

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

FY of Allocation Action: 2011/12

Project Name: Enterprise Asset Management System

Implementing Agency: SFMTA - San Francisco Municipal Railway (MUNI)

EXPENDITURE PLAN INFORMATION

Category: A. Transit

Subcategory: iii. System Maintenance and Renovation (transit)

Gray cells will automatically be filled in.

EP Project/Program: b.1 Facilities-Rehabilitation, upgrade and replacement of existing facilities

EP Line Number (Primary): 20

Current Request: \$200,000

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. 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 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K Strategic Plan and/or relevant 5YPPs.

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

The SFMTA requests a Prop K allocation of \$200,000 to partially fund conceptual/preliminary engineering work for an Enterprise Asset Management (EAM) system to inventory all of the SFMTA's major transit assets, providing information on each asset's condition. The balance of the cost of preliminary engineering (\$800,000) will be funded by a Federal Transit Administration (FTA) State of Good Repair (SOGR) grant already programmed by the FTA.

Please see attached background and scope.

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The SFMTA requests a Prop K allocation of \$200,000 to fund the local match (20%) portion to the conceptual/preliminary engineering phase of a Federal Transit Administration State of Good Repair (SOGR) grant (total \$8,800,000) to implement an Enterprise Asset Management (EAM) system to inventory and manage all of the SFMTA's major assets, providing information on an asset's condition, anticipated service life and renewal. The SFMTA staff will collaborate with a consultant to begin design work in July 2011 by preparing an RFP for an EAM system consultant/vendor. The SFMTA anticipates that the EAM system will be operational by June 2013.

SFMTA does not have an EAM system in place to date where capital asset data including service life and renewable dates are in one central location. Currently, data is scattered in over 15 independent databases. Some capital assets have not even been captured and inventoried. There is a need for an EAM system where data can be stored, modified and managed. The current systems do not forecast beyond a 10 year period whereas the EAM system will assess capital need to 30 years and beyond, a horizon consistent with SFCTA's and the Metropolitan Transportation Commission's (MTC's) long-range plans.

The scope of the project is to develop and implement EAM system which will capture, populate, count, inventory, locate, identify assets and integrate the collected data into a state-of-the-art asset inventory and EAM system with an asset management system module.

For the conceptual/preliminary engineering phase, the SFMTA As-Needed consultant will provide the following services:

- 1 Project Initiation & Planning
  - a. Develop project plan
  - b. Develop the project scope
  - c. Identify Agency stakeholders and develop core teams specific to each functional area of the implementation
  - d. Develop goals and objectives of EAM system
- 2 Conduct needs assessment
  - a. Assess current state of asset management
    - i. Conduct baseline assessment
    - ii. Review current business practices, systems
  - b. Data gap analysis
    - i. Review the existing inventories
    - ii. Develop strategy to collect additional information
- 3 Future state of asset management
  - a. Define future state of asset management
    - i. Identify and document retainable practices and systems
    - ii. Identify and document to be developed practices and systems
  - b. Provide standards for asset inventory database such as equipment numbering, types, and classes which will be verified for referential integrity prior to importation into SFMTA databases.
  - c. Define functional requirements, customization and integration needs.
  - d. Analyze current vendors.
- 4 Develop potential server and database hardware needs
- 5 Cost Estimate
  - a. Prepare baseline cost estimate for EAM system for linear assets
  - b. Prepare cost estimates for options for facilities, fleet, traffic
  - c. Prepare cost estimate for server and database hardware
- 6 Prepare Conceptual Engineering Report
- 7 Develop RFP for the solution selection

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8. Oversee solution selection
  - a. Develop evaluation criteria

For the conceptual/preliminary engineering phase the SFMTA staff will provide the following services:

1. Project coordination
  - a. Provide access to stakeholders

Following conceptual/preliminary engineering, for the detailed design/implementation phase the SFMTA As-Needed consultant will provide the following services:

1. Implementation oversight
2. Provide a system test plan to ensure the system configuration meets the functional requirements
3. Provide a maintenance plan

As part of the implementation phase the EAM vendor will

1. Migrate all legacy systems and maps into the new system
2. Develop and implement required training to ensure a successful implementation and operation of the new system
3. Install and configure the server, client software
4. Develop an interface to the Geographic Information System (GIS) that works in conjunction with the SFMTA's GIS application.

