Studies (PA&ED)
	Total:	**$1,600,900**	

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 20	FY 2014/15	$600,900	38.00%	$1,000,000
Prop K EP 20	FY 2015/16	$1,000,000	62.00%	$0
			0.00%	$0
			0.00%	$0
			0.00%	$0
Scope of work begir	**Total:**	**$1,600,900**	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 20	FY 2014/15	Environmental Studies (PA&ED)	$600,900	38%	$1,000,000
Prop K EP 20	FY 2015/16	Environmental Studies (PA&ED)	$1,000,000	100%	$0
				100%	$0
				100%	$0
				100%	$0
		Total:	**$1,600,900**		

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:	11/25/2014	Resolution. No.		Res. Date:

Project Name: Muni Metro East (MME) Paint & Body Shop and Historic Car Storage Structure

Implementing Agency: San Francisco Municipal Transportation Agency

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

Trigger:

Deliverables:

1. Upon project completion, provide evidence of environmental clearance, including documentation of the San Francisco Planning Department's determination as to whether the project qualifies for a Community Plan Exemption.
2. Upon project completion, provide an updated scope, schedule, budget and funding plan for each of the two project elements (MME paint and body shop and historic streetcar canopy).
3.
4.

Special Conditions:

1. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
2.

Notes:

1.
2.

Supervisorial District(s): 10

Prop K proportion of expenditures - this phase:	100.00%
Prop AA proportion of expenditures - this phase:	0.00%

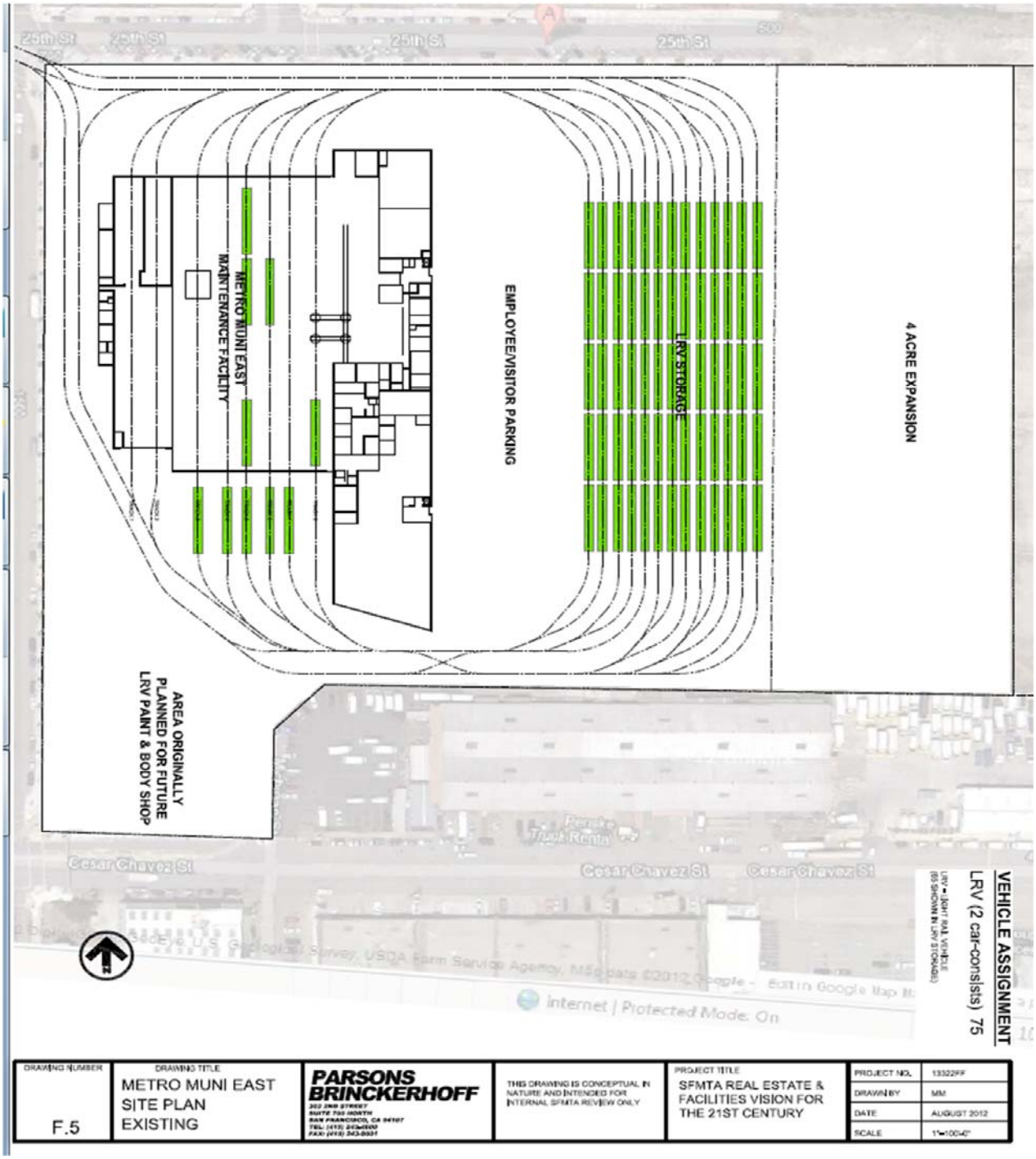
Sub-project detail? No If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer: P&PD **Project # from SGA:**

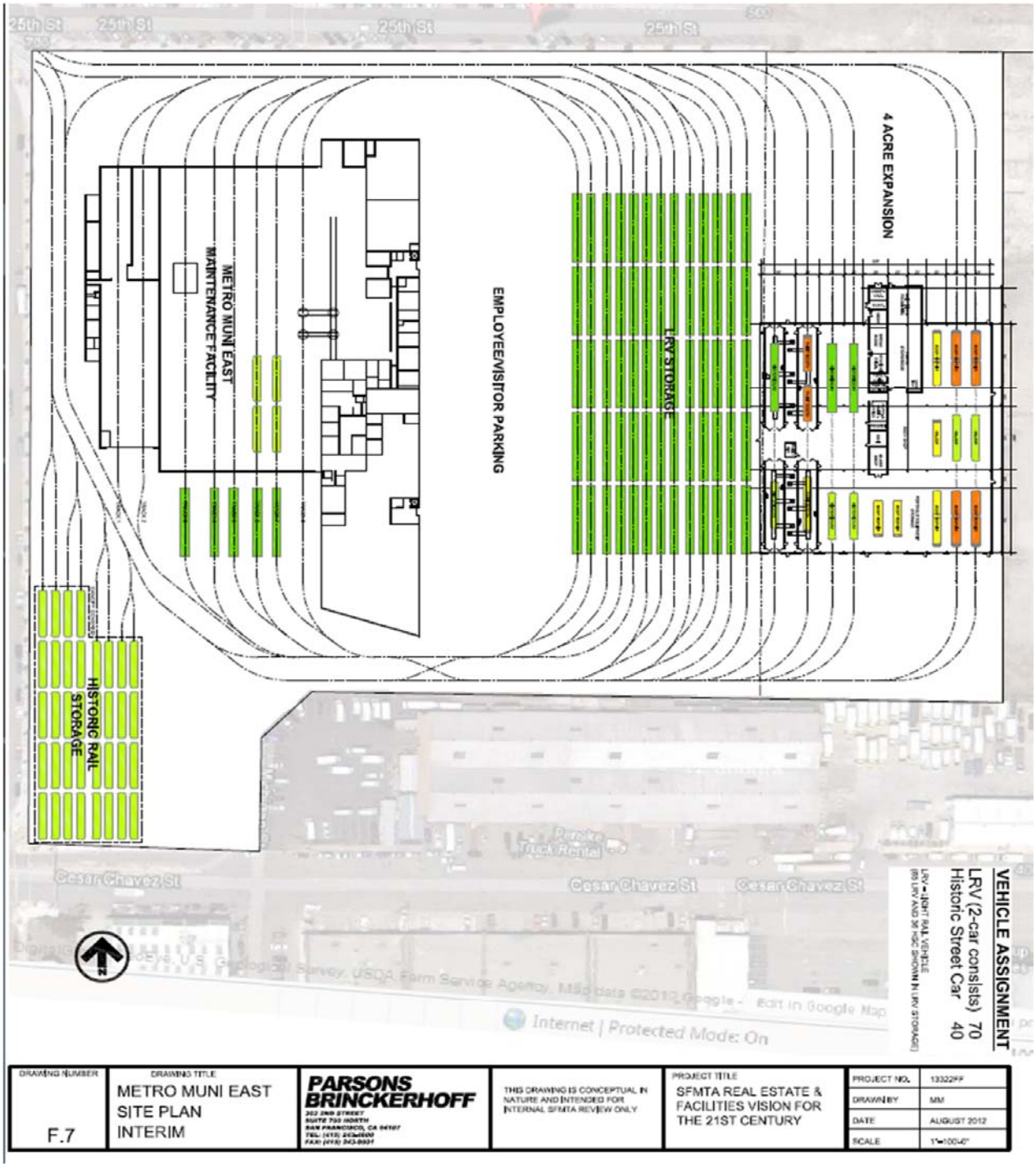
San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form

MAPS AND DRAWINGS

Existing Conditions



Proposed Paint & Body Shop and Historic Streetcar Storage



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

FY of Allocation Action:	2014/15	**Current Prop K Request:**	$ 1,600,900
		Current Prop AA Request:	$ -
Project Name:	Muni Metro East (MME) Paint & Body Shop and Historic Car Storage Structure		
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	**Grants Section Contact**
Name (typed):	Lisa Chow	Joel C. Goldberg
Title:	Project Manager	Manager, Capital Procurement & Mgmt
Phone:	415.701.4310	(415) 701-4499
Fax:	415.701.4208	(415) 701-4734
Email:	lisa.chow@sfmta.com	Joel.Goldberg@sfmta.com
Address:	1 South Van Ness, 3rd Floor, San Francisco, CA 94103	1 South Van Ness, 8th Floor, San Francisco, CA 94103
Signature:		
Date:		

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FY of Allocation Action:	2014/15
Project Name:	Transbay Tube Cross-Passage Doors Replacement
Implementing Agency:	Bay Area Rapid Transit District

EXPENDITURE PLAN INFORMATION

Prop K Category:	A. Transit	Gray cells will automatically be filled in.
Prop K Subcategory:	iii. System Maintenance and Renovation (transit)	
Prop K EP Project/Program:	c.1 Guideways	
Prop K EP Line Number (Primary):	22	**Current Prop K Request:** $ 250,000
Prop K Other EP Line Numbers:	N / A	
Prop AA Category:		**Current Prop AA Request:** $ -
		Supervisorial 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.

This project will replace the 40-year-old BART Transbay Tube cross-passage doors that are the means of emergency egress. The new doors will meet BART and the National Fire Protection Association (NFPA) criteria. There are 110 doors total which need replacement due to deterioration and age. This proposed $1.5 million budget would cover the cost of up to 10 installed doors on the San Francisco side of the Transbay Tube extending up to 1500 feet inside the Transbay Tube.

Door replacement is endorsed by BART's Chief Safety Officer and has been recommended by the San Francisco Fire Department during multiple inspections for Fire/Life Safety Compliance.

FY 2014/15

Project Name: Transbay Tube Cross-Passage Doors Replacement

Implementing Agency: Bay Area Rapid Transit District

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt

Completion Date (mm/dd/yy)

Status: underway

03/30/15

PROJECT DELIVERY MILESTONES

Enter dates for ALL project phases, not just for the current request. Use July 1 as the start of the fiscal 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)	3	2014/15	3	2015/16
Prepare Bid Documents				
Advertise Construction	4	2015/16	2	2016/17
Start Construction (e.g., Award Contract)	4	2016/17		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			2	2018/19
Project Closeout (i.e., final expenses incurred)			3	2018/19

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.

FY 2014/15

Project Name: Transbay Tube Cross-Passage Doors Replacement

Implementing Agency: Bay Area Rapid Transit District

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	$500,000	$250,000	
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		$500,000	$250,000	$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)	$ 500,000	Staff estimate
R/W Activities/Acquisition		
Construction	$ 1,000,000	Staff estimate
Procurement (e.g. rolling stock)		
Total:	**$ 1,500,000**	

% Complete of Design: 0 as of 11/7/14

Expected Useful Life: 30 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.

DESIGN PHASE

FTE = Full Time Equivilent

Design Phase staff costs:

Position	Hours	Salary/Hour	Multiplier	Burdened	FTE Ratio	Total Cost
District Architect	75	$ 75.83	1.84	$ 139.30	0.04	$ 10,447
Project Manager	440	$ 66.24	1.84	$ 121.68	0.21	$ 53,540
Electrical/Mechanical Engineering	250	$ 57.11	1.84	$ 104.91	0.12	$ 26,228
Civil Engineer	200	$ 55.98	1.84	$ 102.84	0.10	$ 20,567
System Safety	250	$ 48.99	1.84	$ 89.99	0.12	$ 22,496
Cost Allocation Plan - other Department support	467	$ 50.00	1.84	$ 91.85	0.22	$ 42,894
Project Controls	200	$ 46.79	1.90	$ 88.89	0.10	$ 17,779
Total	1,882				**0.4**	**$ 193,952**
		1,415				

Design Phase budget detail:

Item	Unit	Unit Price	Quantity	Total
Design Consultant	lump sum	$ 275,000	1	$ 275,000
BART staff (see detail table above)	hours	103	1,882	$ 193,952
Printing/document preparation	lump sum	$ 15,000	1	$ 15,000
Misc non-labor	lump sum	$ 10,000	1	$ 10,000
Advertisment	lump sum	$ 6,000	1	$ 6,000
Total				**$ 499,952**
Total Design Cost		**$ 499,952**		
Rounded Total		**$ 500,000**		

FY 2014/15

Project Name: Transbay Tube Cross-Passage Doors Replacement

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:	$250,000	
5-Year Prioritization Program Amount:	$0	(enter if appropriate)
Strategic Plan Amount for Requested FY:	$250,000	

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 available for allocation in Fiscal Year 2014/15 for Transbay Tube Cross-Passage Doors Prototype project of the Guideways-BART 5YPP. This request requires a 5YPP amendment to the Guideways-BART category to redirect $250,000 in Fiscal Year 2014/15 funds from the Planning phase to the Design phase of the subject project.

The Strategic Plan amount is the entire amount programmed in the Guideways-BART category in Fiscal Year 2014/15 ($250,000).

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	$250,000	$160,000		$410,000
Federal Section 5337 Fixed Guideway		$90,000		$90,000
				$0
				$0
				$0
				$0
Total:				$500,000

Actual Prop K Leveraging - This Phase:	18.00%	$500,000
Expected Prop K Leveraging per Expenditure Plan	Need to Calc.	Total from Cost worksheet

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

		Required Local Match	
Fund Source	**$ Amount**	**%**	**$**
Federal Section 5337 Fixed Guideway	$1,090,000	20.00%	$218,000

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	$250,000	$160,000		$410,000
Federal Section 5337 Fixed Guideway		$1,090,000		$1,090,000
				$0
				$0
				$0
				$0
				$0
Total:		$1,250,000		$ 1,500,000

Actual Prop K Leveraging - Entire Project:	72.67%	$ 1,500,000
Expected Prop K Leveraging per Expenditure Plan:	78.00%	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: $250,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	$250,000	100.00%	$0
		0.00%	$0
		0.00%	$0
		0.00%	$0
		0.00%	$0
Total:	**$250,000**		

Prop AA Funds Requested: $0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	$250,000
		#DIV/0!	$250,000
		#DIV/0!	$250,000
Total:	**$0**		

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 11/5/2014 Resolution. No. Res. Date:

Project Name: Transbay Tube Cross-Passage Doors Replacement

Implementing Agency: Bay Area Rapid Transit District

Funding Recommended:		Amount	Phase:
	Prop K Allocation	$250,000	Design Engineering (PS&E)
	Total:	**$250,000**	

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 K EP 22	FY 2014/15	$250,000	100.00%	$0
			0.00%	$0
			0.00%	$0
			0.00%	$0
			0.00%	$0
	Total:	**$250,000**	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 22	FY 2014/15	Design Engineering (PS&E)	$250,000	100%	$0
				100%	$0
				100%	$0
				100%	$0
				100%	$0
		Total:	**$250,000**		

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

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AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 11/5/2014 Resolution. No. Res. Date:

Project Name: Transbay Tube Cross-Passage Doors Replacement

Implementing Agency: Bay Area Rapid Transit District

	Action	Amount	Fiscal Year	Phase
Future Commitment to:	Allocate	$160,000	FY 2015/16	Design Engineering (PS&E)

Trigger:

Deliverables:

1. Upon project completion, provide evidence of completion of 100% design (e.g. copy of certifications page).
2.
3.
4.

Special Conditions:

1. The recommended appropriation is contingent upon a concurrent 5YPP amendment to reprogram $250,000 in FY 14/15 funds currently programmed to a Planning/CER phase to the Design phase. See attached 5YPP amendment for details.
2.

Notes:

1. Our recommendation includes a commitment to allocate $160,000 in FY15/16, as programmed in the Prop K Strategic Plan.
2.

Supervisorial District(s): 6

Prop K proportion of expenditures - this phase:	82.0%
Prop AA proportion of expenditures - this phase:	

Sub-project detail? No If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer: P&PD **Project # from SGA:**

FY of Allocation Action:	2014/15	**Current Prop K Request:**	$ 250,000
		Current Prop AA Request:	$ -
Project Name:	Transbay Tube Cross-Passage Doors Replacement		
Implementing Agency:	Bay Area Rapid Transit District		

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):	Hamed Tafaghodi	Todd Morgan
Title:	Project Manager	Principal Financial Analyst
Phone:	(510) 287-4871	510-464-6551
Fax:	(510) 287-4888	510-287-4751
Email:	htafagh@bart.gov	tmorgan@bart.gov
Address:	P.O. Box 12688, mail stop LKS-9, Oakland CA 94604-2688	P.O. Box 12688, mail stop LKS-16, Oakland CA 94604-2688
Signature:		
Date:	10/28/14	10/28/14

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

GUIDEWAYS - BART (EP 22B)

Programming and Allocations to Date

Amendment Pending Board Approval (December 16, 2014)

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
BART	Transbay Tube Cross-Passage Doors Prototype[1]	PS&E	Pending	$250,000					$250,000
BART	Transbay Tube Cross-Passage Doors Prototype	PS&E	Programmed		$160,000				$160,000
			Total Programmed in 5YPP	$250,000	$160,000	$0	$0	$0	$410,000

Total Allocated and Pending in 5YPP	$250,000	$0	$0	$0	$0	$250,000
Total Deobligated in 5YPP	$0	$0	$0	$0	$0	$0
Total Unallocated in 5YPP	$0	$160,000	$0	$0	$0	$160,000
Total Programmed in 2014 Strategic Plan Baseline	$250,000	$160,000	$0	$0	$0	$410,000
Deobligated from Prior 5YPP Cycles **	$0					$0
Cumulative Remaining Programming Capacity	$0	$0	$0	$0	$0	$0

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

Footnotes

[1] 5YPP Amendment to accommodate Transbay Tube Cross-Passage Doors Prototype (resolution 15-xxx, xx-xx-xxxx)
Reprogram $250,000 in Fiscal Year 2014/15 funds from Planning phase to Design phase

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

GUIDEWAYS - BART (EP 22B)

Cash Flow ($) Maximum Annual Reimbursement

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Transbay Tube Cross-Passage Doors Prototype1	PS&E	$250,000						$250,000
Transbay Tube Cross-Passage Doors Prototype	PS&E		$160,000					$160,000
Cash Flow Programmed in 5YPP		$250,000	$160,000	$0	$0	$0	$0	$410,000

Total Cash Flow Allocated	$250,000	$0	$0	$0	$0	$0	$250,000
Total Cash Flow Deobligated	$0	$0	$0	$0	$0	$0	$0
Total Cash Flow Unallocated	$0	$160,000	$0	$0	$0	$0	$160,000
Cash Flow Programmed in 2014 Strategic Plan	$250,000	$160,000	$0	$0	$0	$0	$410,000
Deobligated from Prior 5YPP Cycles **	$0						$0
Cumulative Remaining Cash Flow Capacity	$0	$0	$0	$0	$0	$0	$0

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

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

FY of Allocation Action:	2014/15
Project Name:	Market Street Green Bike Lanes & Raised Cycletrack
Implementing Agency:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K Category:	C. Street & Traffic Safety	Gray cells will automatically be filled in.
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:** $ 758,400
Prop K Other EP Line Numbers:		
Prop AA Category:		**Current Prop AA Request:** $ -
		Supervisorial District(s): 5, 6, 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.

Scope of work begins on next page.

San Francisco County Transportation Authority
Prop K Allocation Request Form

The San Francisco Municipal Transportation Agency (SFMTA) requests a total of $753,400 in Prop K funds for the installation of green bicycle lanes on Market Street between Castro and Duboce Streets, and for the installation of a raised cycletrack on Market Street between Gough and 12th Streets as an upgrade to the existing bikeway that is painted and has plastic delineators. This project will complete the bikeway improvements on Market Street between Van Ness Avenue and Castro Street. These two treatments in coordination will improve safety for people who bike on the heaviest used bike corridor in the City and therefore benefit many users of the transportation network in San Francisco. The raised cycletrack is identified as a Vision Zero near-term project.

Background

The primary goal of green bicycle lanes and raised cycletracks in San Francisco is to provide comfortable bicycle facilities that attract new bicyclists and encourage existing riders to use a bicycle for more of their trips. These treatments brand bicycle facilities and indicate to bicyclists that they are on a preferred bicycle route. In San Francisco, from 2006-2011, bicycling increased 71 percent. From 2010-2011, it increased seven percent, making up 3.5 percent of all trips in the city. The greatest growth in bicycling came on Market Street, sections of which have protected green lanes. On Market Street, bicycling increased 115 percent from 2006, and 43 percent from 2010 (San Francisco Municipal Transportation Agency, 2012 - 2011 Bicycle Count Report).

Scope

The limits of green lane and intersection improvements (e.g., colored auto-bike conflict markings approaching intersections) using Prop K funds are from Castro to Duboce. Green bicycle lanes on Market Street east of Duboce (to Van Ness Avenue) are funded with $350,000 in existing Interagency Plan Implementation Committee (IPIC) funds, which were approved by the Market & Octavia Community Advisory Committee. The SFMTA uses the best available technology to paint green bicycle lanes, using two types of materials:1) StreetBond for bicycle lanes; and 2) retroreflective thermoplastic for intersection treatments and shared lane markings. Installation of the green lanes and intersections will be installed by the SFMTA. The SFMTA will procure a contractor for construction of the raised cycletrack, which is being designed by San Francisco Public Works.

The raised cycletrack on Market Street from Gough Street to 12th Street will include a variety of design details to help the SFMTA determine what should be used for future raised cycletracks. The Prop K request includes funds for the SFMTA to evaluate design elements including, but not limited to, the design of the curb (sloped vs vertical), the cross-slope of the bikeway, and the height of the bikeway relative to the sidewalk. The SFMTA will conduct outreach before and after the installation of the cycletrack.

