

# Memorandum

**Date:** June 21, 2019  
**To:** Transportation Authority Board  
**From:** Anna LaForte – Deputy Director for Policy and Programming  
**Subject:** 07/09/2019 Board Meeting: Approve a Fund Exchange of \$3,366,000 in One Bay Area Grant Funds from the John Yehall Chin Elementary Safe Routes to School Project (John Yehall Chin Project) with an Equivalent Amount of Prop K Funds from the Better Market Street Project and Allocate \$3,802,000 in Prop K Funds, Including the Exchange Funds, with Conditions, to the John Yehall Chin Project

|   |  |
|---|--|
| <p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"><li>• Approve a fund exchange of \$3,366,000 in One Bay Area Grant (OBAG) funds from the John Yehall Chin Project with an equivalent amount of Prop K funds from the Better Market Street project</li><li>• Allocate \$3,802,000 in Prop K funds, including the exchange funds, to the John Yehall Chin Project, with conditions</li></ul> <p><b>SUMMARY</b></p> <p>The John Yehall Chin Project is currently at 95% design and San Francisco Public Works (SFPW) is ready to advertise the construction contract in September 2019. Due to a prolonged process in obtaining right-of-way certification from Caltrans, the agency that oversees projects with federal highway funds like OBAG, the project is nearly 12 months behind schedule. This caused SFPW to miss the January 31, 2019 regional fund obligation deadline, putting \$3.366 million in OBAG funds at risk of being lost to the project and to the city. We have been working with SFPW and Metropolitan Transportation Commission (MTC) staff to keep the OBAG funds in San Francisco. The subject fund exchange would accomplish this and benefit both projects. The John Yehall Chin Project would be de-federalized, able to complete right-of-way certification more quickly, and meet its construction schedule. SFPW's Better Market Street project would benefit by receiving OBAG funds, which would enable SFPW to retain Caltrans as the lead agency for federal environmental review of the project as originally planned, avoiding unnecessary delays to environmental clearance. The recommended action also includes allocating Prop K funds for construction of the John Yehall Chin Project, including the exchange funds and \$436,000 in existing Prop K programming.</p> | <ul style="list-style-type: none"><li><input checked="" type="checkbox"/> Fund Allocation</li><li><input checked="" type="checkbox"/> Fund Programming</li><li><input type="checkbox"/> Policy/Legislation</li><li><input type="checkbox"/> Plan/Study</li><li><input type="checkbox"/> Capital Project Oversight/Delivery</li><li><input type="checkbox"/> Budget/Finance</li><li><input type="checkbox"/> Contract/Agreement</li><li><input type="checkbox"/> Other:</li></ul> <hr/> |
|---|--|

## **DISCUSSION**

### **Background.**

On July 25, 2017, the Board approved \$3.366 million in federal OBAG Cycle 2 funds from the MTC for the construction phase of the John Yehall Chin Project. As part of the 2019 Prop K 5-Year Prioritization Program updates, the Board also approved programming of \$436,000 to the project to match the OBAG funds and fully fund construction. A brief description of the project is provided in Attachment 2 with additional details on the scope, schedule, cost and funding plan found in the Prop K allocation request form included as Attachment 5 to this memo.

Federal OBAG funds come with a number of requirements, including strict timely-use-of-funds requirements established by the MTC with the intent of encouraging timely project delivery and avoiding loss of federal funds to the region.

### **Proposed OBAG/Prop K Fund Exchange.**

According to SFPW, the John Yehall Chin Project delay is primarily due to new Caltrans processes for the right-of-way certification that is required for projects funded through the Federal Highway Administration. There has been lengthy review by new Caltrans staff of documentation and an associated learning curve about the complexity of working in downtown San Francisco, where multiple jurisdictions (9 different utilities) have assets in the right-of-way and typically share poles, pull boxes, etc. This extended process caused SFPW to miss the January 31, 2019 obligation deadline for the OBAG funds for the project, putting the funds at risk of being lost to the project and to San Francisco. This fund exchange will help SFPW avoid further delays to the project by de-federalizing the project and enabling the project team to complete design and advertise the construction contract in September 2019. If the fund exchange is approved, SFPW anticipates that the project would be open for use by December 2020.

