



**San Francisco
County Transportation
Authority**

BD100824

RESOLUTION NO. 25-16

RESOLUTION AMENDING THE PROP K GRANT FOR 1399 MARIN STREET MAINTENANCE FACILITY (DESIGN) TO ALLOW THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY (SFMTA) TO USE THE REMAINING BALANCE OF \$6,551,819 TO FUND A REVISED SCOPE OF WORK AND AMEND THE PROP K GRANT FOR FALL PROTECTION (CONSTRUCTION) TO ALLOW SFMTA TO USE \$750,000 IN COST SAVINGS TO EXPAND THE SCOPE OF WORK

WHEREAS, The Transportation Authority received requests from the San Francisco Municipal Transportation Authority (SFMTA) to amend two Prop K transportation sales tax Standard Grant Agreements (SGAs) to allow a total of \$7,301,819 to be applied to new or revised project scopes; and

WHEREAS, The SFMTA requests a scope change to the 1399 Marin Street Maintenance Facility (Design) SGA to allow \$6,551,819 to be used for the design (\$1,153,450) and construction (\$5,398,369) phases of capital improvements at 1399 Marin Street and Muni Metro East (MME) facilities to allow the facilities to provide light maintenance and multi-year storage for the trolley coach fleet while the Potrero Yard facility is under construction; and

WHEREAS, The proposed new scope is reflective of the SFMTA's plan for delivering the Potrero Modernization Project, which was updated in 2023 and has the SFMTA's fleet of 90-60' and 30-40' trolleybuses being taken out of service for a period currently estimated at 3-4 years, during which the trolleybuses will require light maintenance at 1399 Marin and multi-year storage at MME; and

WHEREAS, SFMTA requests use of \$750,000 in cost savings from the Fall Protection SGA to expand the scope and install fall protection systems at two additional facilities at Islais Creek and Woods facilities and also use the cost savings to add 4 to 6 new guard rails to the elevated platform at the Green Light Rail Center; and



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WHEREAS, The proposed amendments are summarized in Attachments 1 and 2 and described in detail in the attached allocation request forms (Attachment 3), which also include staff recommendations for required deliverables, special conditions, and Fiscal Year Cash Flow Distribution Schedule; and

WHEREAS, The proposed additional scope for the two subject SGAs is eligible under the respective Prop K Expenditure Plan programs that funded the original grants, is closely related to the original grant scope, and is for work that is either already underway or ready to proceed; and

WHEREAS, At its September 25, 2024, meeting, the Community Advisory Committee was briefed on the subject requests and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K SGAs for the 1399 Marin Street Maintenance Facility and Fall Protection projects allowing a total of \$7,301,819 s to be applied to new or revised project scope as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms (Attachment 3).

Attachments:

1. Summary of Amendment Requests
2. Descriptions of Projects
3. Allocation Request Forms (2)



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The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this this 22nd day of October 2024, by the following votes:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Preston, Ronen, Stefani, and Walton (8)

Absent: Commissioners Melgar, Peskin, and Safai (3)

DocuSigned by:
Rafael Mandelman 10/24/2024
3235B3A057A3450...
Rafael Mandelman Date
Chair

ATTEST: DocuSigned by:
Tilly Chang 10/24/2024
FFD2528AB0BE40B...
Tilly Chang Date
Executive Director

**Attachment 1:
Summary of Amendment Requests**

Existing Prop K Grants					Proposed Scope Amendments				
SGA Number ¹	Project Name (Sponsor) ²	Phase	Amount Allocated	Remaining Balance	Project Name (Sponsor)	Phase	Amount Requested	District(s)	
120-910078	1399 Marin Street Maintenance Facility (SFMTA)	Design	\$ 6,619,800	\$ 6,551,819	Muni Metro East and 1399 Marin Improvements (SFMTA)	Design	\$ 1,153,450	citywide	
					Muni Metro East and 1399 Marin Improvements (SFMTA)	Construction	\$ 5,398,369	citywide	
120-910050	Fall Protection (SFMTA)	Construction	\$ 11,950,000	\$ 750,000	Fall Protection (SFMTA) [Increase locations from 7 to 9 facilities.]	Construction	\$ 750,000	citywide	
				Total Remaining Balance	\$ 7,301,819			Total Requested Funds	\$ 7,301,819

¹ SGA stands for Standard Grant Agreement

² Acronym: SFMTA (San Francisco Municipal Transportation Agency)

Attachment 2: Descriptions of Projects

Sponsor	Project Name	Amount Requested	Amendment Description
SFMTA	Muni Metro East and 1399 Marin Improvements	\$ 6,551,819	<p>SFMTA requests a scope change to the 1399 Marin Street Maintenance Facility (design) project to allow Prop K funds to be used for the design (\$1,153,450) and construction (\$5,398,369) phases of capital improvements at 1399 Marin Street and Muni Metro East (MME) facilities. The proposed project is consistent with the original intent of the grant which is to accommodate the SFMTA's trolley coach fleet during Potrero Division Yard construction.</p> <p>In 2022, the Transportation Authority allocated \$6,619,800 in Prop K funds for design of a temporary maintenance facility at 1399 Marin for trolleybuses normally stored and maintained at the Potrero Division Yard. This original scope assumed that during the Potrero Modernization Project, these trolleybuses would be in service and stored at the MME expansion area and maintained at 1399 Marin. The proposed new scope is reflective of the SFMTA's plan for delivering the Potrero Modernization Project, which was updated in 2023 and includes a portion of the SFMTA's fleet of trolleybuses (90-60' and 30-40' buses) being taken out of service for a period currently estimated at 3-4 years. During such time, these trolleybuses will require light maintenance at 1399 Marin and multi-year storage at MME. All service for the routes at Potrero Yard will be served by a combination of trolley and motor coaches and will move to other divisions while the yard is closed. The service plan is still being developed.</p> <p>The proposed scope consists of improvements at both 1399 Marin Street and MME, including leveling and improving the ground conditions for pavement (at 1399 Marin) or gravel (at MME), new fencing, new electrical connections for new lighting and security cameras, battery charging units, and security stations. The scope at MME also includes storage of trolleybus parts and a staff trailer. SFMTA expects that the project will be open for use by March 2025.</p>