Innovative Programs Street Prioritization

San Francisco currently has several locations with existing green bicycle lanes on streets including Embarcadero, Polk Street and Market Street and many locations with green intersection treatments. SFMTA staff has identified a number of street segments that meet the criteria for extending the green bicycle lane network and testing new bicycle lane design. The locations included in the list below were identified as having high bicycle volumes, moderate levels of traffic stress and connections to existing or forthcoming green bicycle lanes.

- Market Street – Octavia Street to Castro Street
- Valencia Street – Market Street to Cesar Chavez Street
- Embarcadero – Harrison Street to Townsend Street
- Polk Street – Union Street to North Point Street
- North Point Street – Polk Street to Embarcadero
- 8th Street – Market Street to Folsom Street
- Folsom Street – 8th Street to 2nd Street

The SFMTA is currently using development impact fees (IPIC funds) and State Transportation Development Act funds to design bicycle lane improvements on Market Street between Duboce Avenue and Castro Street. Market Street was therefore selected as the top priority for Prop K for 2014-2015 since there is an opportunity to coordinate with these upgrades.

Project Benefits

The installation of green bicycle lanes and raised cycletrack may also have the added benefit of providing safety for bicyclists. One study indicated that protected green lanes reduce bicyclist injury risk by up to 90 percent (Teschke, K., et al., 2012 - Route Infrastructure and the Risk of Injuries to Bicyclists: A Case-Crossover Study). A 2010 Montreal study also found that cycle tracks resulted in fewer injuries (Lalonde, Michelle., 2011 - Bike paths reduce injuries: study).

Green colored pavement at intersection conflict points also increases awareness between bicyclists and motorists. In Chicago, forty-nine percent of survey respondents felt motorist behavior improved on Kinzie Street after a green lane was installed (Chicago DOT, 2011 - Initial Findings: Kinzie Street Protected Bike Lane).

Another study indicated that bicycling increases on routes with bicycling facilities, particularly if they are separated cycle tracks (Lusk, A. C., et al., 2011 - Risk of injury for bicycling on cycle tracks versus in the street).

Funding

Funds for the proposed project are programmed within the Prop K 5-Year Prioritization Program for Bicycle Circulation and Safety category under the line item Innovative Treatments in Fiscal Year 2014/15. Fully funding this project requires a 5YPP amendment to reprogram Fiscal Year 2014/15 planning, design, and construction funds for Innovative Treatments and construction funds for Spot Improvements to the current request. See attached 5YPP for amendment details.

This project has also been prioritized in the 2014/15 SFMTA Capital Improvement Plan (CIP). The CIP is managed by the Transportation Capital Committee (TCC), a group of SFMTA staff from all levels of the organization that meets to review and update the Capital Program.

Table 3 - Prioritization Criteria and Scoring Table
Bicycle Circulation and Safety (EP 39)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA				
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Provides Benefits to Multiple Users	Focus on Community of Concern	Leveraging	Total
Total Possible Score	**4**	**3**	**3**	**3**	**3**	**2**	**2**	**20**
Bicycle Safety, Education and Outreach								
Bike To Work Day Promotion	4	1	0	0	0	1	0	**6**
Bike Promotion	4	1	0	1	0	1	0	**7**
Bicycle Safety, Education & Outreach (e.g., Classes)	4	2	0	2	0	2	0	**10**
	Project Readiness	**Community Support**	**Time Sensitive Urgency**	**Safety**	**Provides Benefits to Multiple Users**	**Primary Corridor**	**Leveraging**	**Total**
Total Possible Score	**4**	**3**	**3**	**3**	**3**	**2**	**2**	**20**
System Performance and Innovation								
Bicycle Counters & Barometers	4	1	0	0	1	2	0	**8**
Market Street Green Bike Lanes and Raised Cycletrack	4	2	0	2	2	2	2	**14**
Innovative Treatments	**This is a placeholder. Project sponsor to score when a specific scope is identified.**							
Spot Improvements								
Bicycle Network Expansion and Upgrades								
Bicycle Network Expansion and Upgrades	**This is a placeholder. Project sponsor to score when a specific scope is identified.**							
Sharrows	4	2	0	2	2	1	0	**11**
Western Addition Bikeway [NTIP]	3	1	0	2	1	2	1	**10**
Embarcadero Bike Lane/Enhancement [NTIP]	4	2	0	3	3	2	2	**16**
Second Street Streetscape Improvement (OneBayArea Grant match)	4	3	2	3	3	2	2	**19**
Twin Peaks Connectivity	4	0	3	1	3	0	1	**12**
NTIP Placeholder	**This is a placeholder. Project sponsor to score when a specific scope is identified.**							
Transit Access								
4th and King Bike Station Rehab	4	2	0	1	1	2	0	**10**
Caltrain Bike Facility Improvements	**This is a placeholder. Project sponsor to score when a specific scope is identified.**							
16th/Mission Bike Station [NTIP]	4	2	0	1	1	2	2	**12**
24th/Mission Bike Station [NTIP]	4	2	0	1	1	2	2	**12**
Glen Park Bike Station	4	2	0	1	1	2	2	**12**

Table 3 - Prioritization Criteria and Scoring Table
Bicycle Circulation and Safety (EP 39)

Prioritization Criteria Definitions:

Project Readiness: Project likely to need funding in fiscal year proposed. Factors to be considered include adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors may significantly delay project.

Community Support: Project has clear and diverse community support and/or was it identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program.
Three points for a project in an adopted community based plan with evidence of diverse community support.
Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups.
One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

Time Sensitive Urgency: Project needs to proceed in proposed timeframe to enable construction coordination with another project (e.g., minimize costs and construction impacts); to support another funded or proposed project (e.g. new signal controllers need to be installed to support TEP implementation); or to meet timely use of funds deadlines associated with matching funds.

Safety: (One point for each): Addresses documented safety issue; reduces potential conflicts between modes; and increases security.

Provides Benefits to Multiple Users: Projects receives one point each for addressing the needs of pedestrians, motorists, and/or transit users.

Focus on Community of Concern: Project includes specifc focus to target traditionally underrepresented groups in bicycling and communities of concern (e.g., multi-lingual materials/classes).

Primary Corridor: Project is located on a Primary Corridor as identified in the 2013 SFMTA Bicycle Strategy or subsequent updates.

Leveraging: Project leverages non-Prop K funds.

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

FY 2014/15

Project Name: Market Street Green Bike Lanes & Raised Cycletrack

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : EIR

Completion Date (mm/dd/yy)

Status: Complete — 06/25/09

PROJECT DELIVERY MILESTONES

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	3	2013/14	3	2013/14
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)	1	2014/15	3	2014/15
Prepare Bid Documents				
Advertise Construction				
Start Construction (e.g., Award Contract)	3	2014/15		
Procurement (e.g. rolling stock)				
Construction Complete (Open for Use)			3	2015/16
Project Closeout (i.e., final expenses incurred)	4	2015/16	1	2016/17

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.

Raised Cycletrack	**Start**	**End**
Design	September 2014	January 2015
Construction	February 2015	September 2015
Evaluation	January 2015	September 2016

Green Lanes/Intersections	**Start**	**End**
Design	August 2014	March 2015
Construction	May 2015	January 2016

The SFMTA will likely use an alternative delivery method to deliver the cycletrack project by adding this work to an existing contract or through an on-call contract.

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

FY 2014/15

Project Name: Market Street Green Bike Lanes & Raised Cycletrack

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.

Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	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	$ 1,076,200	$ 758,400	
Procurement (e.g. rolling stock)				
		$ 1,076,200	$ 758,400	$ -

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)	$ 40,800	MTA-Planning based on previous work
Right of Way (ROW)		
Construction	$ 1,076,200	MTA-Planning based on previous work and DPW estimate
Procurement (e.g. rolling stock)	$ -	
Total:	**$ 1,117,000**	

% Complete of Design: 75 as of 9/1/2014

Expected Useful Life: 7 Years

San Francisco County Transportation Authority
Proposition K Sales Tax Program 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.

Allocation Request Summary

Item	Amount	Rounded	IPIC	TDA	Prop K
Design Engineering	$ 40,826	$ 40,800	$ 32,200	$ 8,600	$ -
Design Subtotal	**$ 40,826**	**$ 40,800**	**$ 32,200**	**$ 8,600**	**$ -**
Construction - Labor	$ 568,407	$ 568,400	$ 62,800	$ -	$ 505,600
Construction - Materials	$ 457,344	$ 457,300	$ 255,000	$ -	$ 202,300
Other - Evaluation	$ -	$ -	$ -	$ -	$ 50,000
Other - City Attorney Fees	$ 500	$ 500	$ -	$ -	$ 500
Construction Subtotal	**$ 1,026,251**	**$ 1,026,200**	**$ 317,800**	**$ -**	**$ 758,400**
Design+Construction Total	**$ 1,067,077**	**$ 1,067,000**	**$ 350,000**	**$ 8,600**	**$ 758,400**

MFB = Mandatory Fringe Benefit. FTE = Full Time Equivalent

Design Engineering

Position	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
Associate Engineer (5207)	$ 116,246	$ 67,173	$ 147,285	$ 330,704	0.038	80	$ 12,719
Senior Engineer (5211)	$ 155,766	$ 85,640	$ 193,849	$ 435,255	0.029	60	$ 12,555
Transit Planner III (5289)	$ 105,456	$ 62,647	$ 134,987	$ 303,090	0.029	60	$ 8,743
Transit Planner IV (5290)	$ 125,060	$ 71,292	$ 157,670	$ 354,022	0.019	40	$ 6,808
				Total	**0.115**	**240**	**$ 40,826**

Construction - Labor

Position	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
Associate Engineer (5207)	$ 116,246	$ 67,173	$ 147,285	$ 330,704	0.048	100	$ 15,899
Senior Engineer (5211)	$ 155,766	$ 85,640	$ 193,849	$ 435,255	0.058	120	$ 25,111
Engineering Associate 1 (5364)	$ 82,628	$ 51,868	$ 108,000	$ 242,496	0.060	124	$ 14,457
Painter Supervisor (7242)	$ 94,978	$ 59,967	$ 124,421	$ 279,366	0.258	538	$ 72,192
Painter (7346)	$ 79,222	$ 52,521	$ 105,790	$ 237,533	1.034	2150	$ 245,527
Sign Worker (7457)	$ 67,314	$ 44,637	$ 89,896	$ 201,847	0.435	904	$ 87,726
Supervisor, Traffic And Street Signs (5303)	$ 96,564	$ 58,449	$ 124,475	$ 279,488	0.385	800	$ 107,495
				Total	**2.277**	**4736**	**$ 568,407**

Construction - Materials

Description	Quantity	Unit	Unit Price	Cost
Green Lanes and Intersections				
Messages	700	Sq Ft	$ 1.22	$ 854
Green Bike Lane - Thermoplastic	8700	Sq Ft	$ 3.20	$ 27,840
Green Epoxy Pavement Treatment (StreetsBond CL)	43500	Sq Ft	$ 0.80	$ 34,800
Safe Hit Posts	48	Ea	$ 20.00	$ 960
			Contingency (20%)	$ 12,891
			Subtotal	**$ 77,345**
Raised Cycletrack - Consultant Contract				
Raised Cycletrack	1	Ea	$ 316,666	$ 316,666
			Contingency (20%)	$ 63,333
			Subtotal	**$ 379,999**
			Total	**$ 457,344**

Project Evaluation (Raised Cycletrack)

Position	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
Assistant Engineer (5203)	$ 99,944	$ 60,044	$ 159,988	$ 319,976	0.0337	70	$ 10,768
Associate Engineer (5207)	$ 116,246	$ 67,173	$ 147,285	$ 330,704	0.0144	30	$ 4,770
Transit Planner II (5288)	$ 83,876	$ 49,257	$ 133,133	$ 266,266	0.0865	180	$ 23,042
Transit Planner III (5289)	$ 105,456	$ 62,647	$ 134,987	$ 303,090	0.0337	70	$ 10,200
Transit Planner IV (5290)	$ 125,060	$ 71,292	$ 157,670	$ 354,022	0.0038	8	$ 1,362
				Total	**0.1721**	**358**	**$ 50,142**
						Total (Rounded)	**$ 50,000**

Other - City Attorney Fees

Description	Quantity	Unit	Unit Price	Cost
City Attorney Fees	2	Hours	$ 250	$ 500
			Total	**$ 500**

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

FY 2014/15

Project Name: Market Street Green Bike Lanes & Raised Cycletrack

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:	$ 758,400	
5-Year Prioritization Program Amount:	$ -	(enter if appropriate)
Strategic Plan Amount for Requested FY:	$ 2,967,024	

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 available for allocation to the project in Fiscal Year 2014/15 . The requested allocation requires a 5YPP amendment to the Bicycle Circulation/Safety category to reprogram Fiscal Year 2014/15 funds for Innovative Treatments ($104,618 for planning, $126,518 for design, $520,288 for construction) and $1,976 in Spot Improvements construction funds to the Market Street Green Bike Lanes and Raised Cycletrack project. See attached 5YPP amendment for details.

The Strategic Plan amount is the total amount programmed for the Bicycle Circulation/Safety 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 K	$758,400			$758,400
Market-Octavia Development Impact Fees (IPIC)			$317,800	$317,800
				$0
Total:		$0	$317,800	$1,076,200

Actual Prop K Leveraging - This Phase:	29.53%	$1,076,200 Total from Cost worksheet
Expected Prop K Leveraging per Expenditure Plan	27.84%	

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

		Required Local Match	
Fund Source	**$ Amount**	**%**	**$**

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	$758,400			$ 758,400
Market-Octavia Development Impact Fees (IPIC)			$ 350,000	$ 350,000
Transportation Development Act (TDA)			$ 8,600	$ 8,600
Total:		$ -	$ 358,600	$ 1,117,000

Actual Prop K Leveraging - Entire Project:	32.10%	$ 1,117,000
Expected Prop K Leveraging per Expenditure Plan:	27.84%	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: $ 758,400

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	$500,544	66.00%	$257,856
FY 2015/16	$257,856	34.00%	$0
		0.00%	$0
		0.00%	$0
		0.00%	$0
Total:	**$758,400**		

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:	11.24.14	Resolution. No.	XX-XX	Res. Date:	XX.XX.XXXX

Project Name: Market Street Green Bike Lanes & Raised Cycletrack

Implementing Agency: San Francisco Municipal Transportation Agency

Funding Recommended:		**Amount**	**Phase:**
	Prop K Allocation	$758,400	Construction
	Total:	**$758,400**	

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 39	FY 2014/15	$ 500,544	66.00%	$ 257,856
Prop K EP 39	FY 2015/16	$ 257,856	34.00%	$ -
	Total:	**$ 758,400**	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 39	FY 2014/15	Construction	$ 500,544	66%	$ 257,856
Prop K EP 39	FY 2015/16	Construction	$ 257,856	100%	$ -
		Total:	**$ 758,400**		

Prop K/Prop AA Fund Expiration Date: 3/31/2017 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:	11.24.14	Resolution. No.	XX-XX	Res. Date:	XX.XX.XXXX

Project Name: Market Street Green Bike Lanes & Raised Cycletrack

Implementing Agency: San Francisco Municipal Transportation Agency

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

Trigger:

Deliverables:

1. With the first quarterly progress report due March 31, 2015, provide 2-3 digital photos of typical before conditions, evaluation method for cycletrack project, and evidence of completion of 100% designs for the green lane and intersection treatments and cycletrack (e.g. copies of certifications pages).
2. Upon completion of cycletrack project (anticipated September 30, 2015), provide 2-3 digital photos of completed project.
3. Upon project completion of green lanes and intersections (anticipated January 31, 2016), provide 2-3 digital photos of completed project.
4. Upon completion (anticipated September 30, 2016), submit results of project evaluation.

Special Conditions:

1. The recommended allocation is contingent upon a 5YPP amendment to the Bicycle Circulation and Safety category. See Funding Plan Section and attached 5YPP amendment for details.
2. SFMTA may not incur expenses for the construction phase of the green lanes/intersections and cycletrack until Authority staff releases the funds ($758,400) pending receipt of evidence of completion of designs, respectively (e.g. copies of certifications pages).

Notes:

1.

Supervisorial District(s): 5, 6, 8

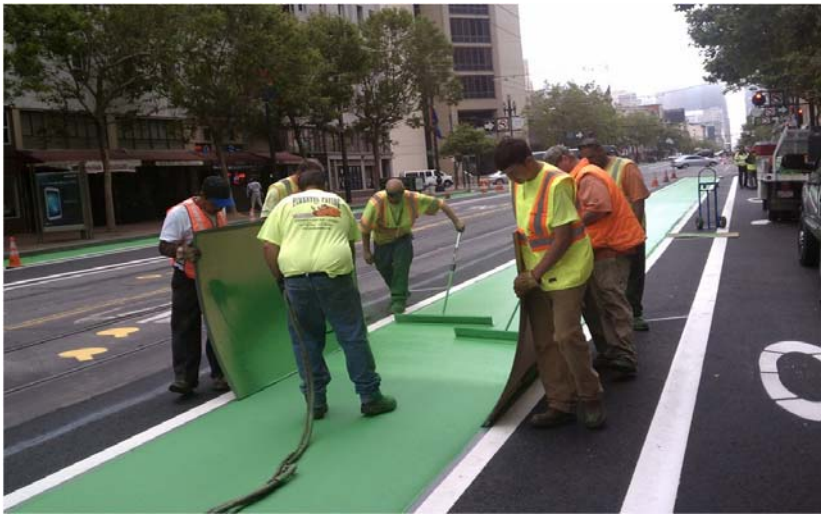
Prop K proportion of expenditures - this phase: 70.47%

Sub-project detail? No If yes, see next page(s) for sub-project detail.

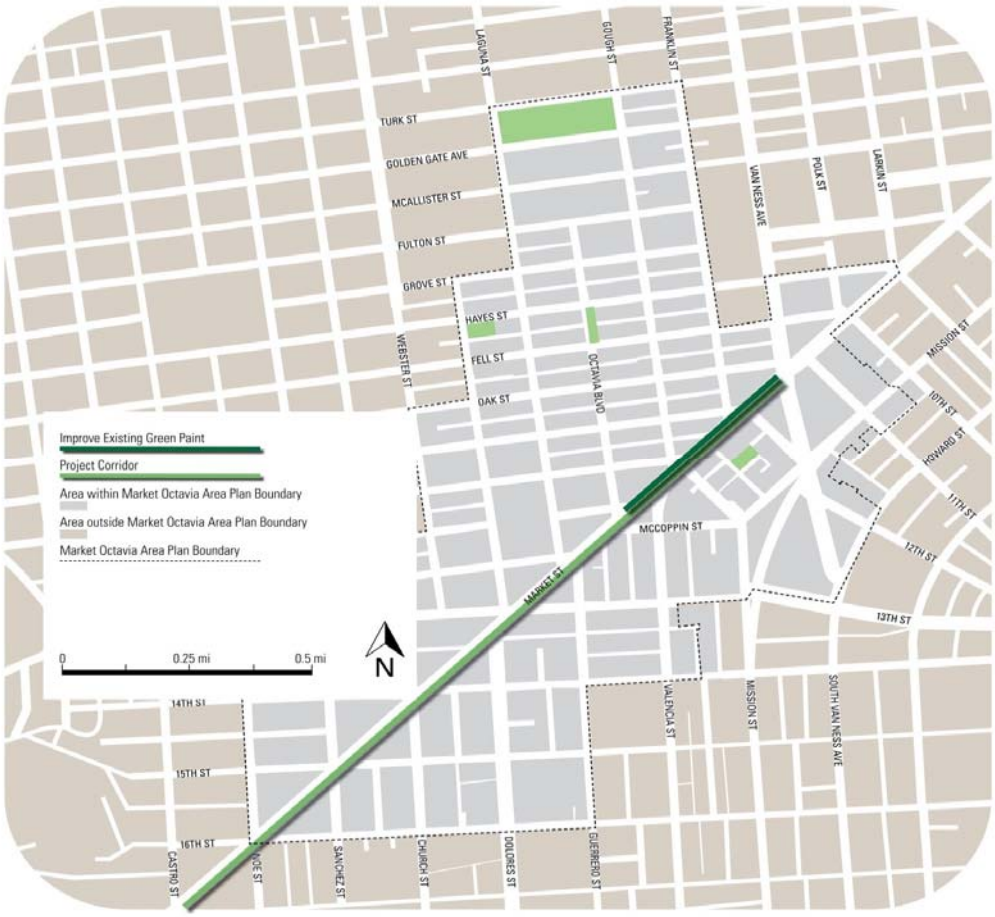
SFCTA Project Reviewer: P&PD **Project # from SGA:** 139.XXXXXX

MAPS AND DRAWINGS
Insert or attach files of maps, drawings, photos of current conditions, photo compositions, etc. to support understanding of the project scope and evaluation of how geographic diversity was considered in the project prioritization process. This text box and the blue header may be deleted to better accommodate any graphics.