The SFMTA staff will assist in the population of the inventory database during the implementation phase.

1. Inventory existing assets to be migrated to future system
  - a. Inventory of existing databases
  - b. Inventory of as-built drawings
  - c. Field verification of existing assets

Consultant deliverables to the SFMTA will include monthly progress reports, final conceptual engineering report, and final request for proposals for a design/build contract with a vendor.

The SFMTA's infrastructures, facilities, and fleet vary in age and condition with some facilities over 75 years old and infrastructure elements over 100 years old. The rolling stock (cable car excepted) and remaining assets are younger, but, many units are near or at the end of their replacement cycle. The EAM system will enhance the SFMTA's ability to assess all of these assets to support maintenance needs and implement future capital projects. The system will be scalable by implementing selected individual asset class modules and developing the associated inventory to address the other assets within SFMTA as additional funding is available.

To date, the SFMTA has established a Capital Asset Management (CAM) program to integrate asset management and inventory concepts with capital planning, capital investment, capital budgeting and capital project prioritization to facilitate the rehabilitation, replacement, and reinvestment of its physical assets. However, to effectively and efficiently operate its CAM program, it is essential that the SFMTA replace its existing independent and largely unconnected databases that contain information on the status of the SFMTA's assets with a centralized system. By utilizing an EAM system, the SFMTA will be able to store data on age, condition, and needs of different asset types. This will allow for a comprehensive assessment and projection of capital improvement needs for today and in the future.

The Conceptual Engineering phase will identify the range of capital assets which will be included in the scope of the RFP for the EAM System solution and future options to be exercised if funding is available. The proposed EAM System will focus initially on the asset inventory and the condition of capital assets such as

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facilities, stations and rail/track/guideways which have been partially captured to date. In addition to the transit functions of the SFMTA, the options modules for the EAM system will also include the transportation management function such as parking garages, traffic signals and bike facilities that are included within the umbrella of the SFMTA. The inventory efforts since 2007 have concentrated on developing reliable estimates from the data bases available. The future inventory will be at a much finer detail involving actuals and components of items.

**Project Benefits and Prioritization**

The SFMTA is the largest public transit agency in the Bay Area and the seventh largest in the United States with over 200 million riders annually. The agency's multi-modal network of diesel/trolley/biofuel/hybrid buses, light rail vehicles, historic streetcars and the famous cable cars carries commuters throughout San Francisco and serves a vital intermodal function by connecting to other local transportation services such as Bay Area Rapid Transit (BART), SamTrans and AC Transit. Therefore, SFMTA plays a significant role in the community and its capital assets must be repaired and renewed constantly.

The implementation of this project will track the service life and renewable cycles so as to adequately and efficiently maintain the assets to a SOGR. This will form a foundation for the Agency's Capital Investment Plan (CIP), which in turn informs the MTC's Regional Transportation Plan. The EAM system will reduce the risk of assets from failing during service. Capital asset detailed assessments can be made, the needs of the agency will be better understood, and consequently the riders and the community will be better served. The EAMS project is also a key element in SFMTA's response to the Federal Transit Administration's SOGR requirements.

The EAM system project is included in the Prop K Transit – Facilities 5YPP. This project was added to the 5YPP by the SFCTA Board on February 15, 2011 as part of the larger funding swap related to funding the Central Subway project. The funds for the EAM system were redirected from the Islais Creek Bus Maintenance Facility project where a favorable bid environment resulted in substantial cost savings.

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FY 2011/12

**Project Name:** Enterprise Asset Management System

**Implementing Agency:** SFMTA - San Francisco Municipal Railway (MUNI)

**ENVIRONMENTAL CLEARANCE**

**Type :** Categorically Exempt **Completion Date** (mm/dd/yy)  
**Status:** N/A

**PROJECT DELIVERY MILESTONES**

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering Environmental Studies (PA&ED) R/W Activities/Acquisition	1	2011/12	3	2011/12
Design Engineering (PS&E) Prepare Bid Documents	2	2011/12	3	2011/12
Advertise Construction Start Construction (e.g., Award Contract)				
Start Procurement (e.g. rolling stock)	4	2011/12	4	2012/13
Project Completion (i.e., Open for Use)			4	2012/13
Project Closeout (i.e., final expenses incurred)			4	2013/14

**SCHEDULE COORDINATION/NOTES**

Provide project delivery milestones for each sub-project included in the current request, if appropriate. Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