**Attachment 2:
Descriptions of Projects**

SFMTA	Fall Protection	\$ 750,000	<p>SFMTA requests approval to use \$750,000 in Prop K cost savings from the Fall Protection project construction phase, which is now completed, to expand the scope from seven to nine maintenance facilities by adding the Islais Creek and Woods facilities. SFMTA would also use the cost savings to add 4-6 new guard rails to the elevated platform at the Green Light Rail Center to adequately prevent maintenance personnel from falling off the LRV rooftop. Fall protection systems are used to address the challenges and danger faced by maintenance workers who must perform repairs and replacements atop a vehicle. System components include ceiling supported fall arrest systems, customized steel catwalks, platform modifications, platform extensions and disconnect switches. SFMTA expects the project will be open for use by June 2026.</p>
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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Muni Metro East and 1399 Marin Improvements
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Muni Maintenance
Current PROP K Request:	\$6,551,819
Supervisory District	Citywide

REQUEST

Brief Project Description

The project will implement storage, safety and security improvements to protect 120 trolleybuses (90-60' and 30-40' buses) while they are placed into storage and maintenance for a period currently estimated at 3-4 years while the Potrero Division Yard is rebuilt into a larger modern facility to serve the City of San Francisco for the next 100 years. Prop K funds will be used for leveling and improving the ground conditions, new fencing, new electrical connections for new lighting and security cameras, trolleybus parts storage, and battery charging units.

Detailed Scope, Project Benefits and Community Outreach

OVERVIEW

In June 2022, the Transportation Authority allocated \$6,619,800 in Prop K funds for the design phase of the 1399 Marin Street Maintenance Facility project. The original scope included the design of a temporary maintenance facility at 1399 Marin Street for electric trolleybuses normally stored and maintained at the Potrero Division yard. This scope assumed that during the Potrero Modernization Project, trolleybuses would be in service and stored at the Muni Metro East (MME) expansion area and maintained at 1399 Marin.

SFMTA requests to use \$6,551,819 in remaining Prop K funds for the design and construction phases for capital improvements at both 1399 Marin and MME. The updated scope reflects the SFMTA's current plan for delivering the Potrero Modernization Project, with the SFMTA's fleet of 90-60' and 30-40' electric trolley buses to be taken out of service for a period currently estimated at 3-4 years during Potrero Yard construction. The trolley buses will require light maintenance at 1399 Marin and multi-year storage at MME. This proposed scope of work is consistent with the original intent of the grant which is to accommodate the trolley coach fleet during the Potrero construction.

ORIGINAL SCOPE

The original scope was for the design phase of a larger \$175 million investment that would have turned 1399 Marin Street into a temporary but still full "pivot yard" to maintain the 120+ trolleybus fleet

from the Potrero Yard Modernization while it closes for major renovations. The \$175 million investment was intended for a series of critical path “pre-Potrero project” actions not only for 1399 Marin but also MME that would have needed to occur prior to construction at the Potrero site. In 2023 SFMTA decided to forgo investing \$175 million to construct comprehensive relocation facilities for the Potrero Division at 1399 Marin and MME. Instead, SFMTA developed a scaled down version with a modest scope of improvements to accommodate bus storage and light maintenance but not a comprehensive bus operating division as was originally envisioned. This change of scope will result in significant savings with projects totaling approximately \$6.5 million versus the previously \$175 million estimation.

The two main reasons for this change of scope and scale down are the following:

1. The COVID pandemic resulted in lower ridership levels which allowed SFMTA to lean more heavily on its diesel hybrid fleet to provide daily transit service, while simultaneously removing 120 trolleybuses (90-60’ vehicles and 30-40’ vehicles) and placing them into “maintained storage” while the new Potrero Division is built.
2. The failure of the 2022 bond measure removed the primary funding source for the pivot division program and forced SFMTA to rethink its approach to the “pre-Potrero project” actions. The larger “pivot yard” project was abandoned and replaced with a simpler plan that is estimated to cost \$6.5 million in capital dollars.

NEW SCOPE

The SFMTA requests to use the Prop K funds remaining for the design phase of the 1399 Main Street Maintenance Facility for capital improvements at the 1399 Marin site and the MME site. The capital improvements, which can be described as "pre-Potrero project actions" required for the larger Potrero Modernization Project to move forward, and consist of the following work at each site:

1399 Marin

- Leveling and improving the ground conditions for pavement
- New fencing
- New electrical connections for new lighting and security cameras
- Security stations

MME

- Leveling and improving the ground conditions for gravel
- New fencing
- New electrical connections for new lighting and security cameras
- Battery charging units
- Security stations
- Storage of trolleybus parts
- Staff trailer

During the construction of Potrero Yard, all service for the routes at Potrero Yard will be served by a combination of trolley and motor coaches and will move to other divisions while the yard is closed. The service plan is still being developed.

Project Location

Marin Yard (1399 Marin St.) and Metro East Yard (601 25th St.)

Is this project in an Equity Priority Community?	No
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Does this project benefit disadvantaged populations?	No
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Project Phase(s)

Design Engineering (PS&E), Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
PROP K Amount	\$6,551,819.00

Justification for Necessary Amendment

The requested funds are remaining from a Prop K grant for the design phase for comprehensive upgrades to the 1399 Marin Street maintenance facility. SFMTA is requesting to use the remaining funds for design and construction of less intensive upgrades to 1399 Marin Street and the MME maintenance facilities, which is eligible for the Prop K program from which the funds were originally allocated. Further, the project is ready to advance to the construction phase this fall and is consistent with the intent of the original grant, which is to accommodate the trolley coach fleet during the Potrero construction.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Muni Metro East and 1399 Marin Improvements
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2024	Oct-Nov-Dec	2024
Advertise Construction	Jul-Aug-Sep	2024		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2024		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2025
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2025