The Better Market Street project is currently in the environmental phase and recently completed the public review period of the draft Environmental Impact Report. SFPW expects final certification of CEQA (state environmental review) documents to be completed in Fall 2019, and anticipates final certification of NEPA (federal environmental review) documents in Winter 2019. The \$15 million federal BUILD grant that was recently awarded to the project, which includes the new F- Loop streetcar turnaround along McAllister Street and Charles J. Brenham Place, would have triggered the need to switch to the Federal Transit Administration (FTA) as NEPA lead, causing delays to the project. Adding the OBAG funds, which are administered by the Federal Highway Administration, to the project would enable SFPW to retain Caltrans as NEPA lead consistent with funding guidelines. Thus, SFPW is supportive of the fund exchange as it will enable them to avoid unnecessary delays to federal environmental clearance.

The \$3,366,000 in OBAG funds will be programmed in Fiscal Year 2020/21 for the construction phase of the Better Market Street project, with a regional obligation deadline of January 31, 2021. We will closely monitor the Better Market Street project to ensure the OBAG deadline is met.

See Item #10 on this meeting agenda for a comprehensive update on Better Market Street.

**Prop K Allocation Request: for the John Yehall Chin Project.**

SFPW is requesting that the Board concurrently allocate the \$3.366 million in Prop K exchange funds to the school project along with the \$436,000 in Prop K funds previously programmed as the match to the OBAG funds, for a total request of \$3,802,000. The recommended allocation is conditioned upon Transportation Authority Board and MTC Commission approval of the proposed fund exchange. We anticipate that the MTC Commission will consider the item in September 2019.

**FINANCIAL IMPACT**

The recommended action would allocate \$3,802,000 in Prop K funds. The allocation would be subject to the Fiscal Year Cash Flow Distribution Schedule contained in the attached Allocation Request Form.

Attachment 4 shows the approved Fiscal Year 2019/20 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amount that is the subject of this memorandum.

Sufficient funds are included in the proposed Fiscal Year 2019/20 budget to accommodate the recommended action. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

**CAC POSITION**

The CAC will consider this item at its June 26, 2019 meeting.

**SUPPLEMENTAL MATERIALS**

- Attachment 1 – Summary of Applications Received
- Attachment 2 – Project Descriptions
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop K Allocation Summaries – FY 2019/20
- Attachment 5 – Prop K/AA Allocation Request Form

**Attachment 1: Summary of Applications Received**

| Source       | EP Line No./Category <sup>1</sup> | Project Sponsor <sup>2</sup> | Project Name                                      | Current Prop K Request |                     |                     |                |                | Leveraging                        |   | Phase(s) Requested | District(s)  |  |
|--------------|-----------------------------------|------------------------------|---|------------------------|---------------------|---------------------|----------------|----------------|-----------------------------------|---|--------------------|--------------|--|
|              |                                   |                              |   |                        | Prop K 2019/20      | Prop K 2020/21      | Prop K 2021/22 | Prop K 2022/23 | Total Cost for Requested Phase(s) | Expected Leveraging by EP Line <sup>3</sup> |                    |              | Actual Leveraging by Project Phase(s) <sup>4</sup> |
| Prop K       | 22U, 38                           | SFPW                         | John Yehall Chin Elementary Safe Routes to School | \$ 3,802,000           | \$ 1,500,000        | \$ 2,302,000        |                |                | \$ 3,802,000                      | 76%   | 0%                 | Construction | 3  |
| <b>TOTAL</b> |                                   |                              |   | <b>\$ 3,802,000</b>    | <b>\$ 1,500,000</b> | <b>\$ 2,302,000</b> | <b>\$ -</b>    | <b>\$ -</b>    | <b>\$ 3,802,000</b>               | <b>76%</b>                                  | <b>0%</b>          |              |  |

Footnotes

<sup>1</sup> "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2019 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

<sup>2</sup> Acronyms: SFPW (San Francisco Public Works)

<sup>3</sup> "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

<sup>4</sup> "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K or non-Prop AA funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

**Attachment 2: Brief Project Descriptions <sup>1</sup>**

| EP Line No./<br>Category | Project<br>Sponsor | Project Name                                      | Prop K Funds<br>Requested | Prop AA Funds<br>Requested | Project Description  |
|--------------------------|--------------------|---|---------------------------|----------------------------|--|
| 22U,<br>38               | SFPW               | John Yehall Chin Elementary Safe Routes to School | \$3,802,000               | \$ -                       | Requested funds will fund the construction phase for pedestrian safety improvements at five intersections in the vicinity of John Yehall Chin Elementary School. The scope includes corner curb extensions at the following locations: southeast and southwest corners of Kearny St and Bush St; northwest corner of Kearny St and Jackson St; southeast and southwest corners of Pacific Ave and Stockton St; northwest and southeast corners of Battery St and Washington Ave; and northwest corner of Pacific Ave and Battery St. SFMTA selected these intersections based on the potential to improve walking conditions, proximity to the school, and location on the High Injury Network. Curb extensions will reduce vehicle speeds, provide additional pedestrian space at corners, increase visibility, shorten crossing distances, and improve visibility for the 30 percent of the student population who currently walk to school. SFPW expects the project to be open for use by December 2020. |
| <b>TOTAL</b>             |                    |   | <b>\$3,802,000</b>        | <b>\$0</b>                 |  |