- Project delivery milestones are as follows:
1. Project Initiation 7-11/12 to 8-11/12 CE/PE
  2. Conduct needs assesment 9-11/12 to 11-11/12 CE/PE
  3. Develop RFP 12-11/12 to 2-11/12 CE/PE
  4. Solution Selection 2-11/12 to 5-11/12 Design/Procurement
  5. System implementation 6-11/12 to 5-12/13 Design/Procurement
  6. SFMTA inventorying of existing assets 6-11/12 to 5-12/13 Design/Procurement

**Authority Note:** Contract award will take place during the CE/PE phase.

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**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	Yes	\$1,000,000	\$200,000
Environmental Studies (PA&ED)	No		
Design Engineering (PS&E)	No		
R/W Activities/Acquisition	No		
Construction	No		
Procurement (e.g. rolling stock)	No		
Operations	No		
		\$1,000,000	\$200,000

**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	\$1,000,000	Based on 2007 capital asset study.
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)	\$10,000,000	Based on 2007 capital asset study and review of vendor pricing.
Operations		
<b>Total:</b>	<b>\$11,000,000</b>	

**Expected Useful Life:** 25 Years Enter expected useful life of completed capital project (e.g., use audit number).

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**Enterprise Asset Management System Local Match to SOGR Federal Grant**

**Conceptual/Preliminary Engineering Phase**

<b>SFMTA <sup>1</sup></b>									
Position Title/ Position Code	No. of FTEs	No. of Hours Per Week	Total No. of Weeks	Total No. of Hours	Cost/ Hour (Average)	Overhead Multiplier	Fully Burdened Cost/Hour	Total Cost	
Project Manager/ 9181	1	4	38	152	\$79	311%	\$245	\$37,227	
Junior Engineer/ 5201	1	4	38	152	\$38	311%	\$119	\$18,105	
Full Engineer/ 5208	1	4	38	152	\$58	311%	\$181	\$27,548	
Admin/ 1844	1	4	38	152	\$39	311%	\$122	\$18,545	
<b>Subtotal SFMTA</b>	<b>4</b>	<b>16</b>	<b>152</b>	<b>608</b>			<b>\$167</b>	<b>101,424</b>	
<b>Consultant <sup>2</sup></b>									
				hours					
Project Initiation & Planning				320				\$73,538	
Conduct needs assessment				848				\$194,875	
Future state of asset management				848				\$194,875	
Develop potential server and database hardware				80				\$18,384	
Cost Estimates				216				\$49,638	
Prepare Conceptual Engineering Report				240				\$55,153	
Develop RFP for the solution selection				240				\$55,153	
Oversee solution selection				80				\$18,384	
<b>Subtotal for Consultant</b>				<b>2,872</b>				<b>\$660,000</b>	
<b>Other Direct Costs</b>									
Computers / workstations (2)								\$6,000	
Reproduction (bid documents)								\$9,000	
<b>Subtotal Other Direct Costs</b>								<b>\$15,000</b>	
Contingency (30%)								\$232,927	
<b>Total for CE/PE Phase</b>								<b>\$1,009,352</b>	

**\* Round down to \$1,000,000**

<sup>1</sup> See table of hours by by task on next page.

<sup>2</sup> SFMTA will use an existing on-call consultant

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**Design/Implementation Phase**

**Implementation Support**

Position Title/ Position Code	No. of FTEs	No. of Hours Per Week	Total No. of Weeks	Total No. of Hours	Cost/ Hour (Average)	Overhead Multiplier	Fully Burdened Cost/Hour	Total Cost
Project Manager/ 9181	1	2	52	104	\$79	311%	\$245	\$25,471
Junior Engineer/ 5201	2	32	52	3,328	\$38	311%	\$119	\$396,408
Full Engineer/ 5208	2	24	52	2,496	\$58	311%	\$181	\$452,363
Admin/ 1844	1	6	52	312	\$39	311%	\$122	\$38,066
<b>Subtotal SFMTA</b>	<b>6</b>	<b>64</b>	<b>208</b>	<b>6,240</b>			<b>\$146</b>	<b>\$912,308</b>
<b>Consultant</b>								<b>\$960,000</b>
Contingency for implementation support (30%)								561,692
<b>Total Implementation Support</b>								<b>\$2,434,000</b>
<b>EAMS Vendor Contract</b>								<b>Total Cost</b>
EAMS Software & Implementation								\$5,900,000
Contingency for EAMS software and vendor (30%)								\$1,770,000
<b>Subtotal for EAMS software and vendor</b>								<b>\$7,670,000</b>
<b>Total Design/Implementation Phase</b>								<b>* \$10,104,000</b>
								<b>* Round down to \$10,000,000</b>