SCHEDULE DETAILS

The multiple projects at both locations need to be completed by early 2025 to remain in sync with plans for a shutdown and departure of SFMTA staff and equipment from the Potrero Division that is tentatively scheduled for March-April 2025.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Muni Metro East and 1399 Marin Improvements
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-120M: Muni Maintenance	\$6,551,819	\$0	\$0	\$6,551,819
Developer's Fee (Mission Rock)	\$0	\$0	\$699,500	\$699,500
Phases In Current Request Total:	\$6,551,819	\$0	\$699,500	\$7,251,319

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$1,153,450	\$1,153,450	SFMTA & PW Staff and Contract Vendors
Construction	\$6,097,869	\$5,398,369	SFMTA & PW Staff and Contract Vendors
Operations	\$0		
Total:	\$7,251,319	\$6,551,819	

% Complete of Design:	10.0%
As of Date:	09/12/2024
Expected Useful Life:	10 Years

San Francisco County Transportation Authority

Prop K Allocation Request Form

MAJOR LINE ITEM BUDGET

1399 MARIN SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 310,500	
2. Consultant		
3. Other Direct Costs *	\$ -	
4. Contingency	\$ 31,050	10%
TOTAL PHASE	\$ 341,550	

MME SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 729,000	
2. Consultant		
3. Other Direct Costs *	\$ 10,000	
4. Contingency	\$ 72,900	10%
TOTAL PHASE	\$ 811,900	

GRAND TOTAL **\$ 1,153,450**

San Francisco County Transportation Authority Prop K Allocation Request Form

MAJOR LINE ITEM BUDGET

1399 MARIN SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Contract					
Task 1: Demolition	\$ 50,000				\$ 50,000
Task 2: Security Fence & Gates	\$ 176,000				\$ 176,000
Task 3: Security Vault - Fleetwatch	\$ 58,730				\$ 58,730
Task 4: Repave Yard sections, fix potholes, stripe yard for parking	\$ 590,944				\$ 590,944
Task 5: Security Lights & Camera & Electrical Panel	\$ 293,588				\$ 293,588
Task 6: Security Booths	\$ 110,607				\$ 110,607
Subtotal	\$ 1,279,869				\$ 1,279,869
2. Construction Management/Support	\$ 200,000	16%		\$ 200,000	
3. Other Direct Costs	\$ -			\$ -	
4. Contingency	\$ 300,000	23%		\$ 300,000	
TOTAL CONSTRUCTION PHASE	\$ 1,779,869		\$ -	\$ 500,000	\$ 1,279,869

MME SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Contract					
Task 1: Demolition	\$ 200,000				\$ 200,000
Task 2: Concrete	\$ 600,000				\$ 600,000
Task 3: Security Fence	\$ 525,000				\$ 525,000
Task 4: Relevel/Gravel	\$ 345,000				\$ 345,000
Task 5: Security Lights & Camera	\$ 804,000				\$ 804,000
Task 6: Trailer/Gate Booths/Storage	\$ 380,000				\$ 380,000
Subtotal	\$ 2,854,000				\$ 2,854,000
2. OCS Replacement	\$ 454,000				\$ 454,000
3. Construction Management/Support	\$ 210,000	7%		\$ 210,000	
4. Other Direct Costs	\$ 100,000			\$ 100,000	
5. Contingency	\$ 700,000	25%		\$ 700,000	
TOTAL CONSTRUCTION PHASE	\$ 4,318,000		\$ -	\$ 1,010,000	\$ 3,308,000

GRAND TOTAL **\$ 6,097,869**

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Muni Metro East and 1399 Marin Improvements
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$6,551,819	Total PROP K Recommended	\$6,551,819

SGA Project Number:		Name:	Muni Metro East and 1399 Marin Improvements
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2025
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	Total
PROP K EP-120M	\$1,153,450	\$1,153,450

Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.
3. Upon completion, Sponsor shall provide evidence of completion of 100% design (e.g., copy of certifications page, copy of workorder, internal design completion documentation, or similar).

SGA Project Number:		Name:	Muni Metro East and 1399 Marin Improvements
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	03/31/2026
Phase:	Construction	Fundshare:	88.53%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP K EP-120M	\$4,648,369	\$750,000	\$5,398,369

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, improvements completed at each location to date, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. Upon completion of the project, Sponsor shall provide 2-3 photos of completed work.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	9.65%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	9.65%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Muni Metro East and 1399 Marin Improvements
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP K Request: \$6,551,819

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:
ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Paul Bignardi	Joel C Goldberg
Title:	Project Manager	Grants Procurement Manager
Phone:	555-5555	555-5555
Email:	paul.bignardi@sfmta.com	joel.goldberg@sfmta.com

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

FY of Allocation Action: 2016/17

Project Name: Fall Protection

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

EXPENDITURE PLAN INFORMATION

Prop K EP category: Facilities-Rehabilitation, upgrade and replacement of existing facilities: (EP-20)

Prop K EP Line Number (Primary): 20 **Current Prop K Request:** \$ 11,950,000
Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisorial District(s): Citywide

REQUEST

Brief Project Description:

The project shall install California Occupational Safety and Health Administration compliant fall protection systems at seven SFMTA facilities: Potrero, Cameron Beach, Muni Metro East, Green, Duboce, Cable Car Barn, West Portal. [Cost savings will be used for scope at Green, Islais Creek, and Woods.](#)

Detailed Scope, Project Benefits and Community Outreach:

The SFMTA seeks funding for the construction phase to install California Occupational Safety and Health Administration compliant Fall Protection Systems at various SFMTA facilities. System components include ceiling supported fall arrest systems, customized steel catwalks, platform modifications, platform extensions and disconnect switches. Fall protection systems are used to address the challenges and danger faced by maintenance workers who must perform repairs and replacements atop a vehicle. To create more space for passengers, more public transit vehicles are being designed with power, fuel, cooling and electrical systems on the roof rather than at the back or bottom of the vehicle. This creates a fall hazard for the people who maintain the vehicles. Without Fall Protection Systems, maintenance workers put themselves at a high risk for slips, trips and falls while working atop vehicles. The goal for this project is to prevent and protect against maintenance worker falls and to minimize the risk of injury or death upon a fall. [SFMTA has completed the original scope of work at seven facilities and requests to use \\$750,000 in cost savings for additional guardrails at Green and fall protection systems at Islais Creek and Woods.](#)