<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 3: Staff Recommendations <sup>1</sup>**

| EP Line No./ Category | Project Sponsor | Project Name                                      | Prop K Funds Recommended | Prop AA Funds Recommended | Recommendations  |
|-----------------------|-----------------|---|--------------------------|---------------------------|--|
| 22U, 38               | SFPW            | John Yehall Chin Elementary Safe Routes to School | \$ 3,802,000             | \$ -                      | <p><b>Special Condition:</b> The recommended allocation is conditioned upon Board and MTC Commission approval of a dollar-for-dollar Prop K/One Bay Area Grant fund exchange between John Yehall Chin and Better Market Street. MTC Commission approval is anticipated on September 25, 2019.</p> <p><b>5-Year Prioritization Program (5YPP) Amendment:</b> Recommendation is contingent upon amendment of the Guideways - Undesignated 5YPP to add the John Yehall Chin project with \$3,366,000 in Fiscal Year 2019/20 funds from Better Market Street. See attached 5YPP amendment for details.</p> |
| <b>TOTAL</b>          |                 |   | <b>\$3,802,000</b>       | <b>\$0</b>                |  |

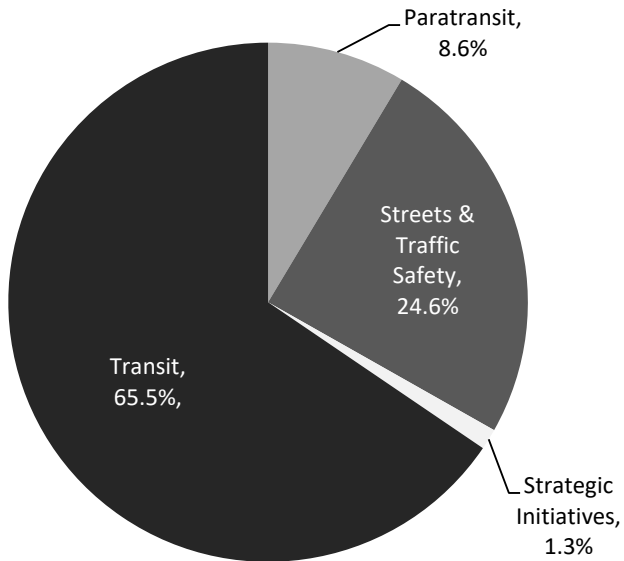
<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 4.  
Prop K Allocation Summary - FY 2019/20**

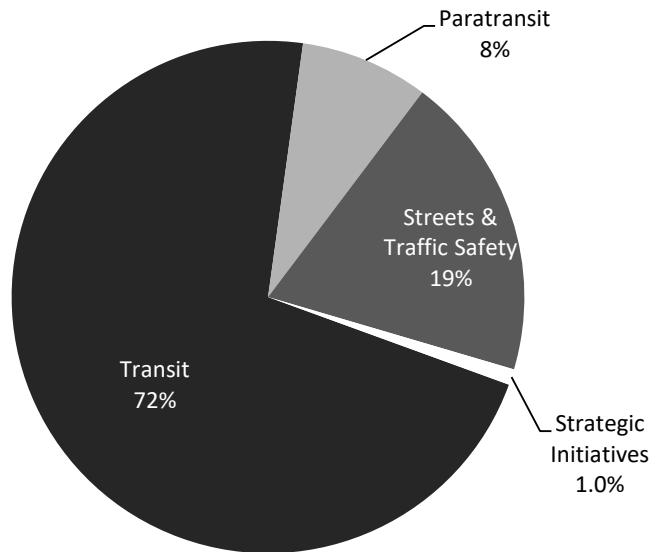
| <b>PROP K SALES TAX</b> |              |                   |                   |                   |                   |                   |                   |
|-------------------------|--------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
|                         | <b>Total</b> | <b>FY 2019/20</b> | <b>FY 2020/21</b> | <b>FY 2021/22</b> | <b>FY 2022/23</b> | <b>FY 2023/24</b> | <b>FY 2024/25</b> |
| Prior Allocations       | \$ 3,158,572 | \$ 1,307,139      | \$1,601,433       | \$250,000         | \$0               | \$ -              | \$ -              |
| Current Request(s)      | \$ 3,802,000 | \$ 1,500,000      | \$ 2,302,000      | \$ -              | \$ -              | \$ -              | \$ -              |
| New Total Allocations   | \$ 6,960,572 | \$ 2,807,139      | \$ 3,903,433      | \$ 250,000        | \$ -              | \$ -              | \$ -              |