New Material



Cycle Tracks


LAGUNA ST
GOUGH ST
FRANKLIN ST
TURK ST
GOLDEN GATE AVE
MCALLISTER ST
FULTON ST
GROVE ST
HAYES ST
FELL ST
OAK ST
WEBSTER ST
OCTAVIA BLVD
VAN NESS AVE
POLK ST
LARKIN ST
MISSION ST
10TH ST
HOWARD ST
11TH ST
12TH ST
13TH ST
MCCOPPIN ST
MARKET ST
Improve Existing Green Paint
Project Corridor
Area within Market Octavia Area Plan Boundary
Area outside Market Octavia Area Plan Boundary
Market Octavia Area Plan Boundary
0
0.25 mi
0.5 mi
N
14TH ST
15TH ST
16TH ST
CASTRO ST
NOE ST
SANCHEZ ST
CHURCH ST
DOLORES ST
GUERRERO ST
VALENCIA ST
MISSION ST
SOUTH VAN NESS AVE


GROVE ST
HAYES ST
FELL ST
OAK ST
POLK ST
MARKET ST
GOUGH ST
OCTAVIA BLVD
LAGUNA ST
HAIGHT ST
12TH ST
MISSION ST
GOUGH ST
SOUTH VAN NESS AVE
MCCOPPIN ST
Raised Cycletrack Location
0
0.25 mi
N

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

FY of Allocation Action:	2014/15	**Current Prop K Request:**	$ 758,400
		Current Prop AA Request:	$ -
Project Name:	Market Street Green Bike Lanes & Raised Cycletrack		
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	**Grants Section Contact**
Name (typed):	Matt Lasky	Tim Manglicmot
Title:	Transit Planner III	Senior Analyst
Phone:	(415) 701-5228	(415) 701-4346
Fax:	(415) 701-5228	(415) 701-4734
Email:	matt.lasky@sfmta.com	Timothy.Manglicmot@sfmta.com
Address:	1 South Van Ness, 7th FL, San Francisco, CA 94103	1 South Van Ness, 8th FL, San Francisco, CA 94103
Signature:		
Date:		

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Programming and Allocations to Date

Amendment Pending Transportation Board Approval (Anticipated 12.16.14)

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Bicycle Safety, Education and Outreach									
SFMTA	Bike To Work Day Promotion	CON	Programmed	$51,300					$51,300
SFMTA	Bike To Work Day Promotion	CON	Programmed		$38,475				$38,475
SFMTA	Bike To Work Day Promotion	CON	Programmed			$38,475			$38,475
SFMTA	Bike To Work Day Promotion	CON	Programmed				$38,475		$38,475
SFMTA	Bike To Work Day Promotion	CON	Programmed					$38,475	$38,475
SFMTA	Bicycle Promotion	PLAN	Programmed	$50,000					$50,000
SFMTA	Bicycle Promotion	CON	Programmed		$80,840				$80,840
SFMTA	Bicycle Promotion	CON	Programmed			$31,198			$31,198
SFMTA	Bicycle Promotion	CON	Programmed					$15,599	$15,599
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed	$120,400					$120,400
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed		$120,400				$120,400
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed			$117,258			$117,258
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed				$117,258		$117,258
System Performance and Innovation									
SFMTA	Bicycle Counters & Barometers	DES/ CON	Programmed	$100,000					$100,000
SFMTA	Bicycle Counters & Barometers	DES/ CON	Programmed				$51,615		$51,615
SFMTA	Market Street Green Bike Lanes and Raised Cycletrack[2]	CON	Pending	$753,400					
SFMTA	Innovative Treatments[2]	PLAN	Programmed	$0					$0

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

Bicycle Circulation and Safety (EP 39)

Programming and Allocations to Date

Amendment Pending Transportation Board Approval (Anticipated 12.16.14)

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Innovative Treatments	PLAN	Programmed		$5,600				$5,600
SFMTA	Innovative Treatments	PLAN	Programmed			$5,600			$5,600
SFMTA	Innovative Treatments	PLAN	Programmed				$5,600		$5,600
SFMTA	Innovative Treatments	PLAN	Programmed					$5,600	$5,600
SFMTA	Innovative Treatments[2]	DES	Programmed	$0					$0
SFMTA	Innovative Treatments	DES	Programmed		$14,400				$14,400
SFMTA	Innovative Treatments	DES	Programmed			$14,400			$14,400
SFMTA	Innovative Treatments	DES	Programmed				$14,400		$14,400
SFMTA	Innovative Treatments	DES	Programmed					$14,400	$14,400
SFMTA	Innovative Treatments[2]	CON	Programmed	$0					$0
SFMTA	Innovative Treatments	CON	Programmed		$120,000				$120,000
SFMTA	Innovative Treatments	CON	Programmed			$120,000			$120,000
SFMTA	Innovative Treatments	CON	Programmed				$120,000		$120,000
SFMTA	Innovative Treatments	CON	Programmed					$83,974	$83,974
SFMTA	Spot Improvements[2]	CON	Programmed	$198,024					$198,024
SFMTA	Spot Improvements	CON	Programmed		$197,130				$197,130
SFMTA	Spot Improvements	CON	Programmed			$150,000			$150,000
SFMTA	Spot Improvements	CON	Programmed				$100,000		$100,000
SFMTA	Spot Improvements	CON	Programmed					$20,000	$20,000

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

Bicycle Circulation and Safety (EP 39)

Programming and Allocations to Date

Amendment Pending Transportation Board Approval (Anticipated 12.16.14)

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Bicycle Network Expansion and Upgrades									
SFMTA	Bicycle Network Expansion and Upgrades	PLAN	Programmed	$185,050					$185,050
SFMTA	Bicycle Network Expansion and Upgrades	PLAN	Programmed		$135,050				$135,050
SFMTA	Bicycle Network Expansion and Upgrades	DES	Programmed	$168,126					$168,126
SFMTA	Bicycle Network Expansion and Upgrades	DES	Programmed		$168,126				$168,126
SFMTA	Bicycle Network Expansion and Upgrades[1]	CON	Programmed	$229,624					$229,624
SFMTA	Bicycle Network Expansion and Upgrades	CON	Programmed		$282,970				$282,970
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed			$450,500			$450,500
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed				$450,500		$450,500
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed					$450,057	$450,057
SFMTA	Sharrows[1]	DES/ CON	Allocated	$256,100					$256,100
SFMTA	Sharrows	CON	Programmed		$138,100				$138,100
SFMTA	Western Addition - Downtown Bikeway Connector [NTIP]	ENV	Programmed	$62,000					$62,000
SFMTA	Embarcadero Bikeway Enhancements [NTIP]	ENV	Programmed	$200,000					$200,000
DPW	Second Street Streetscape Improvement (OneBayArea Grant match)	CON	Programmed		$110,000				$110,000
SFMTA	Twin Peaks Connectivity	PLAN/ ENV	Programmed	$23,000					$23,000

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

Bicycle Circulation and Safety (EP 39)

Programming and Allocations to Date

Amendment Pending Transportation Board Approval (Anticipated 12.16.14)

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA, or other eligible sponsor	NTIP Placeholder	ANY	Programmed		$436,000				$436,000
Transit Access									
Caltrain	4th and King Bike Station Improvements	PLAN	Programmed	$20,000					$20,000
Caltrain	Caltrain Bike Facility Improvements	DES/ CON	Programmed		$20,000				$20,000
Caltrain	Caltrain Bike Facility Improvements	DES/ CON	Programmed				$20,000		$20,000
Caltrain	Caltrain Bike Facility Improvements	CON	Programmed		$180,000				$180,000
Caltrain	Caltrain Bike Facility Improvements	CON	Programmed				$180,000		$180,000
BART	16th/Mission Bike Station [NTIP]	DES	Programmed	$151,000					$151,000
BART	24th/Mission Bike Station [NTIP]	DES	Programmed	$151,000					$151,000
BART	Glen Park Bike Station	DES	Programmed	$248,000					$248,000
			Total Programmed in 5YPP	$2,967,024	$2,047,091	$927,431	$1,097,848	$628,105	$7,667,498
			Total Allocated and Pending in 5YPP	$1,009,500	$0	$0	$0	$0	$1,009,500
			Total Deobligated from Prior 5YPP Cycles	$0	$0	$0	$0	$0	$0
			Total Unallocated in 5YPP	$1,957,524	$2,047,091	$927,431	$1,097,848	$628,105	$6,657,998
			Total Programmed in 2014 Strategic Plan	$2,967,024	$2,047,091	$927,431	$1,097,848	$628,105	$7,667,499
			Deobligated from Prior 5YPP Cycles **	$48,850					$48,850
			Cumulative Remaining Programming Capacity	$48,850	$48,850	$48,851	$48,851	$48,851	$48,851

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

Bicycle Circulation and Safety (EP 39)

Programming and Allocations to Date

Amendment Pending Transportation Board Approval (Anticipated 12.16.14)

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Programmed									
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

[1] 5YPP amendment to fully fund project in Fiscal Year 2014/15: Sharrows (Resolution 15-13, 10.21.2014).

Sharrows: Added construction phase to project and increased from $118,000 to $256,100 in Fiscal Year 2014/15.

Bicycle Network Expansion and Upgrades: Construction phase of project decreased from $367,724 to $229,264. Funds not needed in Fiscal Year 2014/15.

[2] 5YPP amendment to fully fund project in Fiscal Year 2014/15: Market Street Green Bike Lanes and Raised Cycletrack (Resolution 15-XX, MO.DA.YEAR).

Innovative Treatments: Reduced planning phase from $104,618 to $0, design phase from $126,518 to $0, construction phase from $520,288 to $0, to fund the Market Street Green Bike Lanes and Raised Cycletrack for construction in Fiscal Year 2014/15.

Spot Improvements: Reduced from $200,000 to $198,024 in Fiscal Year 2014/15.

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Cash Flow ($) Maximum Annual Reimbursement

Amendment Pending Transportation Board Approval (Anticipated 12.16.14)

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Bicycle Safety, Education and Outreach								
Bike To Work Day Promotion	CON	$51,300						$51,300
Bike To Work Day Promotion	CON		$38,475					$38,475
Bike To Work Day Promotion	CON			$38,475				$38,475
Bike To Work Day Promotion	CON				$38,475			$38,475
Bike To Work Day Promotion	CON					$38,475		$38,475
Bicycle Promotion	PLAN	$50,000						$50,000
Bicycle Promotion	CON		$80,840					$80,840
Bicycle Promotion	CON			$31,198				$31,198
Bicycle Promotion	CON					$15,599		$15,599
Bicycle Safety, Education & Outreach (e.g., Classes)	CON	$120,400						$120,400
Bicycle Safety, Education & Outreach (e.g., Classes)	CON		$120,400					$120,400
Bicycle Safety, Education & Outreach (e.g., Classes)	CON			$117,258				$117,258
Bicycle Safety, Education & Outreach (e.g., Classes)	CON				$117,258			$117,258
System Performance and Innovation								
Bicycle Counters & Barometers	DES/ CON	$100,000						$100,000
Bicycle Counters & Barometers	DES/ CON				$51,615			$51,615
Market Street Green Bike Lanes and Raised Cycletrack2	CON	$500,544	$257,856					$758,400
Innovative Treatments2	PLAN	$0						$0

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Cash Flow ($) Maximum Annual Reimbursement
Amendment Pending Transportation Board Approval (Anticipated 12.16.14)

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Innovative Treatments	PLAN		$5,600					$5,600
Innovative Treatments	PLAN			$5,600				$5,600
Innovative Treatments	PLAN				$5,600			$5,600
Innovative Treatments	PLAN					$5,600		$5,600
Innovative Treatments2	DES	$0						$0
Innovative Treatments	DES		$14,400					$14,400
Innovative Treatments	DES			$14,400				$14,400
Innovative Treatments	DES				$14,400			$14,400
Innovative Treatments	DES					$14,400		$14,400
Innovative Treatments2	CON	$0						$0
Innovative Treatments	CON		$120,000					$120,000
Innovative Treatments	CON			$120,000				$120,000
Innovative Treatments	CON				$120,000			$120,000
Innovative Treatments	CON					$83,974		$83,974
Spot Improvements2	CON	$198,024						$198,024
Spot Improvements	CON		$197,130					$197,130
Spot Improvements	CON			$150,000				$150,000
Spot Improvements	CON				$100,000			$100,000
Spot Improvements	CON					$20,000		$20,000

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

Bicycle Circulation and Safety (EP 39)

Cash Flow ($) Maximum Annual Reimbursement

Amendment Pending Transportation Board Approval (Anticipated 12.16.14)

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Bicycle Network Expansion and Upgrades								
Bicycle Network Expansion and Upgrades	PLAN	$185,050						$185,050
Bicycle Network Expansion and Upgrades	PLAN		$135,050					$135,050
Bicycle Network Expansion and Upgrades	DES	$168,126						$168,126
Bicycle Network Expansion and Upgrades	DES		$168,126					$168,126
Bicycle Network Expansion and Upgrades1	CON	$114,812	$114,812					$229,624
Bicycle Network Expansion and Upgrades	CON		$282,970					$282,970
Bicycle Network Expansion and Upgrades	ANY			$225,250	$225,250			$450,500
Bicycle Network Expansion and Upgrades	ANY				$225,250	$225,250		$450,500
Bicycle Network Expansion and Upgrades	ANY					$225,029	$225,029	$450,057
Sharrows[1]	DES/ CON	$167,955	$88,145					$256,100
Sharrows	CON		$46,954	$45,573	$45,573			$138,100
Western Addition - Downtown Bikeway Connector	ENV	$62,000						$62,000
Embarcadero Bikeway Enhancements [NTIP]	ENV	$10,000	$90,000	$100,000				$200,000
Second Street Streetscape Improvement (OneBayArea Grant match)	CON		$55,000	$55,000				$110,000
Twin Peaks Connectivity	PLAN/ ENV	$19,866	$3,134					$23,000

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Cash Flow ($) Maximum Annual Reimbursement
Amendment Pending Transportation Board Approval (Anticipated 12.16.14)

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
NTIP Placeholder	ANY		$148,240	$143,880	$143,880			$436,000
Bicycle Network Expansion and Upgrades								
4th and King Bike Station Improvements	PLAN	$20,000						$20,000
Caltrain Bike Facility Improvements	DES/ CON		$20,000					$20,000
Caltrain Bike Facility Improvements	DES/ CON				$20,000			$20,000
Caltrain Bike Facility Improvements	CON		$90,000	$90,000				$180,000
Caltrain Bike Facility Improvements	CON				$90,000	$90,000		$180,000
16th/Mission Bike Station [NTIP]	DES	$75,500	$75,500					$151,000
24th/Mission Bike Station [NTIP]	DES	$75,500	$75,500					$151,000
Glen Park Bike Station	DES	$124,000	$124,000					$248,000
Cash Flow Programmed in 5YPP		$2,043,077	$2,352,132	$1,136,634	$1,197,301	$718,327	$225,029	$7,672,498
Cash Flow Allocated and Pending		$668,499	$346,001	$0	$0	$0	$0	$1,014,500
Cash Flow Deobligated		$0	$0	$0	$0	$0	$0	$0
Cash Flow Unallocated		$1,374,578	$2,006,131	$1,136,634	$1,197,301	$718,327	$225,029	$6,657,998
								$0
Cash Flow Programmed in 2014 Strategic Plan		$1,542,533	$2,094,276	$1,136,634	$1,197,301	$718,327	$225,029	$6,914,098
Deobligated from Prior 5YPP Cycles **		$48,850						$48,850
Cumulative Remaining Cash Flow Capacity		($451,694)	($709,550)	($709,550)	($709,550)	($709,550)	($709,550)	($709,550)

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

Bicycle Circulation and Safety (EP 39)

Cash Flow ($) Maximum Annual Reimbursement

Amendment Pending Transportation Board Approval (Anticipated 12.16.14)

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Programmed								
Pending Allocation/Appropriation								
Board Approved Allocation/Appropriation								

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

FY of Allocation Action:	2014/15
Project Name:	WalkFirst Continental Crosswalks
Implementing Agency:	SFMTA - Sustainable Streets Division

EXPENDITURE PLAN INFORMATION

Category:	C. Street & Traffic Safety	Gray cells will automatically be filled in.
Subcategory:	iv. Bicycle and Pedestrian Improvements	
EP Project/Program:	c. Pedestrian Circulation/Safety	
EP Line Number (Primary):	40	**Current Request:** $423,000
Other EP Line Numbers:		**Supervisorial 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.

This Prop K allocation will help to implement the recommendations of the WalkFirst Investment Strategy, a data-driven planning process that identified pedestrian safety countermeasures at the 6 percent of San Francisco's streets that account for 60 percent of pedestrian collisions. The WalkFirst Investment strategy identified continental crosswalks as a quick, inexpensive, and effective strategy to improve pedestrian safety in San Francisco, and the City has a policy of upgrading crosswalks whenever possible.

This Prop K allocation will provide funding for up to 94 strategic locations on the Pedestrian High Injury Corridors identified as needing continental crosswalks at locations where other improvements may not be pursued in the budgeted fiscal year, i.e. Fiscal Year 2014/15. Possible locations are identified in an additional sheet in this workbook. More than 94 locations are listed to provide flexibility to take advantage of coordination opportunities where possible. This project will help to achieve **Strategic Plan Goal 1: Create a safer transportation experience for everyone**, by working towards **Objective 1.3: Improve the safety of the transportation system. A more detailed scope of work begins on the next page.**

San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form (FY 14-15)
WalkFirst Continental Crosswalks

Background

The San Francisco Municipal Transportation Agency (SFMTA) requests Proposition K funding in the amount of $423,000 for the construction of continental crosswalks at up to 94 strategic locations on the Pedestrian High Injury Corridors identified through the WalkFirst Investment Strategy.

The WalkFirst Investment Strategy is a data-driven planning process that identified pedestrian safety countermeasures at 6 percent of San Francisco's streets that account for 60 percent of pedestrian collisions. The WalkFirst Investment Strategy identified continental crosswalks as a quick, inexpensive, and effective strategy to improve pedestrian safety in San Francisco.

Benefits

Walking provides numerous benefits, not only for individual health, but also for economic development, neighborhood vitality, and environmental sustainability. San Francisco experiences these benefits from the high volume of pedestrian trips that already occur in the city every day. Pedestrian safety is a major concern in San Francisco. Over 800 people are hit by cars in San Francisco each year, and 100 of those people are severely injured or killed.

In December 2010, Mayor Gavin Newsom issued Executive Directive 10–03 with the specific goals to: reduce severe and fatal pedestrian injuries by 25% by 2016; reduce severe and fatal pedestrian injuries by 50% by 2021, and increase walking citywide as a share of trips in the city. In April 2013, the City and County of San Francisco released the San Francisco Pedestrian Strategy, which provides a comprehensive list of actions to make city streets safer and more comfortable for everyone, improving the pedestrian experience for residents, employees, and visitors. WalkFirst further identified quick and effective countermeasures to be implemented on High Injury Corridors to meet the goals of the Pedestrian Strategy.

The improvements addressed in this project represent an efficient strategy to help make streets safer. They also help support progress towards Vision Zero, a policy to eliminate all traffic deaths in San Francisco by 2024.

Implementation

SFMTA requests $423,000 for the installation of continental crosswalks at locations that were identified from WalkFirst. This project will install continental crosswalks at up to 94 strategic locations on the Pedestrian High Injury Corridors, including locations along Kearny Street and Ocean Avenue that are included among the Vision Zero 24 Projects. These locations were identified as needing continental crosswalks at locations where other improvements may not be pursued in the budgeted fiscal years, i.e. Fiscal Year 14/15. The map and list of potential locations are included in an additional sheet in this allocation request form.

Prioritization

This project will help to achieve SFMTA Strategic Plan Goal 1: Create a safer transportation experience for everyone, by working towards SFMTA Objective 1.3: Improve the safety of the transportation system.

San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form (FY 14-15)
WalkFirst Continental Crosswalks

The proposed project is programmed under Fiscal Year 14/15 within the Prop K 5-Year Prioritization Program (5YPP) for the Pedestrian Circulation and Safety category under the placeholder line item titled, "WalkFirst." The attached 5YPP Prioritization Criteria and Scoring Table reflects the updated scoring for this project.

This project has also been prioritized in the 2014/15 SFMTA Capital Improvement Plan (CIP). The CIP is managed by the Transportation Capital Committee (TCC), a group of SFMTA staff, from all levels of the organization that meets to review and update the Capital Program.

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

FY 2014/15

Project Name: WalkFirst Continental Crosswalks

Implementing Agency: SFMTA - Sustainable Streets Division

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	3	2012/13	4	2013/14
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)				
Prepare Bid Documents				
Advertise Construction				
Start Construction (e.g., Award Contract)	3	2014/15		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			2	2015/16
Project Closeout (i.e., final expenses incurred)	3	2015/16	4	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
Proposition K Sales Tax Program Allocation Request Form

FY 2014/15

Project Name: WalkFirst Continental Crosswalks

Implementing Agency: SFMTA - Sustainable Streets Division

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 Prop K request.

	Yes/No	Cost for Current Request/Phase	
		Total Cost	Prop K - Current Request
Planning/Conceptual Engineering	No		
Environmental Studies (PA&ED)	No		
Design Engineering (PS&E)	No		
R/W Activities/Acquisition	No		
Construction	Yes	$423,000	$423,000
Procurement (e.g. rolling stock)	No		
		$423,000	$423,000

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	$218,744	Actual Expenditures
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction	$423,000	WalkFirst Cost Estimates
Procurement (e.g. rolling stock)		
Total:	**$641,744**	

% Complete of Design: 100 as of November-14

Expected Useful Life: 7 Years

San Francisco County Transportation Authority
Proposition K Sales Tax Program 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.

MFB=Mandatory Fringe Benefits FTE=Full Time Equivalent

Position	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
Painter (7346)	$ 79,222	$ 52,521	$ 105,790	$ 237,533	0.91	1,886	215,349
Painter Supervisor I (7242)	$ 94,978	$ 59,968	$ 124,421	$ 279,367	0.33	687	92,295
Labor Subtotal	**$174,200**	**$112,489**	**$230,211**	**$516,900**	**1.24**	**$2,573**	**$307,643**

	Quantity (intersection)	Units	Unit Cost	
Materials (Paint)	*94*	*LS*	*$818*	***$76,900***
Subtotal				***$384,545***
Contingency (10%)				**$38,455**
Total Construction Phase				**$423,000**
TOTAL PLANNING PHASE[1]				**$218,744**
TOTAL DESIGN PHASE				**$0**
TOTAL CONSTRUCTION PHASE				**$423,000**
TOTAL ALL PHASES				**$641,744**

[1]Note that the planning phase cost includes the planning for the entire WalkFirst Investment Strategy

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

FY 2014/15

Project Name: WalkFirst Continental Crosswalks

Implementing Agency: SFMTA - Sustainable Streets Division

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:	$423,000	
5-Year Prioritization Program Amount:	$600,000	(enter if appropriate)
Strategic Plan Amount for Requested FY:	$6,408,893	

If the amount requested is inconsistent (e.g., greater than) with the 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 available for allocation in Fiscal Year 2014/15 for the WalkFirst placeholder for construction in the Pedestrian Circulation and Safety 5YPP.

The Strategic Plan amount is the entire amount programmed in the Pedestrian Circulation and Safety category in Fiscal Year 2014/15.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		$423,000		$423,000
				$0
				$0
				$0
				$0
				$0
Total:	$0	$423,000	$0	$423,000

Actual Leveraging - This Phase:	0.00%	$423,000
Expected Leveraging per Expenditure Plan	25.39%	Total from Cost worksheet

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

Is Prop K providing **local match funds** for a state or federal grant? No

		Required Local Match	
Fund Source	**$ Amount**	**%**	**$**
			$0.00
			$0.00

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		$423,000	$206,000	$629,000
Transportation and Steets Infrastrucure Package (General Funds)			$12,744	$12,744
				$0
				$0
				$0
				$0
				$0
Total:	$0	$423,000	$218,744	$641,744

Actual Leveraging - Entire Project:	1.99%	$641,744
Expected Leveraging per Expenditure Plan	25.39%	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 funds that are guaranteed to be available for reimbursement each fiscal year) for the current request. If the schedule is more aggressive than the 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: $423,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	$211,500	50.00%	$211,500
FY 2015/16	$211,500	50.00%	$0
		0.00%	$0
		0.00%	$0
		0.00%	$0
Total:	**$423,000**		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 11.07.14 Resolution. No. Res. Date:

Project Name: WalkFirst Continental Crosswalks

Implementing Agency: SFMTA - Sustainable Streets Division

		Amount	Phase:
Prop K Recommended:	Allocation	$423,000	Construction
	Total:	**$423,000**	

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)

EP Line	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
40	FY 2014/15	$211,500	50.00%	$211,500
40	FY 2015/16	$211,500	50.00%	$0
			0.00%	$0
			0.00%	$0
			0.00%	$0
	Total:	**$423,000**	100%	

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

EP Line	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
40	FY 2014/15	Construction	$211,500	50%	$211,500
40	FY 2015/16	Construction	$211,500	100%	$0
				100%	$0
				100%	$0
				100%	$0
		Total:	**$423,000**		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated:	11.07.14	Resolution. No.		Res. Date:

Project Name: WalkFirst Continental Crosswalks

Implementing Agency: SFMTA - Sustainable Streets Division

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

Trigger:

Deliverables:

1. Quarterly progress reports shall provide the number and list of locations for which a work order has been issued during the preceding quarter.
2. Upon project completion, provide 2-3 digital photos of up to 3 locations.
3.