Project Location:

SFMTA facilities: Potrero, Cameron Beach, Muni Metro East, Green, Duboce, Cable Car Barn and West Portal, [Islais Creek, and Woods.](#)

Project Phase:

Construction (CON)

Map or Drawings Attached? Yes

Other Items Attached? Yes

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

5YPP/STRATEGIC PLAN INFORMATION

**Type of Project in the Prop K
5YPP/Prop AA Strategic Plan?** Named Project

**Is the requested amount greater
than the amount programmed in
the relevant 5YPP or Strategic
Plan?** Greater than Programmed Amount

Prop K 5YPP Amount: \$ _____ **-** **Prop AA
Strategic Plan
Amount:** _____

Please describe and justify the necessary amendment:

The SFMTA requests a 5YPP amendment to the Muni Facilities category to fund the project. The amendment includes the following reprogramming: \$1,496,673 in placeholder funds for development and implementation of various facility plans; \$3,892,001 in deobligated funds from prior 5YPP cycles; \$2,428,500 from the Muni Metro East paint and body shop which will not be advancing; and \$4,132,826 from the Woods renovation project, which was funded from other sources and is substantially completed.

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

Introduction

The Fall Protection project will improve worker safety by installing fall protection systems (FP) compliant with the California Occupational Safety and Health Administration (OSHA) regulations. A complete FP consists of protections to prevent maintenance workers from falling and from injury should a fall occur. Protecting maintenance worker work area in conjunction with fall arrest systems and in coordination with Overhead Contact System (OCS) power shutoff provides for a complete FP. OCS power shutoff is performed by the use of a new operable manual disconnect switch.

Compliant FPs are planned for seven facilities that include Muni Metro East (MME), Potrero, Metro Green LR Center, Cameron Beach, Duboce Yard, West Portal roof structure and Cable Car Barn. As part of this project, four facilities are evaluated for additional new disconnect switches to de-energize OCS power in coordination with new fall protection upgrades. The four facilities include Potrero, Metro Green LR Center, Cameron Beach, and the Duboce Yard.

The relocation of incidental facility systems such as overhead lighting, miscellaneous conduits, heating ducts, radiant heating systems, storm drains, and other facility systems are necessary upon installing the new FP systems and OCS disconnect switches. As necessary, this project will relocate or reroute these incidental facilities, utilities, and systems.

Existing Fall Protection Systems & OCS Disconnect Switch Systems at Project Facilities

1. Muni Metro East (MME)

The Muni Metro East facility, built in 2008, is one of SFMTA's newest light rail vehicle (LRV) maintenance facilities. The scope of work at this facility is limited to one permanent elevated platform that utilizes folding bridge apparatus to gain access to LRV rooftops. Fall Arrest is addressed with a tie-off cable harness system which ties-off from the elevated platform guard railings. An overhead crane is also used at this facility which serves to lift LRV rooftop equipment.

Currently, the existing elevated platform has a 30 inch gap between the elevated platforms and the LRV rooftop where personnel are susceptible to falling off the LRV rooftop after gaining access. The lack of support railings around all side of the LRV rooftop is a current FP non-compliance issue.

The need to address the existing operability of the OCS system at MME was not identified in the CIP phase of this project nor in the scope of work for the Conceptual Engineering Report (CER). Maintenance workers also indicated that the existing disconnect switch is adequate and meets their needs.

To address FP at the elevated platforms, platform strengthening and a new platform extension, including extended floor grading, are necessary. The existing fall arrest system, which includes tie-off of the existing guard railings, is adequate and will continue to be utilized.

2. Potrero Facility (trolley coach maintenance and storage)

The Potrero facility provides trolley coach storage and maintenance services and it has 10 running repair maintenance lanes, some with in ground service repair pits. The scope of work for this project is to upgrade and provide compliant FP within the running repair maintenance area at this facility.

Limited fall protection systems currently exist within the facility running repair maintenance areas.

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

Maintenance workers are using portable scaffolds surrounding all corners of the trolley coach for FP compliance while working atop the coach. The uses of the scaffolds are in limited supply at the facility. There are approximately 60 feet of overhead dual rail installed at the facility running repair, Lane 27, where the dual rail system has been useful and effective in addressing FP. As well, floor space and access space around the trolley coaches are very tight and do not provide adequate space to utilize portable scaffolds. Although greater demands exist to access the trolley coach rooftops for maintenance and repairs, the current conditions at Potrero facility has limited work areas to gain access to vehicle rooftops due to the limited workspace, much of the work area is not in compliance with FP, and the ability to de-energize the overhead lines is limited.

Currently, 2 of the 10 maintenance lanes at this facility have operable manual disconnect switches, lanes 23 and 27. There are three main OCS disconnect switches, within the running repair area, that are not readily operable because these switches are non-load break switches, require the assistance of Overhead Lines personnel to operate them, and the main disconnect switches de-energize about 1/3 of the running repair service area causing significant work inefficiencies upon their use. The disconnect switches at lanes 23 and 27 are up to date and can assist to provide maintenance personnel the ability to de-energize OCS power to gain access to the coach rooftops. Maintenance running repair lanes 21, 22, 24, 25, 26, 28, and 29 do not currently have local operable manual disconnect switches resulting in restricted access near OCS wires and vehicle rooftops. After careful review of the FP needs at this facility, it was agreed that vehicle rooftop access is needed for running repair lanes 21, 22, 23, 24, 26, and 27 where this CER only addresses FP for these specific running repair lanes.

In the current configuration, the Potrero facility has limited operability to de-energize the overhead lines for 8 of 10 maintenance lanes. Greater flexibility to control and de-energize overhead lines can be gained by installing local manual disconnect switches for each maintenance lane where it is needed. Additional disconnect switches are planned for lanes 21, 22, 24, and 26 where the greatest needs currently exist.