The above table shows maximum annual cash flow for all FY 2019/20 allocations and appropriations approved to date, along with the current recommended allocation(s).

**Investment Commitments,  
per Prop K Expenditure Plan**



**Prop K Investments To Date**



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

|                                 |   |
|---------------------------------|---|
| <b>FY of Allocation Action:</b> | FY2019/20   |
| <b>Project Name:</b>            | John Yehall Chin Elementary Safe Routes to School |
| <b>Grant Recipient:</b>         | Department of Public Works                        |

### EXPENDITURE PLAN INFORMATION

|                                 |   |
|---------------------------------|---|
| <b>Prop K EP categories:</b>    | Guideways - Undesignated, Traffic Calming |
| <b>Current Prop K Request:</b>  | \$3,802,000                               |
| <b>Supervisory District(s):</b> | District 03                               |

### REQUEST

#### **Brief Project Description**

Improve safety, increase visibility and shorten crossing distances for pedestrians and bicyclists traveling to and from John Yehall Chin Elementary School. SFPW will install curb extensions at the following intersections: southeast and southwest corners of Kearny/Bush; northwest corner of Kearny/Jackson; southeast and southwest corners of Pacific/Stockton; northwest and southeast corners of Battery/Washington; and northwest corner of Pacific/Battery.

#### **Detailed Scope, Project Benefits and Community Outreach**

The John Yehall Chin Elementary Safe Routes to School project seeks to improve the safety and convenience of walking, bicycling, and taking transit for both students traveling to and from the school and others living and working in the surrounding neighborhood. The school neighborhood includes areas with the highest population and employment density in San Francisco.

SFPW will install pedestrian improvements at the following intersections, selected based on the potential to improve walking conditions, proximity to the school, and location on the High Injury Network. These curb extensions, locations at the intersections shown below, will reduce vehicle speeds, provide additional pedestrian space at corners, increase visibility, shorten crossing distances, and improve visibility for the 30 percent of the student population who currently walk to school.

1. Kearny and Bush - curb extensions at southeast and southwest corners
2. Kearny and Jackson - curb extension at northwest corner
3. Pacific and Stockton - curb extensions at southeast and southwest corners
4. Battery and Pacific - curb extension at northwest corner
5. Battery and Washington - curb extensions at northwest and southeast corners

SFMTA has estimated that 148,500 pedestrians use the selected intersections every day.

The project will enable infrastructure investments that improve pedestrian safety and walkability and will also include required work to support the installation of curb extensions, some of which require sub-sidewalk basement structural work. Sub-sidewalk basements structural conditions vary greatly across the city, with some roofs of a sub-sidewalk basement doubling as sidewalks. As such, curb ramp installation on a sub-sidewalk basement may necessitate expensive structural work, waterproofing, and unknown expenses related to the basements' being private property.

A Walk Audit was held at John Yehall Chin Elementary School in December 2013. Participants included representatives from the SFMTA, the Department of Public Health, and the school administration. The Walk Audit team observed students walking and bicycling to school as well as passenger drop-off. Following the observation, a number of improvements were discussed. Implementation has already begun on the most straightforward recommendations from the outreach meeting, such as increased enforcement and re-timing loading zone restrictions. Locations were selected based on their proximity to student paths of travel to the school, as identified during the community outreach process, location on the pedestrian High Injury Network and proximity to significant pedestrian generators. As part of the federal environmental review (NEPA)



process, the project team presented at a Parent-Teacher Association meeting in April 2015 and the attendees were supportive of the project. In addition to reaching out to the school community, the project team engaged with neighborhood members.

Proposed Prop K/One Bay Area Grant (OBAG) 2 fund exchange with Better Market Street:

On July 25, 2017, the Board approved \$3.366 million in federal OBAG 2 funding from the Metropolitan Transportation Commission (MTC) for John Yehall Chin Elementary Safe Routes to School. The Board then programmed \$436,000 in Prop K local match funds in the 2019 5-Year Prioritization Program. The John Yehall Chin project is currently at 95% design and is about 12 months behind schedule. The project delay is primarily due to new Caltrans processes for the right-of-way certification that is required for projects funded through the Federal Highway Administration (FHWA). There has been a lengthy review by new Caltrans staff of documentation and an associated learning about the complexity of working in downtown San Francisco, where multiple jurisdictions (9 different utilities) have assets in the right-of-way and typically share poles, pull boxes, etc. The corresponding delays in SFPW obtaining the right-of-way certification from Caltrans, which has been pending since January of 2019, has caused the project to miss MTC's federal fund obligation deadlines for FY 2018/19 OBAG funds, putting the funds at risk of being lost to the project and to San Francisco.

In order to help meet project timelines for the John Yehall Chin project and keep the OBAG funds for San Francisco, Transportation Authority staff has worked with SFPW to propose a dollar-for-dollar fund exchange of \$3.366 million in John Yehall Chin OBAG funds with Better Market Street Prop K funds from the Guideways - Discretionary category. This fund exchange will help SFPW avoid further delays to the school project and allow the project team to start working towards 100% design. SFPW anticipates advertising the construction contract in September 2019. Better Market Street would be held harmless by the proposed fund exchange from a funding perspective, and the exchange would benefit the environmental phase of the project by confirming Caltrans as the lead agency for federal environmental review.

This fund exchange requires approval by the SFCTA Board, expected July 2019, and the MTC Commission, expected September 2019.

**Project Location**

Kearny Street at Bush Street, Kearny Street at Jackson Street, Pacific Avenue and Battery Street, Stockton Street and Pacific Avenue, Battery Street and Washington Avenue

**Project Phase(s)**

Construction

**5YPP/STRATEGIC PLAN INFORMATION**

|  |                                |
|--|--------------------------------|
| <b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>  | Named Project                  |
| <b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>  | Greater than Programmed Amount |
| <b>Prop K 5YPP Amount:</b>   | \$3,802,000                    |
| <b>Justification for Necessary Amendment</b>   |                                |
| To fully fund this project, San Francisco Public Works is requesting an OBAG-Prop K fund exchange and associated 5YPP amendment to the Guideways - Discretionary category to add the John Yehall Chin project in Fiscal Year 2019/20 with \$3,366,000 in Prop K funds from Better Market Street. |                                |

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

|                                 |   |
|---------------------------------|---|
| <b>FY of Allocation Action:</b> | FY2019/20   |
| <b>Project Name:</b>            | John Yehall Chin Elementary Safe Routes to School |
| <b>Grant Recipient:</b>         | Department of Public Works                        |

### ENVIRONMENTAL CLEARANCE

|                            |                      |
|----------------------------|----------------------|
| <b>Environmental Type:</b> | Categorically Exempt |
|----------------------------|----------------------|

### PROJECT DELIVERY MILESTONES

| Phase  | Start       |               | End         |               |
|--|-------------|---------------|-------------|---------------|
|  | Quarter     | Calendar Year | Quarter     | Calendar Year |
| Planning/Conceptual Engineering                      | Jul-Aug-Sep | 2014          | Apr-May-Jun | 2015          |
| Environmental Studies (PA&ED)                        | Jul-Aug-Sep | 2015          |             |               |
| Right of Way   |             |               |             |               |
| Design Engineering (PS&E)                            | Oct-Nov-Dec | 2016          | Jul-Aug-Sep | 2019          |
| Advertise Construction                               | Jul-Aug-Sep | 2019          |             |               |
| Start Construction (e.g. Award Contract)             | Oct-Nov-Dec | 2019          |             |               |
| Operations   |             |               |             |               |
| Open for Use   |             |               | Oct-Nov-Dec | 2020          |
| Project Completion (means last eligible expenditure) |             |               | Apr-May-Jun | 2021          |

### SCHEDULE DETAILS

Public Works' standard construction outreach procedures, which include 30-day and 10-day notices to residents and property owners within project limits, and coordination with affected local businesses and property owners of sub-sidewalk basements.

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

|                                 |   |
|---------------------------------|---|
| <b>FY of Allocation Action:</b> | FY2019/20   |
| <b>Project Name:</b>            | John Yehall Chin Elementary Safe Routes to School |
| <b>Grant Recipient:</b>         | Department of Public Works                        |

## FUNDING PLAN - FOR CURRENT REQUEST

| Fund Source                             | Planned            | Programmed       | Allocated  | Project Total      |
|---|--------------------|------------------|------------|--------------------|
| PROP K: Guideways - Undesignated        | \$3,366,000        | \$0              | \$0        | \$3,366,000        |
| PROP K: Traffic Calming                 | \$0                | \$436,000        | \$0        | \$436,000          |
| <b>Phases in Current Request Total:</b> | <b>\$3,366,000</b> | <b>\$436,000</b> | <b>\$0</b> | <b>\$3,802,000</b> |

## FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

| Fund Source                                   | Planned            | Programmed       | Allocated        | Project Total      |
|---|--------------------|------------------|------------------|--------------------|
| PROP K  | \$3,366,000        | \$436,000        | \$40,000         | \$3,842,000        |
| ACTIVE TRANSPORTATION PROGRAM                 | \$0                | \$0              | \$358,000        | \$358,000          |
| <b>Funding Plan for Entire Project Total:</b> | <b>\$3,366,000</b> | <b>\$436,000</b> | <b>\$398,000</b> | <b>\$4,200,000</b> |

## COST SUMMARY

| Phase                           | Total Cost         | Prop K - Current Request | Source of Cost Estimate           |
|---------------------------------|--------------------|--------------------------|-----------------------------------|
| Planning/Conceptual Engineering | \$40,000           | \$0                      | Actual cost                       |
| Environmental Studies (PA&ED)   | \$21,000           | \$0                      | Actual cost                       |
| Right of Way                    | \$0                | \$0                      |                                   |
| Design Engineering (PS&E)       | \$337,000          | \$0                      | Actuals and cost to complete      |
| Construction                    | \$3,802,000        | \$3,802,000              | Engineer's estimate at 95% design |
| Operations                      | \$0                | \$0                      |                                   |
| <b>Total:</b>                   | <b>\$4,200,000</b> | <b>\$3,802,000</b>       |                                   |

|                              |            |
|------------------------------|------------|
| <b>% Complete of Design:</b> | 95.0%      |
| <b>As of Date:</b>           | 05/28/2019 |
| <b>Expected Useful Life:</b> | 15 Years   |

**MAJOR LINE ITEM BUDGET**

**SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)**

| Budget Line Item                               | Totals              | % of contract | SFPW                | SFMTA             | Contractor          |
|--|---------------------|---------------|---------------------|-------------------|---------------------|
| 1. Contract                                    |                     |               |                     |                   |                     |
| Traffic Routing, Mobilization, Waste Disposal  | \$ 540,560          |               |                     |                   | \$ 540,560          |
| Curb Ramp Concrete Work                        | \$ 268,058          |               |                     |                   | \$ 268,058          |
| Sewer Work                                     | \$ 155,500          |               |                     |                   | \$ 155,500          |
| Structural Work (Subsidewalk Basement Related) | \$ 975,560          |               |                     |                   | \$ 975,560          |
| Signal Work                                    | \$ 245,680          |               |                     |                   | \$ 245,680          |
| Auxiliary Water Supply System Work             | \$ 27,950           |               |                     |                   | \$ 27,950           |
| <b>Subtotal</b>                                | <b>\$ 2,213,308</b> |               |                     |                   | <b>\$ 2,213,308</b> |
| 2. Contract Contingency <sup>1</sup>           | \$ 663,992          | 30%           | \$ 663,992          |                   |                     |
| 3. Construction Management <sup>2</sup>        | \$ 442,662          | 20%           | \$ 442,662          |                   |                     |
| 4. Construction Support <sup>3</sup>           | \$ 221,331          | 10%           | \$ 221,331          |                   |                     |
| 5. MTA Construction Support                    | \$ 215,502          | 10%           |                     | \$ 215,502        |                     |
| 7. Other Direct Costs <sup>4</sup>             | \$ 45,206           |               | \$ 45,206           |                   |                     |
| <b>TOTAL CONSTRUCTION PHASE</b>                | <b>\$ 3,802,000</b> |               | <b>\$ 1,373,191</b> | <b>\$ 215,502</b> | <b>\$ 2,213,308</b> |

<sup>1</sup>With projects with sub-sidewalk basements, the cost estimate can change significantly as design advances from 95% to 100%. Also, the current highly competitive bid environment makes cost estimates more uncertain. The 30% contingency is needed until all the structural and utility relocation scopes are finalized and actual bid prices are received.

<sup>2</sup>Construction management includes the full-service construction management staffing to ensure the project is completed in conformance with the plans and specs. This includes a full-time inspector, resident engineer, office engineer, and other support staff.

<sup>3</sup>Construction support is required because of the specialized disciplines involved in curb ramps with sub-sidewalk basement work, including streets and highways engineers, structural engineers, hydraulics and electrical engineers, traffic signal shop support, and utility relocation inspectors. In addition, public affairs staff will engage with property owners to ensure the project team has access to the basement and property owner are kept informed throughout the process.

<sup>4</sup>Other direct costs include printing services, relocation of fire alarms, and utility relocation work related to sub-sidewalk basements.

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

|                                 |   |
|---------------------------------|---|
| <b>FY of Allocation Action:</b> | FY2019/20   |
| <b>Project Name:</b>            | John Yehall Chin Elementary Safe Routes to School |
| <b>Grant Recipient:</b>         | Department of Public Works                        |

### SFCTA RECOMMENDATION

|                           |             |                            |     |
|---------------------------|-------------|----------------------------|-----|
| Resolution Number:        |             | Resolution Date:           |     |
| Total Prop K Requested:   | \$3,802,000 | Total Prop AA Requested:   | \$0 |
| Total Prop K Recommended: | \$3,802,000 | Total Prop AA Recommended: | \$0 |

|                            |                            |                         |  |
|----------------------------|----------------------------|-------------------------|--|
| <b>SGA Project Number:</b> |                            | <b>Name:</b>            | John Yehall Chin Elementary Safe Routes to School - EP 22U |
| <b>Sponsor:</b>            | Department of Public Works | <b>Expiration Date:</b> | 12/31/2021   |
| <b>Phase:</b>              | Construction               | <b>Fundshare:</b>       | 100.0  |

#### Cash Flow Distribution Schedule by Fiscal Year

| Fund Source    | FY 2018/19 | FY 2019/20  | FY 2020/21  | FY 2021/22 | FY 2022/23 | Total       |
|----------------|------------|-------------|-------------|------------|------------|-------------|
| PROP K EP-122U | \$0        | \$1,173,000 | \$2,193,000 | \$0        | \$0        | \$3,366,000 |

#### Deliverables

1. Quarterly progress reports shall provide the percent complete for each location and the percent complete for the overall project, in addition to all other requirements described in the Standard Grant Agreement (SGA). With the first quarterly progress report, provide 2-3 photos of typical before conditions. For every quarter during which project construction activities are happening, provide 2-3 photos of work being performed and work completed.

#### Special Conditions

1. Allocation of funds from the Guideways - Undesignated category is conditioned upon Board approval of the dollar-for-dollar Prop K/OBAG 2 fund exchange and associated amendment to the Guideways - Undesignated 5YPP to add John Yehall Chin Safe Routes to Schools project with \$3,366,000 in Fiscal Year 2019/20 funds from Better Market Street. See attached 5YPP amendment for details.
2. Allocation is contingent upon MTC Commission approval of the Prop K/OBAG 2 fund exchange, anticipated September 25, 2019.
3. SFPW may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$3,366,000) pending receipt of evidence of completion of design (e.g. copy of certifications page).

#### Notes

1. On June 18, 2019, Transportation Authority staff approved a waiver to the Prop K policy prohibiting advertisement of contracts funded with Prop K prior to allocation by the Authority Board for the subject project. SFPW has indicated that it plans to advertise the construction contract in September 2019, possibly before MTC Commission approval of the proposed Prop K/OBAG 2 fund exchange, in order to avoid any further delays to the project and to immediately begin the contract procurement process once the project reaches 100% design.

|                     |                            |                  |   |
|---------------------|----------------------------|------------------|---|
| SGA Project Number: |                            | Name:            | John Yehall Chin Elementary Safe Routes to School - EP 38 |
| Sponsor:            | Department of Public Works | Expiration Date: | 12/31/2021  |
| Phase:              | Construction               | Fundshare:       | 100.0   |

**Cash Flow Distribution Schedule by Fiscal Year**

| Fund Source   | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | FY 2022/23 | FY 2023/24 + | Total     |
|---------------|------------|------------|------------|------------|------------|--------------|-----------|
| PROP K EP-138 | \$0        | \$327,000  | \$109,000  | \$0        | \$0        | \$0          | \$436,000 |

**Deliverables**

1. Quarterly progress reports shall provide the percent complete for each location and the percent complete for the overall project, in addition to all other requirements described in the Standard Grant Agreement (SGA). With the first quarterly progress report, provide 2-3 photos of typical before conditions. For every quarter during which project construction activities are happening, provide 2-3 photos of work being performed and work completed.

**Special Conditions**

1. SFPW may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$436,000) pending receipt of evidence of completion of design (e.g. copy of certifications page).

| Metric                                     | Prop K | Prop AA    |
|--|--------|------------|
| <b>Actual Leveraging - Current Request</b> | 0.0%   | No Prop AA |
| <b>Actual Leveraging - This Project</b>    | 8.52%  | No Prop AA |

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

|                                 |   |
|---------------------------------|---|
| <b>FY of Allocation Action:</b> | FY2019/20   |
| <b>Project Name:</b>            | John Yehall Chin Elementary Safe Routes to School |
| <b>Grant Recipient:</b>         | Department of Public Works                        |

## EXPENDITURE PLAN INFORMATION

|                                |             |
|--------------------------------|-------------|
| <b>Current Prop K Request:</b> | \$3,802,000 |
|--------------------------------|-------------|

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

|  |
|--|
| Initials of sponsor staff member verifying the above statement |
| OQ   |

## CONTACT INFORMATION

|               | Project Manager           | Grants Manager              |
|---------------|---------------------------|-----------------------------|
| <b>Name:</b>  | Marcia Camacho            | Oscar Quintanilla           |
| <b>Title:</b> | Assistant Project Manager | Capital Budget Analyst      |
| <b>Phone:</b> | (415) 558-4015            | (415) 554-5847              |
| <b>Email:</b> | marcia.camacho@sfdpw.org  | oscar.quintanilla@sfdpw.org |

**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)**  
**Guideways - Undesignated Category (EP 22U)**  
**Programming and Allocations to Date**  
 Pending July 23, 2019 Board

| Agency   | Project Name  | Phase | Status     | Fiscal Year  |         |         |         |         | Total        |
|--|---|-------|------------|--------------|---------|---------|---------|---------|--------------|
|  |   |       |            | 2019/20      | 2020/21 | 2021/22 | 2022/23 | 2023/24 |              |
| PCJPB  | Caltrain Electrification  | CON   | Programmed | \$4,912,000  |         |         |         |         | \$4,912,000  |
| SFPW,<br>SFMTA                                   | Better Market Street (Central Subway/ OBAG2 exchange)                           | PS&E  | Programmed | \$12,614,000 |         |         |         |         | \$12,614,000 |
| SFPW   | John Yehall Chin Elementary Safe Routes to School (OBAG2 exchange) <sup>1</sup> | CON   | Pending    | \$3,366,000  |         |         |         |         | \$3,366,000  |
| SFMTA  | L-Taraval Transit Enhancements (Segment B)                                      | CON   | Programmed | \$4,055,032  |         |         |         |         | \$4,055,032  |
| <b>Total Programmed in 2019 5YPP</b>             |   |       |            | \$24,947,032 | \$0     | \$0     | \$0     | \$0     | \$24,947,032 |
| <b>Total Allocated and Pending</b>               |   |       |            | \$3,366,000  | \$0     | \$0     | \$0     | \$0     | \$3,366,000  |
| <b>Total Unallocated</b>                         |   |       |            | \$21,581,032 | \$0     | \$0     | \$0     | \$0     | \$21,581,032 |
| <b>Total Programmed in 2019 Strategic Plan</b>   |   |       |            | \$24,947,032 |         |         |         |         | \$24,947,032 |
| <b>Deobligated Funds</b>                         |   |       |            | \$0          | \$0     | \$0     | \$0     | \$0     | \$0          |
| <b>Cumulative Remaining Programming Capacity</b> |   |       |            | \$0          | \$0     | \$0     | \$0     | \$0     | \$0          |
| Pending Allocation/Appropriation                 |   |       |            |              |         |         |         |         |              |
| Board Approved Allocation/Appropriation          |   |       |            |              |         |         |         |         |              |

**FOOTNOTES:**

<sup>1</sup> 5YPP Amendment to fund the John Yehall Chin Elementary Safe Routes to School (OBAG2 exchange) project (Res. 19-XXX, 7/23/2019).

Better Market Street (Central Subway/ OBAG2 exchange): Reduced from \$15,980,000 to \$12,614,000 in FY2019/20 as part of a dollar-for-dollar fund exchange with John Yehall Chin Elementary Safe Routes to School OBAG 2 funds.

John Yehall Chin Elementary Safe Routes to School (OBAG exchange): Added project with \$3,366,000 in FY2019/20 for construction. Allocation is conditioned upon MTC Commission approval of the proposed OBAG 2 fund exchange (anticipated September 2019).