Special Conditions:

1. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
2.
3.

Notes:

1.
2.

Supervisorial District(s): Citywide

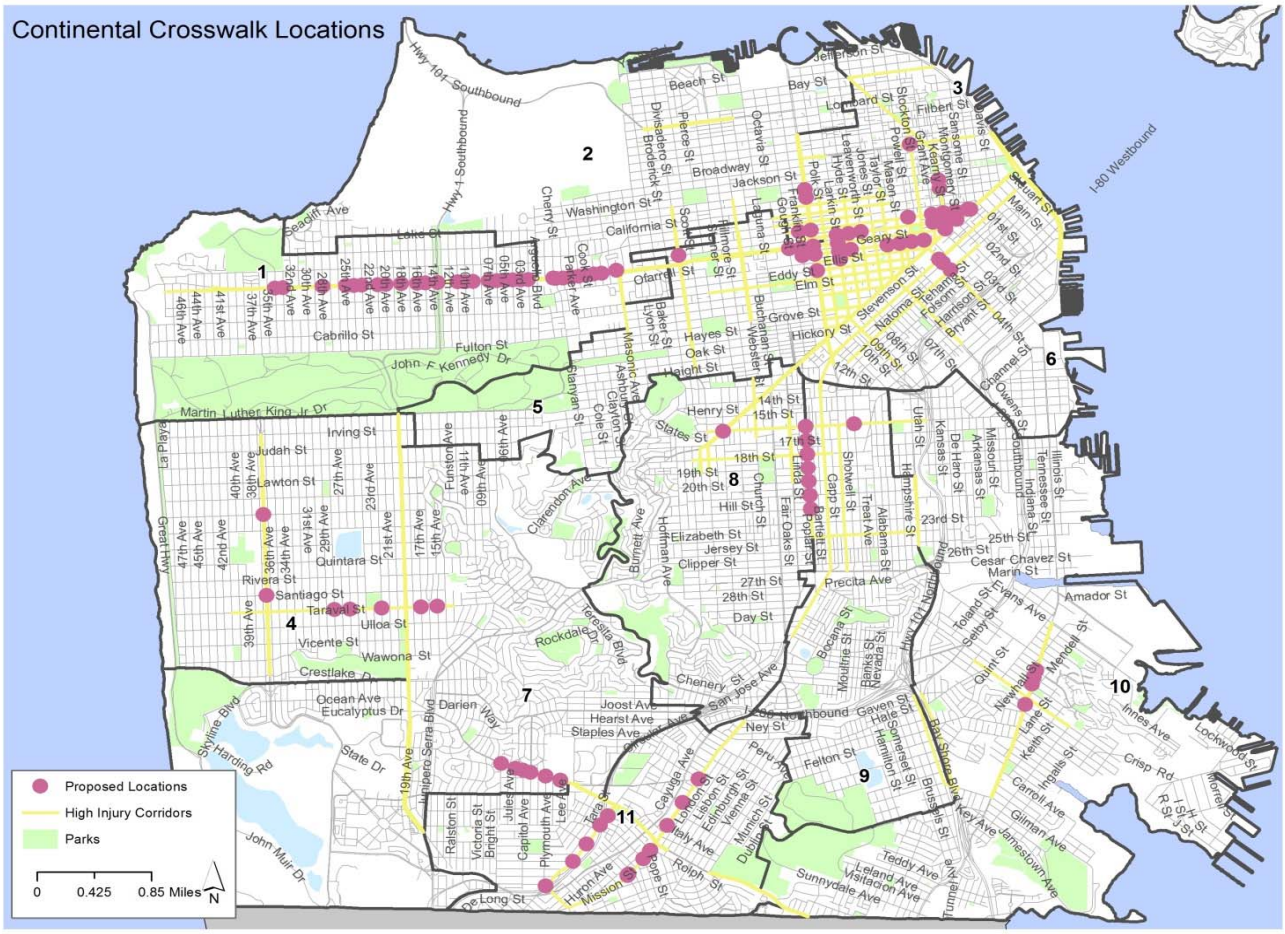
Prop K proportion of expenditures - this phase: 100.00%

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
Proposition K Sales Tax Program Allocation Request Form

MAPS AND DRAWINGS



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

	WalkFirst Continental Crosswalks: Potential Locations	
CNN	MainStreet	SecondaryStreet
24138000	16th Street	Folsom Street
25804000	16th Street	Market Street
20224000	3rd Street	La Salle Avenue
20213000	3rd Street	McKinnon Avenue
20660000	3rd Street	Newcomb Avenue
20496000	3rd Street	Quesada Avenue
24627000	4th Street	Howard Street
24631000	4th Street	Minna Street
24632000	4th Street	Mission Street
25057000	Broadway	Stockton
27301000	Geary Boulevard	10th Avenue
27302000	Geary Boulevard	11th Avenue
27486000	Geary Boulevard	15th Avenue
27487000	Geary Boulevard	16th Avenue
27501000	Geary Boulevard	18th Avenue
27505000	Geary Boulevard	20th Avenue
27537000	Geary Boulevard	21st Avenue
27541000	Geary Boulevard	23rd Avenue
27542000	Geary Boulevard	24th Avenue
27553000	Geary Boulevard	25th Avenue
27558000	Geary Boulevard	28th Avenue
27231000	Geary Boulevard	2nd Avenue
27854000	Geary Boulevard	33rd Avenue
27857000	Geary Boulevard	34th Avenue
27245000	Geary Boulevard	3rd Avenue
27248000	Geary Boulevard	4th Avenue
27249000	Geary Boulevard	5th Avenue
27284000	Geary Boulevard	6th Avenue
27285000	Geary Boulevard	7th Avenue
27289000	Geary Boulevard	9th Avenue
26932000	Geary Boulevard	Beaumont
26909000	Geary Boulevard	Blake
26908000	Geary Boulevard	Collins
26924000	Geary Boulevard	Cook
26900000	Geary Boulevard	Emerson
25213000	Geary Boulevard	Franklin
26494000	Geary Boulevard	Gough
27223000	Geary Boulevard	Jordan
27483000	Geary Boulevard	Park Presidio
26930000	Geary Boulevard	Parker
26928000	Geary Boulevard	Spruce
27221000	Geary Boulevard	Stanyan
25197000	Geary Boulevard	Van Ness
24748000	Kearny	California
24645000	Kearny	Geary

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

	WalkFirst Continental Crosswalks: Potential Locations	
24644000	Kearny	Post
24733000	Kearny	Sacramento
24720000	Kearny	Sutter
25149000	Larkin	Ellis
25170000	Larkin	Geary
25152000	Larkin	O'Farrell
25167000	Larkin	Post
21505000	Mission Street	Foote Avenue
21496000	Mission Street	Guttenberg Street
21737000	Mission Street	Italy Avenue
21489000	Mission Street	Mt. Vernon Avenue
21484000	Mission Street	Niagara Avenue
21743000	Mission Street	Ocean Avenue
21751000	Mission Street	Onondaga Avenue
21483000	Mission Street	Pope Street
22661000	Ocean Avenue	Ashton Avenue
22628000	Ocean Avenue	Capitol Avenue
22654000	Ocean Avenue	Faxon Avenue
22223000	Ocean Avenue	Lee Avenue
22629000	Ocean Avenue	Miramar Aveune
22585000	Ocean Avenue	Plymouth Avenue
22460000	San Jose Avenue	Alemany
21592000	San Jose Avenue	Farallones Street
	San Jose Avenue	Flournoy Street
51112000	San Jose Avenue	Goethe Street
21575000	San Jose Avenue	Lakeview Avenue
22176000	San Jose Avenue	Mt Vernon Avenue
22174000	San Jose Avenue	Niagara Avenue
22465000	San Jose Avenue	Rice Street
22456000	San Jose Avenue	Sickles Avenue
51113000	San Jose Avenue	Wilson Street
27697000	Sunset Boulevard	Noriega Street
23407000	Sunset Boulevard	Santiago Street
22992000	Taraval Street	15th Avenue
23179000	Taraval Street	17th Avenue
23199000	Taraval Street	22nd Avenue
23264000	Taraval Street	26th Avenue
23277000	Taraval Street	28th Avenue
24183000	Valencia Street	16th Street
24174000	Valencia Street	17th Street
24160000	Valencia Street	18th Street
24158000	Valencia Street	19th Street
24153000	Valencia Street	20th Street
24119000	Valencia Street	21st Street
24115000	Valencia Street	22nd Street
21345000	Valencia Street	Cesar Chavez
26535000	Van Ness Avenue	Clay Street
25186000	Van Ness Avenue	Eddy Street
26536000	Van Ness Avenue	Sacramento Street

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

	WalkFirst Continental Crosswalks: Potential Locations	
25145000	O'Farrell Street	Hyde Street
25152000	O'Farrell Street	Larkin Street
24913000	O'Farrell Street	Mason St
25196000	O'Farrell Street	Franklin St
24904000	O'Farrell Street	Powell St
24902000	O'Farrell Street	Stockton St
24942000	O'Farrell Street	Taylor St
25192000	O'Farrell Street	Van Ness Ave
26623000	Post Street	Divisadero St
24660000	Post Street	Grant Ave
25156000	Post Street	Hyde St
24644000	Post Street	Kearny St
25157000	Post Street	Leavenworth St
24623000	Post Street	Montgomery St
25220000	Sutter Street	Franklin St
24662000	Sutter Street	Grant Ave
24720000	Sutter Street	Kearny St
30733000	Sutter Street	Market St
24678000	Sutter Street	Montgomery St
24909000	Sutter Street	Powell St
30048000	Sutter Street	Sansome Street
25219000	Sutter Street	Van Ness Avenue

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

FY of Allocation Action:	2014/15	**Current Request:**	$423,000
Project Name:	WalkFirst Continental Crosswalks		
Implementing Agency:	SFMTA - Sustainable Streets Division		

Signatures

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

	Project Manager	**Grants Section Contact**
Name (typed):	Lucas Woodward	Joel C. Goldberg
Title:	Transportation Planner II	Manager, Capital Procurement and Management
Phone:	(415) 701-4632	(415) 701-4499
Fax:		
Email:	Lucas.Woodward@sfmta.com	Joel.Goldberg@sfmta.com
Address:	1 South Van Ness Avenue 7th Floor San Francisco, CA 94103	1 South Van Ness Avenue 8th Floor San Francisco, CA 94103
Signature:		
Date:		

Table 3 - Prioritization Criteria and Scoring Table
Pedestrian Circulation/Safety (EP 40)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA				
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Provides Benefits to Multiple Users	High Injury Corridor	Leveraging	Total
Total Possible Score	**4**	**3**	**3**	**3**	**3**	**2**	**2**	**20**
Corridor Projects								
6th Street Improvements - PS&E	4	3	0	3	3	2	0	15
6th Street Improvements - CON	3	3	0	3	3	2	0	14
7th Street Streetscape	3	3	0	3	3	2	2	16
Follow-the-Paving								
Follow-the-Paving (Spot Improvements)	Locations will be scored at the time of allocation. See text and Project Information Form for more details.							
Citywide Pedestrian Safety & Circulation Improvements								
Active Transportation Program Local Match	Locations will be scored at the time of allocation. See text and Project Information Form for more details.							
WalkFirst Pedestrian Improvements	Locations will be scored at the time of allocation. See text and Project Information Form for more details.							
WalkFirst Continental Crosswalks	3	1	0	3	1	2	1	11
Neighborhood Transportation Improvement Program (NTIP)	Locations will be scored at the time of allocation. See text and Project Information Form for more details.							

Prioritization Criteria Definitions:

Project Readiness: Project likely to need funding in fiscal year proposed. Factors to be considered include adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors may significantly delay project.

Community Support: Project has clear and diverse community support and/or was it identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program.
Three points for a project in an adopted community based plan with evidence of diverse community support.
Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups.
One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

Time Sensitive Urgency: Project needs to proceed in proposed timeframe to enable construction coordination with another project (e.g., minimize costs and construction impacts); to support another funded or proposed project (e.g. new signal controllers need to be installed to support TEP implementation); or to meet timely use of funds deadlines associated with matching funds.

Safety: (One point for each): Addresses documented safety issue; reduces potential conflicts between modes; and increases security.

High Injury Corridor: Project is located on a WalkFirst Safety Streets corridor.

Provides Benefits to Multiple Users: Projects receives one point each for addressing the needs of bicyclists, motorists, and/or transit users.

Leveraging: Project leverages non-Prop K funds.

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

FY of Allocation Action:	2014/15
Project Name:	ER Taylor Elementary School Safe Routes to School
Implementing Agency:	San Francisco Public Works

EXPENDITURE PLAN INFORMATION

Prop K Category:	D. TSM/Strategic Initiatives	Gray cells will automatically be filled in.
Prop K Subcategory:	ii. Transportation/Land Use Coordination	
Prop K EP Project/Program:	b. Transportation/Land Use Coordination	
Prop K EP Line Number (Primary):	44	**Current Prop K Request:** $ 53,715
Prop K Other EP Line Numbers:	40	
Prop AA Category:		**Current Prop AA Request:** $ -
		Supervisorial District(s): 10

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 and Benefits

Prop K will provide the 11.47% local match required for the ER Taylor Elementary School Safe Routes to School OneBayArea Grant Program (OBAG) funding, which was programmed by the Transportation Authority Board at its June 25, 2013 meeting. SF Public Works is also requesting Prop K funds for construction support and striping of the project not covered by federal funds. Because some construction delivery expenses, such as the time required to manage a federal project or to conduct materials testing are not directly proportional to the project budget, a small federally-funded project such as this one has a disproportionally large construction management budget, which is not entirely eligible for federal funds.

The project will include the construction of 7 pedestrian bulb outs at the intersection of Bacon and Goettingen Streets. The Portola branch of the San Francisco Public Library is also located at this corner. The proposed bulb outs would improve the safety of students and other pedestrians within the area. The intersection of Bacon and Goettingen Streets is a busy vehicular intersection with a high number of student-age pedestrians. Bacon and Goettingen Streets are both approximately 40-feet wide with two lanes of traffic, one in each direction, and parking on each side. The intersection has four-way STOP control. The construction cost on the project is lower than originally projected because one bulb out was cut from the project scope due to utility conflicts. Public Works and the San Francisco Municipal Transportation Agency (SFMTA) agreed to the scope change.

ER Taylor Elementary School has over 600 students and roughly 30 percent of these students walk to school. The community supports the installation of bulb outs at this location. Project staff conducted a walking audit in January 2011 and has spoken to the residents immediately adjacent to the intersection on the phone, and met with school principal and staff as well as the manager of the adjacent library.

The bulb outs will increase safety by sharpening street corner curves to prevent speeding turns, shortening pedestrian crossing distances, and increasing pedestrians' visibility to vehicles, transit and bicyclists. Similarly, the bulb outs increase vehicle visibility for pedestrians. As a result, adding this traffic calming measure at the intersection could encourage more parents to allow their children to walk, bike, or take transit to school.

Additionally, the increase in pedestrian, bicycle, or transit trips to school could lead to improved air quality in the neighborhood due to fewer motorized student drop offs.

The Bacon/Goettingen Streets crosswalk is located 3 blocks east of Bayshore Boulevard, where the Bayview/Hunter's Point Priority Development Area (PDA) begins. According to data from the Mayor's Office of Housing, and as part of the Sustainable Communities Strategy, affordable housing is planned in Bayview/Hunter's Point within close proximity to ER Taylor Elementary School. There are few elementary schools within close distance, and it is likely that many of the children who would be living in this affordable housing would be commuting as pedestrians to ER Taylor Elementary School.

The Bacon/Goettingen Streets intersection is also within a High Impact Area. It is within 1/4 mile of mass transit, provides direct access to regional transit hubs, and connects to multiple PDAs. Muni 54 Felton, Muni 9 San Bruno, Muni 44 O'Shaughnessy, and SamTrans transit stops are within 3 blocks of this intersection. Users of these nearby transit lines often walk or bike to these transit stops, and the Bacon/Goettingen bulbs outs would create a more pedestrian-friendly environment and encourage utilizing multiple modes of transit. Additionally, based on the Jobs-Housing Connection Scenario of the Sustainable Communities Strategy, the Bacon/Goettingen Streets intersection lies within an area expected to take on the top 1/3 of job growth density over the next 30 years. Investing in the Portola neighborhood and ER Taylor Elementary School area to improve the pedestrian realm at the Bacon/Goettingen intersection will help accommodate the anticipated growth in the area and continue to enhance its connectivity to other PDAs within San Francisco.

SR2S Prioritization
The high frequency of pedestrian trips and pedestrian-involved collisions contributed to ER Taylor Elementary School ranking in the second tier (of five) of the SFMTA's prioritized list of schools needing safety enhancements. This prioritization was created to better select project schools for Safe Routes to School funding and includes other criteria such as the number of students enrolled living within one mile of the school, rates of free or reduced lunch, the number of collisions with fatalities and severe injuries, and the number of collisions during school hours.

5YPP Prioritization
This project was prioritized in the 2014 Transportation / Land Use Coordination 5-Year Prioritization Program (5YPP) as a local match for the OBAG funds for $47,140. SFMTA has also prioritized this project to utilize $6,575 in Prop K funds programmed for the Active Transportation Program Local Match in the 2014 Pedestrian Circulation and Safety 5YPP to cover the disproportionally large construction management budget for a small project such as this, which is not entirely eligible for federal funds. See attached 5YPP amendment for details.

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

FY 2014/15

Project Name: ER Taylor Elementary School Safe Routes to School

Implementing Agency: San Francisco Public Works

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt

Completion Date (mm/dd/yy): 05/08/14

Status: Completed

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	2	2012/13	3	2012/13
Environmental Studies (PA&ED)	3	2013/14	4	2013/14
R/W Activities/Acquisition				
Design Engineering (PS&E)	3	2013/14	1	2014/15
Prepare Bid Documents			2	2014/15
Advertise Construction			3	2014/15
Start Construction (e.g., Award Contract)	1	2015/16		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			2	2015/16
Project Closeout (i.e., final expenses incurred)			2	2016/17

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.

Phase	Start Date	End Date
Planning/Conceptual Engineering	December 2012	March 2013
Environmental Studies	January 2014	May 2014
ROW Activities/Acquisition	--	--
Design Engineering	March 2014	September 2014
Advertise Construction		January 2015
Award Construction Contract	--	May 2015
Construction	July 2015	October 2015
Project Closeout	--	October 2016

Federal Obligation Deadline for Fiscal Year 2014/15 - March 31, 2015 (Construction Phase)

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

FY 2014/15

Project Name: ER Taylor Elementary School Safe Routes to School

Implementing Agency: San Francisco 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	$ 298,044	$ 53,715	
Procurement (e.g. rolling stock)				
		$ 298,044	$ 53,715	$ -

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	$ 17,618	Actual Cost
Environmental Studies (PA&ED)	$ 7,976	Engineer's Estimate at 95% design
Design Engineering (PS&E)	$ 167,994	Engineer's Estimate at 95% design
R/W Activities/Acquisition		
Construction	$ 298,044	Engineer's Estimate at 95% design
Procurement (e.g. rolling stock)		
Total:	**$ 491,632**	

% Complete of Design: 95 as of 10/20/2014

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.

FTE = Full Time Equivalent

Planning / Conceptual Engineering						
Agency: SFMTA						
Position (Title and Classification)	**Hours**	**Hourly Base Salary**	**Overhead Rate**	**Hourly Fully Burdened**	**FTE**	**Cost**
5203 Assistant Engineer	33	$ 45.325	2.83	$ 128.31	0.0159	$ 4,251
5207 Associate Engineer	30	$ 52.725	2.79	$ 146.93	0.0144	$ 4,408
Agency: DPW						
5203 Assistant Engineer	75	$ 45.325	2.64	$ 119.45	0.0361	$ 8,959
Planning / Conceptual Engineering Total	138				0.0664	**$ 17,618**
Environmental						
Agency: SFMTA						
Position (Title and Classification)	**Hours**	**Hourly Base Salary**	**Overhead Rate**	**Hourly Fully Burdened**	**FTE**	**Cost**
5203 Assistant Engineer	53	$ 45.325	2.83	$ 128.31	0.0255	$ 6,800
5207 Associate Engineer	8	$ 52.725	2.79	$ 146.93	0.0038	$ 1,175
Environmental Total	61				0.0293	**$ 7,976**
Design Phase						
Position (Title and Classification)	**Hours**	**Hourly Base Salary**	**Overhead Rate**	**Hourly Fully Burdened**	**FTE**	**Cost**
Agency: SFMTA						
5203 Assistant Engineer	74	$ 45.325	2.83	$ 128.27	0.0358	$ 9,549
5207 Associate Engineer	180	$ 52.725	2.79	$ 147.10	0.0865	$ 26,478
Agency: DPW						
5211 Senior Engineer	35	$ 70.650	2.64	$ 186.19	0.0168	$ 6,517
5241 Full Engineer	145	$ 61.025	2.64	$ 160.83	0.0697	$ 23,320
5203 Assistant Engineer	855	$ 45.325	2.64	$ 119.45	0.4111	$ 102,129
Design Total	1289				0.6199	**$ 167,994**

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

MAJOR LINE ITEM BUDGET

Construction Phase Hard Costs (by scope item)

Item	Unit	Quantity	Unit Price	Cost
Temporary Pavement Markings	400	LS	$ 2.00	$ 800.00
Full Depth Planing Per 2-Inch Depth of Cut	218	SF	$ 0.66	$ 143.88
Asphalt Concrete (Type A, ½-Inch Maximum With Medium Grading)	90	TON	$ 130.00	$ 11,700.00
8-Inch Thick Concrete Base	3,900	SF	$ 13.00	$ 50,700.00
3 ½-Inch Thick Concrete Sidewalk	2,490	SF	$ 10.00	$ 24,900.00
6-Inch Wide Concrete Curb	11	LF	$ 42.00	$ 462.00
Combined 6-Inch Wide Concrete Curb And 2-Foot Wide Concrete Gutter	320	SF	$ 46.00	$ 14,720.00
Concrete Curb Ramp With Concrete Detectable Surface Tiles	8	EA	$ 2,500.00	$ 20,000.00
Adjust City-Owned Manhole and Catch Basin Frame and Casting to Grade (Contingency Bid Item)*	2	LS	$ 350.00	$ 700.00
Adjust City-Owned Hydrant And Water Main Valve Box Casting To Grade (Contingency Bid Item)*	2	LS	$ 160.00	$ 320.00
Trench And Excavation Support For Drainage Work	1	LS	$ -	$ 4,004.00
Concrete Manhole For 12-Inch To 24-Inch Diameter Sewers With Frame And Cover (Per SFDPW Standard Plan 87,181)	1	EA	$ 6,000.00	$ 6,000.00
10-Inch Diameter VCP Culvert	47	EA	$ 250.00	$ 11,750.00
Concrete Catch Basin With New Frame and Grating (Per Std. Plan 87,188)	4	EA	$ 4,500.00	$ 18,000.00
Post-Construction Television Inspection of Newly Constructed Culverts	4	LS	$ 300.00	$ 1,200.00
Traffic Routing	---	LS	$ -	$ 21,000.00
Mobilization And Demobilization (Maximum 5% Of The Sum Of Bid Items R-1 Through G-1)	---	LS	$ -	$ 9,319.79
Allowance to Perform Necessary Work Due to Unforeseen Conditions Related to Drainage Work	---	LS	$ -	$ 5,000.00
Subtotal				**$ 200,720**
Contingency (10%)				**$ 20,072**
Construction Hard Costs Total				**$ 220,792**

Construction Phase Labor Costs (Construction Management and Support)

Position (Title and Classification)	Hours	Hourly Base Salary	Overhead Rate	Hourly Fully Burdened	FTE	Cost
Agency: DPW						
5211 Senior Engineer	55	$ 70.650	2.76	$ 194.74	0.0264	$ 10,711
6318 Construction Inspector	330	$ 45.763	2.76	$ 126.14	0.1587	$ 41,626
1408 Principal Clerk	99	$ 33.400	2.76	$ 92.06	0.0476	$ 9,114
5203 Assistant Engineer	35	$ 45.325	2.76	$ 124.93	0.0168	$ 4,375
5207 Associate Engineer	10.5	$ 52.725	2.76	$ 145.33	0.0050	$ 1,526
Agency: SFMTA						
5203 Assistant Engineer	16	$ 45.325	2.83	$ 128.31	0.0077	$ 2,053
5207 Associate Engineer	16	$ 52.725	2.79	$ 146.93	0.0077	$ 2,351
7346 Painter	36	$ 35.925	2.93	$ 105.11	0.0173	$ 3,784
7457 Sign Worker	19	$ 30.525	2.95	$ 90.11	0.0091	$ 1,712
Construction Labor Costs Total	617				0.2964	**$ 77,252**
Construction Total						**$ 298,044**
TOTAL						**$ 491,632**

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

FY	2014/15

Project Name: ER Taylor Elementary School Safe Routes to School

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:	$ 53,715	
5-Year Prioritization Program Amount:	$ 47,140	(enter if appropriate)
Strategic Plan Amount for Requested FY:	$ 2,359,639	

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 available for allocation in Fiscal Year 2014/15 for the Local Capital Match in the Transportation/Land Use Coordination 5YPP. The requested allocation requires a Pedestrian Circulation and Safety 5YPP amendment to redirect $6,575 in Fiscal Year 2014/15 in Prop K funds from the Active Transportation Program Local Match placeholder to the subject project. See attached 5YPP amendment for details.