Running repair lane 27 is powered from the southern end of the facility whereas all other running repair lanes OCS are powered from the northern end. To improve OCS operations it is best to repower lane 27 from the northern end of the facility to match the existing power routing and controls.

To address compliant FP at this facility, the installation of dual rail system in conjunction with fall arrest harness system is planned. In order to install the dual rail system and fall arrest system some localized building strengthening will be necessary. The new dual rail FP will be installed in running repair lanes 21, 22, 23, 24, 26, and 27 where this configuration supports the current trolley maintenance service plans and needs.

3. Metro Green Light Rail Center ([ADDITIONAL SCOPE](#))

The Metro Green Light Rail Center performs maintenance services and parking for LRVs. The project scope at this facility is to provide adequate and compliant FP for LRV maintenance tracks 5 through 8. The existing maintenance tracks have elevated steel platforms that provide access to LRV rooftops; one elevated steel platform structure is located between maintenance tracks 5 and 6 and another elevated steel platform structure is located between tracks 7 and 8.

Fall arrest is addressed, currently, by the use of safety harness and cable tied-off to the existing elevated platform guard rails. The current FP system is not adequate because once maintenance workers leave the elevated platform to access the LRV rooftops protections to prevent maintenance workers from falling do not exist and the existing platform do not meet OSHA Regulations loading requirements (see Structural section page 1-4 for loading requirements).

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

To comply with FP requirements, the elevated platform needs structural strengthening and new guard rails to surround the entire LRV rooftop area. This solution provides a complete enclosure that helps to prevent maintenance personnel from falling off the LRV rooftop while atop the LRV and provides adequate loading for use of the fall arrest system. FP compliant accessible areas on the elevated platform will need to be limited to 96 feet length of the platform (about 1 LRV - the existing length of the platform is 128 feet) due to limited strengthening and guard railing opportunities due to conflicts within the building structure and the adjacent crane.

There is one disconnect switch for each maintenance tracks at Metro Green Light Rail Center. Each of the disconnect switches is a non-load switch, unsafe to operate when under LRV loading, and is unsuitable for routine usage. To provide greater maintenance flexibility in controlling OCS power at each maintenance track, this project will install 2 to 3 new disconnect switch for each maintenance track 5 through 8. The quantity of disconnect switches is determined by the number of LRVs that each maintenance lane can accommodate. The new disconnect switch will be manually operable by maintenance personnel and they will be located on the facility ground level. The disconnect switch will also have lighting indications at the elevated platform and within the pit area of each maintenance track. [The elevated platform needs an additional 4-6 new guard rails for safety requirements to adequately prevent maintenance personnel from falling off the LRV rooftop.](#)

4. Cameron Beach Facility (Historic Streetcar maintenance and storage)

The scope of work at the Cameron Beach facility is limited to 5-locations, at maintenance tracks 15 through 19. FP is addressed at track 15 with a suspended cable system at the north end and a ceiling mounted dual rail system at the southern end. Track 16 contains two paint booths. FP is addressed at track 16 with a suspended cable system. Tracks 15 and 16 do not use fall protection but rather fall arrest only. Tracks 17 to 19 use suspended elevated platforms to access the LRV rooftops, one suspended platform is located between tracks 17 and 18 and another is located between tracks 18 and 19. FP is addressed for tracks 17 to 19 with guard rails at the platform and fall arrest systems attached to the platform's guardrail framing. Should maintenance access the LRV rooftop then there is no current fall protection to minimize falling off the LRV rooftop. There are only fall arrest systems, which are intended to minimize injury and deaths, currently located at this facility.

The goal for Cameron Beach facility is to improve safety for maintenance workers by verifying that the exiting FP arrest systems are adequate and meet OSHA Regulations. When necessary structural strengthening at the facility will be perform as well as adding new dual rail systems for Tracks 15 and 16. For Tracks 17 to 19, reinforcement of the exiting catwalk frame structure will be needed as well as adding new dual rails to provide for an adequate fall arrest system. New fall arrest equipment will also be provided under this project.

In addressing FP at this facility localized building structural strengthening is necessary. Strengthening will be done differently for each track. For track 15, for instance, if needed, strengthen will be done within ceiling area of the track to support and accommodate the installation of new ceiling mounted dual rail system. For track 16, framing strengthening will be needed inside and outside of the paint booths to accommodate overhead dual rail system. At tracks 17 through 19, the overhead catwalk will need strengthening to accommodate side railing dual rail system and new guard rails located on the opposite sides of the track platform will provide for fall protection. The new guard rail opposite of the suspended catwalk at tracks 17 through 19 will be mounted onto the facility structure. Photos of the facilities existing FP conditions are provided in the structural section of this report; see page 6-3 through 6-8.

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

5. Duboce Yard

The Duboce Yard provides storage and maintenance servicing mostly for Historic Streetcars and LVRs. Currently, gaining access to LRV rooftops is done not readily permitted due to the lack of FP. FP is currently not readily addressed at this yard but electrical safety is addressed where there is a disconnect switch to de-energize power at the yard. The current disconnect switch is old, non-load disconnect switch and unsafe to operate by maintenance personnel. Also, there is a broken OCS insulator near the disconnect switch that will be replaced.

To address FP at this location, a new leveled slab over portions of the existing sloped pit will be constructed for a level foundation for future portable scaffolds. The floor level slab will require the removal of the existing raised deck, storage racks, and sitting bench within the site. Also, the workspace within the existing pit will be reduced since it will be filled in at the outer side of the trackway. The disconnect switch will be replaced with an updated disconnect switch that can be operated by maintenance personnel. The disconnect switch will also have indication lighting located at the disconnect switch and within the existing in underground pit.

6. West Portal Roof Structure

The West Portal Roof Structure is located above the eastern end of West Portal station and adjacent to the tennis court located on Ulloa Avenue. The roof structure provides roof coverage between the eastern portion of the station and the west end of Twin Peaks Tunnel. The roof structure is a dome-shaped concrete slab. In addressing rooftop maintenance such as gutter cleaning, FP is needed and does not currently exist. Staff is currently roping to the adjacent tennis court fencing for fall arrest. This use for FP does not meet OSHA Regulations.

The installation of an anchor cabling system is planned for this location to address FP compliance to improve workers safety. This system will provide an adequate fall arrest system that will improve safety and minimize maintenance worker injury.

7. Cable Car Barn

The Cable Car Barn is SFMTA's oldest maintenance facility. Personnel must access a cable car vehicle rooftop to perform mostly rooftop painting by hand. This method requires that maintenance workers be physically on the rooftop of the cable car. Due to the future development of the new Cable Car Barn Paint Shop, it was determined that a ceiling mounted fall arrest system would not work. The best option for this facility is the procurement and installation of customized portable scaffolding.

8. Islais Creek (ADDITIONAL SCOPE)

Islais Creek facility is located on Indiana St near the Islais Creek channel. Facility personnel must access the interior of the facility rooftop to access roof mechanical equipment for maintenance and servicing. An elevated pilot catwalk was previously constructed to allow access. However, a retrofit of the pilot catwalk is required for safety reasons. Additional structural components need to be installed on the pilot catwalk.

9. Woods Facility (ADDITIONAL SCOPE)

Facility staff must access bus rooftop for maintenance and servicing. The best option for this facility is the procurement and installation of customized portable scaffolding. The purpose of the scaffolding set would be to gain bus roof access to perform repairs safely. The scaffolds provide a staircase, guard rails, ladders and platforms for roof access.

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

Project Name: Fall Protection

ENVIRONMENTAL CLEARANCE

Environmental Type: Determination that CEQA does not apply

PROJECT DELIVERY MILESTONES

Enter dates below for ALL project phases, not just for the current request, based on the best information available. For PLANNING requests, please only enter the schedule information for the PLANNING phase.

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-Jun	2015	Jul-Sep	2015
Environmental Studies (PA&ED)			Apr-Jun	2015
Right-of-Way				
Design Engineering (PS&E)	Jul-Sep	2015	Jul-Sep	2016
Advertise Construction	Oct-Dec	2016		
Start Construction (e.g. Award Contract)	Jan-Mar	2017		
Operations (i.e., paratransit)				
Open for Use			Apr-Jun Jan-March	2026 ¹⁸
Project Completion (means last eligible expenditure)			Jul-Sep April-June	2026 ¹⁹

SCHEDULE DETAILS

Provide dates for any COMMUNITY OUTREACH planned during the requested phase(s). Identify PROJECT COORDINATION with other projects in the area (e.g. paving, MUNI Forward) and relevant milestone dates (e.g. design needs to be done by DATE to meet paving schedule). List any timely use-of-funds deadlines (e.g. federal obligation deadline). If a project is comprised of MULTIPLE SUB-PROJECTS, provide milestones for each sub-project. For PLANNING EFFORTS, provide start/end dates for each task.

The work will be internal to SFMTA facilities and therefore no public outreach or work with other city agencies is needed. On April 20, 2015 the Planning Department issued a determination that the California Environmental Quality Act does not apply to the subject project.

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

Project Name: Fall Protection

FUNDING PLAN - FOR CURRENT REQUEST

Enter the funding plan for the phase(s) that are the subject of the CURRENT REQUEST. Totals should match those shown in the Cost Summary above.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 11,950,000	\$ -		\$ 11,950,000
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 11,950,000	\$ -	\$ -	\$ 11,950,000

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (planning through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown in the Cost Summary above.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 11,950,000	\$ -	\$ 2,036,640	\$ 13,986,640
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 11,950,000	\$ -	\$ 2,036,640	\$ 13,986,640

COST SUMMARY

Show total cost for ALL project phases (in year of expenditure dollars) 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.

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 495,044	\$ -		Actuals
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 1,541,596	\$ -	\$ -	Actuals + Engineer's estimate to complete
Construction (CON)	\$ 11,950,000	\$ 11,950,000	\$ -	Engineer's estimate
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 13,986,640	\$ 11,950,000	\$ -	

% Complete of Design: as of
 Expected Useful Life: Years

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST (instructions as noted below)

Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 2,000,000	\$ 9,500,000	\$ 450,000	\$ -	\$ -	\$ 11,950,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Project Name: Fall Protection

MAJOR LINE ITEM BUDGET

PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Contract (see details attached)	\$ 7,590,484				\$ 7,590,481
2. Construction Management/Support	\$ 1,415,637	19%	\$ -	\$ 1,415,637	
3. SFMTA Engineering + PM Support	\$ 437,085	6%	\$ -	\$ 437,085	
4. DPW Engineering + PM Support	\$ 189,665	3%	\$ 189,665	\$ -	
5. SFMTA Operations & Maintenance Support	\$ 195,129	3%	\$ -	\$ 195,129	
6. Department of Building Inspection Permits	\$ 147,000	2%		\$ 147,000	
7. Contingency	\$ 1,965,600	26% Phase	\$ -	\$ 1,965,600	
8. Attorney Costs	\$ 500				
TOTAL CONSTRUCTION PHASE	\$ 11,941,100		\$ 189,665	\$ 4,160,451	\$ 7,590,481

TOTAL CONSTRUCTION PHASE (rounded)	\$ 11,950,000
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Original budget

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

Project Name: Fall Protection

MAJOR LINE ITEM BUDGET

PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Contract (see details attached)	\$ 7,350,000				\$ 7,350,000
2. Construction Management/Support	\$ 1,323,000	18%	\$ -	\$ 1,323,000	
3. SFMTA Engineering + PM Support	\$ 588,000	8%	\$ -	\$ 588,000	
4. DPW Engineering + PM Support	\$ 252,000	3%	\$ 252,000	\$ -	
5. SFMTA Operations & Maintenance Support	\$ 315,000	4%	\$ -	\$ 315,000	
6. Department of Building Inspection Permits	\$ 147,000	2%		\$ 147,000	
7. Contingency	\$ 1,965,600	20% Phase	\$ -	\$ 1,965,600	
8. Attorney Costs	\$ 500				
TOTAL CONSTRUCTION PHASE	\$ 11,941,100		\$ 252,000	\$ 4,338,600	\$ 7,350,000

TOTAL CONSTRUCTION PHASE (rounded)	\$ 11,950,000
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**MUNI TROLLEY METRO FACILITIES
FALL PROTECTION AND DISCONNECT SWITCH PROJECT
CONTRACT NO. 1293**

Engineer's Estimate

Prepared by - Name:

A. Bryant

ITEM	BID ITEM DESCRIPTION	TOTAL AMOUNT
1	MOBILIZATION & DEMOBILIZATION (Sec bid item description under section 01220 for limitations)	\$ 250,000
2	DEMOLITION	\$ 326,660
3	ALLOWANCE FOR DIFFERING SITE CONDITIONS	\$ 100,000
4	ALLOWANCE FOR REIMBURSABLE EXPENSES	\$ 100,000
5	ALLOWANCE FOR UNFORESEEN ELECTRICAL and COMMUNICATION WORK	\$ 200,000
6	ALLOWANCE FOR UNFORESEEN MECHANICAL WORK	\$ 100,000
7	ALLOWANCE FOR UNFORESEEN PLUMBING WORK	\$ 75,000
8	ALLOWANCE FOR UNFORSEEN SEWER WORK	\$ 75,000
9	ALLOWANCE FOR UNFORSEEN STRUCTURAL WORK	\$ 200,000
10	ALLOWANCE FOR WORK RELATED TO HAZARDOUS MATERIALS	\$ 100,000
11	ALLOWANCE FOR SCHEDULER SERVICES	\$ 100,000
12	ALLOWANCE FOR COMMUNITY RELATIONS SUPPORT	\$ 50,000
13	ALLOWANCE FOR SPECIAL INSPECTIONS AND TESTING AGENCIES	\$ 50,000
14	ALLOWANCE FOR AGENCY'S SHARE OF PARTNERING COSTS	\$ 25,000
15	DESIGN, FURNISH AND INSTALL FALL SINGLE/DUAL RAIL ARREST SYSTEM AT POTRERO FACILITY	\$ 929,403
16	FURNISH AND INSTALL ELEVATED STEEL GUARD RAILS AT METRO GREEN LIGHT RAIL FACILITY	\$ 1,163,172
17	FURNISH AND INSTALL ELEVATED STEEL GUARD RAILS AT CAMERON BEACH FACILITY	\$ 840,781
18	DEMOLITION, FORM AND PLACE PERMANENT CONCRETE FOUNDATIONS, RETAINING WALLS, STAIRS, AND SLAB ON GRADE AT DUBOCE YARD	\$ 191,793
19	HANDLE AND DISPOSE OF HAZARDOUS NON-RCRA MATERIALS ENCOUNTERED DURING EXCAVATION WORK TO CLASS I DISPOSAL FACILITY - EXISTING SOIL AND RAIL TIE TIMBER AT DUBOCE YARD	\$ 50,000
20	TRANSPORTATION OF HAZARDOUS NON-RCRA MATERIALS ENCOUNTERED DURING EXCAVATION WORK TO CLASS I DISPOSAL FACILITY - EXISTING SOIL AND RAIL TIE TIMBERS AT DUBOCE YARD	\$ 50,000
21	PROVIDE DISCONNECT SWITCHES AND CATENARY DETECTION SYSTEM	\$ 1,640,376
22	FURNISH SPARE DISCONNECT SWITCH	\$ 15,000
23	FURNISH AND INSTALL OVERHEAD EQUIPMENT	\$ 140,000
24	FURNISH AND INSTALL NEW PLATFORM EXTENSION AT MUNI METRO EAST	\$ 83,101
25	FURNISH AND INSTALL FALL ARREST TIE OFF SYSTEM AT WEST PORTAL STATION - ROOF	\$ 51,750
26	PROCUREMENT AND INSTALLATION OF CUSTOMIZED PORTABLE SCAFFOLDING FOR THE CABLE CAR BARN	\$ 442,964
TOTAL		\$ 7,350,000

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/9/2016 **Res. No:** 2017-009 **Res. Date:** 10-25-2016

Project Name: Fall Protection

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$11,950,000	Construction (CON)
	Total:	\$ 11,950,000	

Total Prop K Funds: \$ 11,950,000 **Total Prop AA Funds:** \$ -

Justification for multi-phase recommendations and notes for multi-sponsor recommendations:

Fund Expiration Date: 6/30/2019 **Eligible expenses must be incurred prior to this date.**

Future Commitment:

Action	Amount	Fiscal Year	Phase

Trigger:

Deliverables:

1. Two to three digital photos of work in progress and completed project.
2.
3.
4.
5.

Special Conditions:

1. The recommended allocation is contingent upon a concurrent Muni Facilities - Muni 5YPP amendment. See attached 5YPP amendment for details.
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.
2.

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/9/2016 **Res. No:** 2017-009 **Res. Date:** 10-25-2016

Project Name: Fall Protection

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.00%	No Prop AA
Actual Leveraging - This Project	0.00%	No Prop AA

SFCTA Project

Reviewer: P&PD

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - MUNI

SGA Project Number: 120-910050 **Name:** Fall Protection

Phase: Construction (CON)

Fund Share: 100.00%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$2,000,000	9,500,000	\$ 450,000			\$11,950,000

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 11,950,000

Current Prop AA Request: \$ -

Project Name: Fall Protection

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

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.

<p>Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement</p>
<p>lly</p>

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Faris Salfiti

Joel Goldberg

Title: Project Manager

Manager, CPM

Phone: 415-749-2457

401-701-4499

Email: faris.salfiti@sfmta.com

joel.goldberg@sfmta.com

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

FIGURE 4 – MAP OF FACILITIES LOCATIONS



5-Year Project List (FY 2014/15 – FY 2018/19)
Rehab/Upgrade Existing Facilities - MUNI (EP 20M)
Programming and Allocations to Date
 Pending 10.25.16

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Subcategory									
SFMTA	Various Facility Plans Predevelopment ⁷	PLAN/CER, PA&ED	Programmed	\$0					\$0
SFMTA	Implementation of Various Facility Plans ^{5,7}	PS&E, CON	Programmed	\$0					\$0
SFMTA	Burke Avenue Facility Renovation ⁵	PS&E	Allocated		\$3,930,000				\$3,930,000
SFMTA	Burke Avenue Facility Renovation ⁵	PLAN	Allocated		\$470,000				\$470,000
SFMTA	Paint Booth Upgrade (Woods and Potrero)	PLAN/CER, PA&ED	Programmed	\$850,000					\$850,000
SFMTA	Muni Metro East Paint and Body Shop ^{1,7}	PLAN/CER, PA&ED	Programmed	\$0					\$0
SFMTA	Muni Metro East (MME) Phase II ¹	PA&ED	Allocated	\$2,598,500					\$2,598,500
SFMTA	Muni Metro East (MME) Phase II ⁶	PA&ED	Deobligated	(\$500,000)					(\$500,000)
SFMTA	Muni Metro East (MME) Phase II ⁶	PS&E	Allocated			\$1,500,000			\$1,500,000
SFMTA	Woods Renovation Hoists and Bays ^{2,4,7}	PLAN/CER	Programmed	\$0					\$0
SFMTA	Fall Protection Systems - Presidio Division ⁴	CON	Allocated		\$706,397				\$706,397
SFMTA	Fall Protection ⁷	CON	Pending			\$11,950,000			\$11,950,000
SFMTA	Upgrade Life and Fire Safety Systems	PLAN/CER	Programmed	\$0					\$0
SFMTA	Upgrade Life and Fire Safety Systems ³	PS&E	Allocated		\$400,000				\$400,000
SFMTA	Fall Protection ²	PLAN/CER, PS&E	Allocated	\$2,160,777					\$2,160,777
SFMTA	Fall Protection ²	PLAN/CER	Deobligated	(\$124,137)					(\$124,137)
Programmed in 5YPP				\$4,985,140	\$5,506,397	\$13,450,000	\$0	\$0	\$23,941,537
Total Allocated and Pending in 5YPP				\$4,759,277	\$5,506,397	\$13,450,000	\$0	\$0	\$23,715,674
Total Deobligated in 5YPP				(\$624,137)	\$0	\$0	\$0	\$0	(\$624,137)
Total Unallocated in 5YPP				\$850,000	\$0	\$0	\$0	\$0	\$850,000
Total Programmed in 2014 Strategic Plan				\$17,277,000	\$0	\$0	\$0	\$0	\$17,277,000
Deobligated from Prior 5YPP Cycles **				\$7,151,673					\$7,151,673
Cumulative Remaining Programming Capacity				\$19,443,534	\$13,937,137	\$487,137	\$487,137	\$487,137	\$487,137
Programmed									
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

5-Year Project List (FY 2014/15 – FY 2018/19) Rehab/Upgrade Existing Facilities - MUNI (EP 20M) Programming and Allocations to Date

Pending 10.25.16

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	

Footnotes

- ¹ To accommodate allocation of \$2,598,500 in FY 14/15 funds for the environmental phase of Muni Metro East (MME) Phase 2 (Res. 15-034, 1.27.15):
 Muni Metro East Paint and Body Shop: Reduced the planning/environmental placeholder from \$6,027,000 to \$3,428,500.
- ² 5YPP Amendment to fully fund the planning and design of the Fall Protection Systems project (Res. 15-041, 2.24.15):
 Woods Renovation Hoists and Bays: Reduced by \$1,910,777 in FY 2014/15. The SFMTA will identify additional funding for the Woods project through its Capital Improvement Program updated in Spring 2015.
 Upgrade Life and Fire Safety Systems placeholder for construction: Reduced by \$250,000.
 Fall Protection: Added project with \$2,996,673.
- ³ 5YPP amendment to fully fund the Upgrade Life and Fire Safety Systems project (Res. 16-040, 2.23.16):
 Cumulative remaining programming capacity: Reduced by \$400,000.
 Upgrade Life and Fire Safety Systems (design): Added project with \$400,000 in FY 2015/16 funds.
- ⁴ 5YPP amendment to fully fund the Fall Protection Systems - Presidio Division project (Res. 16-047, 3.22.15):
 Woods Renovation Hoists and Bays: Reduced by \$706,397 in FY 2014/15. The SFMTA is reprioritizing planned facilities improvements as part of its Capital Improvements Program update, anticipated to be complete in Spring 2016, and the Woods Division project is not expected to move forward.
 Fall Protection Systems - Presidio Division: added project with \$706,397 in FY 2015/16 funds for construction.
- ⁵ 5YPP amendment to fully fund the Burke Facility Renovation (Res. 16-055, 5.24.15):
 Implementation of Various Facility Plans: Placeholder reduced by \$1,903,327 in FY 2014/15
 Cumulative Remaining Programming Capacity: Reduced by \$2,596,673
 Burke Facility Renovation: added project with \$4,400,000 in FY 2015/16 funds for planning and design.
- ⁶ 5YPP amendment to fund Muni Metro East (MME) Phase II (Res. 17-0XX, xx.xx.16):
 Muni Metro East Paint and Body Shop: Reduced the planning/environmental placeholder by \$1,000,000 from \$3,428,500 to \$2,428,500.
 Muni Metro East (MME) Phase II: Added design phase of project in FY 2016/17 with \$1,000,000 in placeholder funds and \$500,000 deobligated from the environmental phase (Project 120-910041). The funds were not needed because the scope of the overall project was reduced.
- ⁷ 5YPP amendment to fund Fall Protection (Res. 17-0XX, xx.xx.16):
 Various Facility Plans Predevelopment: Placeholder reduced by \$400,000.
 Implementation of Various Facility Plans: Placeholder reduced by \$1,096,673.
 Muni Metro East Paint and Body Shop: Reduced by \$2,428,500. Project not advancing.
 Woods Renovation Hoists and Bays: Reduced by \$4,132,826. Project completed with other funds.
 Deobligated funds from prior 5YPP cycles: Reduced by \$3,892,001.
 Fall Protection: Added project in FY 2016/17 with \$11,950,000 for construction.