**Project Total** **\$11,000,000**



**Enterprise Asset Management System  
 Conceptual/Preliminary Engineering**

	<b>Hours</b>	<b>Totals</b>
<b>SFMTA Staff</b>		<b>600</b>
<b>Project coordination</b>	<b>600</b>	
Provide access to stakeholders	600	
 <b>Consultant Staff</b>		 <b>2,872</b>
<b>Project Initiation &amp; Planning</b>	<b>320</b>	
Develop project plan	80	
Develop the project scope	80	
Identify Agency stakeholders and develop core teams specific to each functional area of the implementation	80	
Develop goals and objectives of EAM system	80	
<b>Conduct needs assessment</b>	<b>848</b>	
Assess current state of asset management	280	
Conduct baseline assessment	280	
Review current business practices, systems	160	
Data gap analysis verification/revision	128	
<b>Future state of asset management</b>	<b>848</b>	
Define future state of asset management	160	
Identify and document retainable practices and systems	160	
Identify and document to be developed practices and systems	160	
Provide standards for asset inventory database such as equipment numbering, types, and classes which will be verified for referential integrity prior to importation into SFMTA databases.	160	
Define functional requirements, customization and integration needs.	128	
Analyze current vendors	80	
<b>Develop potential server and database hardware</b>	<b>80</b>	
<b>Cost Estimate</b>	<b>216</b>	
Prepare baseline cost estimate for EAM system for linear assets	80	
Prepare cost estimates for options for facilities, fleet, traffic	80	
Prepare cost estimates for server and database hardware	56	
<b>Prepare Conceptual Engineering Report</b>	<b>240</b>	
<b>Develop RFP for the solution selection</b>	<b>240</b>	
<b>Oversee solution selection</b>	<b>80</b>	
Develop evaluation criteria	80	

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**Enterprise Asset Management System**

**Detailed Design - Implementation**

	<b>Task</b>	<b>Total Hours</b>
<b>SFMTA Staff</b>		<b>6,200</b>
	<b>Project coordination</b>	600
	<b>Support Inventory collection by vendor</b>	600
	<b>Inventory existing assets to be migrated to future system</b>	
	Inventory of existing databases	1,000
	Inventory of as-built drawings	2,000
	Field verification of existing assets	2,000
<b>Consultant Staff</b>		<b>5,800</b>
	<b>Implementation oversight</b>	
	<b>Provide a system test plan to ensure the system configuration meets the functional requirements</b>	
	<b>Provide a maintenance plan</b>	
<b>Vendor Staff</b>		<b>included in vendor price</b>
	<b>Software Implementation</b>	
	<b>Migrate all legacy systems and maps into the new system</b>	
	<b>Install and configure the server, client software</b>	
	<b>Develop an interface to the Geographic Information System (GIS) that works in conjunction with the SFMTA's GIS application.</b>	

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FY 2011/12

**Project Name:** Enterprise Asset Management System

**Implementing Agency:** SFMTA - San Francisco Municipal Railway (MUNI)

**FUNDING PLAN - FOR CURRENT PROP K REQUEST**

Prop K Funds Requested: \$200,000

5-Year Prioritization Program Amount: \$200,000 (enter if appropriate)

Strategic Plan Amount for Requested FY: \$6,974,000

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

The 5-Year Prioritization Program (5YPP) amount includes \$200,000 in Prop K funds available for allocation in FY 2011/12 for the conceptual/preliminary engineering phase of SFMTA's Enterprise Asset Management System.

The Strategic Plan amount is the total amount programmed in the Facilities-SFMTA (MUNI) category in FY 2011/12 (\$3,092,000) and \$3,882,000 in unused programming capacity from FY 2010/11.