The Strategic Plan amount is the entire amount programmed in the Transportation/Land Use Coordination 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 K	$ 6,575	$ 47,140		$ 53,715
OneBayArea Grant Program (OBAG)		$ 244,329		$ 244,329
				$ -
Total:	$ 6,575	$ 291,469	$ -	$ 298,044

Actual Prop K Leveraging - This Phase:	81.98%	$ 298,044 Total from Cost worksheet
Expected Prop K Leveraging per Expenditure Plan	248.62%	

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

		Required Local Match	
Fund Source	**$ Amount**	**%**	**$**
OneBayArea Grant Program (OBAG)	$ 244,329	11.47%	$ 28,025

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	$ 6,575	$ 47,140	$ 20,184	$ 73,899
OBAG		$ 244,329	$ 155,786	$ 400,115
SFMTA Operating			$ 17,618	$ 17,618
				$ -
				$ -
Total:		$ 244,329	$ 173,404	$ 491,632

Actual Prop K Leveraging - Entire Project:	84.97%	$ 491,632
Expected Prop K Leveraging per Expenditure Plan:	48.62%	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: $ 53,715

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	$ 5,372	90.00%	$ 5,372
FY 2015/16	$4,8343	10.00%	$ -
		0.00%	$ -
		0.00%	$ -
		0.00%	$ -
Total:	**$53,715**		

Prop AA Funds Requested: $ -

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
Total:	**$ -**		

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:	11.25.14	Resolution. No.		Res. Date:

Project Name: ER Taylor Elementary School Safe Routes to School

Implementing Agency: San Francisco Public Works

Funding Recommended:		Amount	Phase:
	Prop K Allocation	$53,715	Construction
	Total:	**$53,715**	

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 40	FY 2014/15	$6,575	12.00%	$47,140
Prop K EP 44	FY 2015/16	$47,140	88.00%	$0
			0.00%	$0
			0.00%	$0
			0.00%	$0
	Total:	**$53,715**	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 40	FY 2014/15	Construction	$6,575	12%	$47,140
Prop K EP 44	FY 2015/16	Construction	$47,140	100%	$0
				100%	$0
				100%	$0
				100%	$0
		Total:	**$53,715**		

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

E12-118

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:	11.25.14	Resolution. No.	Res. Date:

Project Name: ER Taylor Elementary School Safe Routes to School

Implementing Agency: San Francisco Public Works

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

Trigger:

Deliverables:

1. Upon project completion, provide 2-3 digital photos of completed project.
2.
3.

Special Conditions:

1. The recommended allocation is contingent upon a concurrent Pedestrian Circulation and Safety 5YPP amendment. See attached 5YPP amendment for details.
2. SFPW may not incur expenses for the construction phase until Transportation Authority staff releases the funds ($53,715) pending receipt of evidence of completion of design (e.g. copy of certifications page). This is also a required deliverable for the prior allocation approved through Resolution 14-29.
3. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes:

1.
2.

Supervisorial District(s): 10

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

Sub-project detail? Yes 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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated:	11.25.14	Resolution. No.		Res. Date:	

Project Name:	ER Taylor Elementary School Safe Routes to School

Implementing Agency:	San Francisco Public Works

SUB-PROJECT DETAIL

Sub-Project # from SGA:		**Name:**	ER Taylor Elementary School Safe Routes to School - EP 40
		Supervisorial District(s):	**10**

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 40	FY 2014/15	Construction	$6,575	12%	$0
				12%	$0
				12%	$0
				12%	$0
				12%	$0
		Total:	**$6,575**		

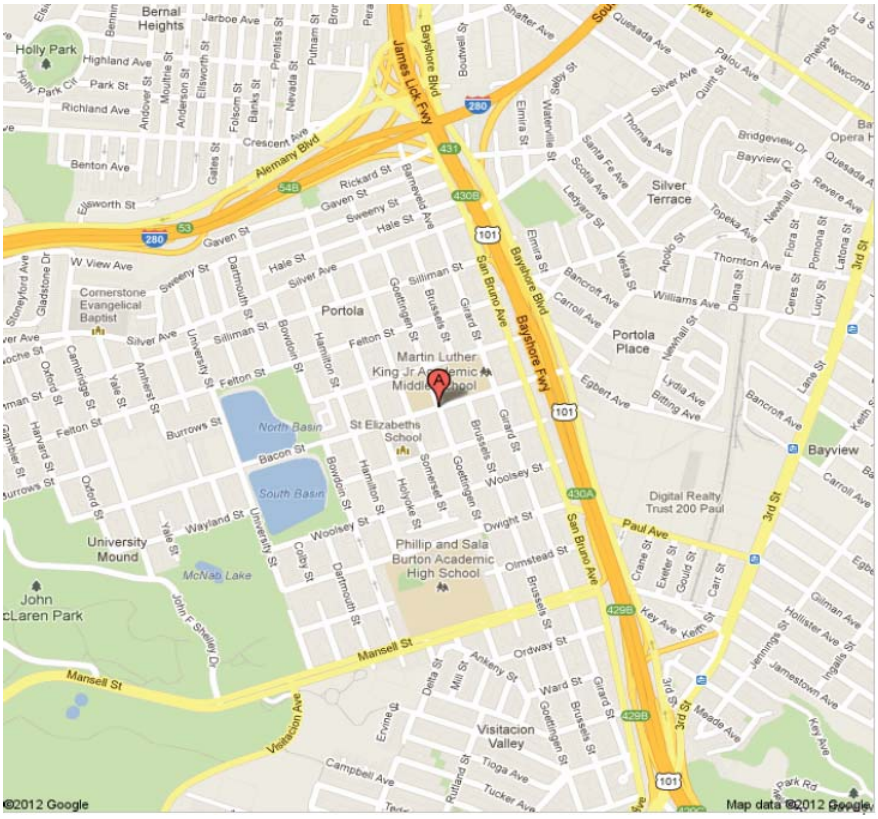
Sub-Project # from SGA:		**Name:**	ER Taylor Elementary School Safe Routes to School - EP 44
		Supervisorial District(s):	**10**

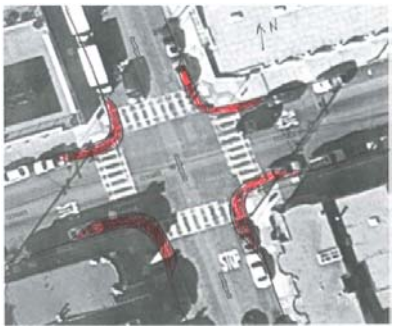
Cash Flow Distribution Schedule by Fiscal Year & Phase (for entire allocation/appropriation)

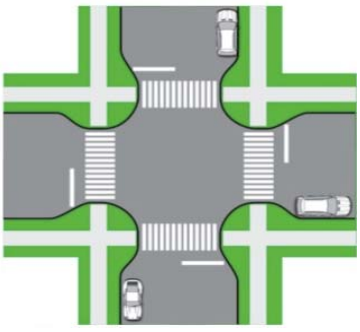
Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2015/16	Construction	$47,140	88%	$0
				88%	$0
				88%	$0
				88%	$0
				88%	$0
		Total:	**$47,140**		

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

MAPS AND DRAWINGS
Insert or attach files of maps, drawings, photos of current conditions, photo compositions, etc. to support understanding of the project scope and evaluation of how geographic diversity was considered in the project prioritization process. This text box and the blue header may be deleted to better accommodate any graphics.








Map
Traffic


405 Goettingen Street, San Francisco, California, United States
Bacon St
Goettingen St

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

FY of Allocation Action:	2014/15	**Current Prop K Request:**	$ 53,715
		Current Prop AA Request:	$ -
Project Name:	ER Taylor Elementary School Safe Routes to School		
Implementing Agency:	San Francisco 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	**Grants Section Contact**
Name (typed):	Amy Lam	Ananda Hirsch
Title:	Assistant Project Manager	Transportation Finance Analyst
Phone:	415.437.7048	415.558.4034
Fax:		
Email:	amy.lam@sfdpw.org	Ananda.hirsch@sfdpw.org
Address:	1680 Mission Street, 4th floor, San Francisco, CA, 94103	30 Van Ness, 5th Flr.
Signature:		
Date:		

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

Pedestrian Circulation/Safety (EP 40)

Programming and Allocations to Date

Amendment pending Transportation Authority Board approval (anticipated 12.16.14)

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Corridor Projects									
SFMTA	6th Street Improvements (NTIP)	PS&E	Programmed	$700,000					$700,000
SFMTA	6th Street Improvements (NTIP)	CON	Programmed	$3,000,000					$3,000,000
SFMTA	7th Street Streetscape	PS&E	Programmed	$174,000					$174,000
Follow-the-Paving									
SFMTA	Follow-the-Paving (Spot Improvements)	PS&E, CON	Programmed		$50,000				$50,000
Citywide Pedestrian Safety & Circulation Improvements									
SFMTA	Active Transportation Program Local Match	PLAN/CER	Programmed	$10,000					$10,000
SFMTA	Active Transportation Program Local Match	PS&E	Programmed	$80,000					$80,000
SFMTA	Active Transportation Program Local Match [1]	CON	Programmed	$523,740					$523,740
SFPW	ER Taylor Elementary School Safe Routes to School [1]	CON	Pending	$6,575					$6,575
SFPW	Longfellow Elementary School Safe Routes to School [1]	CON	Pending	$64,578					$64,578
SFMTA	Active Transportation Program Local Match	PS&E	Programmed				$300,000		$300,000
SFMTA	Active Transportation Program Local Match	CON	Programmed					$300,000	$300,000
SFMTA	WalkFirst	PLAN/CER	Programmed	$125,000					$125,000
SFMTA	WalkFirst	PS&E	Programmed	$325,000					$325,000
SFMTA	WalkFirst [2]	CON	Programmed	$177,000					$177,000
SFMTA	WalkFirst Continental Crosswalks [2]	CON	Pending	$423,000					$423,000
SFMTA	WalkFirst	PLAN/CER	Programmed			$53,996			$53,996
SFMTA	WalkFirst	PS&E	Programmed			$110,000			$110,000
SFMTA	WalkFirst	CON	Programmed			$65,000			$65,000
SFMTA, Any eligible	Neighborhood Transportation Improvement Program (NTIP) placeholder	PS&E, CON	Programmed	$800,000					$800,000
SFMTA, other eligible	Neighborhood Transportation Improvement Program (NTIP) placeholder	PS&E, CON	Programmed		$800,000				$800,000

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
			Total Programmed in 5YPP	$6,408,893	$850,000	$228,996	$300,000	$300,000	$8,087,889
			Total Allocated and Pending in 5YPP	$494,153	$0	$0	$0	$0	$494,153
			Total Deobligated in 5YPP	$0	$0	$0	$0	$0	$0
			Total Unallocated in 5YPP	$5,914,740	$850,000	$228,996	$300,000	$300,000	$7,593,736
			Total Programmed in 2014 Strategic Plan	$6,408,893	$850,000	$228,996	$300,000	$300,000	$8,087,889
			Deobligated from Prior 5YPP Cycles **	$107					$107
			Cumulative Remaining Programming Capacity	$107	$107	$107	$107	$107	$107

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

Footnotes

[1] 5YPP amendment to add ER Taylor and Longfellow Safe Routes to School projects (Resolution XX-XX, MO.DA.YEAR)

Active Transportation Program Local Match: Reduced by $71,153 in Fiscal Year 2014/15.

ER Taylor Safe Routes to School: Added project with $6,575 in Fiscal Year 2014/15 funds for construction.

Longfellow Safe Routes to School: Added project with $64,578 in Fiscal Year 2014/15 funds for construction.

[2] WalkFirst funds from Fiscal Year 2014/15 ($423,000) were allocated to WalkFirst Continental Crosswalks.

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

Pedestrian Circulation/Safety (EP 40)

Cash Flow ($) Maximum Annual Reimbursement

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Corridor Projects								
6th Street Improvements (NTIP)	PS&E	$700,000						$700,000
6th Street Improvements (NTIP)	CON	$30,000	$1,500,000	$1,470,000				$3,000,000
7th Street Streetscape	PS&E		$174,000					$174,000
Follow-the-Paving (Pedestrian Improvements)								
Follow-the-Paving (Spot Improvements)	PS&E, CON		$50,000					$50,000
Citywide Pedestrian Safety & Circulation Improvements								
Active Transportation Program Local Match	PLAN/CER	$10,000						$10,000
Active Transportation Program Local Match	PS&E	$30,000	$50,000					$80,000
Active Transportation Program Local Match 1	CON	$35,107	$212,028	$276,605				$523,740
ER Taylor Elementary School Safe Routes to School 1	CON	$6,575						$6,575
Longfellow Elementary School Safe Routes to School 1	CON	$12,663	$51,915					$64,578
Active Transportation Program Local Match	PS&E				$150,000	$150,000		$300,000
Active Transportation Program Local Match	CON					$150,000	$150,000	$300,000
WalkFirst	PLAN/CER	$125,000						$125,000
WalkFirst	PS&E	$162,500	$162,500					$325,000
WalkFirst 2	CON	$88,500	$88,500					$177,000
WalkFirst Continental Crosswalks 2	CON	$211,500	$211,500					$423,000
WalkFirst	PLAN/CER			$53,996				$53,996
WalkFirst	PS&E			$55,000	$55,000			$110,000
WalkFirst	CON			$32,500	$32,500			$65,000
Neighborhood Transportation Improvement Program (NTIP) placeholder	PS&E, CON	$400,000	$400,000					$800,000
Neighborhood Transportation Improvement Program (NTIP) placeholder	PS&E, CON		$400,000	$400,000				$800,000

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Total Cash Flow in 5YPP		$1,811,845	$3,300,443	$2,288,101	$237,500	$300,000	$150,000	$8,087,889
Total Cash Flow Allocated		$230,738	$263,415	$0	$0	$0	$0	$494,153
Total Cash Flow Deobligated		$0	$0	$0	$0	$0	$0	$0
Total Cash Flow Unallocated		$1,581,107	$3,037,028	$2,288,101	$237,500	$300,000	$150,000	$7,593,736
Total Programmed in 2014 Strategic Plan		$1,811,845	$3,300,443	$2,288,101	$237,500	$300,000	$150,000	$8,087,889
Deobligated from Prior 5YPP Cycles **		$107						$107
Cumulative Remaining Cash Flow Capacity		$107	$107	$107	$107	$107	$107	$107

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

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

FY of Allocation Action:	2014/15
Project Name:	Longfellow Elementary School Safe Routes to School
Implementing Agency:	San Francisco Public Works

EXPENDITURE PLAN INFORMATION

Prop K Category:	D. TSM/Strategic Initiatives	Gray cells will automatically be filled in.
Prop K Subcategory:	ii. Transportation/Land Use Coordination	
Prop K EP Project/Program:	b. Transportation/Land Use Coordination	
Prop K EP Line Number (Primary):	44	**Current Prop K Request:** $ 126,443
Prop K Other EP Line Numbers:	40	
Prop AA Category:		**Current Prop AA Request:** $ -
		Supervisorial District(s): 11

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 and Benefits

Prop K will provide the required 11.47% local match required for the Longfellow Elementary School Safe Routes to School (SR2S) OneBayArea Grant (OBAG) Program grant, which was programmed by the Transportation Authority Board at its June 25, 2013 meeting. SF Public Works is also requesting Prop K funds for construction support not covered by federal funds. Federally-funded project such as this one has a disproportionally large construction management budget, which is not entirely eligible for federal funds. Additionally, construction of this project entails costs associated with working under Muni overhead lines not fully accounted for in the original project budget.

Longfellow Elementary School is located at 755 Morse Street in the Crocker Amazon neighborhood of San Francisco. Of the school's 600 students, roughly 35 percent walk to school. Situated just south of Mission Street, Longfellow Elementary is in a Metropolitan Transportation Commission (MTC) Community of Concern and is located in close proximity to affordable housing. The school and surrounding area are accessible by several Muni routes, which are all part of the Mission Street MUNI Rapid Network and connect to BART. Many students and adults using transit to enter and exit the area access that transit on foot and will benefit from pedestrian safety improvements.

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

The proposed project will construct pedestrian bulb-outs and upgrade curb ramps at the intersections of Mission and Whittier Streets, Mission Street and Whipple Avenue, and Mission and Lowell Streets; install rectangular rapid flashing beacons at the intersection of Mission Street and Whipple Avenue; and provide landscaping, if feasible, near Longfellow Elementary School. Two bulb-outs will be constructed at each of the intersections for a total of six bulb-outs for the project. Mission Street is a 58'-6" wide street, with four travel lanes, two in each direction, and traffic volumes of 14,000 vehicles per day. The intersections of Mission and Whittier Streets and Mission Street and Lowell Street/Naglee Avenue are signalized, while the intersection of Mission Street and Whipple Avenue is two-way STOP controlled.

As a result of a Longfellow Elementary School Walking Audit that took place in May 2010, the following measures have already been implemented to improve the safety around the school:

• Installed red zones on Mission Street and Whipple Avenue to improve visibility at the uncontrolled crossing.
• Installed advance yield and limit lines at the school crossing on Mission Street and Whipple Avenue.
• Adjusted pedestrian signal times at Mission and Whittier Streets and Mission Street and Lowell Street/Naglee Avenue to ensure sufficient pedestrian crossing times.
• Installed 15 mph speed limit signs on streets adjacent to Longfellow Elementary School.

Additionally, a recommendation was made in the Longfellow Elementary Walking Audit to construct pedestrian bulb-outs. Bulb-outs extend the curbs toward the center of the roadway and are used to narrow the roadway and create shorter pedestrian crossings. Bulb-outs improve sight distance by making pedestrians waiting to cross the street more visible. They also influence driver behavior by changing the appearance of the street. For instance, they prevent speeding turns by sharpening the corner curves.

Because of the high number of students who walk to Longfellow Elementary School, the community strongly supports the installation of the bulb-outs at the intersections of Mission and Whittier Streets, Mission Street and Whipple Avenue, and Mission and Lowell Streets.

SR2S Prioritization
The high frequency of pedestrian trips and pedestrian-involved collisions contributed to Longfellow Elementary School ranking in the third tier (of five) of the San Francisco Municipal Transportation Agency's (SFMTA's) prioritized list of schools needing safety enhancements. This prioritization was created to better select project schools for SR2S funding and includes other criteria such as the number of students enrolled living within one mile of the school, rates of free or reduced lunch, the number of collisions with fatalities and severe injuries, and the number of collisions during school hours.

5YPP Prioritization
This project was prioritized in the 2014 Transportation / Land Use Coordination 5-Year Prioritization Program (5YPP) for as a local match for the OBAG funds for $61,865. SFMTA also prioritized this project to utilize $64,578 in Prop K funds programmed for the Active Transportation Program Local Match in the 2014 Pedestrian Circulation and Safety 5YPP to cover the disproportionally large construction management budget for a small project such as this, which is not entirely eligible for federal funds, as well as costs associated with working under Muni overhead lines not fully accounted for in the original project budget. See the attached 5YPP amendment for details.

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

FY 2014/15

Project Name: Longfellow Elementary School Safe Routes to School

Implementing Agency: San Francisco Public Works

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt

Completion Date (mm/dd/yy): 09/25/14

Status: Completed

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	2	2012/13	3	2012/13
Environmental Studies (PA&ED)	3	2013/14	4	2013/14
R/W Activities/Acquisition				
Design Engineering (PS&E)	3	2013/14	1	2014/15
Prepare Bid Documents	2	2014/15		
Advertise Construction	3	2014/15		
Start Construction (e.g., Award Contract)	1	2015/16		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			2	2015/16
Project Closeout (i.e., final expenses incurred)			2	2016/17

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.

Phase	Start Date	End Date
Planning/Conceptual Engineering	December 2012	March 2013
Environmental Studies	January 2014	June 2014
ROW Activities/Acquisition	--	--
Design Engineering	March 2014	September 2014
Advertise Construction		January 2015
Award Construction Contract	--	May 2015
Construction	July 2015	October 2015
Project Closeout	--	October 2016

Federal Obligation Deadline for Fiscal Year 2014/15 - March 31, 2015 (Construction Phase)
No coordination issues or external deadlines are likely to affect installation of these bulbs outs and curb ramps.

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

FY 2014/15

Project Name: Longfellow Elementary School Safe Routes to School

Implementing Agency: San Francisco 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.

	Yes/No	Cost for Current Request/Phase		
		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	$ 603,938	$ 126,443	
Procurement (e.g. rolling stock)				
		$ 603,938	$ 126,443	$ -

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	$ 17,483	Actual Cost
Environmental Studies (PA&ED)	$ 7,976	Engineer's Estimate at 95% design
Design Engineering (PS&E)	$ 209,817	Engineer's Estimate at 95% design
R/W Activities/Acquisition		
Construction	$ 603,938	Engineer's Estimate at 95% design
Procurement (e.g. rolling stock)		
Total:	**$ 839,214**	

% Complete of Design: 95 as of 10/23/2014

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.

FTE = Full Time Equivalent

Planning / Conceptual Engineering

Agency: SFMTA						
Position (Title and Classification)	**Hours**	**Hourly Salary**	**Overhead Rate**	**Hourly Burdened**	**FTE**	**Cost**
5364 Engineering Associate	16	$ 37.463	2.88	$ 108.02	0.00769	$ 1,728
5201 Junior Engineer	24	$ 40.100	2.86	$ 114.82	0.01154	$ 2,756
5207 Associate Engineer	18	$ 52.725	2.79	$ 146.93	0.00865	$ 2,645
5241 Engineer	6	$ 61.025	2.76	$ 168.28	0.00288	$ 1,010
5211 Senior Engineer	2	$ 70.650	2.73	$ 193.03	0.00096	$ 386
Agency: DPW						
5203 Assistant Engineer	75	$ 45.325	2.64	$ 119.45	0.03606	$ 8,959
Planning / Conceptual Engineering Total	141				0.06779	**$ 17,483**

Environmental

Agency: SFMTA						
Position (Title and Classification)	**Hours**	**Hourly Salary**	**Overhead Rate**	**Hourly Burdened**	**FTE**	**Cost**
5203 Assistant Engineer	53	$ 45.325	2.83	$ 128.31	0.02548	$ 6,800
5207 Associate Engineer	8	$ 52.725	2.79	$ 146.93	0.00385	$ 1,175
Environmental Total	61				0.02933	**$ 7,976**

Design Phase

Position (Title and Classification)	**Hours**	**Hourly Salary**	**Overhead Rate**	**Hourly Burdened**	**FTE**	**Cost**
Agency: SFMTA						
5203 Assistant Engineer	258	$ 45.325	2.83	$ 128.31	0.12404	$ 33,104
5207 Associate Engineer	115	$ 52.725	2.79	$ 146.93	0.05529	$ 16,897
Agency: DPW						
5241 Full Engineer	180	$ 61.025	2.64	$ 160.83	0.08654	$ 28,949
5203 Assistant Engineer	1080	$ 45.325	2.64	$ 119.45	0.51923	$ 129,005
5211 Senior Engineer	10	$ 70.650	2.64	$ 186.19	0.00481	$ 1,862
Design Total	1643				0.78990	**$ 209,817**

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

MAJOR LINE ITEM BUDGET

Construction Phase Hard Costs (by scope item)

Item	Quantity	Unit	Unit Price	Cost
Asphalt Concrete (Type A, ½-Inch Maximum With Medium Grading)	90	TON	$ 130.00	$ 11,700
Full Depth Planing Per 2-Inch Depth of Cut	4,100	SF	$ 0.66	$ 2,706
8-Inch Thick Concrete Base	2,300	SF	$ 12.00	$ 27,600
8-Inch Thick Concrete Parking Strip or Gutter	1,900	SF	$ 16.00	$ 30,400
6-Inch Wide Concrete Curb	650	LF	$ 52.00	$ 33,800
3 ½-Inch Thick Concrete Sidewalk	5,380	SF	$ 14.00	$ 75,320
Concrete Curb Ramp With Concrete Detectable Surface Tiles	18	EA	$ 2,500.00	$ 45,000
Additional Excavation and Backfill for Water Work	0	CY	$ -	$ -
Adjust City-Owned Hydrant And Water Main Valve Box Casting To Grade	2	EA	$ 160.00	$ 320
Trench And Excavation Support For Drainage Work	---	LS	---	$ 18,000
10-Inch Diameter VCP Culvert	122	LF	$ 250.00	$ 30,500
Concrete Catch Basin With New Frame and Grating	5	EA	$ 4,500.00	$ 22,500
Post-Construction Television Inspection of Newly Constructed Culverts	5	EA	$ 300.00	$ 1,500
Replacement or construction of 6-Inch Or 8-Inch Diameter Side Sewer	3	LF	$ 150.00	$ 450
Standard Side Sewer Air Vent and Trap Assembly (Per SFDPW Std. Plan 87,196)	1	EA	$ 900.00	$ 900
4-Inch Diameter CIP Side Sewer	5	LF	$ 75.00	$ 375
Exploratory Holes (Contingency Bid Item)*	11	CY	$ 200.00	$ 2,200
Traffic Routing	---	LS	---	$ 52,000
Mobilization And Demobilization (Maximum 5% Of The Sum Of Bid Items R-1 Through G-1)	---	LS	---	$ 19,873
Allowance for Replacement of City Owned Pull Box Type I or III	---	AL	---	$ 4,000
Contingency Allowance to Perform Necessary Work Due to Unforeseen Conditions	---	AL	---	$ 5,000
Subtotal				**$ 384,144**
Contingency (10%)				$ 38,414
Construction Hard Costs Total				**$ 422,558**

Construction Phase Labor Costs (Construction Management, Support, and Force Account)

Position (Title and Classification)	Hours	Hourly Salary	Overhead Rate	Hourly Burdened	FTE	Cost
Agency: SFPW						
5211 Senior Engineer	66	$ 70.650	2.76	$ 194.74	0.031730769	$ 12,853
6318 Construction Inspector	550	$ 45.763	2.76	$ 126.14	0.264423077	$ 69,377
1408 Principal Clerk	101	$ 33.400	2.76	$ 92.06	0.048557692	$ 9,298
5203 Assistant Engineer	150	$ 45.325	2.76	$ 124.93	0.072115385	$ 18,740
5207 Associate Engineer	90	$ 52.725	2.76	$ 145.33	0.043355769	$ 13,106
Agency: SFMTA						
5203 Assistant Engineer	170	$ 45.325	2.83	$ 128.31	0.08173	$ 21,813
5207 Associate Engineer	115	$ 52.725	2.79	$ 146.93	0.05529	$ 16,897
7346 Painter	115	$ 35.925	2.93	$ 105.11	0.05529	$ 12,088
7457 Sign Worker	80	$ 30.525	2.95	$ 90.11	0.03846	$ 7,209
Construction Labor Costs Total	**1437**				**0.69095**	**$ 181,380**
Construction Total						**$603,938**
TOTAL						**$839,214**

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

FY 2014/15

Project Name: Longfellow Elementary School Safe Routes to School

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:	$ 126,443	
5-Year Prioritization Program Amount:	$ 61,865	(enter if appropriate)
Strategic Plan Amount for Requested FY:	$ 2,359,639	

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 available for allocation in Fiscal Year 2014/15 for the Local Capital Match in the Transportation/Land Use Coordination 5YPP. The requested allocation requires a Pedestrian Circulation and Safety 5YPP amendment to redirect $64,578 in Fiscal Year 2014/15 in Prop K funds from the Active Transportation Program Local Match placeholder to the subject project. See attached 5YPP amendment for details.

The Strategic Plan amount is the entire amount programmed in the Transportation/Land Use Coordination 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 K	$ 64,578	$ 61,865		$ 126,443
OneBayArea Grant Program (OBAG)		$ 477,495		$ 477,495
Total:	$ 64,578	$ 539,360	$ -	$ 603,938

Actual Prop K Leveraging - This Phase:	79.06%	$ 603,938 Total from Cost worksheet
Expected Prop K Leveraging per Expenditure Plan	56.74%	

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

		Required Local Match	
Fund Source	**$ Amount**	**%**	**$**
OneBayArea Grant Program (OBAG)	$ 477,495	11.47%	$ 61,865

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	$ 64,578	$ 61,865	$ 24,981	$ 151,424
OBAG		$ 477,495	$ 192,812	$ 670,307
SFMTA Operating			$ 17,483	$ 17,483
				$ -
Total:		$ 477,495	$ 210,295	$ 839,214

Actual Prop K Leveraging - Entire Project:	81.96%
Expected Prop K Leveraging per Expenditure Plan:	56.74%
Actual Prop AA Leveraging - Entire Project:	

$ 839,214 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: $ 126,443

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	$ 113,780	90.00%	$ 12,663
FY 2014/15	$12,663	10.00%	$ -
		0.00%	
		0.00%	
		0.00%	
Total:	**$ 126,443**		

Prop AA Funds Requested: $ -

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
Total:	**$ -**		

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: 11.25.14 Resolution. No. Res. Date:

Project Name: Longfellow Elementary School Safe Routes to School

Implementing Agency: San Francisco Public Works

Funding Recommended:		Amount	Phase:
	Prop K Allocation	$ 126,443	Construction
	Total:	**$ 126,443**	

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 40	FY 2014/15	$ 12,663	10.00%	$ 113,780
Prop K EP 40	FY 2015/16	$ 51,915	41.00%	$ 61,865
Prop K EP 44	FY 2015/16	$ 61,865	49.00%	$ -
			0.00%	$ -
			0.00%	$ -
	Total:	**$ 126,443**	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 40	FY 2014/15	Construction	$ 12,663	10%	$ 113,780
Prop K EP 40	FY 2015/16	Construction	$ 51,915	51%	$ 61,865
Prop K EP 44	FY 2015/16	Construction	$ 61,865	100%	$ -
				100%	$ -
				100%	$ -
		Total:	**$ 126,443**		

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:	11.25.14	Resolution. No.		Res. Date:	

Project Name: Longfellow Elementary School Safe Routes to School

Implementing Agency: San Francisco Public Works

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

Trigger:

Deliverables:

1. Upon project completion, provide 2-3 digital photos of completed project.
2.
3.

Special Conditions:

1. The recommended allocation is contingent upon a concurrent Pedestrian Circulation and Safety 5YPP amendment. See attached 5YPP amendment for details.
2. SFPW may not incur expenses for the construction phase until Transportation Authority staff releases the funds ($126,443) pending receipt of evidence of completion of design (e.g. copy of certifications page). This is also a required deliverable for the prior allocation approved through Resolution 14-29.
3. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes:

1.

Supervisorial District(s): 11

Prop K proportion of expenditures - this phase:	20.94%
Prop AA proportion of expenditures - this phase:	

Sub-project detail? Yes 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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 11.25.14 Resolution. No. Res. Date:

Project Name: Longfellow Elementary School Safe Routes to School

Implementing Agency: San Francisco Public Works

SUB-PROJECT DETAIL

Sub-Project # from SGA: **Name:** Longfellow Elementary School Safe Routes to School - EP 40

Supervisorial District(s): 11

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 40	FY 2014/15	Construction	$12,663	10%	$113,780
Prop K EP 40	FY 2015/16	Construction	$51,915	51%	$0
				51%	$0
				51%	$0
				51%	$0
		Total:	**$ 64,578**		

Sub-Project # from SGA: **Name:** Longfellow Elementary School Safe Routes to School - EP 44

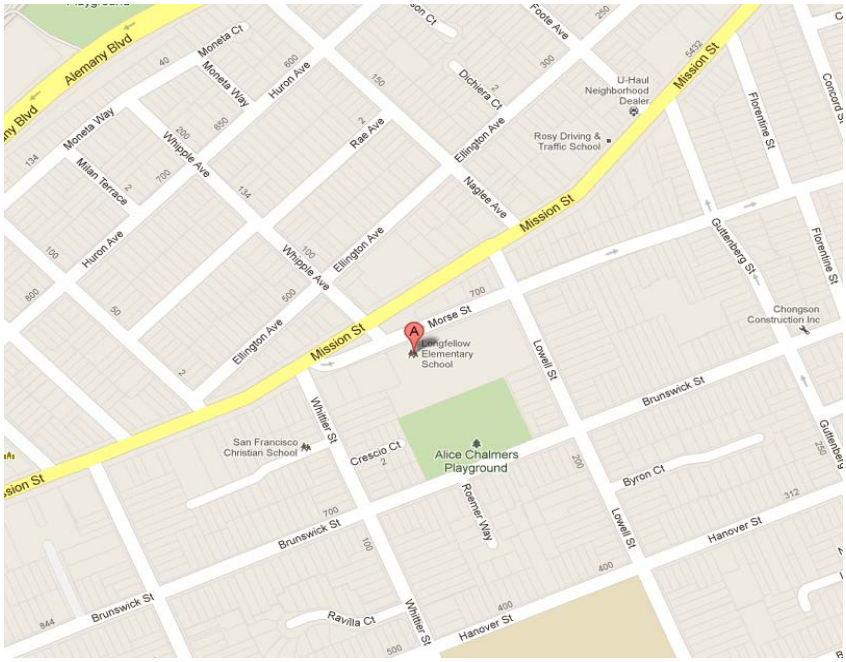
Supervisorial District(s): 11

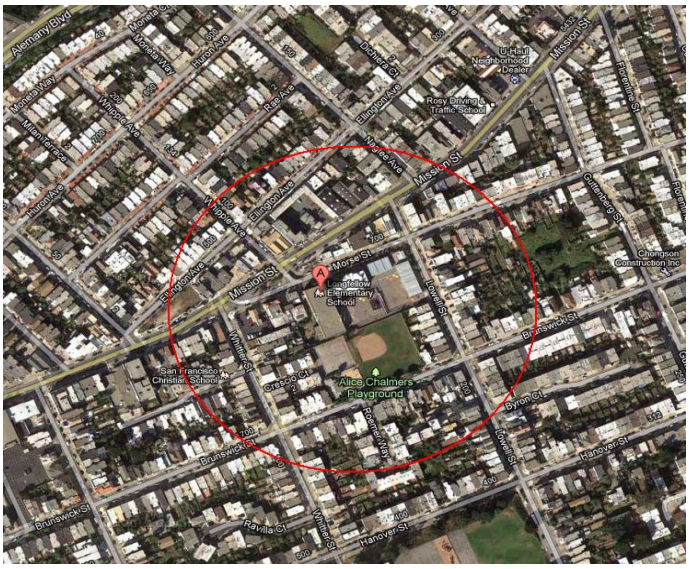
Cash Flow Distribution Schedule by Fiscal Year & Phase (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2015/16	Construction	$61,865	49%	$0
				49%	$0
				49%	$0
				49%	$0
				49%	$0
					$ -
		Total:	**$ 61,865**		

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

MAPS AND DRAWINGS
Insert or attach files of maps, drawings, photos of current conditions, photo compositions, etc. to support understanding of the project scope and evaluation of how geographic diversity was considered in the project prioritization process. This text box and the blue header may be deleted to better accommodate any graphics.





Eastbound Mission Street at Whittier Street

Westbound Mission Street at Whittier Street

Eastbound Mission Street at Whipple Avenue

Westbound Mission Street at Whipple Avenue

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

FY of Allocation Action:	2014/15	**Current Prop K Request:**	$ 126,443
		Current Prop AA Request:	$ -
Project Name:	Longfellow Elementary School Safe Routes to School		
Implementing Agency:	San Francisco 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	**Grants Section Contact**
Name (typed):	Amy Lam	Ananda Hirsch
Title:	Assistant Project Manager	Transportation Finance Analyst
Phone:	415.437.7048	415.558.4034
Fax:		
Email:	amy.lam@sfdpw.org	Ananda.hirsch@sfdpw.org
Address:	1680 Mission Street, 4th floor, San Francisco, CA, 94103	30 Van Ness, 5th Flr.
Signature:		
Date:	10/24/14	

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

Pedestrian Circulation/Safety (EP 40)

Programming and Allocations to Date

Amendment pending Transportation Authority Board approval (anticipated 12.16.14)

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Corridor Projects									
SFMTA	6th Street Improvements (NTIP)	PS&E	Programmed	$700,000					$700,000
SFMTA	6th Street Improvements (NTIP)	CON	Programmed	$3,000,000					$3,000,000
SFMTA	7th Street Streetscape	PS&E	Programmed	$174,000					$174,000
Follow-the-Paving									
SFMTA	Follow-the-Paving (Spot Improvements)	PS&E, CON	Programmed		$50,000				$50,000
Citywide Pedestrian Safety & Circulation Improvements									
SFMTA	Active Transportation Program Local Match	PLAN/CER	Programmed	$10,000					$10,000
SFMTA	Active Transportation Program Local Match	PS&E	Programmed	$80,000					$80,000
SFMTA	Active Transportation Program Local Match [1]	CON	Programmed	$523,740					$523,740
SFPW	ER Taylor Elementary School Safe Routes to School [1]	CON	Pending	$6,575					$6,575
SFPW	Longfellow Elementary School Safe Routes to School [1]	CON	Pending	$64,578					$64,578
SFMTA	Active Transportation Program Local Match	PS&E	Programmed				$300,000		$300,000
SFMTA	Active Transportation Program Local Match	CON	Programmed					$300,000	$300,000
SFMTA	WalkFirst	PLAN/CER	Programmed	$125,000					$125,000
SFMTA	WalkFirst	PS&E	Programmed	$325,000					$325,000
SFMTA	WalkFirst [2]	CON	Programmed	$177,000					$177,000
SFMTA	WalkFirst Continental Crosswalks [2]	CON	Pending	$423,000					$423,000
SFMTA	WalkFirst	PLAN/CER	Programmed			$53,996			$53,996
SFMTA	WalkFirst	PS&E	Programmed			$110,000			$110,000
SFMTA	WalkFirst	CON	Programmed			$65,000			$65,000
SFMTA, Any eligible	Neighborhood Transportation Improvement Program (NTIP) placeholder	PS&E, CON	Programmed	$800,000					$800,000
SFMTA, other eligible	Neighborhood Transportation Improvement Program (NTIP) placeholder	PS&E, CON	Programmed		$800,000				$800,000

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Total Programmed in 5YPP				$6,408,893	$850,000	$228,996	$300,000	$300,000	$8,087,889
Total Allocated and Pending in 5YPP				$494,153	$0	$0	$0	$0	$494,153
Total Deobligated in 5YPP				$0	$0	$0	$0	$0	$0
Total Unallocated in 5YPP				$5,914,740	$850,000	$228,996	$300,000	$300,000	$7,593,736
Total Programmed in 2014 Strategic Plan				$6,408,893	$850,000	$228,996	$300,000	$300,000	$8,087,889
Deobligated from Prior 5YPP Cycles **				$107					$107
Cumulative Remaining Programming Capacity				$107	$107	$107	$107	$107	$107

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

Footnotes

[1] 5YPP amendment to add ER Taylor and Longfellow Safe Routes to School projects (Resolution XX-XX, MO.DA.YEAR)

Active Transportation Program Local Match: Reduced by $71,153 in Fiscal Year 2014/15.

ER Taylor Safe Routes to School: Added project with $6,575 in Fiscal Year 2014/15 funds for construction.

Longfellow Safe Routes to School: Added project with $64,578 in Fiscal Year 2014/15 funds for construction.

[2] WalkFirst funds from Fiscal Year 2014/15 ($423,000) were allocated to WalkFirst Continental Crosswalks.

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

Pedestrian Circulation/Safety (EP 40)

Cash Flow ($) Maximum Annual Reimbursement

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Corridor Projects								
6th Street Improvements (NTIP)	PS&E	$700,000						$700,000
6th Street Improvements (NTIP)	CON	$30,000	$1,500,000	$1,470,000				$3,000,000
7th Street Streetscape	PS&E		$174,000					$174,000
Follow-the-Paving (Pedestrian Improvements)								
Follow-the-Paving (Spot Improvements)	PS&E, CON		$50,000					$50,000
Citywide Pedestrian Safety & Circulation Improvements								
Active Transportation Program Local Match	PLAN/CER	$10,000						$10,000
Active Transportation Program Local Match	PS&E	$30,000	$50,000					$80,000
Active Transportation Program Local Match 1	CON	$35,107	$212,028	$276,605				$523,740
ER Taylor Elementary School Safe Routes to School 1	CON	$6,575						$6,575
Longfellow Elementary School Safe Routes to School 1	CON	$12,663	$51,915					$64,578
Active Transportation Program Local Match	PS&E				$150,000	$150,000		$300,000
Active Transportation Program Local Match	CON					$150,000	$150,000	$300,000
WalkFirst	PLAN/CER	$125,000						$125,000
WalkFirst	PS&E	$162,500	$162,500					$325,000
WalkFirst 2	CON	$88,500	$88,500					$177,000
WalkFirst Continental Crosswalks 2	CON	$211,500	$211,500					$423,000
WalkFirst	PLAN/CER			$53,996				$53,996
WalkFirst	PS&E			$55,000	$55,000			$110,000
WalkFirst	CON			$32,500	$32,500			$65,000
Neighborhood Transportation Improvement Program (NTIP) placeholder	PS&E, CON	$400,000	$400,000					$800,000
Neighborhood Transportation Improvement Program (NTIP) placeholder	PS&E, CON		$400,000	$400,000				$800,000

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Total Cash Flow in 5YPP		$1,811,845	$3,300,443	$2,288,101	$237,500	$300,000	$150,000	$8,087,889
Total Cash Flow Allocated		$230,738	$263,415	$0	$0	$0	$0	$494,153
Total Cash Flow Deobligated		$0	$0	$0	$0	$0	$0	$0
Total Cash Flow Unallocated		$1,581,107	$3,037,028	$2,288,101	$237,500	$300,000	$150,000	$7,593,736
Total Programmed in 2014 Strategic Plan		$1,811,845	$3,300,443	$2,288,101	$237,500	$300,000	$150,000	$8,087,889
Deobligated from Prior 5YPP Cycles **		$107						$107
Cumulative Remaining Cash Flow Capacity		$107	$107	$107	$107	$107	$107	$107

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

E12-145

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

FY of Allocation Action:	2014/15
Project Name:	Mansell Corridor Improvement Project
Implementing Agency:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K Category:	D. TSM/Strategic Initiatives	Gray cells will automatically be filled in.
Prop K Subcategory:	ii. Transportation/Land Use Coordination	
Prop K EP Project/Program:	b. Transportation/Land Use Coordination	
Prop K EP Line Number (Primary):	44	**Current Prop K Request:** $ 572,754
Prop K Other EP Line Numbers:		
Prop AA Category:	Street Repair and Reconstruction	
		Current Prop AA Request: $ 2,325,624
		Supervisorial District(s): 9,10,11

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 attached MS Word document.

Introduction

The San Francisco Municipal Transportation Agency (SFMTA) requests a Prop K allocation of $572,754 and a Prop AA allocation of $2,325,624 to fund the local match commitment and supplemental funding to $1,551,614 in federal Surface Transportation Program (STP) funds programmed through the OneBayArea Grant (OBAG) program for the construction phase of the Mansell Corridor Improvement Project.

On June 30, 2013, through Resolution 13-63, the Transportation Authority Board programmed $1,762,239 in OBAG funding to the SFMTA for the design and construction of the project. Prior to this request, the Transportation Authority allocated Prop K and Prop AA funds to this project to fund the planning, environmental, and design phases.

Project Background

Mansell Street is a divided highway running through the middle of McLaren Park, which is the largest park in southeastern San Francisco. The park serves as both a regional and neighborhood recreation facility for this area of San Francisco. Although the project is not located directly in a San Francisco Priority Development Area (PDA), Mansell Street serves as a major connecting route linking two PDAs, the Bayview /Hunters Point Shipyard/Candlestick Point and the Mission – San Jose Corridor. The park also serves the Community Air Risk Evaluation (CARE) Community of Eastern San Francisco and the Outer Mission/Crocker Amazon/Oceanview Community of Concern. The park serves many low income communities adjacent to the park including areas of Visitacion Valley and neighborhoods along Sunnydale Avenue. The Planned Affordable Housing Development, as described in the Visitacion Valley/ Schlage Lock Plan, will increase the number of residents served by Mansell Street and McLaren Park.

Mansell Street was constructed in the 1950's as part of a never-completed cross-town freeway. By design, Mansell Street primarily serves motorized vehicles. The width of the traffic lanes and three different speed limits posted encourage speeding. Although there are several trail systems and a large recreational facility adjacent to Mansell Street, there are no pedestrian, bicycle, or bus stop facilities included within the existing configuration. Pedestrians have to walk on the street or climb over a guard rail and walk along an overgrown informal path to access different park facilities or to commute between neighborhoods. Bicyclists share the road with vehicles travelling at 45 MPH, and

public transit users have to wait on the street for a bus. These non-ideal conditions encourage residents to drive into the park, between park facilities and adjacent neighborhoods rather than walk. Existing facilities do not support multimodal travel or foster community vitality.

Many of these concerns were brought to the attention of the San Francisco Recreation and Park Department (SFRPD) during its 2010 McLaren Park Needs Assessment workshops. In 2010, SFRPD completed three community workshops to gather information on the greater needs in McLaren Park. More than 300 residents attended those workshops and overwhelmingly voiced their concern for pedestrian and bicycle safety in the park.

During this public process, the community expressed a need for traffic calming and pedestrian safety measures along all park roads, and Mansell Street was identified as the most problematic street. The community later described the specific need for sidewalks or paths adjacent to the road, bicycle facilities, bulb-outs and crosswalks, and other traffic calming measures. The community also mentioned the desire to reduce the number of lanes on Mansell from four to two with a reduction of the speed limits. Currently, the highest speed limit is 45 mph.

Project Scope and Benefits

This streetscape improvement project will address pedestrian safety and bicycle access issues by reducing the number of vehicular lanes from four to two (one lane each way), separating vehicular traffic and moving it to the south side of the median between Visitacion Avenue and Brazil Street, and creating a multiuse path on the north side of the median. The proposed project includes the construction of sidewalks along the south side of Mansell from the intersection of Visitacion and Mansell to the Persia and Sunnydale intersection, and class II and III bicycle facilities between Brazil and Dublin. Safety improvements include raised crosswalks and flashing beacons at all unimproved intersections and a corner bulb-out at the intersection of Mansell Street and Sunnydale Avenue. Street-level lighting, trees and landscape, and site furnishings are also included to make this a complete streets project.

Due to initial funding limitations, however, the project was planned to be implemented in Phases I and II, with a majority of work being done in Phase I. Phase I will deliver everything in the project related to multi-modal transportation improvements, including lighting, traffic signals, raised

crosswalks, flashing beacons, and a corner bulb-out. Phase II will deliver landscape improvements, low impact development features, and improvements along Brazil Street. Phase II elements will be included in the construction contract bid documents as SFRPD funding has materialized for the phase.

In addition to park users, these improvements will benefit residents of the adjacent communities and the region at large. Commuters who currently use Mansell Street to get to work or school will have more safe and efficient mode choices.

The project will improve the quality of life for residents within the two PDAs, the Eastern San Francisco CARE, and Southern San Francisco Community of Concern by providing multi-modal options that are safe and convenient. The Mansell Corridor Improvement Project will provide improved connections between adjacent neighborhoods, park trail systems, recreational facilities and the three public schools located immediately adjacent to the Park. The addition of sidewalks and bicycle facilities will revitalize this portion of the park, which historically has become under-utilized due to access and isolation issues. Additional planned trail improvements adjacent to Mansell (that will be funded by the Land and Water Conservation Fund and in-kind volunteer labor) are expected to increase pedestrian volumes in the park once the pedestrian path and crosswalks are in place.

The SFRPD strongly believes in induced demand, "if you build it, they will come." Similar capital improvement project and bicycle facility projects in the other San Francisco parks have shown that renovation to park facilities results in higher usage and can instill a sense of pride and stewardship in the community.

The proposed facilities on Mansell Street will provide opportunities for increased physical activity by encouraging residents and park users to walk, stroll, skate, or bike. These activities have proven health benefits. Moreover, greater use of lower carbon-emission transportation modes will have a positive impact on the environment.

Implementation

This project is a SFMTA partnership with the SFRPD and the San Francisco Public Works (SFPW). The design work was prepared by SFPW staff, including the Plans, Specifications & Estimates (PS&E) application submittal to Caltrans that will be submitted in early December 2014.

During the construction phase, SFPW will manage all aspects of the construction contract including advertising/bid, contract administration, and construction management. The SFMTA will provide the traffic lane requirements and monitor the contract scope associated with the traffic lane specifications. After paving is done, the SFMTA will create a work order to provide the striping and signage. SFRPD will conduct occasional construction observations, attend construction progress meetings and final inspections, provide community outreach, and coordinate owner/operator feedback.

The SFMTA is managing the funds for Phase I of the construction project. SFRPD will be bringing the Phase II funds to the project in the form of SFRPD funds and an Urban Greening Grant of which it was recently awarded. SFRPD will be work ordering the Phase II funds directly to SFPW so that the Phase II scope may be incorporated into the contracting process for the project.

Prioritization

The Mansell Corridor Improvement Project is included as a line item under the Prop AA Strategic Plan under Street Repair and Reconstruction for $2,325,624 and in the Prop K 5 Year Prioritization Plan (5YPP) under the Transportation Land Use Coordination category for $558,063. This allocation uses a partial deobligation of the prior design Prop K allocation in the amount of $14,691 to fund this phase, for a total Prop K allocation of $572,754. The total Prop K amount programmed to the project will not change. The reduction of $14,691 in the design budget occurred during the negotiation of the interdepartmental memorandum of understanding among SFMTA, SFPW, and SFRPD when we realized that SFRPD could not charge for overhead costs for the phases of the project that were federally funded because it does not have a Caltrans Master Agreement. A similar reduction related to SFRPD costs was also applied to the construction phase.

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

FY 2014/15

Project Name: Mansell Corridor Improvement Project

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : NEPA - Categorically Exempt

Completion Date (mm/dd/yy)

Status: Underway — 11/25/14

PROJECT DELIVERY MILESTONES

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	3	2012/13	4	2012/13
Environmental Studies (PA&ED)	4	2012/13	2	2014/15
R/W Activities/Acquisition				
Design Engineering (PS&E)	2	2013/14	3	2014/15
Prepare Bid Documents	2	2014/15	2	2014/15
Advertise Construction	3	2014/15		
Start Construction (e.g., Award Contract)	1	2015/16		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)	N/A	N/A	1	2016/17
Project Closeout (i.e., final expenses incurred)			2	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.

Project Phase	Start Date (Month, Year)	End Date (Month, Year)
Planning/Conceptual Engineering	January 2013	April 2013
Environmental Studies	April 2013	November 2014
Design Engineering	December 2013	March 2015
Prepare Construction Obligation package	October 2014	December 2014
Receive OBAG Construction Funds	March 2015	March 2015
Advertise Construction	April 2015	April 2015
Award Construction Contract	--	August 2015
Construction	August 2015	August 2016
Project Closeout	--	December 2017

Federal Obligation Deadline for Fiscal Year 2014/15 - March 31, 2015 (Construction Phase)

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

FY 2014/15

Project Name: Mansell Corridor Improvement Project

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.

Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	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	$ 5,696,829	$ 572,754	$ 2,325,624
Procurement (e.g. rolling stock)				
		$5,696,829	$572,754	$2,325,624

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	$311,471	Actual
Environmental Studies (PA&ED)	$98,824	Based on 95% design
Design Engineering (PS&E)	$729,002	Based on 95% design
R/W Activities/Acquisition		
Construction	$5,696,829	Based on 95% design
Procurement (e.g. rolling stock)		
Total:	**$ 6,836,126**	

% Complete of Design: 95 as of 10/27/14

Expected Useful Life: 20 Years

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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.

PLANNING/CONCEPTUAL ENGINEERING PHASE

Agency: SFMTA		**Overhead Rate: 0.0803**					
Position (Title and Classification)	**Hours**	**Hourly Base Salary**	**Hourly Fringe Benefits Rate**	**Overhead = 0.803 * (Salary + Fringe)**	**Hourly Fully Burdened**	**FTE**	**Cost**
Engineering Associate/5364	80	$37.46	$22.45	48.11	$108.02	0.038	$8,642
Junior Engineer/5201	144	$40.10	$23.58	51.14	$114.82	0.069	$16,534
Associate Engineer/5207	236	$52.73	$28.77	65.44	$146.94	0.113	$34,679
Engineer/5241	91	$61.03	$32.31	74.95	$168.29	0.044	$15,314
Senior Engineer/5211	38	$70.65	$36.41	85.97	$193.03	0.018	$7,335
Principal Engineer/5212	18	$82.00	$41.25	98.97	$222.22	0.003	$4,000
SFMTA Subtotal	**607**					**0.287**	**$86,504**

Agency: SFDPW		**Overhead Rate: 2.5854**			
Position (Title and Classification)	**Hours**	**Hourly Base Salary**	**Hourly Fully Burdened**	**FTE**	**Cost**
Project Manager I/5502	278	$61	$158	0.134	$43,819
Assistant Project Manager/5262	278	$45	$116	0.134	$32,326
Senior Landscape Architect/5211	60	$71	$183	0.029	$11,008
Full Landscape Architect/5274	70	$61	$158	0.034	$11,034
Landscape Architectural Associate II/5272	278	$53	$137	0.134	$38,073
Landscape Architectural Associate I/5262	278	$45	$116	0.134	$32,326
Engineer/5241	60	$61	$158	0.029	$9,461
Associate Engineer/5207	60	$53	$136	0.029	$8,174
DPW Subtotal	**1362**			**0.655**	**$186,220**

Agency: SFRPD		**Overhead Rate: 3.7377**			
Position (Title and Classification)	**Hours**	**Hourly Base Salary**	**Hourly Fully Burdened**	**FTE**	**Cost**
Planner III/5291 (in-kind)	33	$48	$188	0.016	$6,210
Planner II/5277 (in-kind)	98	$33	$128	0.047	$12,498
Project Manager I/5502 (in-kind)	88	$61	$228	0.042	$20,040
SFRPD Subtotal (in-kind)	**219**			**0.105**	**$38,748**

Planning & Conceptual Engineering Total	**$311,471**

ENVIRONMENTAL PHASE (Prop K 14-29, 139.907089-140.907062)
Agency: SFMTA

Position (Title and Classification)	Hours	Hourly Base Salary	Hourly Fringe Benefits Rate	Overhead = 0.803 * (Salary + Fringe)	Hourly Fully Burdened	FTE	Cost
9180 Manager IV	30	$71.55	$38.53	$88.39	$198.47	0.01	$5,954
5364 Engineering Associate	40	$37.46	$22.45	$48.11	$108.02	0.02	$4,321
5207 Associate Engineer	100	$52.73	$28.77	$65.44	$146.94	0.05	$14,694
5289 Transit Planner III	110	$47.83	$26.92	$60.02	$134.77	0.05	$14,825
5201 Junior Engineer	20	$40.10	$23.58	$51.14	$114.82	0.01	$2,296
5241 Engineer	32	$61.03	$32.31	$74.95	$168.29	0.02	$5,385
5211 Senior Engineer	16	$70.65	$36.41	$85.97	$193.03	0.00	$3,088
5203 Assistant Engineer	72	$48.05	$28.87	$61.76	$138.68	0.01	$10,000
Contingency 20%							$10,115
Environmental Total						0.176	**$70,680**

Agency: SFDPW		**Overhead Rate: 2.5854**			
Position (Title and Classification)	**Hours**	**Hourly Base Salary**	**Hourly Fully Burdened**	**FTE**	**Cost**
Project Manager II/5504	25	$65	$171.30	0.01	$4,283
Assistant Project Manager/5262	25	$37	$97.51	0.01	$2,438
Engineering Trainee III/5282	116	$26	$68.52	0.06	$7,931
Contingency 20%					$2,930
SFDPW Subtotal	**165.74**			**0.080**	**$17,581**

Agency: SFRPD		**Overhead Rate:**			
Position (Title and Classification)	**Hours**	**Hourly Base Salary**	**Hourly Fully Burdened**	**FTE**	**Cost**
Planner III/5291 (in-kind)	3	$48	$188.17	0.00	$565
SFRPD Subtotal (in-kind)	**3**			**0.00**	**$565**

Other: Planning Department CEQA Fee	LS				$10,000

Total Environmental Phase	**$98,824**
Prop K: Environmental Total Less In-Kind	**$98,259**

Design Phase (Prop K 14-34 144.907042, Prop AA 14-34 714.107010)

Agency: SF Rec and Park		**Overhead Rate: 3.7435**			
Position (Title and Classification)	**Hours**	**Hourly Base Salary**	**Hourly Fully Burdened**	**FTE**	**Cost**
Project Manager I/5502	163	$60.83	N/A*	0.08	$9,903
Agency: SFDPW		**Overhead Rate: 2.6354**			
Position (Title and Classification)	**Hours**	**Hourly Base Salary**	**Hourly Fully Burdened**	**FTE**	**Cost**
Project Manager I/5502	500	$61.00	$160.76	0.24	$80,380
Assistant Project Manager/5262	364.27	$45.00	$118.59	0.18	$43,200
Senior Engineer/5211	200	$71.00	$187.11	0.10	$37,423
Engineer/5274	400	$61.00	$160.76	0.19	$64,304
Associate Engineer/5207	800	$53.00	$139.68	0.38	$111,741
Assistant Engineer/5203	440	$45.00	$118.59	0.21	$52,181
Junior Engineer/5201	440	$40.00	$105.42	0.21	$46,383
Senior Clerk Typist/1426	134.71	$28.00	$73.79	0.06	$9,940
Full Landscape Architect/5211	300	$71.00	$187.11	0.14	$56,134
Landscape Architectural Associate II/5272	500	$53.00	$139.68	0.24	$69,838
Landscape Architectural Associate I/5262	800	$45.00	$118.59	0.38	$94,874
SFDPW Labor Subtotal	**4878.98**			**2.35**	**$666,398**

Position (Title and Classification)	Hours	Hourly Base Salary	Hourly Fringe Benefits Rate	Overhead = 0.803 * (Salary + Fringe)	Hourly Fully Burdened	FTE	Cost
Agency: SFMTA							
5364 Engineering Associate	80	$37.46	$22.45	48.11	$108.02	0.04	$8,642
5207 Associate Engineer	200	$52.73	$28.77	65.44	$146.94	0.10	$29,389
5381 Engineering Intern	40	$25.38	$17.23	34.22	$76.83	0.02	$3,073
5241 Engineer	40	$61.03	$32.31	74.95	$168.29	0.02	$6,732
5211 Senior Engineer	16	$70.65	$36.41	85.97	$193.03	0.01	$3,088
5212 Principal Engineer	8	$82.00	$41.25	98.97	$222.22	0.00	$1,778
Design Total	**384**					**0.18**	**$52,702**

Design Total	**$729,002**

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CONSTRUCTION PHASE

Construction Phase Hard Costs (by scope item)

Item	Unit	Quantity	Unit Price	Cost
Demolition	LS	1	$340,062	$340,062
Asphaltic Concrete 2" Overlay	SF	265,000	$4	$1,113,000
Asphalt Paving (sidewalk and bus stops)	SF	37,800	$14	$515,970
Speed Tables at Crosswalks	SF	4,300	$26	$112,875
Roadway Re-Striping/Rumble Strips	LS	1	$73,500	$73,500
6" Asphalt Curb	LF	4,300	$21	$90,300
6" Concrete Curb (at adjusted medians)	LF	1,475	$32	$46,463
Concrete Curb Ramps	EA	10	$3,675	$36,750
Rumble Strips	LF	4,760	$1	$2,999
Stabilized Decomposed Granite	SF	10,000	$5	$52,500
2'-4' High Concrete Wall at Brazil Bus Stop	LF	75	$289	$21,656
Re-Grade Roadway/Misc. Hardscape	SF	15,000	$2	$31,500
Drop Inlet	EA	10	$10,500	$105,000
Grading	SF	41,375	$2	$65,166
Bioswale/Retention Areas	SF	41,375	$3	$130,331
Bioswale Native Grass Planting	SF	41,375	$1	$43,444
Native Low Water Use Shrub Planting	SF	32,625	$3	$102,769
15 Gallon Tree Planting	EA	75	$315	$23,625
24" Box Tree Planting	EA	75	$1,260	$94,500
Irrigation System	SF	50,000	$3	$157,500
Benches	EA	12	$2,625	$31,500
Bike Racks	EA	18	$735	$13,230
Vehicular Bollards	EA	30	$735	$22,050
Vehicular Gates	EA	4	$10,500	$42,000
Jersey Barrier	LF	775	$105	$81,375
Kiosk/Signage	EA	2	$15,750	$31,500
Safe Hit Posts	EA	10	$42	$420
Flashing Beacon at Crosswalks	EA	8	$15,750	$126,000
Public Art	LS	1	$36,750	$36,750
Misc Utility Work	LS	1	$78,750	$78,750
Solar Street Lighting	EA	15	$12,600	$189,000
Persia/Sunnydale Intersection Improv.	LS	1	$17,178	$17,178
Sub-total				*$3,829,662*
Traffic Control (5%)	LS	1	$191,483	$191,483.12
Design Contingency	LS	1	$327,865	$312,252
Mobilization (5%)	LS	1	$191,483	$191,483
Sub-total				*$4,524,880*
Construction Contingency (9.5%)				$432,427
Construction Hard Costs Total				**$4,957,308**

Construction Phase Labor Costs (Construction Mgmt and Support)

Agency: SFDPW		**Overhead Rate: 2.7564**			
Position (Title and Classification)	**Hours**	**Hourly Base Salary**	**Hourly Fully Burd.**	**FTE**	**Cost**
Project Manager I/5502	600	$61.00	$168.14	0.29	$100,884
Assistant Project Manager/5262	300	$45.00	$124.04	0.14	$37,211
Public Relations Officer/1314	200	$43.00	$118.53	0.10	$23,705
Disability Access Coordinator/6335	100	$70.00	$192.95	0.05	$19,295
Administrative Engineer/5174	100	$66.00	$181.92	0.05	$18,192
Landscape Architect/5274	700	$61.00	$168.14	0.34	$117,698
Engineer/5274	100	$61.00	$168.14	0.05	$16,814
Survey Associate/5314	100	$44.00	$121.28	0.05	$12,128
Office Admin: Constr. Inspector/6318	300	$46.00	$126.79	0.14	$38,038
Resident Engineer: Assoc Engineer/5207	900	$53.00	$146.09	0.43	$131,480
Constr. Manager: Admin. Engineer/5174	853	$66.00	$181.92	0.41	$155,201
Division Manager: Senior Engineer/5211	200	$71.00	$195.70	0.10	$39,139
SFDPW Labor Subtotal	**4453**			**2.14**	**$709,786**

Agency: SF Rec and Park		**Overhead Rate: N/A**			
Position (Title and Classification)	**Hours**	**Hourly Base Salary**	**Hourly Fully Burd.**	**FTE**	**Cost**
Project Manager I/5502	91	$64.55	N/A*	0.04	**$5,844**

Position (Title and Classification)	Hours	Hourly Base Salary	Hourly Fringe Benefits Rate	Overhead = 0.803 * (Salary + Fringe)	Hourly Fully Burdened	FTE	Cost
Agency: SFMTA							
5241 Engineer	40	$64.70	$36.41	81.19	$182.30	0.02	$7,292
5207 Associate Engineer	80	$55.89	$32.29	70.81	$158.99	0.04	$12,719
7364 Painter	16	$38.09	$25.25	50.86	$114.20	0.01	$1,827
7457 Sign Worker	16	$32.36	$21.46	43.22	$97.04	0.01	$1,553
City Attorney Office Review	2				$250.00	0.00	$500
SFMTA Labor Subtotal	**154**					**0.07**	**$23,891**
Construction Labor Costs Total							**$739,521**

Construction Total	**$5,696,829**
Phase I Costs	**5,665,520**
Phase II Costs	**1,170,605**
TOTAL PROJECT COST	**$6,836,125**

* SF Rec and Park, which does not have a Caltrans Master Agreement, cannot charge overhead costs to to a federally funded project.

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

FY 2014/15

Project Name: Mansell Corridor Improvement Project

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:	$572,754	
5-Year Prioritization Program Amount:	$558,063	(enter if appropriate)
Strategic Plan Amount for Requested FY:		

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested:	$2,325,624	
5-Year Prioritization Program Amount:	$2,325,624	(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.

Prop K: The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2014/15 for the Local Capital Match in the Transportation/Land Use Coordination 5YPP.

The Strategic Plan amount is the entire amount programmed in the Transportation/Land Use Coordination category in Fiscal Year 2014/15.

Prop AA: The Prop AA 5-Year Prioritization Program (5YPP) amount is the amount of Prop AA funds available for allocation for the subject project in Fiscal Year 2014/15. The Strategic Plan amount is the total amount of programming for 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 K sales tax		$572,754		$572,754
Prop AA		$2,325,624		$2,325,624
OBAG		$1,551,614		$1,551,614
Park Bond		$398,126		$398,126
Urban Greening Grant			$848,711	$848,711
				$0
Total:	$0	$4,848,118	$848,711	$5,696,829

Actual Prop K Leveraging - This Phase:	89.95%	$5,696,829
Expected Prop K Leveraging per Expenditure Plan	40.48%	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/Prop AA

		Required Local Match	
Fund Source	**$ Amount**	**%**	**$**
OBAG	$1,551,614	11.47%	$177,970.13

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 sales tax		$572,754	$577,132	$1,149,886
Prop AA		$2,325,624	$202,228	$2,527,852
OBAG		$1,551,614	$210,625	$1,762,239
SFRPD In Kind			$39,312	$39,312
SFRPD Operating Funds			$110,000	$110,000
Park Bond		$398,126		$398,126
Urban Greening Grant			$848,711	$848,711
Total:	$0	$4,848,118	$1,988,008	$6,836,126

Actual Prop K Leveraging - Entire Project:	83.18%
Expected Prop K Leveraging per Expenditure Plan:	40.48%
Actual Prop AA Leveraging - Entire Project:	63.02%

$ 6,836,126
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: $572,754

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	$286,377	50.00%	$286,377
FY 2015/16	$286,377	50.00%	$0
		0.00%	$0
		0.00%	$0
		0.00%	$0
Total:	**$572,754**		

Prop AA Funds Requested: $2,325,624

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	$1,162,812	50.00%	$1,162,812
FY 2015/16	$1,162,812	50.00%	$0
		0.00%	$0
Total:	**$2,325,624**		

Mansell Corridor Improvement Program

Revised Funding Plan

Source	Status	Fiscal Year	Planning/ CE	Environmental	Phase I FY14 Design	Phase I FY15 Construction	Phase I Design and Construction Total	Phase II Construction	Total
Prop K - EP 39	Allocated	FY 2012/13	$ 53,612	44,129	-	-	-	-	97,741
Prop K - EP 40	Allocated	FY 2012/13	119,112	44,130	-	-	-	-	163,242
RPD	Allocated	FY 2012/13	100,000	10,000	-	-	-	-	110,000
RPD In-kind	Allocated	FY 2012/13	38,747	565	-	-	-	-	39,312
Local Match Prop K - EP 44	Allocated for Design	FY 2012/13	-	-	316,149	572,754	888,903	-	888,903
FHWA Surface Transportation Program (STP) (OBAG)	Allocated for Design; being requested for Construction	FY 2013/14	-	-	210,625	1,551,614	1,762,239	-	1,762,239
Urban Greening Grant	Planned	FY 2013/14	-	-	-	-	-	848,711	848,711
Local Match Prop AA	Allocated for Design	FY 2013/14	-	-	202,228	2,325,624	2,527,852	-	2,527,852
RPD Park Bond	Planned	FY 2013/14	-	-	-	76,232	76,232	321,894	398,126
Total Project Costs			**$ 311,471**	**98,824**	**729,002**	**4,526,224**	**5,255,226**	**1,170,605**	**6,836,126**

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: 11.25.14 Resolution. No. Res. Date:

Project Name: Mansell Corridor Improvement Project

Implementing Agency: San Francisco Municipal Transportation Agency

Funding Recommended:		Amount	Phase:
	Prop AA Allocation	$2,325,624	Construction
	Prop K Allocation	$572,754	Construction
	Total:	**$2,898,378**	

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	$50,000	2.00%	$2,848,378
Prop AA - Street	FY 2015/16	$2,275,624	79.00%	$572,754
Prop K EP 44	FY 2015/16	$472,754	16.00%	$100,000
Prop K EP 44	FY 2016/17	$100,000	3.00%	$0
			0.00%	$0
	Total:	**$2,898,378**	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	$50,000	2%	$2,848,378
Prop AA - Street	FY 2015/16	Construction	$2,275,624	80%	$572,754
Prop K EP 44	FY 2015/16	Construction	$472,754	97%	$100,000
Prop K EP 44	FY 2016/17	Construction	$100,000	100%	$0
				100%	$0
		Total:	**$2,898,378**		

Prop K/Prop AA Fund Expiration Date: 9/30/2017 Eligible expenses must be incurred prior to this date.

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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:	11.25.14	Resolution. No.	Res. Date:

Project Name: Mansell Corridor Improvement Project

Implementing Agency: San Francisco Municipal Transportation Agency

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

Trigger:

Deliverables:

1. Upon project completion (anticipated August 2016), provide 2-3 digital photos of after conditions.
2.
3.
4.

Special Conditions:

1. SFMTA may not incur expenses for the construction phase until Transportation Authority staff releases the funds ($2,898,378) pending receipt of evidence of completion of design (deliverable for Prop AA and Prop K design allocations (14-34, 714.107010-144.907042)).
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
3.

Notes:

1. Photos of before conditions were included in the OBAG application.
2.

Supervisorial District(s): 9,10,11

Prop K proportion of expenditures - this phase:	10.05%
Prop AA proportion of expenditures - this phase:	40.82%

Sub-project detail? Yes 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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 11.25.14 Resolution. No. Res. Date:

Project Name: Mansell Corridor Improvement Project

Implementing Agency: San Francisco Municipal Transportation Agency

SUB-PROJECT DETAIL

Sub-Project # from SGA: **Name:** Mansell Corridor Improvement - Prop AA

Supervisorial District(s): **9,10,11**

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	$50,000	2%	$2,275,624
Prop AA - Street	FY 2015/16	Construction	$2,275,624	100%	$0
				100%	$0
				100%	$0
				100%	$0
		Total:	**$2,325,624**		

Sub-Project # from SGA: **Name:** Mansell Corridor Improvement - Prop K

Supervisorial District(s): **9,10,11**

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2015/16	Construction	$472,754	83%	$100,000
Prop K EP 44	FY 2016/17	Construction	$100,000	100%	$0
					$0
					$0
					$0
					$0
		Total:	**$572,754**		

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

MAPS AND DRAWINGS
Insert or attach files of maps, drawings, photos of current conditions, photo compositions, etc. to support understanding of the project scope and evaluation of how geographic diversity was considered in the project prioritization process. This text box and the blue header may be deleted to better accommodate any graphics.

Area Map


Rendering of design

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

FY of Allocation Action:	2014/15	**Current Prop K Request:**	$ 572,754
		Current Prop AA Request:	$ 2,325,624
Project Name:	Mansell Corridor Improvement Project		
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	**Grants Section Contact**
Name (typed):	John Dennis	Joel C. Goldberg
Title:	Project Manager	Manager, Capital Procurement & Management
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Fax:		
Email:	john.dennis@sfdpw.org	Joel.Goldberg@sfmta.com
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Signature:		
Date:		

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

FY of Allocation Action:	2014/15
Project Name:	Webster Street Pedestrian Countdown Signals
Implementing Agency:	San Francisco Municipal Transportation 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:	Pedestrian Safety	
	Current Prop AA Request:	$ 260,000
	Supervisorial District(s):	2, 5

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 AA Allocation Request Form

The SFMTA requests an allocation of $260,000 in Prop AA funds to fund the design phase of the Webster Street Pedestrian Countdown Signal (PCS) project. The project will be implemented on Webster Street along a 0.7 mile stretch, between McAllister and California Streets. Webster Street is a wide (i.e., 90') four lane street, with two traffic lanes going north and south and includes, bike lanes, parking lanes and a median island. The project would involve installing PCS and other signal hardware improvements (e.g new poles, signals, and improved street lighting) intended to enhance pedestrian safety at six intersections along Webster Street: California, Sutter, Eddy, Turk, Golden Gate and McAllister.

In addition to the installation of PCS, this project will improve the visibility of the vehicular signals within the project area. The intersections of Webster/Golden Gate and Webster/Turk are included in the top ten Citywide intersections with the highest number of collisions for the period of April 2008 to March 2013 (see table on next page). Of the different types of collisions, these two intersections show a higher incidence of broadside-type collisions. One of the best countermeasures for broadside-type collisions is improved signal visibility by installing new poles, mast-arms and larger signal heads (12"). Improved signal visibility will help reduce potential for collisions across all modes, including pedestrians and bicyclists.

Without PCS, some pedestrians may find it difficult to note whether there is enough time to finish crossing the street. In such cases, pedestrians may remain in the crosswalk while the green light indication has been given to vehicular traffic. By law, drivers are required to yield to pedestrians. However, pedestrians can be intimidated to finish crossing the street in such an environment. The existing signal hardware at the proposed 6 locations is approaching the end of its useful life and does not have the capability to accommodate PCS because it lacks the underground conduits required for installation.

The proposed project also benefits Muni routes that cross Webster Street: 2-Clement and 3-Jackson at Sutter; 31-Balboa at Eddy; and 5–Fulton line at McAllister. Although there are no Muni lines that run on Webster Street, the pedestrian improvements also benefit transit riders who use the 22-Fillmore line that runs one block parallel to Webster on Fillmore Street.

Coordination

The SFMTA recognized the opportunity to coordinate the Webster PCS project with San Francisco Public Works (SFPW's) paving project on Webster St, which is to be advertised in December 2014. SFMTA staff worked with SFPW to include the installation of conduits as part of the paving project. SFMTA used $196,000 in operating funds to fund the design and installation of the conduits. The conduits, along with the 52 curb ramps that are to be built by the paving project, should be installed by the end of 2015. By coordinating with SFPW, the City saves money and time because the conduit and curb ramps will already be in place after the street is repaved.

The $3.9 million Webster paving project (McAllister to Green Streets) is funded by the Prop B Streets Bond. The paving project will also install buffered bicycle lanes as well as sidewalk bulbs and enhanced pedestrian median refuge areas on Webster Street between McAllister and Bush Streets. This PCS project complements those pedestrian and bicycle improvements.

Implementation

SFMTA's Sustainable Streets Division will manage the project scope, detailed design, design review and contract preparation. SFPW's Bureau of Engineering will manage the issuance and administration of the contract for construction.

Task	Force Account Work Performed By
Design	SFMTA Sustainable Streets Division staff
Review of Electrical Design	SFPW-Bureau of Engineering
Construction Management	SFPW- Bureau of Construction

Prioritization

The proposed request is programmed in the Prop AA Strategic Plan in the Pedestrian Safety Category under the line item titled "Webster St. Pedestrian Signals."

The proposed project in Supervisorial Districts 2 and 5 includes the WalkFirst corridors of Webster and Turk Streets. WalkFirst Corridors are targeted for improvements because they comprise only 6% of San Francisco streets, but contribute to 60% of the total pedestrian injuries in the City.

The SFMTA has also prioritized 300 intersections citywide that do not have PCS. The factors used in the prioritization include collision history, presence of nearby pedestrian generators like schools or commercial districts, public requests, condition of conduits, traffic patterns along the corridor, and where PCS are missing to cross major streets. Among the 300 locations identified, Webster Street has become a higher priority because of its WalkFirst corridor status.

Webster Street WalkFirst Pedestrian Countdown Signals (PCS)

				Collisions 4/08 – 3/13			
Intersection	**Walk First Area**	**PCS in place**	**Muni Lines**	**Pedestrian Collisions**	**Broadside Collisions**	**Other Collisions***	**Total Collisions**
Turk	Y	None	None	3	13	11	27
Sutter	Y	None	2, 3	2	6	5	13
Golden Gate	Y	None	None	0	18	5	23
Eddy	Y	PCS missing crossing Eddy	31	1	8	8	17
McAllister	Y	PCS missing crossing McAllister	5	3	4	6	13
California	Y	PCS missing crossing Webster	None	1	6	0	7

* Other includes rear-ends, sideswipes, etc.

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

FY 2014/15

Project Name: Webster Street Pedestrian Countdown Signals (PCS)

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt

Completion Date (mm/dd/yy)

Status: Underway — 03/31/15

PROJECT DELIVERY MILESTONES

Enter dates for ALL project phases, not just for the current request. Use July 1 as the start of the fiscal 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)	2	2014/15	3	2014/15
R/W Activities/Acquisition				
Design Engineering (PS&E)	3	2014/15	3	2015/16
Prepare Bid Documents				
Advertise Construction	3	2015/16		
Start Construction (e.g., Award Contract)	1	2016/17		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			1	2017/18
Project Closeout (i.e., final expenses incurred)	2	2017/18	4	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.

Milestone	Start Date	End Date
Repaving (including conduit)	April 2015	April 2016
PCS Signal Design	January 2015	January 2016
Advertise for SignalConstruction	March 2016	
Signal Construction Begins	September 2016	
Open for Use	--	September 2017

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

FY 2014/15

Project Name: Webster Street Pedestrian Countdown Signals (PCS)

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.

Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)	Yes	$ 260,000		$ 260,000
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		$ 260,000	$ -	$ 260,000

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)	$ 260,000	SFMTA estimate based on similar projects
R/W Activities/Acquisition		
Construction	$ 1,140,000	SFMTA estimate based on similar projects
Procurement (e.g. rolling stock)		
Total:	**$ 1,400,000**	

% Complete of Design: 0 as of 10/30/14

Expected Useful Life: 30 Years

San Francisco County Transportation Authority
Proposition K Sales Tax Program 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.

Webster Street Pedestrian Countdown Signals

	Description	Cost	Perfomed by	Budget Detail Reference
	DESIGN PHASE			
1	Detailed Signal Design,	$ 132,214	SFMTA	I
1a	City Attorney Fees	$ 500	City Attorney	Ia
2	Detailed Electrical Design	$ 95,857	SFPW	II
3	Reserve	$ 30,000	Potential Subsidewalk Basements; Contingency	
	TOTAL DESIGN PHASE REQUEST	**$ 258,571**		
	Rounded to	**$ 260,000**		

AGENCY STAFF DESIGN PHASE

MFB = Mandatory Fringe Benefits
FTE = Full Time Equivalent employee

I SFMTA Labor

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Approved Overhead Rate	Overhead = (Salary+MFB) x Approved Overhead Rate	(Fully Burdened) Salary + MFB + Overhead	FTE Ratio	Hours	Cost
Electrician (7345)**	$ 97,084	$ 60,855	$ 157,939	0.803	$ 126,825	$ 284,764	0.058	120	$ 16,429
Senior Engineer (5211)	$ 155,766	$ 85,640	$ 241,406	0.803	$ 193,849	$ 435,256	0.026	54	$ 11,300
Engineer (5241)	$ 134,576	$ 75,738	$ 210,314	0.803	$ 168,882	$ 379,196	0.046	96	$ 17,501
Associate Engineer (5207)	$ 116,246	$ 67,172	$ 183,418	0.803	$ 147,285	$ 330,703	0.106	220	$ 34,978
Assistant Engineer (5203)	$ 99,944	$ 60,044	$ 159,988	0.803	$ 128,470	$ 288,458	0.180	375	$ 52,006
Total							**0.416**	**865**	**$ 132,214**

Ia Add City Attorney Review Fees: $250/hour for 2 hours **$ 500**

II SFPW Bureau of Engineering (BOE) Overhead Rate: 2.71

Hours	Position	Base Salary	Fully Burdened	FTE	Cost
40	Senior Engineer (5211)	$ 146,952	$ 398,240	0.019	$ 7,658
200	Engineer (5241)	$ 126,932	$ 343,986	0.096	$ 33,076
300	Assistant Engineer (5203)	$ 94,276	$ 255,488	0.144	$ 36,849
180	Engineer Associate I (5364)	$ 77,922	$ 211,169	0.087	$ 18,274
720	**Total**			**0.346**	**$ 95,857**

* Base Salary is step 5 for each classification in effect today.
** Electricians receive a 5% premium when assigned as traffic signal electricians

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

AGENCY STAFF CONSTRUCTION PHASE

	CONSTRUCTION PHASE	Cost-Estimate	% of Contract Cost	Performed by
1	Contract Cost	$ 700,000		Contractor
2	Contingency (10%)	$ 70,000	10.0%	N/A
3	Controllers	$ 120,000		
4	Ct Prep & DPW Eng Support	$ 17,500	2.5%	SFPW (Bureau of Engineering)
5	Construction Engineering/Inspection	$ 119,000	17.0%	SFPW (Bureau of Construction Mgmt)
6	Public Affairs	$ 7,000	1.0%	SFPW (Bureau of Construction Mgmt)
7	Wage Check	$ 14,000	2.0%	SFPW (Bureau of Construction Mgmt)
8	Construction Support	$ 91,000	13%	SFMTA Eng & Shops
	Construction Phase Subtotal	**$ 1,138,500**		
	Rounded to	**$ 1,140,000**		
	TOTAL COST OF DESIGN AND CONSTRUCTION	**$ 1,400,000**		

*** Construction Inspectors receive a 5% premium when acting in that capacity

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

FY 2014/15

Project Name: Webster Street Pedestrian Countdown Signals (PCS)

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:	$ -	
5-Year Prioritization Program Amount:		(enter if appropriate)
Strategic Plan Amount for Requested FY:		

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested:	$ 260,000	
5-Year Prioritization Program Amount:	$ 260,000	(enter if appropriate)
Strategic Plan Amount for Requested FY:	$ 3,079,756	

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 Prop AA 5-Year Prioritization Program (5YPP) amount is the amount of Prop AA funds available for allocation to the subject project for design in Fiscal Year 2014/15.

The Prop AA Strategic Plan amount is the total amount of programming for the Pedestrian Safety 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		$ 260,000		$ 260,000
				$ -
				$ -
				$ -
				$ -
				$ -
Total:		$ 260,000	$ -	$ 260,000

Actual Prop K Leveraging - This Phase:	0.00%	$ 260,000 Total from Cost worksheet
Expected Prop K Leveraging per Expenditure Plan	#N/A	

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

		Required Local Match	
Fund Source	**$ Amount**	**%**	**$**

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		$ 364,794		$ 364,794
Prop K/Other (e.g., Prop A Bond)	$ 1,035,206			$ 1,035,206
				$ -
				$ -
				$ -
				$ -
				$ -
Total:	$ 1,035,206	$ 364,794	$ -	$ 1,400,000

Actual Prop K Leveraging - Entire Project:		$ 1,400,000
Expected Prop K Leveraging per Expenditure Plan:		Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	73.94%	

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP AA 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: $0

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
Total:	**$ -**		

Prop AA Funds Requested: $ 260,000

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	$ 100,000	38.00%	$ (100,000)
FY 2015/16	$ 160,000	62.00%	$ (260,000)
Total:	**$ 260,000**		

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: 11.24.14 Resolution. No. 15-XX Res. Date: XX.XX.XXXX

Project Name: Webster Street Pedestrian Countdown Signals

Implementing Agency: San Francisco Municipal Transportation Agency

Funding Recommended:		Amount	Phase:
	Prop AA Allocation	$ 260,000	Design Engineering (PS&E)
	Total:	**$ 260,000**	

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 - Ped	FY 2014/15	$ 100,000	38.00%	$ 160,000
Prop AA - Ped	FY 2015/16	$ 160,000	62.00%	$ -
	Total:	**$ 260,000**	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop AA - Ped	FY 2014/15	Design Engineering (PS&E)	$ 100,000	38%	$ 160,000
Prop AA - Ped	FY 2015/16	Design Engineering (PS&E)	$ 160,000	100%	$ -
		Total:	**$ 260,000**		

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:	11.24.14	Resolution. No.	15-XX	Res. Date:	XX.XX.XXXX

Project Name: Webster Street Pedestrian Countdown Signals

Implementing Agency: San Francisco Municipal Transportation Agency

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

Trigger:

Deliverables:

1. Upon project completion (anticipated March 2016), provide evidence of completion of 100% design (e.g. copy of certifications page).
2.

Special Conditions:

1. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
2.

Notes:

1.

Supervisorial District(s): 2, 5

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

Sub-project detail? No If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer: P&PD **Project # from SGA:** XXX.XXXXXX

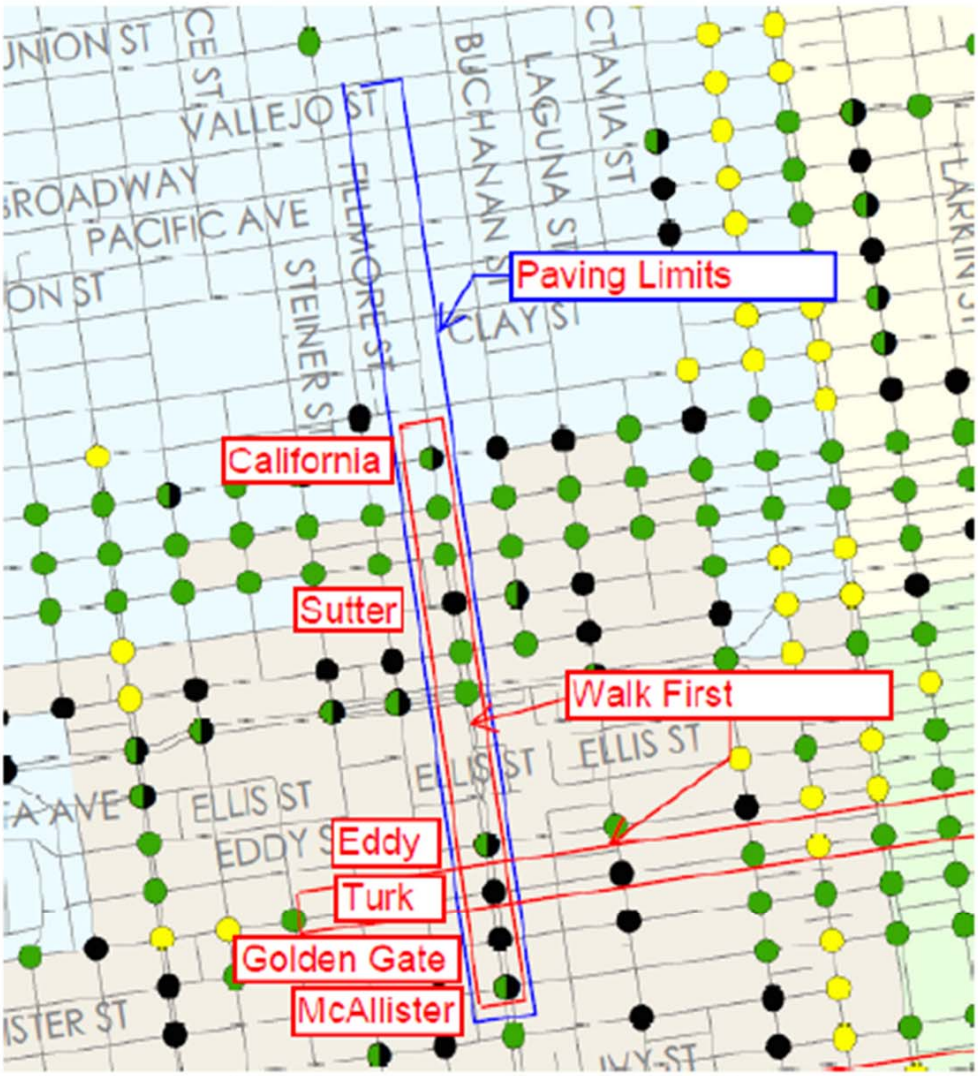
San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form

MAPS AND DRAWINGS

Insert or attach files of maps, drawings, photos of current conditions, photo compositions, etc. to support understanding of the project scope and evaluation of how geographic diversity was considered in the project prioritization process.

This text box and the blue header may be deleted to better accommodate any graphics.

Webster Street Pedestrian Countdown Signal Project Map



Pedestrian Signal Locations

- Installed
- Installed (some phases)
- Planned / Funded
- Vehicle Signals Only

New 12-Inch Vehicle Signal with New Pedestrian Countdown Signal

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:	$ 260,000
Project Name:	Webster Street Pedestrian Countdown Signals		
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	**Grants Section Contact**
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Signature:		
Date:		