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 sales tax		\$200,000		\$200,000
Federal State of Good Repair Grant (Section 5307)		\$800,000		\$800,000
				\$0
				\$0
<b>Total:</b>	\$0	\$1,000,000	\$0	\$1,000,000

Actual Leveraging - This Phase: 80.00%

Expected Leveraging per Expenditure Plan 89.66%

\$1,000,000

Total from Cost worksheet

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

Yes

Fund Source	\$ Amount	Required Local Match	
		%	\$
Federal SOGR Grant	\$800,000	20.00%	\$200,000.00
			\$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 sales tax		\$2,200,000		\$2,200,000
Federal SOGR Grant		\$8,800,000		\$8,800,000
				\$0
				\$0
				\$0
<b>Total:</b>	\$0	\$11,000,000	\$0	\$11,000,000

Actual Leveraging - Entire Project:

80.00%

\$11,000,000

Expected Leveraging per Expenditure Plan

89.66%

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 Strategi

Prop K Funds Requested:

\$200,000

**Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule**

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2011/12	\$200,000	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	\$200,000		

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**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

Prop K Recommended:	Amount		Phase:
	Allocation	\$200,000	Planning/Conceptual Engineering
<b>Total:</b>	<b>\$200,000</b>		

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
20M	FY 2011/12	\$200,000	100.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
<b>Total:</b>		<b>\$200,000</b>	<b>100%</b>	

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

EP Line	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
20M	FY 2011/12	Planning/Conceptual Engineering	\$200,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$200,000</b>		

**Prop K Fund Expiration Date:**  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: 06.14.11 Resolution No. Res. Date:

Project Name: Enterprise Asset Management System

Implementing Agency: SFMTA - San Francisco Municipal Railway (MUNI)

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

Trigger:

**Deliverables:**

- In addition to the requirements described in the Standard Grant Agreement, quarterly progress reports shall provide a percent complete by task, including both SFMTA-led and consultant-led tasks.
- On execution of consultant contract or (if existing on-call consultant is used ) change order, provide a copy of the final document with any updates to project scope, schedule, budget, consultant tasks, etc.
- Upon completion of the CER (30% design), provide the following: CER, updated scope, schedule and budget for the entire project.
- Prior to advertising the design/build contract, provide a draft RFP to the Authority for comment, with sufficient time to incorporate comments before advertising.
- 

**Special Conditions:**

- SFMTA may not expend contingency funds until Authority staff releases them (see sub-project 120.xxxxxx below) pending receipt of a report on expenditures and progress to date, as well as a justification for use of the contingency and a corresponding scope, schedule and budget.
- The Authority will only reimburse SFMTA-MUNI labor expenses up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges. The approved FY 2010/11 overhead multiplier rate for SFMTA-MUNI is 3.11 and 2.21 for SFMTA-DPT.

**Notes:**

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**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:  Resolution. No.  Res. Date:

Project Name:

Implementing Agency:

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

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

SFCTA Project Reviewer:  Project # from SGA:

**SUB-PROJECT DETAIL**

1. Print this page only if the recommendation includes multiple subjects (e.g. 5 bike projects covered by one allocation). Replicate table as needed for additional sub-projects.
2. If deliverables or special conditions apply to a particular sub-project, be sure to note that specifically in the prior section, as well as below as needed for clarity.
3. Be sure that total recommended allocation/appropriation, amounts by fiscal year, etc. match prior page.

Sub-Project # from SGA:  Name:

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

EP Line	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
20M	FY 2011/12	Planning/Conceptual Engineering	\$153,500	77%	\$46,500
				77%	\$46,500
<b>Total:</b>			<b>\$153,500</b>		

Sub-Project # from SGA:  Name:

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

EP Line	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
20M	FY 2011/12	Planning/Conceptual Engineering	\$46,500	23%	\$153,500
				23%	\$153,500
<b>Total:</b>			<b>\$46,500</b>		

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FY of Allocation Action: 2011/12

Current Request: \$200,000

Project Name: Enterprise Asset Management System

Implementing Agency: SFMTA - San Francisco Municipal Railway (MUNI)

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): Drew Howard

Joel C. Goldberg

Title: Project Manager

Grants Procurement Manager

Phone: (415) 701-4298

(415) 701-4499

Fax:

(415) 701-4734

Email: Drew.Howard@sfmta.com

Joel.Goldberg@sfmta.com

1 South Van Ness Avenue, 3rd  
Address: FL, San Francisco, CA 94103

1 South Van Ness Avenue, 8th  
FL, San Francisco, CA 94103

Please sign  
in blue ink.

Signature:

Date: