



RESOLUTION ALLOCATING \$6,795,385 IN PROP K FUNDS, WITH CONDITIONS, FOR ELEVEN REQUESTS, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULES AND AMENDING THE RELEVANT 5-YEAR PRIORITIZATION PROGRAMS

WHEREAS, The Transportation Authority received eleven requests for a total of \$6,795,385 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests are for allocation of Fiscal Year 2014/15 funds from the Caltrain Capital Improvement Program; BART Station Access Safety and Capacity; New and Renovated Vehicles – Caltrain; Rehabilitate/Upgrade Existing Facilities – Caltrain; Guideways – Caltrain; Visitation Valley Watershed; Traffic Calming; Bicycle Circulation/Safety; and Transportation/Land Use Coordination categories of the Prop K Expenditure Plan; and

WHEREAS, As a prerequisite for allocation of funds, the voter-approved Prop K Expenditure Plan requires that the Transportation Authority Board adopt a 5-Year Prioritization Program (5YPP) for each programmatic category; and

WHEREAS, Nine of the requests for Prop K funds are consistent with their relevant adopted 2014 5YPPs; and

WHEREAS, The Peninsula Corridor Joint Power Board's request for Quint Street Bridge Replacement and the San Francisco Municipal Transportation Agency's request for Prop K funds for John Yehall Chin Safe Routes to School require 5YPP amendments as detailed in the enclosed allocation request forms; and

WHEREAS, After reviewing the requests, staff recommended allocating \$6,795,385 in Prop



K funds, with conditions, for eleven projects, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include scope, schedule, cost, budget, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2014/15 budget to cover the proposed actions; and

WHEREAS, At its October 22, 2014 meeting, the Citizens Advisory Committee was briefed on the subject requests and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, On November 18, 2014, the Plans and Programs Committee reviewed the subject requests and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby allocates \$6,795,385 in Prop K funds, with conditions, for eleven requests, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan, the 2014 Prop K Strategic Plan, and the relevant 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual



budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the 2014 Prop K Strategic Plan, and the relevant 5YPPs are hereby amended, as appropriate.

Attachments:

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Capital Budget 2014/15
5. Prop K 2014/15 Fiscal Year Cash Flow Distribution – Summary Table

Enclosure:

1. Prop K/Prop AA Allocation Request Forms (11)



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 25th day of November, 2014, by the following votes:

Ayes: Commissioners Avalos, Breed, Campos, Chiu, Kim, Mar, Tang, Wiener, and Yee (9)

Nays: (0)

Absent: Commissioners Cohen and Farrell (2)

 12-1-14

John Avalos Date
Chair

ATTEST:  _____
Tilly Chang Date
Executive Director

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Prop K Leveraging		Phase(s) Requested	District
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	7	PCJPB	Railroad Bridge Load Rating	\$ 382,347	\$ -	\$ 1,000,000	69%	62%	Design	6,10
Prop K	7	PCJPB	Rail Grinding	\$ 620,400	\$ -	\$ 700,700	69%	11%	Construction	6,10
Prop K	8	BART	Balboa Park Station Eastside Connections	\$ 2,030,000	\$ -	\$ 12,678,117	90%	84%	Construction	11
Prop K	17P	PCJPB	F40 Locomotive Mid-Life Overhaul	\$ 1,042,857	\$ -	\$ 3,900,000	84%	73%	Construction	6,10
Prop K	20P	PCJPB	Systemwide Station Improvements	\$ 210,989	\$ -	\$ 500,000	90%	58%	Construction	6,10
Prop K	22P	PCJPB	Quint Street Bridge Replacement	\$ 303,066	\$ -	\$ 2,330,000	78%	87%	Construction	10
Prop K	22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,243,407	\$ -	\$ 7,374,000	78%	83%	Construction	6,10
Prop K	27	SFMTA	Geneva-Harney BRT Feasibility/Pre-Environmental Study	\$ 200,000	\$ -	\$ 750,000	68%	73%	Planning	10,11
Prop K	38	SFMTA	John Yehall Chin Safe Routes to School	\$ 40,433	\$ -	\$ 40,433	51%	0%	Planning	3
Prop K	39	PCJPB	San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	\$ 20,000	\$ -	\$ 20,000	28%	0%	Construction	6
Prop K	44	SF Public Works	Chinatown Broadway Phase IV	\$ 701,886	\$ -	\$ 6,178,454	40%	89%	Construction	3
TOTAL				\$ 6,795,385	\$ -	\$ 35,471,704	76%	81%		

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2012 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

² Acronyms include PCJPB (Peninsula Corridor Joint Powers Board (Caltrain)), BART (Bay Area Rapid Transit District), and SFMTA (San Francisco Municipal Transportation Agency).

³ "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%.

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K 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 ¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
7	PCJPB	Railroad Bridge Load Rating	\$ 382,347	\$ -	Prop K funds will be used to determine the safe load ratings of 103 bridges throughout the Caltrain corridor to comply with Federal Railroad Administration regulation. Anticipated completion by December 2015.
7	PCJPB	Rail Grinding	\$ 620,400	\$ -	Prop K funds will be used to conduct maintenance analysis and rail grinding of track on the Caltrain system. Anticipated completion by June 2016.
8	BART	Balboa Park Station Eastside Connections	\$ 2,030,000	\$ -	Prop K funds will leverage \$1.9 million in Lifeline Transportation Program funds programmed by the Transportation Authority and over \$10 million in BART funds to improve transit access at the Balboa Park BART/Muni Station. The project will construct a new boarding platform for the Muni key stop at the terminus of the J and K lines on the east side of the BART station, and an elevated walkway from the platform to a new pedestrian bridge connecting the east and west sides of the station. It includes new lighting, signage, and wall finishes. BART will coordinate with the SFMTA on a 10-week shut-down of the revenue loop through the Green yard to allow construction of the J/K platform. The SFMTA will continue to operate the J and K lines during the shut-down, and has developed an interim service plan with temporarily relocated stops. Both agencies will issue service bulletins advising passengers about transit access during the project. BART anticipates construction will begin in May 2015 and be completed by mid-2017.
17P	PCJPB	F40 Locomotive Mid-Life Overhaul	\$ 1,042,857	\$ -	Caltrain is requesting Prop K funds to perform mid-life overhauls of five F40 locomotives selected to become part of the small remaining diesel fleet post Caltrain electrification. Anticipated completion by June 2016.
20P	PCJPB	Systemwide Station Improvements	\$ 210,989	\$ -	Caltrain is requesting Prop K funds to perform repairs at various passenger stations, which may include but are not limited to: station building repairs; repair passenger shelters; replacing center track fence, windows, doors, and signage; refinishing pavement and tiles; and repairing walking surfaces. Caltrain anticipates construction to begin in January 2015 and be completed by December 2015.

Attachment 2: Brief Project Descriptions ¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
22P	PCJPB	Quint Street Bridge Replacement	\$ 303,066	\$ -	Prop K funds will be used for the construction phase to replace the Quint Street Bridge. Project includes the removal of the existing street girder superstructure and foundation and replacement with a berm structure; construction of a retaining wall to protect train operations; and rough grading of the berm structure north of the bridge to prepare the site for the construction of the Quint-Jerrold connector road. Caltrain anticipates construction to begin in April 2015 and be completed by January 2016.
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,243,407	\$ -	Prop K funds will be used to maintain the Caltrain railroad in a state of good repair. The project may include, but is not limited to, the replacement of rails, joins, at-grade rail panels, worn ties; minor repairs to bridges; and adding balast to tracks. Anticipated construction completion by December 2015.
27	SFMTA	Geneva-Harney BRT Feasibility/Pre-Environmental Study	\$ 200,000	\$ -	This funding request will support the SFMTA's expanding role in the Geneva-Harney Bus Rapid Transit Feasibility Study (led by the Transportation Authority) and fund a follow-on pre-environmental phase (led by SFMTA). The BRT corridor extends from Balboa BART/Muni Station to Hunters Point Shipyard, including a connection to the Bayshore Caltrain Station. SFMTA's follow-on work will prepare the near-term BRT, which primarily uses existing streets, for environmental review. Service is needed no later than 2023 to support the shipyard development. The Feasibility Study will be completed by spring 2015. The pre-environmental work is anticipated to be completed by fall 2015. More information is available at www.genevabrt.org .
38	SFMTA	John Yehall Chin Safe Routes to School	\$ 40,433	\$ -	Prop K funds will be used for additional outreach and conceptual design of bulb outs to improve pedestrian and bicycle access and safety at seven locations, including one bus bulb, around John Yehall Chin Elementary School. This project has received a state Active Transportation Planning (ATP) grant for the environmental and design phases, and will compete for construction funds in a future ATP funding cycle. This project supports Vision Zero (e.g. four project locations are on a high-injury corridor). Anticipated completion of planning by March 2015. Pending funding, construction would start mid-2017.

Attachment 2: Brief Project Descriptions ¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
39	PCJPB	San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	\$ 20,000	\$ -	Caltrain is requesting Prop K funds for unforeseen construction management costs for the reconfiguration of the bicycle parking facility at the 4th and King Caltrain station. The Transportation Authority previously allocated \$165,000 in Prop K funds for a contractor to install automated bike parking, reconfiguration of retail and bike parking areas, and expansion of the facility to increase bike capacity from 130 to 185 bikes. Caltrain anticipates construction to begin in November 2014 and be completed in March 2015.
44	SF Public Works	Chinatown Broadway Phase IV	\$ 701,886	\$ -	Prop K funds will leverage OneBayArea Grant (OBAG) funds programmed by the Transportation Authority, and state Safe Routes to School funds for streetscape and safety improvements to Broadway between Columbus and the Broadway Tunnel, including improvements near the Jean Parker Elementary School. The project will calm traffic by narrowing the roadway and travel lanes; improve pedestrian crossings with bulb-outs, raised crosswalks, and special paving; improve transit access with new bus bulbs and enhanced bus stops; landscape the existing sidewalk, new medians, and the Wayne Place; install bike sharrows; and add new benches and street lights. Of the \$5.11 million in OBAG funds awarded for construction, we worked with MTC and SFMTA to swap the State Transportation Improvement Program (STIP) (\$1.91 million) portion with SFMTA's revenue bonds to keep this project on schedule, given delayed STIP availability. SF Public Works anticipates construction will begin in May 2015 and be completed by April 2016.
TOTAL			\$ 6,795,385	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
7	PCJPB	Railroad Bridge Load Rating	\$ 382,347	\$ -	
7	PCJPB	Rail Grinding	\$ 620,400	\$ -	
8	BART	Balboa Park Station Eastside Connections	\$ 2,030,000	\$ -	
17P	PCJPB	F40 Locomotive Mid-Life Overhaul	\$ 1,042,857	\$ -	
20P	PCJPB	Systemwide Station Improvements	\$ 210,989	\$ -	
22P	PCJPB	Quint Street Bridge Replacement	\$ 303,066	\$ -	5-Year Prioritization Program (5YPP) Amendment: This allocation is contingent on a 5YPP amendment to the Guidways-Caltrain category to reprogram \$303,066 in funds deobligated from three prior year grants to the subject project. See attached 5YPP amendment for details.

Attachment 3: Staff Recommendations¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,243,407	\$ -	
27	SFMTA	Geneva-Harney BRT Feasibility/Pre-Environmental Study	\$ 200,000	\$ -	
38	SFMTA	John Yehall Chin Safe Routes to School	\$ 40,433	\$ -	5YPP Amendment: This allocation is contingent on a 5YPP amendment to redirect \$28,758 in Fiscal Year 2014/15 Prop K funds from the design phase to the planning phase of subject project. Adjustments are needed to align with the Active Transportation Program grant. See attached 5YPP amendment for details.
39	PCJPB	San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	\$ 20,000	\$ -	
44	SF Public Works	Chinatown Broadway Phase IV	\$ 701,886	\$ -	
TOTAL			\$ 6,795,385	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 4.
Prop K FY 2014/15 Capital Budget¹

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					FYs 2019/20 - 2027/2028 ²
				FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	
TRANSIT									
1	SFMTA	Van Ness Bus Rapid Transit	\$ 1,594,280	\$ 1,275,424	\$ 318,856				
5	TJPA	Transbay Transit Center and Downtown Extension	\$ 43,046,950	\$ 34,128,950	\$ 4,693,000	\$ 4,225,000			
5	TJPA	Downtown Extension	\$ 1,219,000	\$ 632,400	\$ 586,600				
7	PCJPB	Railroad Bridge Load Rating	\$ 382,347	\$ 191,174	\$ 191,173				
7	PCJPB	Rail Grinding	\$ 620,400	\$ 310,200	\$ 310,200				
8	BART	Balboa Park Station Eastside Connections	\$ 2,030,000			\$ 2,030,000			
14	SFCTA	Quint-Jerrold Connector Road Contracting and Workforce Development Strategy	\$ 89,000	\$ 89,000					
15	SFMTA	Light Rail Vehicle Procurement	\$ 4,592,490			\$ 3,092,490	\$ 1,500,000		
17M	SFMTA	Light Rail Vehicle Procurement	\$ 60,116,310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,116,310
17P	PCJPB	F40 Locomotive Mid-Life Overhaul	\$ 1,042,857	\$ 521,429	\$ 521,428				
17U	SFMTA	Light Rail Vehicle Procurement	\$ 66,444,342	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,444,342
20P	PCJPB	Systemwide Station Improvements	\$ 210,989	\$ 105,495	\$ 105,494				
22P	PCJPB	Quint Street Bridge Replacement	\$ 303,066	\$ 303,066					
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,243,407	\$ 621,704	\$ 621,703				
Transit Subtotal			\$ 182,935,438	\$ 38,178,842	\$ 7,348,454	\$ 9,347,490	\$ 1,500,000	\$ -	\$ 126,560,652
PARATRANSIT									
23	SFMTA	Paratransit	\$ 9,670,000	\$ 9,670,000					
Paratransit Subtotal			\$ 9,670,000	\$ 9,670,000	\$ -	\$ -	\$ -	\$ -	\$ -
VISITACION VALLEY WATERSHED									
27	SFMTA	Bayshore Multimodal Station Location Study	\$ 14,415	\$ 9,665	\$ 4,750				
27	SFCTA	Bayshore Multimodal Station Location Study	\$ 14,415	\$ 9,665	\$ 4,750				
27	SFMTA	Geneva-Harney BRT Feasibility/Pre-Environmental Study	\$ 200,000	\$ 112,866	\$ 87,134				
Visitacion Valley Watershed Subtotal			\$ 228,830	\$ 132,196	\$ 96,634	\$ -	\$ -	\$ -	\$ -
STREET AND TRAFFIC SAFETY									
34	SFPW	West Portal Ave and Quintara St. Pavement Renovation	\$ 3,002,785	\$ 2,402,228	\$ 600,557				
35	SFPW	Street Repair and Cleaning Equipment	\$ 701,034	\$ 350,517	\$ 350,517				
37	SFPW	Public Sidewalk Repair	\$ 492,200	\$ 492,200					
38	SFMTA	John Yehall Chin Safe Routes to School	\$ 40,433	\$ 40,433					
39	SFMTA	Twin Peaks Connectivity	\$ 23,000	\$ 19,866	\$ 3,134				
39	SFMTA	Shared Roadway Bicycle Markings (Sharrows)	\$ 256,100	\$ 151,000	\$ 105,100				
39	PCJPB	San Francisco Bicycle Parking Facility Improvements -	\$ 20,000	\$ 20,000					
42	SFPW	Tree Planting and Maintenance	\$ 1,000,000	\$ 1,000,000					
Streets and Traffic Safety Subtotal			\$ 5,535,552	\$ 4,476,244	\$ 1,059,308	\$ -	\$ -	\$ -	\$ -

Attachment 4.
Prop K FY 2014/15 Capital Budget¹

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					FYs 2019/20 - 2027/2028 ²
				FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	
TSM/STRATEGIC INITIATIVES									
43	SFE	Commuter Benefits Ordinance Employer Outreach	\$ 77,546	\$ 77,546					
43	SFCTA	Bay Area Transit Core Capacity Study	\$ 450,000	\$ 315,000	\$ 135,000				
43	SFCTA	San Francisco Corridor Management Study	\$ 300,000	\$ 75,000	\$ 125,000	\$ 100,000			
43	SFCTA	Treasure Island Mobility Management Program	\$ 150,000	\$ 150,000					
44	SFMTA	Persia Triangle	\$ 200,685	\$ 100,343	\$ 100,342				
44	SFCTA	NTIP Predevelopment/Program Support	\$ 75,000	\$ 75,000					
44	SFMTA	NTIP Predevelopment/Program Support	\$ 75,000	\$ 75,000					
44	SFMTA	Western Addition Community-Based Transportation Plan [NTIP]	\$ 240,000	\$ 96,000	\$ 96,000	\$ 48,000			
44	SF Public Works	Chinatown Broadway Phase IV	\$ 701,886	\$ 175,471	\$ 526,415				
TSM/Strategic Initiatives Subtotal			\$ 2,270,117	\$ 1,139,360	\$ 982,757	\$ 148,000	\$ -	\$ -	\$ -
TOTAL			\$ 200,639,937	\$ 53,596,642	\$ 9,487,153	\$ 9,495,490	\$ 1,500,000	\$ -	\$ 126,560,652

¹ This table shows Cash Flow Distribution Schedules for all FY 2014/15 allocations approved to date, along with the current recommended allocation(s).

² Light Rail Vehicle Procurement. See Resolution 15-XX for cash flow details.

Shaded lines indicate allocations/appropriations that are part of the current action.

Attachment 5.
Prop K FY 2014/15 Capital Budget Summary¹

	Total	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FYs 2019/20 - 2027/28²
Prior Allocations	\$ 193,844,552	\$ 51,194,804	\$ 7,123,606	\$ 7,465,490	\$ 1,500,000	\$ -	\$ 126,560,652
Current Request(s)	\$ 6,795,385	\$ 2,401,838	\$ 2,363,547	\$ 2,030,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 200,639,937	\$ 53,596,642	\$ 9,487,153	\$ 9,495,490	\$ 1,500,000	\$ -	\$ 126,560,652

¹ This table shows total cash flow for all FY 2014/15 allocations approved to date, along with the current recommended allocation(s).

² Light Rail Vehicle Procurement. See Resolution 15-XX for cash flow details.

Enclosure Table of Contents

No.	Fund Source	Project Sponsor ¹	EP ² Line Item/ Category Description	Project Name	Phase	Funds Requested	Page No.
1	Prop K	PCJPB	Caltrain Capital Improvement Program	Railroad Bridge Load Rating	Design	\$ 382,347	1
2	Prop K	PCJPB	Caltrain Capital Improvement Program	Rail Grinding	Construction	\$ 620,400	11
3	Prop K	BART	BART Station Access, Safety and Capacity	Balboa Park Station Eastside Connections	Construction	\$ 2,030,000	21
4	Prop K	PCJPB	Vehicles - Caltrain	F40 Locomotive Mid-Life Overhaul	Construction	\$ 1,042,857	35
5	Prop K	PCJPB	Facilities - Caltrain	Systemwide Station Improvements	Construction	\$ 210,989	45
6	Prop K	PCJPB	Guideways - Caltrain	Quint Street Bridge Replacement	Construction	\$ 303,066	55
7	Prop K	PCJPB	Guideways - Caltrain	Systemwide Track Rehabilitation	Construction	\$ 1,243,407	69
8	Prop K	SFMTA	Visitation Valley Watershed	Geneva-Harney BRT Feasibility/Pre-Environmental Study	Planning	\$ 200,000	79
9	Prop K	SFMTA	Traffic Calming	John Yehall Chin Safe Routes to School	Planning	\$ 40,433	99
10	Prop K	PCJPB	Bicycle Circulation/ Safety	San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	Construction	\$ 20,000	119
11	Prop K	SF Public Works	Transportation/ Land Use Coordination	Chinatown Broadway Phase IV	Construction	\$ 701,886	129
Total Requested						\$ 6,795,385	

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

² EP stands for Expenditure Plan.



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

FY of Allocation Action: 2014/15
Project Name: Railroad Bridge Load Rating
Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

Prop K Category: A. Transit
Prop K Subcategory: i. Major Capital Projects (transit)
Prop K EP Project/Program: b.3 Caltrain Capital Improvement Program
Prop K EP Line Number (Primary): 7 Current Prop K Request: \$ 382,347
Prop K Other EP Line Numbers:

Gray cells will automatically be filled in.

Prop AA Category:
Current Prop AA Request: \$ -
Supervisorial District(s): 6,10

SCOPE

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

In July 2010, the Federal Railroad Administration issued 49 CFR Part 237 Bridge Safety Standards which require all railroads to determine the safe load capacities of their railroad bridges. To comply with the federal mandate, this project will determine the safe load ratings of 103 railroad bridges throughout the Caltrain corridor through comprehensive structural calculations and detailed bridge inspections before the deadline of March 14, 2016 for Class I and commuter railroads.

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

FY 2014/15

Project Name: Railroad Bridge Load Rating

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

Type : N/A

Completion Date
(mm/dd/yy)

Status: N/A

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

Empty text box for providing project delivery milestones and schedule coordination notes.

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

FY 2014/15

Project Name:

Implementing Agency:

COST SUMMARY BY PHASE - CURRENT REQUEST
 Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.
 Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)	Yes	\$ 1,000,000	\$ 382,347	
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$ 1,000,000	\$ 382,347	

COST SUMMARY BY PHASE - ENTIRE PROJECT
 Show total cost for ALL project phases based on best available information. **Source of cost estimate** (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)	\$ 2,700,000	JPB Capital Budget
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
Total:	\$ 2,700,000	

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

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

MAJOR LINE ITEM BUDGET

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.
2. Requests for project development should include preliminary estimates for later phases such as construction.
3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.
4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.
5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.
6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

See attached project summary for budget estimates prepared as part of the annual JPB budget process

3. LEGAL MANDATES AND REQUIRED ENHANCEMENTS

3.2 PROJECT: Railroad Bridge Load Rating Calculation

Description/Justification: In July 2010, the Federal Railroad Administration issued 49 CFR Part 237 Bridge Safety Standards which require all railroads to determine the safe load capacities of their railroad bridges. To comply with the FRA's mandate, this project will determine the safe load ratings of 103 railroad bridges throughout the Caltrain corridor. The survey will include comprehensive structural calculations and detailed bridge inspections for all bridges before the deadline of March 14, 2016 for Class 1 and commuter railroads.

<u>Project Cost Estimates:</u>	<u>Cost By Element</u>	<u>Original Est.</u>	<u>Revised Est.</u>	<u>Variance</u>	<u>Comments</u>
	PE/Env/PSE	\$ 1,510,000	\$ -	\$ -	
	Procurement/Construction	\$ -	\$ -	\$ -	
	Construction Management	\$ -	\$ -	\$ -	
	Staff/Administration	\$ 775,000	\$ -	\$ -	
	Project Contingency	\$ 415,000	\$ -	\$ -	
	TOTAL	\$ 2,700,000	\$ -	\$ -	

Project Budget:	Prior Year Budgeted	FY 15 Budget Request	Future Budget	Total
	\$0	\$1,000,000	\$1,700,000	\$2,700,000

<u>Project Milestones:</u>	<u>Milestones</u>	<u>Estimated Start</u>	<u>Estimated End</u>	<u>Comments</u>
	Preliminary Engineering			
	Final Design	September-14	December-15	
	ROW Acquisition			
	Bid and Award			
	Procurement			
	Construction			
	Closeout	January-16	April-16	

<u>Funding Plan:</u>	<u>Funding Source</u>	<u>Proposed FY15 Budget</u>	<u>Future Budget</u>	<u>Comments</u>
	Federal	\$ -		
	State	\$ -		
	Local Match JPB Member	\$ 1,000,000		
	<i>San Francisco</i>	\$ 382,347		
	<i>San Mateo</i>	\$ 308,827		
	<i>Santa Clara</i>	\$ 308,826		
	Local Match County Specific	\$ -		
	Regional/Other	\$ -		
	TOTAL	\$ 1,000,000		

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

FY 2014/15

Project Name: Railroad Bridge Load Rating

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$ 382,347
 5-Year Prioritization Program Amount: \$ 1,002,747 (enter if appropriate)
 Strategic Plan Amount for Requested FY: \$ 1,002,747

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

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

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

The 5-Year Prioritization Program (5YPP) amount is the entire amount of Prop K funds available for allocation in Fiscal Year 2014/15 for the Caltrain Capital Improvement Program (CIP) Projects Local Capital Match Placeholder in the Caltrain CIP 5YPP.
 The Strategic Plan amount is the amount programmed for the entire Caltrain CIP category in Fiscal Year 2014/15 in the adopted 2014 Prop K Strategic Plan.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$ 382,347		\$ 382,347
JPB Member Agency			\$ 617,653	\$ 617,653
Total:		\$ 382,347	\$ 617,653	\$ 1,000,000

Actual Prop K Leveraging - This Phase: 61.77%
 Expected Prop K Leveraging per Expenditure Plan: 69.25%

\$ 1,000,000
 Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 850,000	\$ 382,347		\$ 1,232,347
JPB Member Agency	\$ 850,000		\$ 617,653	\$ 1,467,653
Total:	\$ 1,700,000	\$ 382,347	\$ 617,653	\$ 2,700,000

Actual Prop K Leveraging - Entire Project:	54.36%	\$ 2,700,000
Expected Prop K Leveraging per Expenditure Plan:	69.25%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:		

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested: \$ 382,347

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$ 382,347	100.00%	\$ -
Total:	\$ 382,347		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$	
		382,347	Design Engineering (PS&E)
	Total:	\$ 382,347	

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 7	FY 2014/15	\$ 191,174	50.00%	\$ 191,173
Prop K EP 7	FY 2015/16	\$ 191,173	50.00%	\$ -
	Total:	\$ 382,347	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 7	FY 2014/15	Design Engineering (PS&E)	\$ 191,174	50%	\$ 191,173
Prop K EP 7	FY 2015/16	Design Engineering (PS&E)	\$ 191,173	100%	\$ -
		Total:	\$ 382,347		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 10/16/2014 Resolution No. Res. Date:

Project Name: Railroad Bridge Load Rating

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

Trigger:

Deliverables:

1. Upon project completion (anticipated December 2015), provide the safe load ratings of the 103 railroad bridges throughout the Caltrain corridor (highlighting those located in San Francisco).
- 2.

Special Conditions:

- 1.

Notes:

1. In order to comply with Prop K Expenditure Plan category eligibility and maintain consistency with available funds, PCJPB has allowed San Francisco's 1/3 share to be distributed unevenly across individual projects as long as the total contribution is held constant. The FY 14/15 Caltrain capital match contribution is \$3.5 million for each of the PCJPB entities or 1/3 of a total \$10,500,000.
2. The Transportation Authority may reimburse Caltrain at a higher rate than the approved Fiscal Year Cash Flow Distribution Schedule if at the end of the Fiscal Year there is sufficient capacity remaining to avoid increasing financing costs in the Caltrain Capital Improvement Program category of the Prop K Strategic Plan.

Supervisory District(s): 6,10

Prop K proportion of expenditures - this phase:	38.23%
Prop AA proportion of expenditures - this phase:	

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

SFCTA Project Reviewer: P&PD

Project # from SGA:

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

FY of Allocation Action: Current Prop K Request: \$
Current Prop AA Request: \$

Project Name:

Implementing Agency:

Signatures

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

Project Manager

Grants Section Contact

Name (typed): Chiachi Chen

Peter Skinner

Title: Engineering Manager

Senior Grants Analyst

Phone: 650-508-7789

650-622-7818

Fax:

Email: chenc@samtrans.com

skinnerp@samtrans.com

Address: 1250 San Carlos Ave, San Carlos,
CA 94070

1250 San Carlos Ave, San Carlos,
CA 94070

Signature:

Date:

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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K Category:	<input type="text" value="A. Transit"/>	Gray cells will automatically be filled in.
Prop K Subcategory:	<input type="text" value="i. Major Capital Projects (transit)"/>	
Prop K EP Project/Program:	<input type="text" value="b.3 Caltrain Capital Improvement Program"/>	
Prop K EP Line Number (Primary):	<input type="text" value="7"/>	Current Prop K Request: <input type="text" value="\$ 620,400"/>
Prop K Other EP Line Numbers:	<input type="text"/>	

Prop AA Category:

Current Prop AA Request:

Supervisorial District(s):

SCOPE

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

This project will implement a multi-year rail grinding program based on the recommendations of the 2011 rail grinding study. The project will include both maintenance analysis and rail grinding of the mainline track throughout the entire Caltrain system. Rail grinding helps to extend and maintain the useful life of the rail, improves ride quality, and helps to minimize and mitigate rail noise issues. Rail grinding can correct typical rail flaws that develop from the wheel/rail interface. These improvements will ultimately result in a smoother ride, reduce shaking and provide an overall benefit to passengers. The rail grinding work will be prioritized at the curve locations of the track, where a majority of the deterioration has occurred according to the 2011 study. Each fiscal year, the PCJPB will plan and program the application of rail grinding so that any impact on the current PCJPB operations is minimized and the use of its infrastructure and resources are optimized. This allocation request will provide funding for the second year of this this new multi-year program.

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

FY 2014/15

Project Name: Rail Grinding

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

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

Status: N/A

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

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

FY 2014/15

Project Name: Rail Grinding

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

COST SUMMARY BY PHASE - CURRENT REQUEST
 Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.
 Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$ 700,700	\$ 620,400	
Procurement (e.g. rolling stock)				
		\$ 700,700	\$ 620,400	

COST SUMMARY BY PHASE - ENTIRE PROJECT
 Show total cost for ALL project phases based on best available information. **Source of cost estimate** (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction	\$ 2,207,000	Capital Budget
Procurement (e.g. rolling stock)		
Total:	\$ 2,207,000	

% Complete of Design: 100 as of 9/25/14
 Expected Useful Life: N/A Years

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

MAJOR LINE ITEM BUDGET

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.
2. Requests for project development should include preliminary estimates for later phases such as construction.
3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.
4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.
5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.
6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

See Project Summary on next page.

1. SOGR - RIGHT OF WAY / SIGNAL & COMMUNICATION

1.20 PROJECT: Rail Grinding

Description/Justification:

This project is the second year of a three-year Rail Grinding program designed to keep the rails in a state of good repair and to increase the useful life of the rail. The cost for the three-year program is estimated to be \$2,207,000.

The JPB uses a rail grinding contractor to do the work. The contractor will plan and program the application of production rail grinding so that any impact on the current rail operations is minimized and the use of its infrastructure and resources are optimized

<u>Project Cost Estimates:</u>	<u>Cost By Element</u>	<u>Original Est.</u>	<u>Revised Est.</u>	<u>Variance</u>	<u>Comments</u>
	PE/Env/PSE	\$ -	\$ -	\$ -	
	Procurement/Construction	\$ 1,790,000	\$ -	\$ -	
	Construction Management	\$ -	\$ -	\$ -	
	Staff/Administration	\$ 285,000	\$ -	\$ -	
	Project Contingency	\$ 132,000	\$ -	\$ -	
	TOTAL	\$ 2,207,000	\$ -	\$ -	

Project Budget:	Prior Year Budgeted	FY 15 Budget Request	Future Budget	Total
	\$770,714	\$700,700	\$735,586	\$2,207,000

<u>Project Milestones:</u>	<u>Milestones</u>	<u>Estimated Start</u>	<u>Estimated End</u>	<u>Comments</u>
	Preliminary Engineering	-----	-----	
	Final Design	-----	-----	
	ROW Acquisition	-----	-----	
	Bid and Award	December-14	May-15	
	Procurement	-----	-----	
	Construction	July-15	June-16	
	Closeout	July-16	December-16	

<u>Funding Plan:</u>	<u>Funding Source</u>	<u>Proposed FY 15 Budget</u>	<u>Future Budget</u>	<u>Comments</u>
	Federal	\$ 80,300		
	State	\$ -		
	Local Match JPB Member	\$ 620,400		
	<i>San Francisco</i>	\$ 620,400		
	<i>San Mateo</i>	\$ -		
	<i>Santa Clara</i>	\$ -		
	Local Match County Specific			
	Regional/Other	\$ -		
	TOTAL	\$ 700,700		

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

FY 2014/15

Project Name: Rail Grinding

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$ 620,400

5-Year Prioritization Program Amount: \$ 1,002,747 (enter if appropriate)

Strategic Plan Amount for Requested FY: \$ 1,002,747

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$ -

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

Strategic Plan Amount for Requested FY:

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

The 5-Year Prioritization Program (5YPP) amount is the entire amount of Prop K funds available for allocation in Fiscal Year 2014/15 for the Capital Improvement Program (CIP) Projects Local Capital Match Placeholder in the Caltrain CIP 5YPP.

The Strategic Plan amount is the amount programmed for the entire Caltrain CIP category in Fiscal Year 2014/15 in the adopted 2014 Prop K Strategic Plan.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$ 620,400		\$ 620,400
FTA 5337		\$ 80,300		\$ 80,300
Total:	\$ -	\$ 700,700	\$ -	\$ 700,700

Actual Prop K Leveraging - This Phase:	11.46%	
Expected Prop K Leveraging per Expenditure Plan	69.25%	

\$ 700,700
 Total from Cost worksheet

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

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

Yes - Prop K

Fund Source	\$ Amount	Required Local Match	
		%	\$
FTA 5337	\$ 80,300	20.00%	\$ 20,075

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		\$ 620,400	\$ 154,143	\$ 774,543
FTA 5337	\$ 588,468	\$ 80,300	\$ 616,571	\$ 1,285,339
Member Agency	\$ 147,118			\$ 147,118
Total:	\$ 735,586	\$ 700,700	\$ 770,714	\$ 2,207,000

Actual Prop K Leveraging - Entire Project:

64.91%

\$ 2,207,000

Expected Prop K Leveraging per Expenditure Plan:

69.25%

Total from Cost worksheet

Actual Prop AA Leveraging - Entire Project:

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested:

\$ 620,400

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$ 310,200	50.00%	\$ 310,200
FY 2015/16	\$ 310,200	50.00%	\$ -
Total:	\$ 620,400		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

-
-

Special Conditions:

-

Notes:

-
-

Supervisorial District(s):

Prop K proportion of expenditures - this phase:	<input type="text" value="88.54%"/>
Prop AA proportion of expenditures - this phase:	<input type="text"/>

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

SFCTA Project Reviewer:

Project # from SGA:

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

FY of Allocation Action: Current Prop K Request: \$
Current Prop AA Request: \$

Project Name:

Implementing Agency:

Signatures

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

Project Manager

Name (typed): Jim Kellner

Title: Project Manager

Phone: 650-508-6333

Fax: _____

Email: kellnerj@samtrans.com

Caltrain
1250 San Carlos Ave
Address: San Carlos, CA 94070-1306

Signature: _____

Date: _____

Grants Section Contact

Peter Skinner

Senior Grants Analyst

650-622-7818

skinnerp@samtrans.com

1250 San Carlos Ave, San Carlos,
CA 94070

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K Category:	<input type="text" value="A. Transit"/>	Gray cells will automatically be filled in.
Prop K Subcategory:	<input type="text" value="i. Major Capital Projects (transit)"/>	
Prop K EP Project/Program:	<input type="text" value="c. BART Station Access, Safety and Capacity"/>	
Prop K EP Line Number (Primary):	<input type="text" value="8"/>	Current Prop K Request: <input type="text" value="\$ 2,030,000"/>
Prop K Other EP Line Numbers:	<input type="text" value="N / A"/>	

Prop AA Category:

Current Prop AA Request:

Supervisorial District(s):

SCOPE

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

Project Need

The Balboa Park BART/Muni Station is one of the busiest intermodal transit facilities in the region. As the major hub for the southern part of San Francisco, the station serves more than 24,000 passengers daily with its four BART lines, multiple major local bus routes, and three light rail transit (LRT) lines. But access to the station, particularly for non-auto modes, is complicated by tightly squeezed station functions and by the nearby I-280 Geneva-Ocean Avenue interchange system, which has multiple on- and off-ramps that deliver heavy auto traffic to the station and its surrounding neighborhoods. The conflicts between fast-moving auto traffic and station-related movements, including bus operations, private vehicle passenger drop-off activity, and pedestrian crossings, detract from the station's ability to provide a high-quality passenger experience.

Project Description and Benefits

To help address these issues, this project consists of connecting the newly added eastside entrance plaza with the addition of a new Muni platform on the eastside of the BART Balboa Park Station while updating the existing station architecture to suit its new role as a major entrance with the addition of improved lighting, signage and access to the station concourse. Key features will include:

- New east side Muni passenger boarding platform
- New pedestrian bridge connecting east side to west side of station

- New lighting
- Ceiling treatment
- Signage and separation barrier between free/ paid area
- Wall finishes
- Improve overall appearance of station concourse area
- Muni passenger will have safer access to BART station
- BART patrons will have direct access from east side to west side of station and vice versa
- Enable easier access to the station and Muni bus connections
- Improved security with new lighting

In 2010, the Transportation Authority programmed \$1.9 million in Lifeline Transportation Program funds to BART for this project.

Outreach

BART will be issuing passenger bulletins prior to and during construction informing patrons of the project. BART will also be setting up a website indicating the progress of the project and any pertinent information regarding the work. BART will coordinate with the San Francisco Municipal Transportation Agency (SFMTA) on a 10-week shut-down of the revenue loop through the Green yard to allow construction of the new platform for the key stop at the terminus of the J and K Muni lines. The SFMTA will also issue passenger bulletins and will provide "ambassadors" during the shut-down to direct passengers to temporarily relocated Muni stops.

The Balboa Park Community Advisory Committee (CAC), whose membership and quarterly meetings are open to the public, will monitor the project's progress. BART updated the committee and took input on the project at meetings on January 9, 2013, March 13, 2013, May 8, 2013, July 10, 2013, September 11, 2013, November 14, 2013, January 30, 2014, March 25, 2014 and April 22, 2014. BART staff also participated in District 11 Council Community Meetings on February 25, 2012, December 8, 2012, November 9, 2013 and December 14, 2013.

BART has also undertaken public outreach at community events including:

- Excelsior Community Festival – Annual participation at this event. Specifically attended festival and hosted booth to provide community information about the project – 2011, 2012, 2013 and 2014.
- Oceanview - Merced Heights - Ingleside Community Collaborative (OMICC) held annually. Specifically attended festival and hosted booth to provide community information about the subject project – 2011, 2012, 2013
- Cayuga Park Grand Opening event – Attended and hosted booth to provide community information about the project – August 17, 2013. We will continue to engage the community in 2015-2016 during the construction period.

Prioritization

The Balboa Park Eastside Connections project was prioritized in the 5-Year Prioritization Program (5YPP) for BART Station Access, Safety, and Capacity. Also, in September 2013 the Transportation Authority allocated \$415,800 in Prop K funds for wayfinding and bicycle improvements at four BART stations, including bicycle parking at Balboa Park and other pedestrian wayfinding improvements (Resolution 2014-020, Project 108.902006). BART will use \$200,000 from the earlier allocation to construct the wayfinding improvements as part of the Balboa Park Eastside Connections project.

FY 2014/15

Project Name: Balboa Park Station Eastside Connections

Implementing Agency: Bay Area Rapid Transit District

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt **Completion Date (mm/dd/yy)**
Status: Completed **10/01/10**

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	1	2013/14	3	2013/14
Environmental Studies (PA&ED)	1	2010/11	3	2010/11
R/W Activities/Acquisition				
Design Engineering (PS&E)	4	2013/14	2	2014/15
Prepare Bid Documents				
Advertise Construction	3	2014/15	4	2014/15
Start Construction (e.g., Award Contract)	4	2014/15		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			4	2016/17
Project Closeout (i.e., final expenses incurred)			1	2017/18

SCHEDULE COORDINATION/NOTES

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

The final design will be completed no later than 10/31/2014. The start of construction is anticipated to commence May 29, 2015. Construction is anticipated to be substantially completed by February 28, 2017.

BART will continue to actively coordinate the project's construction with SFMTA due to the project's proximity to the Green Yard and the SFMTA's Green Yard rail replacement project.

FY 2014/15

Project Name: Balboa Park Station Eastside Connections

Implementing Agency: Bay Area Rapid Transit District

COST SUMMARY BY PHASE - CURRENT REQUEST

Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.
 Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$ 12,678,117	\$ 2,030,000	
Procurement (e.g. rolling stock)				
		\$ 12,678,117	\$ 2,030,000	\$ -

COST SUMMARY BY PHASE - ENTIRE PROJECT

Show total cost for ALL project phases based on best available information. **Source of cost estimate** (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)	\$ 2,321,883	95% design
R/W Activities/Acquisition		
Construction	\$ 12,678,117	95% design
Procurement (e.g. rolling stock)		
Total:	\$ 15,000,000	

% Complete of Design: 95 as of 9/25/2014
Expected Useful Life: 30 Years

MAJOR LINE ITEM BUDGET

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.
2. Requests for project development should include preliminary estimates for later phases such as construction.
3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.
4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.
5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.
6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

FTE = Full Time Equivalent

BUDGET - CONSTRUCTION PHASE

TASK	Totals
Construction Contract	\$ 6,000,000
Change order Contingency (10%)	\$ 600,000
Subtotal construction contract	\$ 6,600,000
Design Services During Construction	\$ 400,000
Construction Management, Safety Monitors	\$ 3,000,000
Other Miscellaneous Expenses	\$ 100,000
Cost Allocation *	\$ 496,000
BART Construction Support	\$ 1,504,000
Project Contingency	\$ 578,117
Total Construction Phase	\$ 12,678,117

* Includes overhead costs for office space, direct & indirect support staff such as staff from Legal, Procurement, Accounting and Real Estate departments.

CONSTRUCTION CONTRACT ELEMENTS

Task	Quantity	Unit	Unit Price	Total
1. Differing Site Conditions	1	L.S.	\$ 50,000	\$ 50,000
2. Partnering	1	L.S.	\$ 10,000	\$ 10,000
3. Operating System Delays	1	L.S.	\$ -	\$ -
4. Haz-Mat handling and disposal	1	L.S.	\$ 50,000	\$ 50,000
5. SFMTA coordination	1	L.S.	\$ 50,000	\$ 50,000
6. Mobilization	1	L.S.	\$ 505,956	\$ 505,956
7. Demolition	1	L.S.	\$ 475,549	\$ 475,549
8. Remove existing OCS poles & elements	1	L.S.	\$ 308,172	\$ 308,172
9. Metal fabrication	1	L.S.	\$ 300,719	\$ 300,719
10. New walkway concrete & rebar	1	L.S.	\$ 589,380	\$ 589,380
11. Head house structural frame	1	L.S.	\$ 664,497	\$ 664,497
12. Convert existing planter to walkway	1	L.S.	\$ 91,489	\$ 91,489
13. New concourse floor in-fill	1	L.S.	\$ 528,323	\$ 528,323
14. Fire proofing	1	L.S.	\$ 96,304	\$ 96,304
15. Glazed curtain wall	1	L.S.	\$ 237,293	\$ 237,293
16. Image glazing	1	L.S.	\$ 194,149	\$ 194,149
17. Glazed roof for entrance & fall protection	1	L.S.	\$ 493,269	\$ 493,269
18. Overhead bi-fold doors	1	L.S.	\$ 462,259	\$ 462,259
19. Tony Sacco wall	1	L.S.	\$ 67,894	\$ 67,894
20. Other base work	1	L.S.	\$ 593,213	\$ 593,213
21. All electrical related work	1	L.S.	\$ 156,590	\$ 156,590
22. Civil work incl. excavation & back fill	1	L.S.	\$ 73,961	\$ 73,961
SUBTOTAL				\$ 5,999,017
Contingency	10%		0	\$ 599,902
Contract Total				\$ 6,598,919

MAJOR LINE ITEM BUDGET

BART CONSTRUCTION SUPPORT

Title (class)	Hours	Unburdened Salary/Hour	Overhead Multiplier	Fully Burdened Salary/Hour	FTE Ratio	Total Cost
Group Manager	450	\$ 75.37	1.837	\$ 138.46	0.216	\$ 62,308
Project Manager	3,840	\$ 66.24	1.837	\$ 121.69	1.846	\$ 467,281
Sr. Construction Engineer	4,900	\$ 56.17	1.837	\$ 103.18	2.356	\$ 505,582
Project Controls	2,200	\$ 47.33	1.9	\$ 89.92	1.058	\$ 197,828
Documentation	752	\$ 45.02	1.837	\$ 82.69	0.362	\$ 62,186
Electrical/Mechanical Engineering	560	\$ 57.11	1.837	\$ 104.91	0.269	\$ 58,748
Civil Engineer	850	\$ 55.98	1.837	\$ 102.83	0.409	\$ 87,407
District Architect	450	\$ 75.83	1.837	\$ 139.30	0.216	\$ 62,687
BART Construction Support Total	14,002				6.732	\$ 1,504,026

FY 2014/15

Project Name: Balboa Park Station Eastside Connections

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$ 2,030,000
 5-Year Prioritization Program Amount: \$ 2,030,000 (enter if appropriate)
 Strategic Plan Amount for Requested FY: \$ 2,440,000

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

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

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

The Prop K 5-Year Prioritization Program (5YPP) amount is the entire amount of Prop K funds available for allocation in Fiscal Year 2014/15 for the subject project in the BART Station Area Access, Safety, and Capacity 5YPP.

The Prop K Strategic Plan amount is the amount programmed for the entire BART Station Area Access, Safety, and Capacity category in Fiscal Year 2014/15.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$ 2,030,000	\$ 200,000	\$ 2,230,000
State Prop 1B			\$ 9,648,117	\$ 9,648,117
Lifeline Transportation Program Prop 1B - (BART)			\$ 800,000	\$ 800,000
				\$ -
				\$ -
				\$ -
Total:		\$ 2,030,000	\$ 10,648,117	\$ 12,678,117

Actual Prop K Leveraging - This Phase: 82.41% \$ 12,678,117
 Expected Prop K Leveraging per Expenditure Plan 89.50% Total from Cost worksheet

E6-28

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

Yes - Prop K

Fund Source	\$ Amount	Required Local Match	
		%	\$
Lifeline Transportation Program	\$10,448,117	20.00%	\$2,612,029

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
Lifeline Transportation Program Prop 1B - (SFCTA)			\$ 1,153,610	\$ 1,153,610
Lifeline Transportation Program State Transit Assistance - (SFCTA)			\$ 752,440	\$ 752,440
Prop K		\$ 2,030,000	\$ 200,000	\$ 2,230,000
Lifeline Transportation Program Prop 1B - (BART)			\$ 800,000	\$ 800,000
State Prop 1B			\$ 10,063,950	\$ 10,063,950
			\$ -	\$ -
			\$ -	\$ -
Total:		\$ 2,030,000	\$ 12,970,000	\$ 15,000,000

Actual Prop K Leveraging - Entire Project:

92.31%

\$ 15,000,000

Expected Prop K Leveraging per Expenditure Plan:

89.50%

Total from Cost worksheet

Actual Prop AA Leveraging - Entire Project:

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested:

\$ 2,030,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2016/17	\$ 2,030,000	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$ 2,030,000		

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

	Amount	Phase:
Funding Recommended: Prop K Allocation	\$ 2,030,000	Construction
Total:	\$ 2,030,000	

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 8	FY 2016/17	\$ 2,030,000	100.00%	\$ -
			0.00%	\$ -
			0.00%	\$ -
Total:		\$ 2,030,000	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 8	FY 2016/17	Construction	\$ 2,030,000	100%	\$ -
				100%	\$ -
				100%	\$ -
Total:			\$ 2,030,000		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution. No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

1.
2.
3.

Special Conditions:

1.

Notes:

1.
2.

Supervisorial District(s):

Prop K proportion of expenditures - this phase:

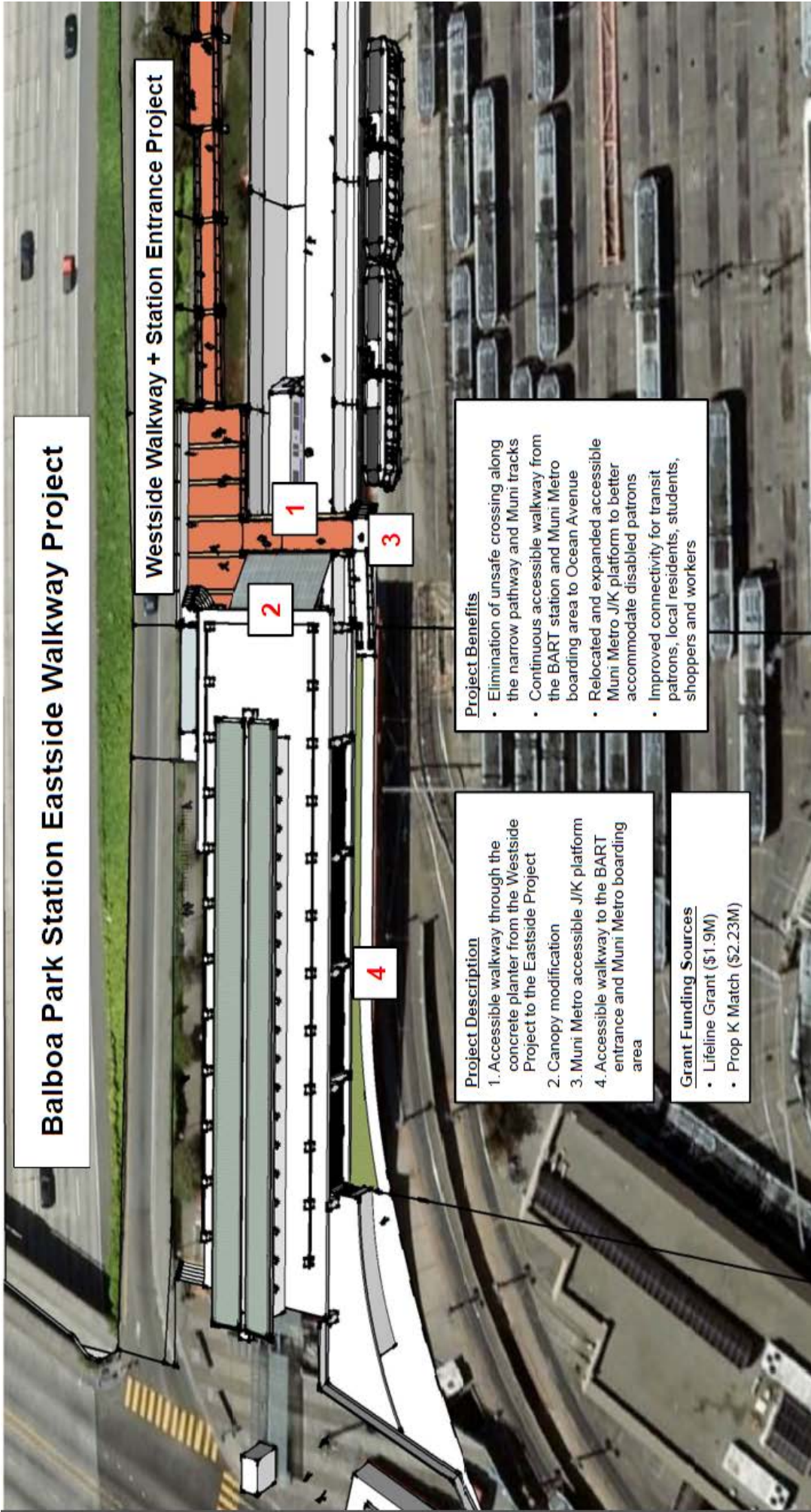
Sub-project detail? If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer:

Project # from SGA:

Balboa Park Station Eastside Walkway Project

Westside Walkway + Station Entrance Project



Project Description

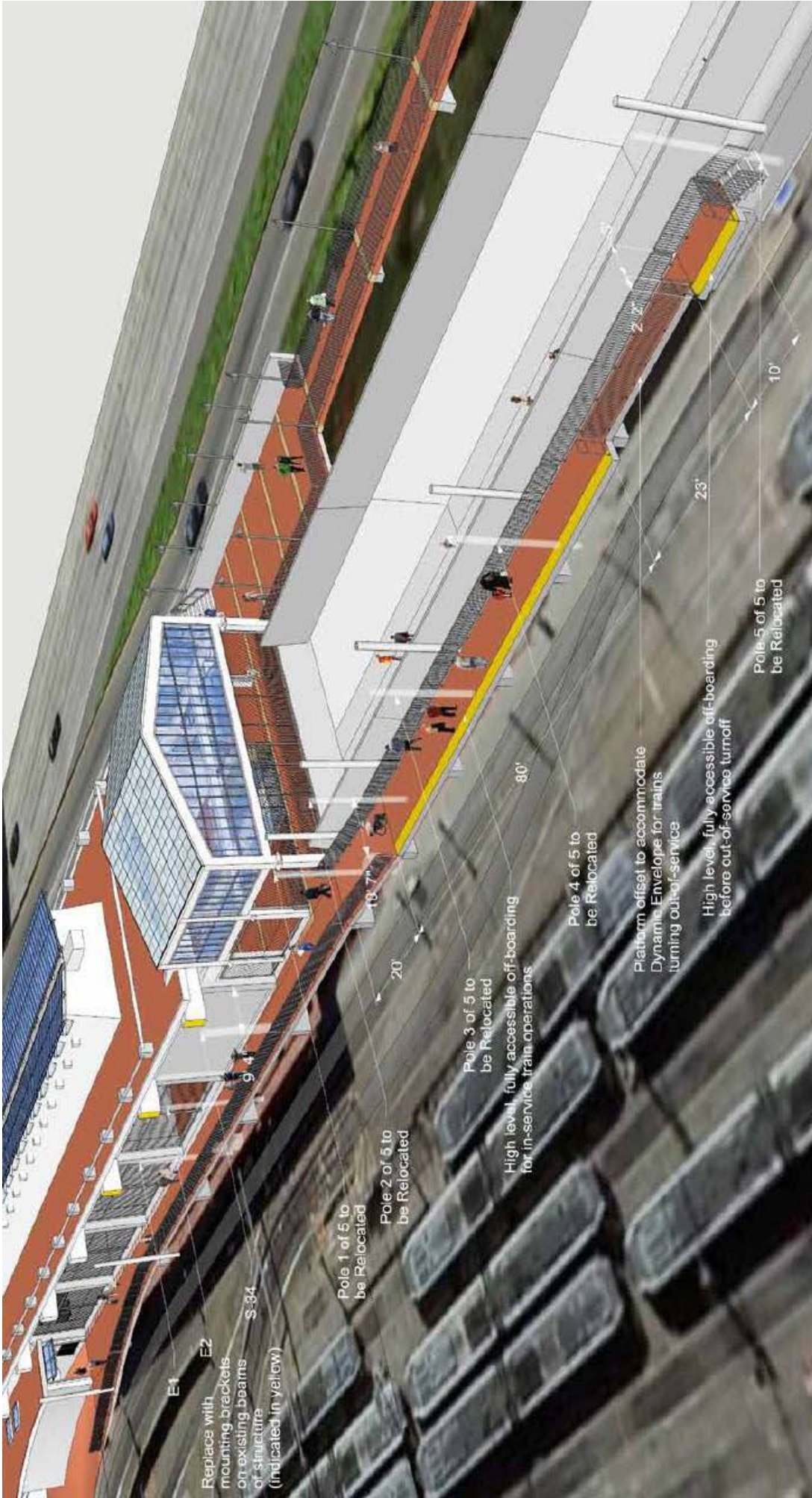
1. Accessible walkway through the concrete planter from the Westside Project to the Eastside Project
2. Canopy modification
3. Muni Metro accessible J/K platform
4. Accessible walkway to the BART entrance and Muni Metro boarding area

Grant Funding Sources

- Lifeline Grant (\$1.9M)
- Prop K Match (\$2.23M)

Project Benefits

- Elimination of unsafe crossing along the narrow pathway and Muni tracks
- Continuous accessible walkway from the BART station and Muni Metro boarding area to Ocean Avenue
- Relocated and expanded accessible Muni Metro J/K platform to better accommodate disabled patrons
- Improved connectivity for transit patrons, local residents, students, shoppers and workers



Eastside Walkway and Pedestrian Bridge to Westside Walkway

FY of Allocation Action:

2014/15

Current Prop K Request:

\$ 2,030,000

Current Prop AA Request:

\$ -

Project Name:

Balboa Park Station Eastside Connections

Implementing Agency:

Bay Area Rapid Transit District

Signatures

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

Project Manager

Grants Section Contact

Name (typed): John Gee

Todd Morgan

Title: Project Manager

Principal Financial Analyst

Phone: (510) 287-4928

510-464-6551

Fax: (510) 287-4888

510-287-4751

Email: jgee@bart.gov

tmorgan@bart.gov

P.O. Box 12688, mail stop LKS-
Address: 21, Oakland CA 94604-2688

P.O. Box 12688, mail stop LKS-
16, Oakland CA 94604-2688

Signature: _____

Date: 09/24/14

09/24/14



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

FY of Allocation Action:
 Project Name:
 Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K Category: Gray cells will automatically be filled in.
 Prop K Subcategory:
 Prop K EP Project/Program:
 Prop K EP Line Number (Primary): Current Prop K Request: \$
 Prop K Other EP Line Numbers:

Prop AA Category:
 Current Prop AA Request: \$
 Supervisorial District(s):

SCOPE

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

Project is to perform Mid-Life Overhaul of three (3) each F40PH2C & two (2) each F40PH-2CAT locomotives.

The Mid-Life overhaul of the locomotives shall include complete disassembly of the main diesel engine, overhauling by recondition re-usable main frame components and re-assembly with new engine components. The overhaul shall also include replacement of the Separate Head-End Power (SEP-HEP) unit and all electrical components of the SEP-HEP compartment. All areas of the locomotive carbody, trucks, wheels and electrical components shall be reconditioned to like-new condition or replaced with new material. The intent is to overhaul the locomotive to a condition that will be as close to new condition as possible when delivered back to revenue service from the overhaul.

The scope of work is too extensive to be performed at Caltrain facilities. The project work location shall be determined by selection of the successful bidding contractor's facility location.

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

FY 2014/15

Project Name: F40 Locomotive Mid-Life Overhaul

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

Type : N/A

Completion Date
(mm/dd/yy)

Status: N/A

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

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

FY 2014/15

Project Name: F40 Locomotive Mid-Life Overhaul

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

COST SUMMARY BY PHASE - CURRENT REQUEST

Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.
Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$ 3,900,000	\$ 1,042,857	
Procurement (e.g. rolling stock)				
		\$ 3,900,000	\$ 1,042,857	

COST SUMMARY BY PHASE - ENTIRE PROJECT

Show total cost for ALL project phases based on best available information. **Source of cost estimate** (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction	\$ 8,844,829	JPB Capital Budget
Procurement (e.g. rolling stock)		
Total:	\$ 8,844,829	

% Complete of Design: 100 as of 7/1/14
Expected Useful Life: 15 Years

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

MAJOR LINE ITEM BUDGET

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.
2. Requests for project development should include preliminary estimates for later phases such as construction.
3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.
4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.
5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.
6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

See attached project summary for budget estimates prepared as part of the annual JPB budget process.

1. SOGR - ROLLING STOCK

1.21 PROJECT: F40PH-2C & F40PH-2CAT Locomotive Mid-Life Overhaul

Description/Justification: Project is to perform Mid-Life Overhaul of three (3) each F40PH12C & two (2) each F40PH1-2CAT locomotives. The overhaul on the locomotives shall be conducted at an off Caltrain property location TBD by selection of the successful bidding contractor's location. Post electrification of Caltrain there is a requirement for a small diesel powered locomotive fleet. These five (5) F40 locomotives are selected to become part of the remaining diesel fleet.

Project Cost Estimates:	Cost By Element	Original Est.	Revised Est.	Variance	Comments
	PE/Env/PSE	\$ -	\$ -	\$ -	
	Procurement/Construction	\$ 7,486,156	\$ -	\$ -	
	Construction Management	\$ -	\$ -	\$ -	
	Staff/Administration	\$ 205,000	\$ -	\$ -	
	Project Contingency	\$ 1,153,673	\$ -	\$ -	
	TOTAL	\$ 8,844,829	\$ -	\$ -	

Project Budget:	Prior Year Budgeted	FY 15 Budget Request	Future Budget	Total
	\$0	\$3,900,000	\$4,944,829	\$8,844,829

Project Milestones:	Milestones	Estimated Start	Estimated End	Comments
	Preliminary Engineering	-----	-----	
	Final Design	-----	-----	
	ROW Acquisition	-----	-----	
	Bid and Award	-----	-----	
	Procurement	October-14	April-15	
	Construction	May-15	June-16	
	Closeout	July-16	December-16	

Funding Plan:	Funding Source	Proposed FY 15 Budget	Future Budget	Comments
	Federal	\$ 960,000		
	State	\$ 140,000		
	Local Match JPB Member	\$ 2,800,000		
	<i>San Francisco</i>	\$ 1,042,857		
	<i>San Mateo</i>	\$ 878,572		
	<i>Santa Clara</i>	\$ 878,571		
	Local Match County Specific	\$ -		
	Regional/Other	\$ -		
	TOTAL	\$ 3,900,000		

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

FY 2014/15

Project Name: F40 Locomotive Mid-Life Overhaul

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$ 1,042,857

5-Year Prioritization Program Amount: \$ 1,042,857 (enter if appropriate)

Strategic Plan Amount for Requested FY: \$ 1,042,857

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$ -

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

Strategic Plan Amount for Requested FY:

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

The 5-Year Prioritization Program (5YPP) amount is the entire amount of Prop K funds available for allocation in Fiscal Year 2014/15 for the Caltrain New and Renovated Vehicles Projects Local Capital Match Placeholder in the New and Renovated Vehicles - Caltrain 5YPP.

The Strategic Plan amount is the amount programmed for the entire New and Renovated Vehicles - Caltrain category in Fiscal Year 2014/15 in the adopted 2014 Prop K Strategic Plan.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$ 1,042,857		\$ 1,042,857
FTA 5307			\$ 960,000	\$ 960,000
JPB Member Agency			\$ 1,757,143	\$ 1,757,143
State Prop 1B			\$ 140,000	\$ 140,000
Total:		\$ 1,042,857	\$ 2,857,143	\$ 3,900,000

Actual Prop K Leveraging - This Phase:	73.26%	\$ 3,900,000
Expected Prop K Leveraging per Expenditure Plan	83.73%	Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$
FTA 5307	\$ 960,000	20.00%	\$ 240,000

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 1,992,415	\$ 1,042,857		\$ 3,035,272
FTA 5307	\$ 960,000		\$ 960,000	\$ 1,920,000
JPB Member Agency	\$ 1,992,414		\$ 1,757,143	\$ 3,749,557
State Prop 1B			\$ 140,000	\$ 140,000
Total:	\$ 4,944,829	\$ 1,042,857	\$ 2,857,143	\$ 8,844,829

Actual Prop K Leveraging - Entire Project:	65.68%	\$ 8,844,829
Expected Prop K Leveraging per Expenditure Plan:	83.73%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:		

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested: \$ 1,042,857

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$ 521,429	50.00%	\$ 521,428
FY 2015/16	\$ 521,428	50.00%	\$ -
Total:	\$ 1,042,857		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

-
-

Special Conditions:

-

Notes:

-
-

Supervisory District(s):

Prop K proportion of expenditures - this phase:	<input type="text" value="26.74%"/>
Prop AA proportion of expenditures - this phase:	<input type="text"/>

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

SFCTA Project Reviewer:

Project # from SGA:

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

FY of Allocation Action: Current Prop K Request: \$
Current Prop AA Request: \$

Project Name:

Implementing Agency:

Signatures

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

Project Manager

Name (typed): Steve Coleman

Title: Maintenance Manager

Phone: 408-793-5440

Fax: _____

Email: colemans@samtrans.com

Address: 1250 San Carlos Ave, San Carlos,
CA 94070

Signature: _____

Date: _____

Grants Section Contact

Peter Skinner

Senior Grants Analyst

650-622-7818

skinnerp@samtrans.com

1250 San Carlos Ave, San Carlos,
CA 94070

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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

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

Prop K Subcategory:

Prop K EP Project/Program:

Prop K EP Line Number (Primary): Current Prop K Request: \$

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

SCOPE

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

The System Wide Station Improvements program provides repairs at various passenger stations along the Caltrain right-of-way. This work may be performed by the PCJPB's contract operator or other contractors. Similar work items are combined into modules, which may include, but are not limited to:

- a. Station building repairs
- b. Replace or repair passenger shelters
- c. Replace center track fence
- d. Window and door replacement
- e. New persons needing assistance (PNA) shelters
- f. Bike locker repainting
- g. Repair / replacement of regulatory/station signs, display cases
- h. Painting, striping, refinishing tactile tiles and pavement markings
- i. Resurface uneven walking surfaces at station crossings
- j. Pigeon abatement (e.g. netting /spikes)

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

FY 2014/15

Project Name: Systemwide Station Improvements

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

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

Status: N/A

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

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

FY 2014/15

Project Name: Systemwide Station Improvements

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

COST SUMMARY BY PHASE - CURRENT REQUEST
 Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.
 Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$ 500,000	\$ 210,989	
Procurement (e.g. rolling stock)				
		\$ 500,000	\$ 210,989	

COST SUMMARY BY PHASE - ENTIRE PROJECT
 Show total cost for ALL project phases based on best available information. Source of cost estimate (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction	\$ 500,000	Adopted JPB Capital Budget
Procurement (e.g. rolling stock)		
Total:	\$ 500,000	

% Complete of Design: 100 as of 8/1/14
 Expected Useful Life: 20 Years

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

MAJOR LINE ITEM BUDGET

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.
2. Requests for project development should include preliminary estimates for later phases such as construction.
3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.
4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.
5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.
6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

See attached project summary for budget estimates prepared as part of the annual JPB budget process.

1. SOGR - STATIONS & INTERMODAL ACCESS

1.3 PROJECT: Caltrain Systemwide Station Rehabilitation: State of Good Repair Program

Description/Justification:

System Wide Station Improvements - SOGR 2015 provides improvements at various passenger stations along the Caltrain right of way. This project is divided into Modules which will allow for timely contracting and construction. This work may be performed by TASI or other Contractors.

Several amenities at our Passenger Stations need to be added or repaired/replaced/repainted to bring the stations to a State of Good Repair. By combining several of these items into Modules at multiple locations we can get them taken care of in a timely manner. By using this approach we are able to eliminate several of the layers associated with larger scale projects. All plans and specifications for Modules are handled by in-house staff.

<u>Project Cost Estimates:</u>	<u>Cost By Element</u>	<u>Original Est.</u>	<u>Revised Est.</u>	<u>Variance</u>	<u>Comments</u>
	PE/Env/PSE	\$ -	\$ -	\$ -	
	Procurement/Construction	\$ 400,000	\$ -	\$ -	
	Construction Management	\$ -	\$ -	\$ -	
	Staff/Administration	\$ 100,000	\$ -	\$ -	
	Project Contingency	\$ -	\$ -	\$ -	
	TOTAL	\$ 500,000	\$ -	\$ -	

Project Budget:	Prior Year Budgeted	FY 15 Budget Request	Future Budget	Total
	\$0	\$500,000	\$0	\$500,000

Project Milestones:

<u>Milestones</u>	<u>Estimated Start</u>	<u>Estimated End</u>	<u>Comments</u>
Preliminary Engineering	-----	-----	
Final Design	-----	-----	
ROW Acquisition	-----	-----	
Bid and Award	October-14	December-14	
Procurement	-----	-----	
Construction	January-15	December-15	
Closeout	January-16	June-16	

Funding Plan:

<u>Funding Source</u>	<u>Proposed FY 15 Budget</u>	<u>Future Budget</u>	<u>Comments</u>
Federal	\$ -		
State	\$ -		
Local Match JPB Member	\$ 500,000		
<i>San Francisco</i>	\$ 210,989		
<i>San Mateo</i>	\$ 144,506		
<i>Santa Clara</i>	\$ 144,506		
Local Match County Specific			
Regional/Other	\$ -		
TOTAL	\$ 500,000		

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

FY 2014/15

Project Name: Systemwide Station Improvements

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$ 210,989

5-Year Prioritization Program Amount: \$ 360,989 (enter if appropriate)

Strategic Plan Amount for Requested FY: \$ 360,989

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$ -

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

Strategic Plan Amount for Requested FY:

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

The 5-Year Prioritization Program (5YPP) amount is the entire amount of Prop K funds available for allocation in Fiscal Year 2014/15 for the Systemwide Station Improvements Projects Local Capital Match Placeholder in the Facilities - Caltrain 5YPP.

The Strategic Plan amount is the amount programmed for the entire Facilities - Caltrain category in Fiscal Year 2014/15 in the adopted 2014 Prop K Strategic Plan.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$ 210,989		\$ 210,989
JPB Member Agency			\$ 289,011	\$ 289,011
Total:		\$ 210,989	\$ 289,011	\$ 500,000

Actual Prop K Leveraging - This Phase:	57.80%	\$ 500,000
Expected Prop K Leveraging per Expenditure Plan	89.66%	Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$ 210,989		\$ 210,989
JPB Member Agency			\$ 289,011	\$ 289,011
Total:		\$ 210,989	\$ 289,011	\$ 500,000

Actual Prop K Leveraging - Entire Project:	42.20%	\$ 500,000
Expected Prop K Leveraging per Expenditure Plan:	89.66%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:		

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested: \$ 210,989

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$ 210,989	100.00%	\$ -
Total:	\$ 210,989		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

1.
2.

Special Conditions:

1.

Notes:

1. In order to comply with Prop K Expenditure Plan category eligibility and maintain consistency with available funds, PCJPB has allowed San Francisco's 1/3 share to be distributed unevenly across individual projects as long as the total contribution is held constant. The FY 14/15 Caltrain capital match contribution is \$3.5 million for each of the PCJPB entities or 1/3 of a total \$10,500,000.
2. The Transportation Authority may reimburse Caltrain at a higher rate than the approved Fiscal Year Cash Flow Distribution Schedule if at the end of the Fiscal Year there is sufficient capacity remaining to avoid increasing financing costs in the Caltrain Capital Improvement Program category of the Prop K Strategic Plan.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	<input type="text" value="42.20%"/>
Prop AA proportion of expenditures - this phase:	<input type="text"/>

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

SFCTA Project Reviewer:

Project # from SGA:

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

FY of Allocation Action: Current Prop K Request: \$
Current Prop AA Request: \$

Project Name:

Implementing Agency:

Signatures

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

Project Manager

Name (typed): Robert Scarpino

Title: Program Manager

Phone: 650-508-7780

Fax: _____

Email: scarpinor@samtrans.com

Address: 1250 San Carlos Ave, San Carlos,
CA 94070

Signature: _____

Date: _____

Grants Section Contact

Peter Skinner

Senior Grants Analyst

650-622-7818

skinnerp@samtrans.com

1250 San Carlos Ave, San Carlos,
CA 94070

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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K Category:	<input type="text" value="A. Transit"/>	Gray cells will automatically be filled in.
Prop K Subcategory:	<input type="text" value="iii. System Maintenance and Renovation (transit)"/>	
Prop K EP Project/Program:	<input type="text" value="c.1 Guideways"/>	
Prop K EP Line Number (Primary):	<input type="text" value="22"/>	Current Prop K Request: <input type="text" value="\$ 303,066"/>
Prop K Other EP Line Numbers:	<input type="text"/>	

Prop AA Category:

Current Prop AA Request:

Supervisorial District(s):

SCOPE

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

Caltrain requests \$303,066 in Prop K funds to help fund construction of the Quint Street Bridge Replacement project through Fiscal Year 2014/15. Caltrain plans to request an additional \$381,052 in Prop K funds in Fiscal Year 2015/16.

Funding for this request would be provided by unneeded funds deobligated from 3 previous Prop K grants for Caltrain Signal System Rehab projects.

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

Scope

The scope of the project includes a) The removal of the existing steel through girder superstructure and foundation for the bridge at Quint Street, and replacement with a berm structure. b) Construct a retaining wall along the East Right-of-Way line to protect train operations on the Quint Street Lead industrial siding providing freight service to the Port of San Francisco. c) Execute rough grading of the berm structure north of the Quint Street Bridge to prepare the site for the construction of the future Quint-Jerrold connector road.

Background

Caltrain is working to replace its aging rail bridge over Quint Street with a new, safe structure. In a separate project the City plans to construct a new street between Oakdale and Jerrold Avenues in the Bayview neighborhood to serve area land uses, facilitate a potential future Caltrain station at Oakdale Avenue, and provide an alternate route between Quint Street and Jerrold Avenue. The Transportation Authority coordinated with Caltrain, City agencies, and community members to select an option for the replacement while meeting local goals for the area: to facilitate development of a potential future Caltrain station at Oakdale Avenue, maintain local through access across the tracks, and enhance access to local land uses. In March 2012, the Transportation Authority appropriated \$74,000 in Prop K funds to fund planning, design, and outreach work to vet Caltrain's bridge replacement options and also develop a preliminary Quint-Jerrold Connector Road design concept. In September 2014 the Transportation Authority appropriated \$89,000 to refine and implement a workforce development and local contractor participation strategy to maximize opportunities for participation in both the Caltrain berm project and the local road project.

Caltrain expects to complete detailed design in November 2014 and to complete construction of the project in January 2016.

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

FY 2014/15

Project Name: Quint Street Bridge Replacement

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

Type : CE Completion Date (mm/dd/yy)
 Status: Completed 03/31/11

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)	1	2008/09	3	2010/11
R/W Activities/Acquisition				
Design Engineering (PS&E)	1	2008/09	2	2014/15
Prepare Bid Documents	2	2014/15	4	2014/15
Advertise Construction				
Start Construction (e.g., Award Contract)	4	2014/15		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			3	2015/16
Project Closeout (i.e., final expenses incurred)	3	2015/16	3	2016/17

SCHEDULE COORDINATION/NOTES

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

Construction to begin in April 2015.

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

FY 2014/15

Project Name: Quint Street Bridge Replacement

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

Cost for Current Request/Phase		
	Total Cost	Prop K - Current Request
Yes/No		
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction	\$ 2,330,000	\$ 303,066
Procurement (e.g. rolling stock)		
	\$ 2,330,000	\$ 303,066

COST SUMMARY BY PHASE - ENTIRE PROJECT

Show total cost for ALL project phases based on best available information. **Source of cost estimate** (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)	\$ 2,000,000	Engineer's estimate at 65% design
R/W Activities/Acquisition		
Construction**	\$ 18,890,000	Engineer's estimate at 65% design
Procurement (e.g. rolling stock)		
Total:	\$ 20,890,000	

% Complete of Design: 65 as of 9/19/14

Expected Useful Life: 100 Years

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

MAJOR LINE ITEM BUDGET

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.
2. Requests for project development should include preliminary estimates for later phases such as construction.
3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.
4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.
5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.
6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

See attached project summary for budget estimates prepared as part of the annual JPB budget process

1. SOGR - RIGHT OF WAY/SIGNAL & COMMUNICATION

PROJECT: Quint Street Bridge Replacement

Description/Justification: Scope of the project includes a) The removal of the existing steel through girder superstructure and foundation for the bridge at Quint Street, and replacement with a berm structure. b) Construct a retaining wall along the East Right-of-Way line to protect train operations on the Quint Street Lead industrial siding providing freight service to the Port of San Francisco. c) Execute rough grading of the berm structure north of the Quint Street Bridge to prepare the site for the construction of the future Quint-Jerrold connector road.

Project Cost Estimates:	Cost By Element	Original Est.	Revised Est.	Variance	Comments
	PE/Env/PSE	\$ 2,000,000			
	Procurement/Construction	\$ 15,870,000			
	Construction Management	\$ 1,520,000			
	Staff/Administration				
	Project Contingency	\$ 1,500,000			
	TOTAL	\$ 20,890,000	\$ -	\$ 0	

Project Budget:	Prior Year Budgeted	FY 15 Budget Request	Future Budget Reques	Total
	\$15,788,695	\$2,330,000	\$2,771,305	\$20,890,000

Project Milestones:	Milestones	Estimated Start	Estimated End	Comments
	Study			
	PS&E	September-08	November-14	
	Environmental			
	Right of Way			
	Contract Procurement	December-14	April-15	
	Construction	April-15	January-16	

Funding Plan:	Funding Source	Proposed FY15 Budget	Future Budget	Comments
	Federal	\$ 1,864,000		
	State	\$ -		
	Local Match JPB Member	\$ 466,000		
	<i>San Francisco</i>	\$ 303,066		
	<i>San Mateo</i>	\$ 81,467		
	<i>Santa Clara</i>	\$ 81,467		
	Local Match County SM			
	Regional/Other			
	TOTAL	\$ 2,330,000		

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

FY 2014/15

Project Name: Quint Street Bridge Replacement

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$ 303,066
 5-Year Prioritization Program Amount: \$ - (enter if appropriate)
 Strategic Plan Amount for Requested FY: \$ 1,243,407

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

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

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

Funding the request requires amendment of the 5-Year Prioritization Program (5YPP) for Guideways-Caltrain category to program \$303,066 in funds deobligated from the prior 5YPP cycle. See 5YPP attachment for more details.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 303,066			\$ 303,066
JPB Member Agency			\$ 162,934	\$ 162,934
FTA 5337			\$ 1,864,000	\$ 1,864,000
Total:	\$ 303,066	\$ -	\$ 2,026,934	\$ 2,330,000

Actual Prop K Leveraging - This Phase: 86.99%
 Expected Prop K Leveraging per Expenditure Plan: 77.72%

\$ 2,330,000
Total from Cost worksheet

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

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

Yes - Prop K

Fund Source	\$ Amount	Required Local Match	
		%	\$
FTA 5337	\$ 1,864,000	20.00%	\$ 466,000

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 303,066	\$ 381,052		\$ 684,118
JPB Member Agency	\$ 670,000	\$ 102,104	\$ 2,283,617	\$ 3,055,721
FTA 5337/5309			\$ 15,422,012	\$ 15,422,012
State Prop 1B		\$ 1,728,149		\$ 1,728,149
Total:	\$ 973,066	\$ 2,211,305	\$ 17,705,629	\$ 20,890,000

Actual Prop K Leveraging - Entire Project:

96.73%

\$ 20,890,000

Expected Prop K Leveraging per Expenditure Plan:

77.72%

Total from Cost worksheet

Actual Prop AA Leveraging - Entire Project:

85.37%

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested:

\$ 303,066

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$ 303,066	100.00%	\$ -
Total:	\$ 303,066		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

1.
2.
3.

Special Conditions:

1.
2.

Notes:

1.
2.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	13.01%
Prop AA proportion of expenditures - this phase:	<input type="text"/>

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

SFCTA Project Reviewer:

Project # from SGA:

MAPS AND DRAWINGS

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

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



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

FY of Allocation Action: Current Prop K Request: \$
Current Prop AA Request: \$

Project Name:

Implementing Agency:

Signatures

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

Project Manager

Name (typed): Rafael Bolon

Title: Project Manager

Phone: 650-622-7805

Fax: _____

Email: bolonr@samtrans.com

Address: 1250 san Carlos Ave, San Carlos,
CA 94070

Signature: _____

Date: _____

Grants Section Contact

Peter Skinner

Senior Grants Analyst

650-622-7818

skinnerp@samtrans.com

1250 san Carlos Ave, San Carlos,
CA 94070

**5-Year Project List
Guideways - PCJPB (EP 22P)
Programming and Allocations to Date**

Pending Board Approval (11.25.2014)

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
PCJPB	Systemwide Track Rehabilitation	CON	Pending	\$1,243,407					\$1,243,407
PCJPB	Quint Street Bridge Replacement ¹	CON	Pending	\$303,066					\$303,066
PCJPB	Local Capital Match Placeholder	Any Eligible	Programmed		\$1,319,130				\$1,319,130
PCJPB	Local Capital Match Placeholder	Any Eligible	Programmed			\$1,358,704			\$1,358,704
PCJPB	Local Capital Match Placeholder	Any Eligible	Programmed				\$1,399,465		\$1,399,465
PCJPB	Local Capital Match Placeholder	Any Eligible	Programmed					\$1,441,449	\$1,441,449
Total Programmed in 5YPP				\$1,546,473	\$1,319,130	\$1,358,704	\$1,399,465	\$1,441,449	\$7,065,221
Total Allocated and Pending in 5YPP				\$1,546,473	\$0	\$0	\$0	\$0	\$1,546,473
Total Deobligated in 5YPP				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPP				\$0	\$1,319,130	\$1,358,704	\$1,399,465	\$1,441,449	\$5,518,748
Total Programmed in 2014 Strategic Plan				\$1,243,407	\$1,319,130	\$1,358,704	\$1,399,465	\$1,441,449	\$6,762,155
Deobligated from Prior 5YPP Cycles **				\$303,067					\$303,067
Cumulative Remaining Programming Capacity				\$1	\$1	\$1	\$1	\$1	\$1

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

¹ 5YPP Amendment to reprogram \$303,066 in Prop K funds deobligated from prior Guideways - Caltrain projects: \$81,466 from the Signal System Rehab project (R11-23, #122.911073). Deobligated funds are not needed for completion of construction. \$39,400 from the Signal System Rehab-Design project (R13-12,#122.911091). Design is complete. Deobligated funds were not needed. \$182,000 from the Signal System Rehab-Construction project (R13-12, #122.911092). Deobligated funds are not needed for completion of construction.

**5-Year Project List
Guideways - PCJPB (EP 22P)
Cash Flow (\$) Maximum Annual Reimbursement**

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Systemwide Track Rehabilitation	CON	\$621,704	\$621,703					\$1,243,407
Quint Street Bridge Replacement 1	CON	\$303,066						\$303,066
Local Capital Match Placeholder	Any Eligible		\$659,565					\$1,319,130
Local Capital Match Placeholder	Any Eligible			\$679,352				\$1,358,704
Local Capital Match Placeholder	Any Eligible				\$699,732			\$1,399,465
Local Capital Match Placeholder	Any Eligible					\$720,725		\$1,441,449
Cash Flow Programmed in 5YPP		\$924,770	\$1,281,268	\$1,338,917	\$1,379,084	\$1,420,458	\$720,724	\$7,065,221
Total Cash Flow Allocated		\$924,770	\$621,703	\$0	\$0	\$0	\$0	\$1,546,473
Total Cash Flow Deobligated		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Cash Flow Unallocated		\$0	\$659,565	\$1,338,917	\$1,379,084	\$1,420,458	\$720,724	\$5,518,748
Cash Flow Programmed in 2014 Strategic Plan		\$1,228,311	\$1,281,269	\$1,338,917	\$1,379,085	\$1,420,457	\$1,488,071	\$13,780,167
Deobligated from Prior 5YPP Cycles **		\$303,067						\$303,067
Cumulative Remaining Cash Flow Capacity		\$606,608	\$606,609	\$606,609	\$606,610	\$606,609	\$1,373,956	\$7,018,013
Programmed								
Pending Allocation/Appropriation								
Board Approved Allocation/Appropriation								

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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K Category:	<input type="text" value="A. Transit"/>	Gray cells will automatically be filled in.
Prop K Subcategory:	<input type="text" value="iii. System Maintenance and Renovation (transit)"/>	
Prop K EP Project/Program:	<input type="text" value="c.1 Guideways"/>	
Prop K EP Line Number (Primary):	<input type="text" value="22"/>	Current Prop K Request: \$ <input type="text" value="1,243,407"/>
Prop K Other EP Line Numbers:	<input type="text"/>	

Prop AA Category:

Current Prop AA Request: \$

Supervisory District(s):

SCOPE

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

The System Track Rehabilitation Program covers the work required to keep the Caltrain railroad in a state of good repair (SOGR). The type and scope of work scheduled for each fiscal year is based upon the condition of the railroad as reflected in Caltrain's SOGR database. This database is updated regularly with input from track inspections and tests that are performed throughout the year. Each fiscal year, a new project is set up to cover the track work performed that year.

- The scope of the project covers system wide track rehabilitation proposed for Fiscal Year 2015 and may include, but is not limited to, the following:
- Replace rails and points on an as-needed basis
 - Add balast to tracks
 - Replace rail joints
 - Replace at-grade rail crossing pannels
 - Surface track and turnouts
 - Replace worn ties and insulators
 - Minor repairs to bridges, culverts and structures
 - Upgrade rail lubricators
 - Perform annual weed abatement and vegetation trimming
 - Purchasing tools and equipment required for track maintenance activities
- Changes to the projected work components may occur as field conditions warrant.

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

FY 2014/15

Project Name: Systemwide Track Rehabilitation

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

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

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

[Empty text box for schedule coordination notes]

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

FY 2014/15

Project Name: Systemwide Track Rehabilitation

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$ 7,374,000	\$ 1,243,407	
Procurement (e.g. rolling stock)				
		\$ 7,374,000	\$ 1,243,407	\$ -

COST SUMMARY BY PHASE - ENTIRE PROJECT

Show total cost for ALL project phases based on best available information. **Source of cost estimate** (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction	\$ 8,374,000	JPB Capital Budget
Procurement (e.g. rolling stock)		
Total:	\$ 8,374,000	

% Complete of Design: 100 as of 7/1/14

Expected Useful Life: 70 Years

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

MAJOR LINE ITEM BUDGET

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.
2. Requests for project development should include preliminary estimates for later phases such as construction.
3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.
4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.
5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.
6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

See attached project summary for budget estimates prepared as part of the annual JPB budget process.

1. SOGR - RIGHT OF WAY / SIGNAL & COMMUNICATION
1.12 PROJECT: FY15 System Wide Track Rehab SOGR

Description/Justification:

The System Wide Track Rehabilitation Program covers the work required to keep the Caltrain railroad in a state of good repair. The type and scope of work scheduled for each fiscal year is based upon the condition of the railroad as reflected in Caltrain's State of Good Repair database. This database is updated regularly with input from track and structures inspections and tests that are performed throughout the year.

Proposed work for Fiscal Year 2015 includes the following:

- A) Replace Stock Rails and Points on an as-needed basis. B) Production Rail Joint Replacement
- D) Remove old or bonded over insulated joints
- D) Production Ties and Surfacing
- E) Upgrade rail lubricators.
- G) Work in SSF Yard, billable to UP.
- F) Purchase of Small Tools and Equipment required for track maintenance activities.
- H) Rebuild 3 grade crossings: Charleston, Meadow, Churchill
- D) Minor repairs to bridges, culverts and structures

<u>Project Cost Estimates:</u>	<u>Cost By Element</u>	<u>Original Est.</u>	<u>Revised Est.</u>	<u>Variance</u>	<u>Comments</u>
	PE/Env/PSE	\$	-	\$	
	Procurement/Construction	\$ 6,994,000	-	\$	
	Construction Management	\$ 200,000	-	\$	
	Staff/Administration	\$ 1,180,000	-	\$	
	Project Contingency	\$ -	-	\$	
	TOTAL	\$ 8,374,000	\$	\$	

Project Budget:	Prior Year Budgeted	FY 15 Budget Request	Future Budget	Total
	\$0	\$7,374,000	\$1,000,000	\$8,374,000

<u>Project Milestones:</u>	<u>Milestones</u>	<u>Estimated Start</u>	<u>Estimated End</u>	<u>Comments</u>
	Preliminary Engineering	-----	-----	
	Final Design	-----	-----	
	ROW Acquisition	-----	-----	
	Bid and Award	-----	-----	
	Procurement	-----	-----	
	Construction	July-14	December-15	Major elements of work performed by Caltrain operating contractor.
	Closeout	January-16	June-16	

<u>Funding Plan:</u>	<u>Funding Source</u>	<u>Proposed FY 15 Budget</u>	<u>Future Budget</u>	<u>Comments</u>
	Federal	\$ 5,899,200		
	State	\$ -		
	Local Match JPB Member	\$ 1,474,800		
	<i>San Francisco</i>	\$ 1,243,407		
	<i>San Mateo</i>	\$ 115,697		
	<i>Santa Clara</i>	\$ 115,696		
	Local Match County Specific	\$ -		
	Regional/Other	\$ -		
	TOTAL	\$ 7,374,000		

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

FY 2014/15

Project Name: Systemwide Track Rehabilitation
FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:	\$ 1,243,407	
5-Year Prioritization Program Amount:	\$ 1,243,407	(enter if appropriate)
Strategic Plan Amount for Requested FY:	\$ 1,243,407	

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

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

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

The 5-Year Prioritization Program (5YPP) amount is the entire amount of Prop K funds available for allocation in Fiscal Year 2014/15 for the Caltrain Guideways Projects Local Capital Match Placeholder in the Guideways - Caltrain 5YPP.

The Strategic Plan amount is the amount programmed for the entire Guideways - Caltrain category in Fiscal Year 2014/15 in the adopted 2014 Prop K Strategic Plan.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$ 1,243,407		\$ 1,243,407
FTA 5337			\$ 5,899,200	\$ 5,899,200
JPB Member Agency			\$ 231,393	\$ 231,393
Total:		\$ 1,243,407	\$ 6,130,593	\$ 7,374,000

Actual Prop K Leveraging - This Phase:	83.14%	
Expected Prop K Leveraging per Expenditure Plan	77.72%	

\$ 7,374,000
 Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$
FTA 5337	\$ 5,899,200	20.00%	\$ 1,474,800

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	\$ 100,000	\$ 1,243,407		\$ 1,343,407
FTA 5337	\$ 800,000		\$ 5,899,200	\$ 6,699,200
JPB Member Agency	\$ 100,000		\$ 231,393	\$ 331,393
Total:	\$ 1,000,000	\$ 1,243,407	\$ 6,130,593	\$ 8,374,000

Actual Prop K Leveraging - Entire Project:	83.96%	\$ 8,374,000
Expected Prop K Leveraging per Expenditure Plan:	77.72%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:		

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

Prop K Funds Requested: \$ 1,243,407

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$ 1,243,407	100.00%	\$ -
		0.00%	\$ -
		0.00%	\$ -
		0.00%	\$ -
		0.00%	\$ -
Total:	\$ 1,243,407		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$ 1,243,407	Construction
Total:	\$ 1,243,407		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 22	FY 2014/15	\$ 621,704	50.00%	\$ 621,703
Prop K EP 22	FY 2015/16	\$ 621,703	50.00%	\$ -
Total:		\$ 1,243,407	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 22	FY 2014/15	Construction	\$ 621,704	50%	\$ 621,703
Prop K EP 22	FY 2015/16	Construction	\$ 621,703	100%	\$ -
Total:			\$ 1,243,407		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

1.
2.

Special Conditions:

1.

Notes:

1.
2.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	16.86%
Prop AA proportion of expenditures - this phase:	<input type="text"/>

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

SFCTA Project Reviewer:

Project # from SGA:

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

FY of Allocation Action: 2014/15 Current Prop K Request: \$ 1,243,407
Current Prop AA Request: \$ -

Project Name: Systemwide Track Rehabilitation

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

Signatures

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

Project Manager

Name (typed): Pedro Gutierrez

Title: Manager Maintenance of Way

Phone: 650-508-7793

Fax: _____

Email: Gutierrezp@samtrans.com

Address: 1250 San Carlos Ave, San Carlos,
CA 94070

Signature: _____

Date: _____

Grants Section Contact

Peter Skinner

Senior Grants Analyst

650-622-7818

skinnerp@samtrans.com

1250 San Carlos Ave, San Carlos,
CA 94070

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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K Category:	<input type="text" value="C. Street & Traffic Safety"/>	Gray cells will automatically be filled in.
Prop K Subcategory:	<input type="text" value="i. Major Capital Projects (Streets)"/>	
Prop K EP Project/Program:	<input type="text" value="b.3 Visitacion Valley Watershed Area projects (San Francisco share)"/>	
Prop K EP Line Number (Primary):	<input type="text" value="27"/>	Current Prop K Request: <input type="text" value="\$ 200,000"/>
Prop K Other EP Line Numbers:	<input type="text"/>	

Prop AA Category:

Current Prop AA Request:

Supervisorial District(s):

SCOPE

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

The Geneva-Harney Bus Rapid Transit (BRT) line is a proposed rapid transit service envisioned to provide existing and future neighborhoods along the San Mateo-San Francisco County border with a bus connection to the border area's key regional transit system hubs. The corridor extends from Balboa Park BART/Muni Station in the west to Hunters Point Shipyard in the east, including a connection to the Bayshore Caltrain Station. The BRT would be operated by the San Francisco Municipal Transportation Agency (SFMTA).

In late 2013, the San Francisco County Transportation Authority (SFCTA) started a BRT Feasibility Study as a critical first step in developing BRT service, which is anticipated for completion by spring 2015. This Feasibility Study involves a conceptual planning and design study, and initiates a cross-jurisdictional, community consensus-building process to prepare the envisioned "mid-term" bus project (using existing streets) for the environmental clearance phase.

The current funding request includes 3 elements:

1. \$50,000 future appropriation (i.e., a commitment to appropriate funds in FY 15/16) to temporarily cover City/County Association of Government of San Mateo County's (C/CAG) and Peninsula Corridor Joint Powers Board 's (Caltrain) contributions to the Feasibility Study (Phase 1) (continued on next page)

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

since these agencies have currently suspended their participation in the study due to concerns stemming from the Bayshore Multimodal Station Study.

2. \$77,000 to support the SFMTA's and the Department of Public Works' (SFPW's) increased participation in the feasibility study (Phase 1)(a net increase of \$46,729).

3. \$123,000 to support the SFMTA's and SFPW's staff planning and conceptual engineering efforts required to advance the Mid-Term BRT project to the environmental review stage (Phase 2 Pre-Environmental Study).

The BRT project is named in the New and Upgraded Streets 5YPP. The requested action would require a 5YPP amendment to redirect \$50,000 in FY 15/16 funds from the environmental phase to the feasibility study. The intent is to return these funds to the environmental phase upon SM C/CAG and Caltrain's fulfillment of their financial contribution to the study.

Detailed scope of work begins on next page.

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

Project Overview

The Geneva-Harney BRT line is a proposed rapid transit service envisioned to provide existing and future neighborhoods along the San Mateo-San Francisco County border with a bus connection to the border area's key regional transit system hubs. The corridor extends from Balboa Park BART/Muni Station in the west to Hunters Point Shipyard in the east, including a connection to the Bayshore Caltrain Station. The BRT would be operated by the SFMTA.

In late 2013, the SFCTA started a BRT Feasibility Study as a critical first step in developing BRT service, which is anticipated for completion by spring 2015. This Feasibility Study involves a conceptual planning and design study, and initiates a cross-jurisdictional, community consensus-building process to prepare the envisioned near-term bus project (using existing streets) for the environmental clearance phase. The feasibility study also looks at the longer term BRT vision, which assumes includes a Geneva Avenue extension, which is expected as part of the Baylands Development.

The Near-Term BRT addressed by this scope uses existing streets primarily. The Near-Term Project is expected to be used for at least 10 years, but may be used indefinitely. BRT service is needed no later than 2023 to support the Candlestick-Hunters Point Shipyard development, and may be needed sooner if development phasing changes.

Some portions of the corridor, including the eastern and western ends, have already been the subject of previous transit planning efforts. (The eastern segment through the Candlestick Point and Hunters Point Shipyard Phase II (CP-HPS Ph II) areas is fully committed and under design as part of that major redevelopment project. The western segment on Geneva Avenue west of Santos Street has been planned by the SFMTA.) For the portion in between, including Geneva Avenue within Daly City, and a potential segment through Brisbane, a clear vision for future transit has yet to emerge, either because of previous uncertainty about the street network – as in Brisbane – or because a comprehensive, corridor-wide planning process has yet to be undertaken – as in Daly City.

This project proposes a two-phase planning/preliminary engineering study that serves to affirm feasibility of the BRT at a conceptual level (Phase 1, the underway Feasibility Study) and to begin preliminary engineering and initiate the environmental review process (Phase 2, Pre-Environmental Study).

Purpose and Need for Current Prop K Request

The SFMTA has been an active partner in the Feasibility Study. Although a limited amount of Prop K funding (\$30,000) was allocated to the SFMTA initially for the study, SFMTA and SFCTA staffs recommend that the SFMTA's effort during the Feasibility Study be substantially larger than initially funded due to the expanded nature of our participation and complexity of the design concepts, and desire to move the Near-Term BRT project quickly into the environmental phase. Developing feasible alternatives suitable for environmental review for such a large project involves extensive technical analysis, interagency coordination, and community outreach. The technical effort includes the need for preliminary engineering review and cost estimates by the DPW. The SFMTA also needs to be highly involved in the Technical Advisory Committee and other similar interagency coordination, as well as community outreach, so that the SFMTA can effectively manage this large project with consistent development agreements and assumptions from the approved projects (at CP-HPS Ph. 2, Executive Park and the Schlage Lock site), and through later environmental, design, and construction phases. The study area is highly complicated with multiple development projects and transportation studies underway. BRT alignment concepts under study include a potential easement, a new roadway to accommodate cycling and transit, and a better distribution of traffic leaving Candlestick Point. This expands the complexity of the analysis required.

San Francisco County Transportation Authority Prop K Sales Tax Allocation Request Form

This funding request will support technical analysis/review, interagency coordination and community outreach by the SFMTA, with assistance from the DPW, and covers a “bridge” phase to supplement and expand the ongoing Feasibility Study (Phase 1). This request also includes development of the scope for the preliminary engineering, environmental review and project approval phase (pre-environmental work, Phase 2). SFMTA tasks by the two phases are detailed beginning on the following page.

Related Studies

The portion of the corridor in and around Brisbane has been the subject of multiple ongoing land use and transportation planning efforts. Because some of these plans continue to undergo refinement, the Geneva-Harney BRT Feasibility Study will coordinate closely with those efforts. They include:

- The Bi-County Transportation Study, which is was adopted by the Transportation Authority Board in March 2013, built consensus on the priority transportation infrastructure investments to accompany the planned growth in the area and how the private and public partners could share the costs of those investments.
- The Transit Effectiveness Project identified Geneva as a high priority transit corridor and developed proposals to improve safety, transit travel time and reliability between City College and Santos. The Geneva improvements will be implemented as part of the Muni Forward program, which brings together in one place the long list of projects and planning efforts underway to create a faster, safer, and more comfortable experience both on and off transit.
- The transportation studies and plans prepared as part of the approved projects of CP-HPS Ph.II, Executive Park and Schlage Lock.
- The Bayshore Multimodal Facility Location Study, recently initiated by the SF Planning Department and Office of Community Investment and Infrastructure. This builds on the earlier Bayshore Station Access Study, approved by the Transportation Authority Board in March 2012, which explored potential conceptual designs for re-configuring the Bayshore Caltrain Station for new multimodal connections, including how the new BRT line could access the station.
- The design study initiated by the City of Brisbane focuses on extending Geneva Avenue from its current terminus at Bayshore Boulevard to US 101. Previous efforts had produced designs for the extension, but Brisbane’s current study will generate refined designs based on refined ideas for changes to land use in the area, including the Recology waste facility site expansion.

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Project Schedule

The forecast schedule is as follows and may change, depending on funding availability and approvals.

Feasibility Study (Phase 1)*	Ongoing through Fall 2015
Pre-Environmental Study (Phase 2)*	Spring 2015 – Fall 2015
Environmental/CER/Project Approval	Fall 2015 – Fall 2017
Design	2018
Construction	2019-2021
Operations Start By:	2023

*Subject of current request.

Outreach Schedule

Public involvement includes the following highlights:

- 2014-15: Feasibility Study Citizens Advisory Committee meets about every two months
- Summer 2014: 1st round of Feasibility Study community outreach
- Fall 2014: 2nd round of Feasibility community outreach (workshops)
- Winter 2015: 3rd round of Feasibility community outreach (workshops)
- Spring to Fall 2015: Preliminary Engineering/Environmental (transition) presentations at standing meetings

Tasks by Phase

Phase 1: Feasibility Study

1. Project Management ongoing

This task provides for a set of meetings with the SFCTA, the consultant team, and other relevant agencies to refine the scope of work and identify who will conduct the work. This task also provides for ongoing project management responsibilities throughout the study, such as progress reporting, schedule and budget monitoring, invoicing, and inter-agency coordination.

2. Community Outreach and Interagency Coordination ongoing

In this task, the SFMTA will participate in community outreach, sponsored and arranged by the SFCTA, to provide opportunities for the public to learn about and provide input into the planning process. The SFMTA will provide technical material, will attend and make presentations as mutually agreed upon. The SFMTA will participate in a Technical Partners Advisory Committee (TPAC) comprised of technical staff from agency partners (including Office of Community Investment and Infrastructure, Office of Economic and Workforce Development, SF Planning, and appropriate agencies from Daly City and Brisbane) to advise on study designs, assumptions, and analysis. The SFCTA will manage the TPAC.

3. Concept Design and Engineering Fall 2013 – Fall 2015

The SFMTA will conduct site visits, provide data, assist the SFCTA and consultant team in developing a Purpose and Need statement, review travel demand forecasts, and participate in defining the range of

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alternatives, as well as the criteria for evaluating the alternatives' performance. For each alternative defined, the SFMTA will review or provide route alignment and typical cross-section designs, stop location options, order-of-magnitude, and a list of feasibility issues.

4. Analysis of Future SFMTA Light Rail Transit (LRT) Considerations **Fall 2014**

The purpose of this task is to explore the potential benefits and costs of providing light rail transit (LRT) improvements on Geneva Avenue as an alternative to BRT improvements in the long term. The task will, if appropriate, identify an approach that provides for eventual conversion to LRT. This task will also assess the potential value of an LRT service track connection on Geneva Avenue from Balboa Park to Bayshore Boulevard, from the standpoint of operational efficiencies and flexibility for transporting LRT vehicles to and from storage yards.

5. Draft and Final Reports with Funding and Implementation Plan **Fall 2014 – Fall 2015**

The SFMTA will provide input to the SFCTA and the consultant team for a report documenting the methodology and results of the Geneva-Harney BRT Feasibility Study, including a funding and implementation plan. The SFMTA will also review and contribute to a presentation slide show summarizing the findings and results of the study, for use in the SFCTA Board approval process and for general outreach purposes.

Phase 2: Pre-Environmental Study (Transition Phase)
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The SFMTA will lead all the tasks outlined below for this phase.

1. Project Management **Spring 2015 – Fall 2015**

This task provides for ongoing project management responsibilities throughout the pre-environmental phase of work, such as project coordination, task management, progress reporting, schedule and budget monitoring, and inter-agency coordination.

2. Refinement of Design Concepts **Spring 2015 - Summer 2015**

This task will provide additional, detailed analysis of Feasibility Study findings which will be useful in confirming or adjusting alternatives for subsequent environmental review and preliminary engineering. This will include any needed refinements of design concepts, such as station/stop and streetscape, and their cost estimates. The proposed new connection off of the Alanna tunnel will also be developed further. It will also include analysis of travel time savings, traffic impacts affecting Muni operations, on-street parking impacts and strategies, and constructability issues. As part of this task, DPW will provide structural engineering and cost estimating support. This work is estimated to exceed the pre-environmental budget and will therefore likely extend over into the environmental phase.

3. Preliminary Environmental Scope/Schedule/Budget **Summer 2015**

The purpose of this task is to develop a detailed environmental document scope, schedule and budget and issue a consultant RFP. The SFMTA will determine the environmental document needs, identify special study and permit needs, and develop a strategy for coordination with other environmental review, permit, and environmental justice efforts.

4. Refined Funding/Implementation/Phasing Strategy for the Project **Summer 2015**

The purpose of this task is to refine the blueprint for successfully delivering the project. The SFMTA will work with the SFCTA to refine the funding strategy from the Feasibility Study. The SFMTA will also

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provide a conceptual analysis of different options for completing the project in later phases and identify possible phasing or segmenting of the BRT line if funding is limited.

5. Community Outreach and Inter-Agency Coordination

Summer 2015 - Fall 2015

This effort is assumed to include a maximum of an additional two TPAC meetings (led by the SFMTA), two CAC meetings (led by the SFMTA with support from the SFCTA) and six other interagency or community meetings after the Feasibility Study concludes. Community meetings would involve “piggyback” presentations to standing meetings such as the Little Hollywood Association, Board of Supervisor town halls, and the Hunters Point Shipyard CAC. SFMTA would initiate other interagency meetings as needed including presentations to the Directors Working Group, the Transportation Agency Staff Committee (TASC) and the like.

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

FY 2014/15

Project Name: Geneva-Harney BRT Feasibility/Pre-Environmental Study

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : TBD Completion Date (mm/dd/yy)
 Status: Not yet started 12/31/17

PROJECT DELIVERY MILESTONES

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	2	2013/14	2	2015/16
Environmental Studies (PA&ED)	2	2015/16	2	2017/18
R/W Activities/Acquisition	3	2017/18	2	2018/19
Design Engineering (PS&E)	3	2017/18	2	2018/19
Prepare Bid Documents	2	2018/19	2	2018/19
Advertise Construction	3	2018/19	3	2018/19
Start Construction (e.g., Award Contract)	4	2018/19	4	2018/19
Procurement (e.g. rolling stock)	3	2018/19	2	2020/21
Project Completion (i.e., Open for Use)	4	2020/21	4	2020/21
Project Closeout (i.e., final expenses incurred)	1	2021/22	2	2021/22

SCHEDULE COORDINATION/NOTES

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

Please see detailed schedule for the feasibility/pre-environmental study included in the scope.

The overall project schedule is driven primarily by the need for service to be operational by 2023 in order to provide service to new residents and employees of the large Candlestick/Hunters Point Shipyard development. First occupancy is expected by 2018. By 2023, that development should have substantially expanded, on the way toward 12,000 new residential units and nearly 4 million square feet of commercial and institutional uses. Also, the Schlage Lock project should be nearing buildout, when it will add over 1,600 new residential units and commercial space. The BRT is essential to encourage residents and employees to use sustainable modes and to minimize auto use.

The Feasibility Study needs to be completed by February 28, 2015, per the Caltrans Transportation Planning Grant.

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

FY 2014/15

Project Name: Geneva-Harney BRT Feasibility/Pre-Environmental Study

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.
 Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning (Feasibility/Pre-Envir. Studies)	Yes	\$750,000	\$200,000	
Environmental Studies (PA&ED)	No			
Conceptual Engineering (CER)	No			
Design Engineering (PS&E)	No			
R/W Activities/Acquisition	No			
Construction	No			
Procurement (e.g. rolling stock)	No			
		\$750,000	\$200,000	\$0

COST SUMMARY BY PHASE - ENTIRE PROJECT

Show total cost for ALL project phases based on best available information. Source of cost estimate (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

	Total Cost	Source of Cost Estimate
Planning (Feasibility/Pre-Envir. Studies)	\$ 750,000	SFCTA, SFMTA Staff
Environmental Studies (PA&ED)	\$ 750,000	SFCTA, SFMTA Staff
Conceptual Engineering (CER)	\$ 1,000,000	Preliminary planning
Design Engineering (PS&E)	\$ 4,000,000	Preliminary planning
R/W Activities/Acquisition	\$ 1,000,000	Preliminary planning
Construction	\$ 32,500,000	Preliminary planning
Procurement (e.g. rolling stock)	\$ 15,000,000	Candlestick/Hunters Pt. Shipyard Transp. Plan
Total:	\$ 55,000,000	

% Complete of Design: 3 as of 10/1/2014
 Expected Useful Life: 50 Years

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

MAJOR LINE ITEM BUDGET

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.
2. Requests for project development should include preliminary estimates for later phases such as construction.
3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.
4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.
5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.
6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

FEASIBILITY STUDY (PHASE 1) - SUMMARY BY TASK					
Task	Totals	SFCTA	SFMTA	Consultant	% of Project
1. Project Kick-Off and Ongoing Management	\$ 96,603	\$ 31,487	\$ 2,316	\$ 62,800	16.3%
2. Community Outreach	\$ 37,646	\$ 12,477	\$ 6,809	\$ 18,360	6.4%
3. Technical Partners Advisory Committee	\$ 25,702	\$ 7,157	\$ 6,705	\$ 11,840	4.3%
4. Project Purpose and Need and Evaluation Framework	\$ 35,200	\$ 11,319	\$ 2,441	\$ 21,440	6.0%
5. Define Range of Alternatives and Conceptual Engineering	\$ 200,912	\$ 22,401	\$ 33,431	\$ 145,080	34.0%
6. Identify Considerations for Future SFMTA Light Rail Transit (LRT) System Goals	\$ 27,056	\$ 4,921	\$ 12,835	\$ 9,300	4.6%
7. Transportation Performance Modeling and Alternatives Analysis	\$ 118,115	\$ 51,187	\$ 5,808	\$ 61,120	20.0%
8. Draft and Final Reports including Funding and Implementation Plan	\$ 49,921	\$ 14,342	\$ 6,659	\$ 28,920	8.4%
9. Contingency	\$ -	\$ -	\$ -	\$ -	0.0%
TOTAL	\$ 591,154	\$ 155,290	\$ 77,004	\$ 358,860	

MFB = Mandatory Fringe Benefits, FTE = Full Time Equivalent

Feasibility Study (Phase 1) Current Request: SFMTA							
Position	Unburdened Salary	MFB	Overhead = 0.803 * (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
SFMTA Sustainable Streets Division							
Associate Engineer (5207) - Transit Engineering	\$ 116,246	\$ 67,173	147,285	\$ 330,704	0.082	170	\$ 27,029
Full Engineer (5241) - Transit Engineering	\$ 134,576	\$ 75,738	168,882	\$ 379,197	0.024	50	\$ 9,115
Senior Engineer (5211) - Livable Streets	\$ 155,766	\$ 85,640	193,849	\$ 435,255	0.014	30	\$ 6,278
Associate Engineer (5207) - Livable Streets	\$ 116,246	\$ 67,173	147,285	\$ 330,704	0.024	50	\$ 7,950
Transit Planner IV (5290) - UPI Capital Planning	\$ 125,060	\$ 71,292	157,671	\$ 354,023	0.029	60	\$ 10,212
Transp. Analyst (9910) - UPI	\$ 38,620	\$ 32,222	56,886	\$ 127,728	0.019	40	\$ 2,456
Subtotal SFMTA Sustainable Streets Division Labor							\$ 63,040

Position	Unburdened Salary	MFB	Overhead = 1.385* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
SFMTA Transit Division							
Transit Planner III (5289) - Service Planning	\$ 105,456	\$ 62,647	232,823	\$ 400,926	0.007	15	\$ 2,891
Senior Engineer (5211) - Constr. & Cap. Progs.	\$ 155,766	\$ 85,640	334,347	\$ 575,753	0.019	40	\$ 11,072
Subtotal Transit Division Labor							\$ 13,963

Current SFMTA Request: Phase 1 Feasibility Total: \$ 77,003

San Francisco County Transportation Authority
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Feasibility Study (Phase 1) Previously Funded: SFCTA (Geneva-Harney Bus Rapid Transit Feasibility Study project, Resolution 13-43, Project #127.901005)

Fringe Benefit Multiplier

1.31

Base Hourly Rate
 Salary + Fringe Benefit Hourly Rate

Task	Deputy \$88 \$115		Principal Planner \$60 \$79		Planner \$45 \$59		Total
	Hours	Fully Burdened Cost	Hours	Fully Burdened Cost	Hours	Fully Burdened Cost	
1. Project Kick-Off and Ongoing Management	98	\$ 11,257	45	\$ 3,569	282	\$ 16,660	\$ 31,487
2. Community Outreach	20	\$ 2,251	23	\$ 1,785	143	\$ 8,441	\$ 12,477
3. Technical Partners Advisory Committee	29	\$ 3,377	11	\$ 892	49	\$ 2,888	\$ 7,157
4. Project Purpose and Need and Evaluation Framework	20	\$ 2,251	14	\$ 1,071	136	\$ 7,997	\$ 11,319
5. Define Range of Alternatives and Conceptual Engineering	29	\$ 3,377	27	\$ 2,142	286	\$ 16,882	\$ 22,401
6. Identify Considerations for Future SMFTA Light Rail Transit (LRT) System Goals	20	\$ 2,251	11	\$ 892	30	\$ 1,777	\$ 4,921
7. Transportation Performance Modeling and Alternatives Analysis	88	\$ 10,132	14	\$ 1,071	678	\$ 39,984	\$ 51,187
8. Draft and Final Reports including Funding and Implementation Plan	20	\$ 2,251	18	\$ 1,428	181	\$ 10,662	\$ 14,342
Subtotals	323	\$ 37,149	163	\$ 12,849	1785	\$ 105,292	
FTE Totals	0.155		0.078		0.858		
SFCTA: Phase 1 Feasibility Total:							\$ 155,290

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PRE-ENVIRONMENTAL STUDY (PHASE 2) - SUMMARY BY TASK		
Task	Totals	% of Project
1. Project Management	\$ 11,345	9.2%
2. Refinement of Design Concepts	\$ 56,395	45.8%
3. Preliminary Environmental Scope/Schedule/Budget	\$ 15,201	12.4%
4. Refined Funding/Implementation/Phasing Strategy	\$ 3,590	2.9%
5. Community Outreach and Inter-Agency Coordination	\$ 36,529	29.7%
TOTAL	\$ 123,060	

PRE-ENVIRONMENTAL STUDY (PHASE 2) SUMMARY BY AGENCY	
SFMTA	\$ 84,001
DPW	\$ 38,559
City Attorney	\$ 500
TOTAL	\$ 123,060

MFB = Mandatory Fringe Benefits, FTE = Full Time Equivalent

Pre-Environmental Study (Phase 2) Current Request							
Position	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
SFMTA Sustainable Streets Division							
Associate Engineer (5207) - Transit Engineering	\$ 116,246	\$ 67,173	147,285	\$ 330,704	0.082	170	\$ 27,029
Full Engineer (5241) - Transit Engineering	\$ 134,576	\$ 75,738	168,882	\$ 379,197	0.034	70	\$ 12,761
Senior Engineer (5211) - Livable Streets	\$ 155,766	\$ 85,640	193,849	\$ 435,255	0.019	40	\$ 8,370
Associate Engineer (5207) - Livable Streets	\$ 116,246	\$ 67,173	147,285	\$ 330,704	0.010	20	\$ 3,180
Transit Planner IV (5290) - UPI Capital Planning	\$ 125,060	\$ 71,292	157,671	\$ 354,023	0.038	80	\$ 13,616
Environmental Planner III (5298) - UPI	\$ 105,456	\$ 62,647	134,987	\$ 303,090	0.026	55	\$ 8,014
Transp. Analyst (9910) - UPI	\$ 38,620	\$ 32,222	56,886	\$ 127,728	0.053	110	\$ 6,755
Subtotal SFMTA Sustainable Streets Division Labor							\$ 79,726

Position	Unburdened Salary	MFB	Overhead = 1.385* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
SFMTA Transit Division							
Transit Planner III (5289) - Service Planning	\$ 105,456	\$ 62,647	232,823	\$ 400,926	0.007	15	\$ 2,891
Senior Engineer (5211) - Constr. & Cap. Progs.	\$ 155,766	\$ 85,640	334,347	\$ 575,753	0.002	5	\$ 1,384
Subtotal SFMTA Transit Division Labor							\$ 4,275

Position	Unburdened Salary	Overhead Rate	Burdened Salary	FTE Ratio	Hours	Cost
SFPW						
Project Manager II (5504) - DPW	\$ 155,351	2.7564	\$ 428,210	0.007	15	\$ 3,088
Full Engineer (5241) - DPW	\$ 134,577	2.7564	\$ 370,947	0.014	30	\$ 5,350
Structural Engineer (5218) - DPW	\$ 148,378	2.7564	\$ 408,990	0.010	20	\$ 3,933
Associate Engineer (5207) - DPW	\$ 116,247	2.7564	\$ 320,424	0.082	170	\$ 26,189
Total						38,559

City Attorney Fees = 2hours @ \$250/hr 500

Current SFMTA Request: Phase 2 Pre-Environmental Study: \$ 123,060

CURRENT SFMTA PROP K REQUEST (ROUNDED) \$ 200,000

Total SFCTA Prop K Request to Temporarily Cover PCJPB and SM C/CAG Share: \$ 50,000

Total Prop K Request: \$ 250,000

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

FY 2014/15

Project Name: Geneva-Harney BRT Feasibility/Pre-Environmental Study

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: \$228,830

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

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2014/15 for the Geneva-Harney Bus Rapid Transit project in the Visitacion Valley Watershed Area projects category of the New and Upgraded Streets 5YPP.

The Strategic Plan amount is the entire amount programmed in the Visitacion Valley Watershed Area projects category of the New and Upgraded Streets 5YPP in Fiscal Year 2014/15.

C/CAG and Caltrain have suspended their participation in the Feasibility Study. Current action includes a commitment to appropriate \$50,000 to temporarily cover C/CAG and Caltrain contributions to the project. The \$50,000 is programmed to the

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$200,000	\$200,000	\$400,000
Caltrans Transportation Planning Grant			\$300,000	\$300,000
City/County Association of Government of San Mateo County (C/CAG)*	\$25,000	*C/CAG and Caltrain have suspended their participation in the Feasibility Study (Phase 1). See Funding Plan text above and page one of allocation request form for		\$25,000
Peninsula Corridor Joint Powers Board (Caltrain)*	\$25,000			\$25,000
Total:	\$250,000	\$500,000	\$500,000	\$750,000

Actual Prop K Leveraging - This Phase: 46.67%

Expected Prop K Leveraging per Expenditure Plan: 67.60%

\$750,000
 Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)				
Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.				
Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$1,700,000	\$200,000	\$1,900,000
Caltrans Transportation Planning Grant			\$300,000	\$300,000
C/CAG*	\$25,000			\$25,000
Caltrain*	\$25,000			\$25,000
Visitation Valley Area Plan Fee	\$750,000			\$750,000
Candlestick/Hunters Pt. Shipyard Development	\$41,000			\$41,000
SFMTA (various - vehicles)	\$15,000,000			\$15,000,000
TBD, incl. Bi-County Partners	\$36,959,000			\$36,959,000
Total:		\$1,700,000	\$55,500,000	\$ 55,000,000

Actual Prop K Leveraging - Entire Project: 96.55% \$ 55,000,000
 Expected Prop K Leveraging per Expenditure Plan: 67.60% Total from Cost worksheet

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

Prop K Funds Requested: \$200,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$100,000	50.00%	\$100,000
FY 2015/16	\$100,000	50.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$200,000		

Prop AA Funds Requested: \$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	\$200,000
		#DIV/0!	\$200,000
		#DIV/0!	\$200,000
Total:	\$0		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 27	FY 2014/15	\$112,866	56.00%	\$87,134
Prop K EP 27	FY 2015/16	\$87,134	44.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$200,000	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 27	FY 2014/15	Planning/Conceptual Engineering	\$112,866	56%	\$87,134
Prop K EP 27	FY 2015/16	Planning/Conceptual Engineering	\$87,134	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$200,000		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

	Action	Amount	Fiscal Year	Phase
Future Commitment to:	Appropriate	\$50,000	FY 2015/16	Planning/Conceptual Engineering

Trigger: Appropriation of \$50,000 in Fiscal Year 2015/16 Prop K funds to the Transportation Authority is subject to approval of the Transportation Authority's Fiscal Year 2015/16 annual budget. See special condition #2.

Deliverables:

- Quarterly progress reports shall provide percent complete by task, percent complete for the overall project scope, summary of outreach activities and staff and community input, in addition to the requirements described in the Standard Grant Agreement.
- At completion of Pre-Environmental Study Task 3 (anticipated Summer 2015), provide detailed environmental document scope, schedule, and budget. This deliverable may be satisfied by submittal of a Prop K request for funds for the environmental phase.
- At completion of Pre-Environmental Study Task 4 (anticipated Summer 2015), provide refined project funding/implementation/phase strategy. This deliverable may be satisfied by submittal of a Prop K request for funds for the environmental phase.

Special Conditions:

- The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
- Project reimbursement by C/CAG (\$25,000) or Caltrain (\$25,000) as included in the Geneva-Harney BRT Feasibility Study funding plan will result in the reprogramming of an equal amount of Prop K funds appropriated to the Transportation Authority through an commitment to appropriate (up to \$50,000) in Fiscal Year 2015/16 to the environmental phase of the project. Upon reimbursement by these parties, Prop K funds will be reprogrammed to the project's environmental phase.

Notes:

- Deliverables included above are in addition to those included in the Geneva-Harney Bus Rapid Transit Feasibility Study project (Resolution 13-43, Project #127.901005). When funds included in the Geneva-Harney Bus Rapid Transit Feasibility Study project are fully spent, remaining deliverables will be transferred to the Geneva-Harney BRT Feasibility/Pre-Environmental Study project (Resolution 15-XX, Project #127.90XXXX).

Supervisory District(s):

Prop K proportion of expenditures - this phase:

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

SFCTA Project Reviewer:

Project # from SGA:

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

SUB-PROJECT DETAIL

Sub-Project # from SGA: Name:
 Supervisorial District(s):

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 27	FY 2014/15	Planning/Conceptual Engineering	\$51,336	67%	\$25,664
Prop K EP 27	FY 2015/16	Planning/Conceptual Engineering	\$25,664	100%	\$0
Total:			\$77,000		

Sub-Project # from SGA: Name:
 Supervisorial District(s):

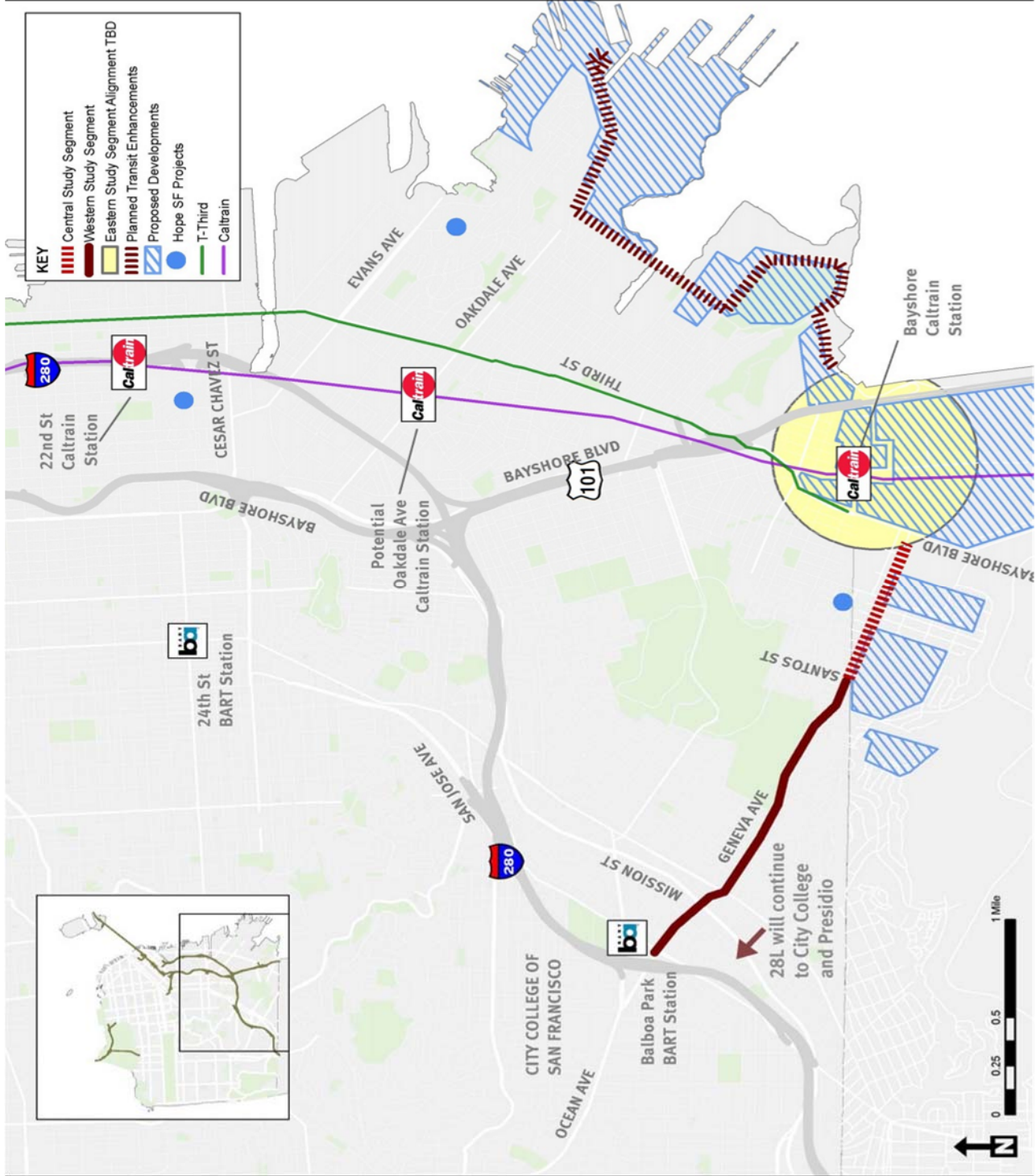
Cash Flow Distribution Schedule by Fiscal Year & Phase (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 27	FY 2014/15	Planning/Conceptual Engineering	\$61,530	50%	\$61,470
Prop K EP 27	FY 2015/16	Planning/Conceptual Engineering	\$61,470	100%	\$0
Total:			\$123,000		

MAPS AND DRAWINGS

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

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



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

FY of Allocation Action: 2014/15 Current Prop K Request: \$ 200,000
Current Prop AA Request: \$ -

Project Name: Geneva-Harney BRT Feasibility/Pre-Environmental Study

Implementing Agency: San Francisco Municipal Transportation Agency

Signatures

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

Project Manager

Grants Section Contact

Name (typed): Frank Markowitz

Joel Goldberg

Title: Senior Transportation Planner

Manager, Capital Procurement and Management

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(415) 701-4499

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joel.goldberg@sfmta.com

Address: SFMTA, 1 S. Van Ness, 7th fl.,
SF, CA 94103

SFMTA, 1 S. Van Ness, 8th fl.,
SF, CA 94103

Signature: _____

Date: _____

Project Manager

Grants Section Contact

Name (typed): David Uniman

Chad Rathmann

Title: Deputy Director for Planning

Senior Transportation Planner

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415.522.4825

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San Francisco, CA 94103

1455 Market Street, 22nd Floor
San Francisco, CA 94103



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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Category:

Subcategory:

Gray cells will automatically be filled in.

EP Project/Program:

EP Line Number (Primary):

Current Request:

Other EP Line Numbers:

Supervisorial District(s):

SCOPE

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

Please see attached scope.

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form
John Yehall Chin Safe Routes to School**

Scope

The San Francisco Municipal Transportation Agency (SFMTA) seeks \$40,433 in Prop K funds for planning and conceptual design work (up to 10%) to prepare the John Yehall Chin Safe Routes to School project for use of \$514,000 in state Active Transportation Planning (ATP) grant environmental and final design funds and to compete for construction funding in a future ATP funding cycle.

Prop K funds would be used to complete the following work:

- Additional outreach to the school and local neighborhoods about the additional scope of work (extra bulb-outs) that was not covered in SFMTA's WalkFirst Implementation Strategy. Specifically, SFMTA will present an agenda item at up to two regularly scheduled meetings with members of the school community and keep the school administration updated with design and construction timelines for the project. This work will be performed by the SFMTA.
- Developing stakeholder buy-in and increased project awareness. This work will be performed by the SFMTA.
- 10% design for each project element, including shared SFMTA and San Francisco Public Works (SFPW) review of conceptual designs. This work will be performed by SFPW with SFMTA review.

This budget and scope will ensure full project readiness for design phases intended to commence in July 2015.

The John Yehall Chin Safe Routes to School project will ultimately result in the construction of curb extensions in the neighborhood surrounding the school, to both improve pedestrian and bicycle access from areas south of the school and to work towards reducing school-related pedestrian and bicycle collisions to zero. This project will include the construction of a bus bulb at the express bus stop at Kearny and Nottingham. This project will also include the construction of curb extensions at the following locations:

- Northwest corner of Sansome Street and Pacific Street;
- Southwest corner of Broadway and Montgomery;
- Southeast corner of Kearny Street and Bush Street;
- Northwest corner of Kearny Street and Jackson Street;
- Northwest corner of Grant Avenue and Jackson Street; and
- Northeast corner of Montgomery Street at Jackson Street.

Six of the seven locations addressed by this project are located among the intersections immediately surrounding the school and will shorten crossing distances and improve visibility for the 50 percent of the student population who currently walk to school.

The project will also include the relocation of catch basins at five of these locations.

Prioritization

The John Yehall Chin Elementary School is ranked as one of the highest schools in need of safety improvements on the Safe Routes to School prioritization list. This prioritization was created to better select project schools for Safe Routes to School funding and includes other criteria, such as rates of free or reduced lunch, number of students enrolled living within one mile of the school, and high levels of collisions involving a pedestrian.

San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form
John Yehall Chin Safe Routes to School

Three of the intersections from this project are located on Kearny Street, which has been identified in the WalkFirst Implementation Strategy as a pedestrian high-injury corridor. Kearney Street is included in the network of 6 percent of San Francisco's streets where 60 percent of pedestrian injuries occurred between 2007 and 2011. Broadway Street is also on the high-injury network. This project targets resources at locations with high incidences of injury, with high volumes of pedestrians, and along the highest traveled paths for students traveling to John Yehall Chin Elementary School.

The effectiveness of curb extensions will be enhanced with other planned Safe Routes to School projects and education and encouragement programs. These measures will help the agency to accomplish Strategic Objectives 1.3 - Improve the safety of the transportation system and 2.3 - Increase use of all non-private auto modes.

This project was prioritized in the 2014 Traffic Calming 5-Year Prioritization Program (5YPP) for a total of \$46,675 in FY 2014/15 funds. See funding section for details of a 5YPP amendment to shift funds between phases.

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

FY 2014/15

Project Name: John Yehall Chin Safe Routes to School

Implementing Agency: SFMTA - Department of Parking and Traffic (DPT)

ENVIRONMENTAL CLEARANCE

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

Status: Underway 06/30/15

PROJECT DELIVERY MILESTONES

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	3	2013/14	3	2014/15
Environmental Studies (PA&ED)	1	2015/16	2	2015/16
R/W Activities/Acquisition				
Design Engineering (PS&E)	3	2015/16	2	2016/17
Prepare Bid Documents				
Advertise Construction				
Start Construction (e.g., Award Contract)	1	2017/18	3	2019/20
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)	3	2019/20		
Project Closeout (i.e., final expenses incurred)	4	2019/20	1	2020/21

SCHEDULE COORDINATION/NOTES

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

The project's state Active Transportation Program grant funds are estimated to expire in June 2021.

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

FY 2014/15

Project Name: John Yehall Chin Safe Routes to School

Implementing Agency: SFMTA - Department of Parking and Traffic (DPT)

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	\$ 40,433	\$ 40,433
Environmental Studies (PA&ED)			
Design Engineering (PS&E)			
R/W Activities/Acquisition			
Construction			
Procurement (e.g. rolling stock)			
		\$ 40,433	\$ 40,433

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	\$ 40,433	Estimates from comparable Livable Streets Projects
Environmental Studies (PA&ED)	\$ 21,000	
Design Engineering (PS&E)	\$ 493,000	San Francisco Public Works Cost Estimate
R/W Activities/Acquisition		
Construction	\$ 1,681,000	San Francisco Public Works Cost Estimate
Procurement (e.g. rolling stock)		
Total:	\$ 2,235,433	

% Complete of Design: as of

Expected Useful Life: Years

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

MAJOR LINE ITEM BUDGET

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.
2. Requests for project development should include preliminary estimates for later phases such as construction.
3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.
4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.
5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.
6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

FTE = Full Time Equivalent

Position	Hours	Unburdened Salary/Hour	Overhead Multiplier	Fully Burdened Salary/Hour	FTE Ratio	Total Cost
Transit Planner II/Asst. Engineer (SFMTA)	80	44.09	2.73	\$120.50	0.04	\$9,640
Transit Planner III/Assoc. Engineer (SFMTA)	20	51.77	2.97	\$153.70	0.01	\$3,074
Asst. Engineer (SFPW)	188	46.68	2.68	\$125.23	0.09	\$23,543
Labor Subtotal	288				0.14	\$36,257
Contract Work Subtotal (Planning Dept. Flat Fee)				\$500	1	\$500
Subtotal						\$36,757
Contingency (10%)						\$3,676
Total Conceptual Design Phase						\$40,433
 TOTAL DESIGN PHASE						 \$554,433
 TOTAL CONSTRUCTION PHASE						 \$1,681,000 (rounded)
Curb Ramps						\$715,960
Sewer						\$161,550
General (includes traffic routing)						\$200,072
Force Account						\$267,500
Subtotal						\$1,345,082
Contingency (10%)						\$134,508
Construction Engineering						\$201,762
 TOTAL ALL PHASES						 \$2,235,433

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

FY 2014/15

Project Name: John Yehall Chin Safe Routes to School

Implementing Agency: SFMTA - Department of Parking and Traffic (DPT)

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$ 40,433

5-Year Prioritization Program Amount: \$ 11,675 (enter if appropriate)

Strategic Plan Amount for Requested FY: \$ 4,268,627

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

The requested allocation requires a Traffic Calming 5-Year Prioritization Program (5YPP) amendment to redirect \$28,758 in Fiscal Year 2014/15 in Prop K funds from the design phase of the subject project to planning/ conceptual engineering. See attached 5YPP amendment for details.

The Prop K Strategic Plan amount is the amount programmed for the entire Traffic Calming category in Fiscal Year 2014/15.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K sales tax		\$ 40,433		\$ 40,433
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
Total:	\$ -	\$ 40,433	\$ -	\$ 40,433

Actual Leveraging - This Phase: 0.00% \$ 40,433
 Expected Leveraging per Expenditure Plan 50.70% Total from Cost worksheet

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

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

No

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K sales tax		\$ 67,321		\$ 67,321
State Active Transportation Program Cycle 1		\$ 514,000		\$ 514,000
Active Transportation Program Cycle 2	\$ 1,654,112			\$ 1,654,112
				\$ -
				\$ -
				\$ -
				\$ -
Total:	\$ 1,654,112	\$ 581,321	\$ -	\$ 2,235,433

Actual Leveraging - Entire Project:

96.99%

\$ 2,235,433

Expected Leveraging per Expenditure Plan

50.70%

Total from Cost worksheet

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested:

\$ 40,433

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$ 40,433	100.00%	\$ -
		0.00%	\$ -
		0.00%	\$ -
		0.00%	\$ -
		0.00%	\$ -
Total:	\$ 40,433		

**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:

Prop K Recommended:	Amount		Phase:
	Allocation	\$	
		40,433	Planning/Conceptual Engineering
	Total:	\$ 40,433	

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
Prop K EP38	FY 2014/15	\$ 40,433	100.00%	\$ -
			0.00%	\$ -
			0.00%	\$ -
			0.00%	\$ -
			0.00%	\$ -
	Total:	\$ 40,433	100%	

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

EP Line	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP38	FY 2014/15	Planning/Conceptual Engineering	\$ 40,433	100%	\$ -
				100%	\$ -
				100%	\$ -
				100%	\$ -
				100%	\$ -
	Total:		\$ 40,433		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

1. Upon project completion (anticipated September 2015), provide updated scope, schedule, major line item budget, and funding plan.
2.
3.

Special Conditions:

1. The recommended allocation is contingent upon a 5YPP amendment to the Traffic Calming category. 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.

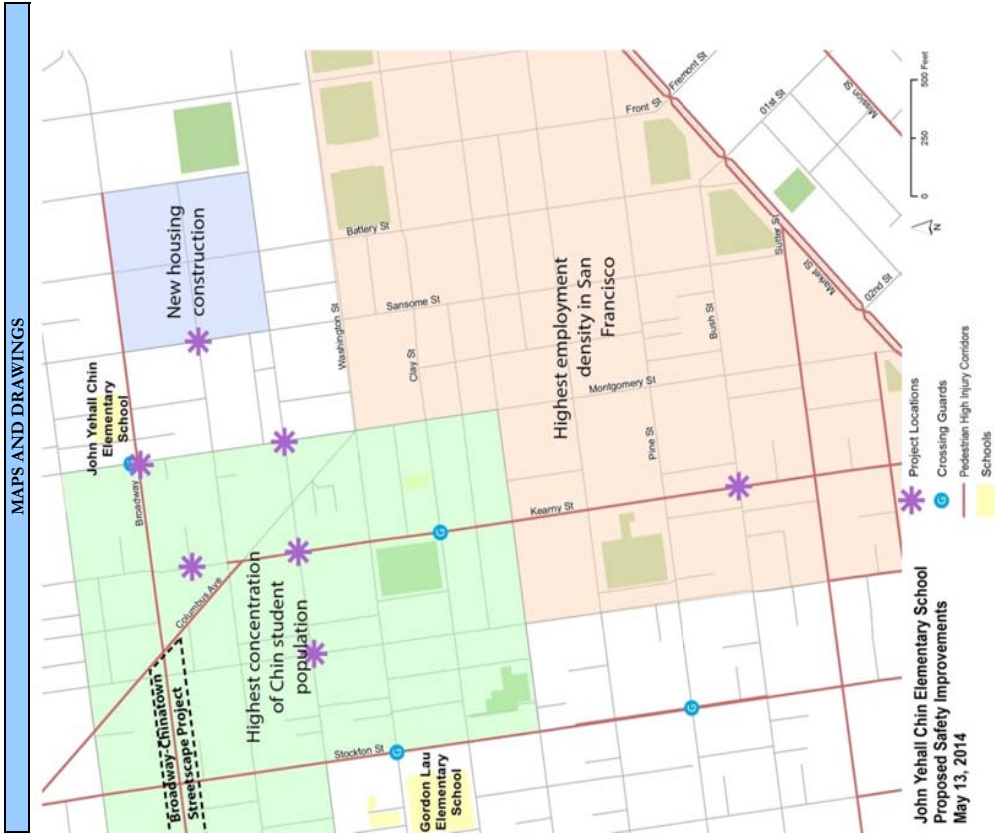
Supervisory District(s):

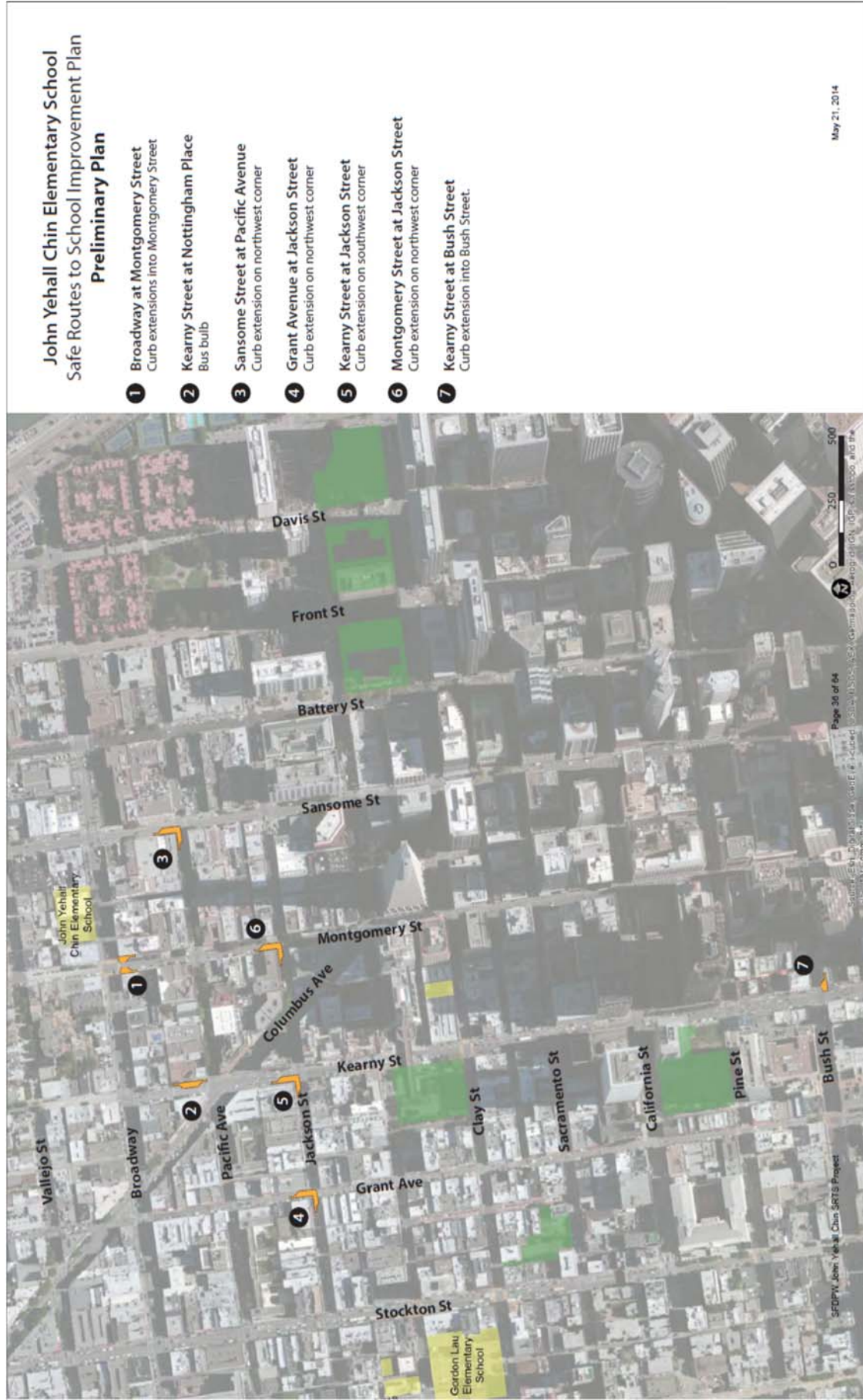
Prop K proportion of expenditures - this phase:

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

SFCTA Project Reviewer:

Project # from SGA:





John Yehall Chin Elementary School Safe Routes to School Improvement Plan Preliminary Plan

- 1** Broadway at Montgomery Street
Curb extensions into Montgomery Street
- 2** Kearny Street at Nottingham Place
Bus bulb
- 3** Sansome Street at Pacific Avenue
Curb extension on northwest corner
- 4** Grant Avenue at Jackson Street
Curb extension on northwest corner
- 5** Kearny Street at Jackson Street
Curb extension on southwest corner
- 6** Montgomery Street at Jackson Street
Curb extension on northwest corner
- 7** Kearny Street at Bush Street
Curb extension into Bush Street.

May 21, 2014

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

FY of Allocation Action: 2014/15

Current Request: \$40,433

Project Name: John Yehall Chin Safe Routes to School

Implementing Agency: SFMTA - Department of Parking and Traffic (DPT)

Signatures

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

Project Manager

Grants Section Contact

Name (typed): Lucas Woodward

Timothy Manglicmot

Title: Transportation Planner II

Senior Analyst

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Address: San Francisco, CA 94103

1 South Van Ness Avenue
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San Francisco, CA 94103

Signature:

Date:

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Traffic Calming (EP 38)

Programming and Allocations to Date
 Amendment Pending Board Approval (11.25.14)

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Local/Neighborhood Track									
SFMTA	Local Track Application-Based Traffic Calming Program	CON	Programmed	\$364,000					\$364,000
SFMTA	Local Track Application-Based Traffic Calming Program	PLAN/ CER	Programmed	\$320,000					\$320,000
SFMTA	Local Track Application-Based Traffic Calming Program	PS&E	Programmed	\$41,000					\$41,000
SFMTA	Local Track Application-Based Traffic Calming Program	Any	Programmed		\$600,000				\$600,000
SFMTA	Local Track Application-Based Traffic Calming Program	Any	Programmed			\$600,000			\$600,000
SFMTA	Local Track Application-Based Traffic Calming Program	Any	Programmed				\$600,000		\$600,000
SFMTA	Local Track Application-Based Traffic Calming Program	Any	Programmed					\$600,000	\$600,000
SFMTA	Proactive Residential Traffic Calming Improvements	PLAN/ CER	Programmed	\$125,000					\$125,000
SFMTA	Proactive Residential Traffic Calming Improvements	Any	Programmed		\$978,651				\$978,651
SFMTA	Proactive Residential Traffic Calming Improvements	Any	Programmed			\$903,651			\$903,651
SFMTA	Proactive Residential Traffic Calming Improvements	PS&E, CON	Programmed				\$853,651		\$853,651
SFMTA	Proactive Residential Traffic Calming Improvements	PS&E, CON	Programmed					\$853,654	\$853,654
SFMTA	Traffic Calming Implementation (Prior Area-wide Plans)	CON	Programmed	\$2,588,600					\$2,588,600
SFMTA, other eligible	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed		\$1,000,000				\$1,000,000
Schools Track									
SFMTA	Schools Track Traffic Calming Program	PLAN/ CER	Programmed				\$44,000		\$44,000
SFMTA	Schools Track Traffic Calming Program	PS&E	Programmed				\$50,000		\$50,000

Programming and Allocations to Date
Amendment Pending Board Approval (11.25.14)

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Schools Track Traffic Calming Program	CON	Programmed					\$110,000	\$110,000
SFMTA	Cesar Chavez Elementary Safe Routes to School	PS&E	Programmed		\$59,885				\$59,885
SFMTA	Cesar Chavez Elementary Safe Routes to School	CON	Programmed			\$37,365			\$37,365
SFMTA	Redding Elementary Safe Routes to School	PS&E	Programmed	\$18,352					\$18,352
SFMTA	Redding Elementary Safe Routes to School	CON	Programmed			\$91,760			\$91,760
SFMTA	Bessie Carmichael Safe Routes to School	PS&E	Programmed	\$115,000					\$115,000
SFMTA	Bessie Carmichael Safe Routes to School	CON	Programmed		\$68,820				\$68,820
SFMTA	John Yehall Chin Safe Routes to School ¹	PLAN/ CER	Pending	\$40,433					\$40,433
SFMTA	John Yehall Chin Safe Routes to School ¹	PS&E	Pending	\$6,242					\$6,242
SFMTA	John Yehall Chin Safe Routes to School	CON	Programmed			\$20,646			\$20,646
Arterials and Commercial Corridors Track									
SFMTA	Columbus Avenue Corridor Improvements	PS&E	Programmed	\$150,000					\$150,000
SFMTA	Howard Street Streetscape	PLAN/ CER	Programmed		\$80,000				\$80,000
SFMTA	Howard Street Streetscape	PS&E	Programmed			\$300,000			\$300,000
SFMTA	Howard Street Streetscape	CON	Programmed				\$590,000		\$590,000
SFMTA	8th Street Streetscape	PS&E	Programmed		\$645,960				\$645,960
SFMTA	Arterials Track Traffic Calming Program	PLAN/ CER	Programmed	\$100,000					\$100,000
SFMTA	Arterials Track Traffic Calming Program	PLAN/ CER, PS&E	Programmed		\$369,143				\$369,143
SFMTA	Arterials Track Traffic Calming Program	PLAN/ CER, PS&E	Programmed			\$93,600			\$93,600
Follow-the-Paving									

Programming and Allocations to Date
Amendment Pending Board Approval (11.25.14)

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Follow-the-Paving: Spot Improvements	CON	Programmed	\$100,000					\$100,000
SFMTA	Follow-the-Paving: Spot Improvements	CON	Programmed			\$100,000			\$100,000
SFMTA	Follow-the-Paving: Spot Improvements	CON	Programmed					\$100,000	\$100,000
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	CON	Programmed	\$300,000					\$300,000
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	PS&E	Programmed		\$75,000				\$75,000
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	CON	Programmed			\$100,000			\$100,000
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	PS&E	Programmed				\$75,000		\$75,000
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	CON	Programmed					\$33,600	\$33,600
Total Programmed in 5YPP				\$4,268,627	\$3,877,459	\$2,247,022	\$2,212,651	\$1,697,254	\$14,303,013
Total Allocated and Pending in 5YPP				\$46,675	\$0	\$0	\$0	\$0	\$46,675
Total Deobligated from Prior 5YPP Cycles **				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPP				\$4,221,952	\$3,877,459	\$2,247,022	\$2,212,651	\$1,697,254	\$14,256,338
Total Programmed in 2014 Strategic Plan				\$1,869,424	\$1,968,192	\$2,071,537	\$2,179,667	\$2,292,798	\$10,381,618
Deobligated from Prior 5YPP Cycles **				\$205					\$205
Cumulative Remaining Programming Capacity				(\$2,398,998)	(\$4,308,265)	(\$4,483,750)	(\$4,516,734)	(\$3,921,190)	(\$3,921,395)

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

¹ 5YPP amendment to add \$28,758 for the planning/conceptual engineering phase of John Yehall Chin Safe Routes to School (Resolution 15-XX, 11.25.14)
John Yehall Chin Safe Routes to School: Reduced programming for the design phase in FY 2014/15 from \$35,000 to \$6,242 to fund the project's planning/conceptual engineeri

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

Traffic Calming (EP 38)

Cash Flow (\$) Maximum Annual Reimbursement

Amendment Pending Board Approval (11.25.14)

Project Name	Phase	Fiscal Year							Total	
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20			
Local/Neighborhood Track										
Local Track Application-Based Traffic Calming Program	CON	\$364,000								\$364,000
Local Track Application-Based Traffic Calming Program	PLAN/ CER	\$320,000								\$320,000
Local Track Application-Based Traffic Calming Program	PS&E	\$41,000								\$41,000
Local Track Application-Based Traffic Calming Program	Any		\$600,000							\$600,000
Local Track Application-Based Traffic Calming Program	Any			\$600,000						\$600,000
Local Track Application-Based Traffic Calming Program	Any				\$600,000					\$600,000
Local Track Application-Based Traffic Calming Program	Any					\$600,000				\$600,000
Proactive Residential Traffic Calming Improvements	PLAN/ CER	\$100,000	\$25,000							\$125,000
Proactive Residential Traffic Calming Improvements	Any		\$978,651							\$978,651
Proactive Residential Traffic Calming Improvements	Any			\$903,651						\$903,651
Proactive Residential Traffic Calming Improvements	PS&E, CON				\$853,651					\$853,651
Proactive Residential Traffic Calming Improvements	PS&E, CON					\$853,654				\$853,654
Traffic Calming Implementation (Prior Arcawide Plans)	CON	\$1,294,300	\$1,294,300							\$2,588,600
Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON		\$340,000	\$330,000						\$1,000,000
Schools Track										
Schools Track Traffic Calming Program	PLAN/ CER				\$22,000			\$22,000		\$44,000
Schools Track Traffic Calming Program	PS&E				\$25,000			\$25,000		\$50,000

Cash Flow (\$) Maximum Annual Reimbursement
Amendment Pending Board Approval (11.25.14)

Project Name	Phase	Fiscal Year							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20		
Schools Track Traffic Calming Program	CON							\$110,000	\$110,000
Cesar Chavez Elementary Safe Routes to School	PS&E		\$59,885						\$59,885
Cesar Chavez Elementary Safe Routes to School	CON			\$5,000	\$32,365				\$37,365
Redding Elementary Safe Routes to School	PS&E	\$18,352							\$18,352
Redding Elementary Safe Routes to School	CON			\$45,880	\$45,880				\$91,760
Bessie Carmichael Safe Routes to School	PS&E	\$115,000							\$115,000
Bessie Carmichael Safe Routes to School	CON		\$34,410	\$34,410					\$68,820
John Yehall Chin Safe Routes to School I	PLAN/ CER	\$40,433							\$40,433
John Yehall Chin Safe Routes to School I	PS&E	\$6,242							\$6,242
John Yehall Chin Safe Routes to School	CON			\$20,646					\$20,646
Arterials and Commerical Corridors Track									
Columbus Avenue Corridor Improvements	PS&E	\$150,000							\$150,000
Howard Street Streetscape	PLAN/ CER		\$40,000	\$40,000					\$80,000
Howard Street Streetscape	PS&E			\$50,000	\$250,000				\$300,000
Howard Street Streetscape	CON				\$50,000	\$540,000			\$590,000
8th Street Streetscape	PS&E		\$645,960						\$645,960
Arterials Track Traffic Calming Program	PLAN/ CER	\$100,000							\$100,000
Arterials Track Traffic Calming Program	PLAN/ CER, PS&E		\$369,143						\$369,143
Arterials Track Traffic Calming Program	PLAN/ CER, PS&E			\$93,600					\$93,600
Follow-the-Paving									

Cash Flow (\$) Maximum Annual Reimbursement

Amendment Pending Board Approval (11.25.14)

Project Name	Phase	Fiscal Year							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20		
Follow-the-Paving: Spot Improvements	CON	\$50,000	\$50,000						\$100,000
Follow-the-Paving: Spot Improvements	CON			\$50,000	\$50,000				\$100,000
Follow-the-Paving: Spot Improvements	CON					\$50,000	\$50,000		\$100,000
Follow-the-Paving: Traffic Calming Major Corridors	CON	\$150,000	\$150,000						\$300,000
Follow-the-Paving: Traffic Calming Major Corridors	PS&E		\$37,500	\$37,500					\$75,000
Follow-the-Paving: Traffic Calming Major Corridors	CON			\$50,000	\$50,000				\$100,000
Follow-the-Paving: Traffic Calming Major Corridors	PS&E				\$37,500	\$37,500			\$75,000
Follow-the-Paving: Traffic Calming Major Corridors	CON					\$33,600	\$33,600		\$33,600
Total Cash Flow in 5YPP		\$2,749,327	\$4,624,849	\$2,260,687	\$2,346,396	\$2,271,754	\$50,000	\$14,303,013	

Cash Flow Allocated and Pending	\$46,675	\$0	\$0	\$0	\$0	\$0	\$0	\$46,675
Cash Flow Deobligated	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cash Flow Unallocated	\$2,702,652	\$4,624,849	\$2,260,687	\$2,346,396	\$2,271,754	\$50,000	\$14,256,338	

Cash Flow Programmed in 2014 Strategic Plan	\$3,825,044	\$4,624,849	\$2,261,544	\$2,342,739	\$2,274,554	\$1,255,577	\$30,276,038
Deobligated from Prior 5YPP Cycles	\$205						\$205
Cumulative Remaining Cash Flow Capacity	\$1,075,922	\$1,075,922	\$1,076,779	\$1,073,122	\$1,075,922	\$2,281,499	\$58,785,190

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation



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

FY of Allocation Action:
 Project Name:
 Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K Category: Gray cells will automatically be filled in.
 Prop K Subcategory:
 Prop K EP Project/Program:
 Prop K EP Line Number (Primary): Current Prop K Request: \$
 Prop K Other EP Line Numbers:

Prop AA Category:
 Current Prop AA Request: \$
 Supervisorial District(s):

SCOPE

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

In 2013, the Peninsula Corridor Joint Powers Board (PCJPB) entered into a new agreement for the operation of the bicycle parking facility at the 4th and King Caltrain station. Part of that agreement stipulates the PCJPB will provide funding for space re-configuration to allow for more efficient use of space to minimize net operating expenses, which could include installation of amenities that allow for automated bike parking, a reconfiguration of retail and bike parking areas, and an expansion of the area allotted for this facility. The facility will expand from a current capacity of 130 bikes to 185 bikes, and will also feature 24-hour accessibility.

The PCJPB was allocated \$165,000 in Proposition K funding for these improvements. It was originally envisioned the PCJPB would pass through these funds to the operator to allow the operator to hire a contractor for the installation work. Since that time, it has been determined the PCJPB must issue the contract for the work as well as provide construction oversight for the installation of the improvements. This allocation request will cover costs associated with construction oversight so the full \$165,000 can be budgeted toward construction related expenses.

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

FY 2014/15

Project Name: San Francisco Bicycle Parking Facility Improvements - Supplemental Fun

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

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

Status: N/A

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

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

E6-121

FY 2014/15

Project Name: San Francisco Bicycle Parking Facility Improvements - Supplemental

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$ 20,000	\$ 20,000	
Procurement (e.g. rolling stock)				
		\$20,000	\$20,000	\$0

COST SUMMARY BY PHASE - ENTIRE PROJECT

Show total cost for ALL project phases based on best available information. **Source of cost estimate** (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction	\$ 185,000	JPB Capital Budget
Procurement (e.g. rolling stock)		
Total:	\$ 185,000	

% Complete of Design: as of

Expected Useful Life: Years

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

MAJOR LINE ITEM BUDGET

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.
2. Requests for project development should include preliminary estimates for later phases such as construction.
3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.
4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.
5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.
6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

See attached project summary for budget estimates prepared as part of the annual JPB budget process

PROJECT: San Francisco Bicycle Parking Facility Capital Improvements

Description/Justification: This project will construct improvements in the San Francisco bike parking facility at the San Francisco 4th and King Caltrain station. Work to be completed includes but is not limited to: space re-configuration to allow for more efficient use of space to minimize net operating expenses, which could include installation of amenities that allow for automated bike parking, a reconfiguration of retail and bike parking areas, and an expansion of the area allotted for this facility. Funding requested in FY15 will cover construction oversight expenses incurred by the JPB.

<u>Project Cost Estimates:</u>	<u>Cost By Element</u>	<u>Estimate</u>		<u>Comments</u>
	PE/Env/PSE			
	Procurement/Construction	\$ 185,000		
	TOTAL	\$ 185,000		
<u>Project Budget:</u>	<u>Prior Year Budgeted</u>	<u>FY 15 Budget Request</u>	<u>Future Budget</u>	<u>Total</u>
	\$165,000	\$20,000	\$0	\$185,000
<u>Project Milestones:</u>	<u>Milestones</u>	<u>Estimated Start</u>	<u>Estimated End</u>	<u>Comments</u>
	Study			
	Preliminary Design			
	PS&E			
	Environmental			
	Right of Way			
	Procurement			
	Construction	November-14	March-15	
<u>Funding Plan:</u>	<u>Funding Source</u>	<u>Proposed FY15 Budget</u>	<u>Future Budget</u>	<u>Comments</u>
	Federal	\$ -		
	State	\$ -		
	Local Match JPB Member	\$ 20,000		
	San Francisco	\$ 20,000		
	San Mateo	\$ -		
	Sanita Clara	\$ -		
	Local Match County SC			
	Regional/Other			
	TOTAL	\$ 20,000		

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

FY 2014/15

Project Name: San Francisco Bicycle Parking Facility Improvements - Supplemental Funds

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$ 20,000

5-Year Prioritization Program Amount: \$ 20,000 (enter if appropriate)

Strategic Plan Amount for Requested FY: \$ 2,967,024

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$ -

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

Strategic Plan Amount for Requested FY:

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

The 5-Year Prioritization Program (5YPP) amount is the entire amount of Prop K funds available for allocation in Fiscal Year 2014/15 for the subject project in the Bicycle Circulation/Safety 5YPP.

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

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$ 20,000		\$ 20,000
Total:		\$ 20,000		\$ 20,000

Actual Prop K Leveraging - This Phase:	0.00%	
Expected Prop K Leveraging per Expenditure Plan	0.00%	\$ 20,000
		Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$ 20,000	\$ 165,000	\$ 185,000
Total:		\$ 20,000	\$ 165,000	\$ 185,000

Actual Prop K Leveraging - Entire Project:	0.00%	\$ 185,000
Expected Prop K Leveraging per Expenditure Plan:	0.00%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:		

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested: \$20,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$ 20,000	100.00%	\$ -
Total:	\$ 20,000		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$ 20,000	Construction
Total:	\$ 20,000		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 39	FY 2014/15	\$ 20,000	100.00%	\$ -
Total:		\$ 20,000	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 39	FY 2014/15	Construction	\$ 20,000	100%	\$ -
Total:			\$ 20,000		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution. No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

-
-

Special Conditions:

-

Notes:

-

Supervisory District(s):

Prop K proportion of expenditures - this phase:	100.00%
Prop AA proportion of expenditures - this phase:	<input type="text"/>

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

SFCTA Project Reviewer:

Project # from SGA:

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

FY of Allocation Action:

2014/15

Current Prop K Request:

\$ 20,000

Current Prop AA Request:

\$ -

Project Name:

San Francisco Bicycle Parking Facility Improvements - Supplemental Funds

Implementing Agency:

Peninsula Corridor Joint Powers Board (Caltrain)

Signatures

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

Project Manager

Grants Section Contact

Name (typed): Brian Fitzpatrick

Peter Skinner

Title: Real Estate Manager

Senior Grants Analyst

Phone: 650-508-7781

650-622-7818

Fax: _____

Email: fitzpatrickb@samtrans.com

skinnerp@samtrans.com

Address: 1250 San Carlos Ave, San Carlos,
CA 94070

1250 San Carlos Ave, San Carlos,
CA 94070

Signature: _____

Date: _____

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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K Category:

Prop K Subcategory:

Prop K EP Project/Program:

Prop K EP Line Number (Primary):

Current Prop K Request: \$

Prop K Other EP Line Numbers:

Gray cells will automatically be filled in.

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

SCOPE

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

See attached scope.

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form
Chinatown Broadway Phase IV (Columbus Ave to Broadway Tunnel)**

Project Background

Broadway is a major four-lane arterial road that provides an important east-west connection for buses, bicyclists, pedestrians, and cars. Primary land uses along the corridor include neighborhood-serving retail, large-scale housing developments including Ping Yuen public housing complex and Bayside Elderly Housing, and educational facilities including Jean Parker Elementary School and Wu Yee Child Infant Care Center.

The goal of the Chinatown Broadway Street Design is to build on the community's vision to improve conditions along Broadway from Columbus Avenue to the Broadway Tunnel. The Chinatown Broadway Phase IV project, implementation of this vision, will complement the streetscape improvements already installed by the San Francisco Public Works that run to the east along Broadway from the Columbus intersection.

Over a year, numerous residents, merchants and community members participated in the Planning Department's planning process to envision a new design for Broadway. Given the heavy foot traffic and proximity of schools and senior centers along a major arterial road, pedestrian safety was the top community concern, and city agencies made collaborative efforts to reflect this concern in the final conceptual design. For more information on planning and outreach, please visit the Planning Department's Chinatown Broadway Street Design page <<http://www.sf-planning.org/index.aspx?page=2646>>.

SF Public Works has completed 90% of the environmental phase and 75% of the design phase of this project with the OneBayArea Grant (OBAG) funds (\$203,991) and Prop AA funds (\$650,000). This Prop K allocation request for \$701,886 is to provide match for the OBAG funds (\$3,206,545) for the construction phase.

Scope

Roadway Configuration: Two lanes of travel in each direction, with curb-side parking/ loading lanes on both sides of the street.

Pedestrian Crossings: Bulb-outs at all intersections, raised crosswalks at all alleys and across Grant, and special paving at the intersections to improve visibility of the intersection.

Bus Stop Improvements: Two new bus bulbs at existing Muni stops, and improvements to bus stops including shelters, seating and signage.

Trees & Landscaping: Seventy-two new street trees along the existing sidewalk, trees and plantings along the new medians from the Broadway Tunnel to Powell Street, and greening improvements along Wayne Place.

Bike Facilities: Bike sharrows along the corridor to improve visibility of cyclists.

Sidewalk Seating: Thirty-two new benches along the corridor.

Street Lighting: Fifty-four new street lights along the corridor.

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form
Chinatown Broadway Phase IV (Columbus Ave to Broadway Tunnel)**

Jean Parker Elementary School

The San Francisco Municipal Transportation Agency (SFMTA) has received a state Safe Routes to School grant (\$414,900), matched by Prop K funds (\$46,165, allocated through Resolution 14-29), to improve pedestrian conditions around Jean Parker Elementary School. This grant includes both infrastructure and non-infrastructure work. The non-infrastructure work entails education, encouragement, and enforcement activities. The existing grant covers the installation of three curb bulb-outs and eight curb ramps at the Broadway and Powell intersection, all of which are part of the Chinatown Broadway Street Design. The bulb-outs will reduce the crossing the distance for school children and the elderly using the intersection to go to school, nearby park or grocery shopping on Stockton Street. Because of size limits on the state grant, additional enhancements, including more bulb-outs and special crosswalks are needed to complete the vision for a safe Jean Parker Elementary. Design and construction of the remaining improvements are funded with OBAG funds and Prop K match.

5YPP Prioritization

This project is a top priority for Prop K funding because it is the key complement to DPW's three prior streetscape projects on Broadway and will leverage OBAG funds for the project. The OBAG funding, paired with the Prop K allocation, would enable this project to move along swiftly and deliver the community's vision in a timely fashion. This project was prioritized in the 2014 Transportation / Land Use Coordination 5-Year Prioritization Program (5YPP), and the requested amount (\$701,886) matches the Prop K funds programmed.

Community Engagement

With funding from a Caltrans Environmental Justice Transportation Planning grant, the Planning Department, in partnership with the Chinatown Community Development Center, led an intensive community engagement process in 2011 and 2012. Three community workshops were held, all with translation, to engage the community in the planning process: May 4, August 16, and November 16, 2011. A fourth public meeting, the final Open House, was held June 6, 2012 at the International Hotel (848 Kearney St). More than 70 people attended this event. In addition, concept design materials from the project (which are attached) have been on display in the lobby and windows of the East West Bank at the corner on Stockton and Broadway since mid-July 2012. All the meeting materials are available online as well: <http://www.sf-planning.org/index.aspx?page=2646>. A final public meeting was held on July 17, 2014 at the Bayside Elderly Housing building to update the public on the project's progress and to gather their input on the proposed artwork to be installed in the project.

Adopted Plans

This project is consistent with the Chinatown Area Plan, Objective 7 and Policy 7.1. Broadway is identified as a pedestrian safety corridor in the Chinatown Community Development Center's Pedestrian Safety Needs Assessment.

Project Implementation

Construction management will be performed by SF Public Works and SFMTA staff. The construction work will be performed by outside contractors.

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

FY 2014/15

Project Name: Chinatown Broadway Phase IV

Implementing Agency: San Francisco Public Works

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt

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

Status: CEQA complete; NEPA in progress

11/14/14

PROJECT DELIVERY MILESTONES

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	4	2010/11	4	2012/13
Environmental Studies (PA&ED)	2	2012/13	2	2014/15
R/W Activities/Acquisition			2	2013/14
Design Engineering (PS&E)	3	2013/14	2	2014/15
Prepare Bid Documents	3	2014/15	3	2014/15
Advertise Construction	3	2014/15	3	2014/15
Start Construction (e.g., Award Contract)	4	2014/15	4	2015/16
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)	4	2015/16		
Project Closeout (i.e., final expenses incurred)			4	2018/19 *

* includes plant establishment period

SCHEDULE COORDINATION/NOTES

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

As a recipient of OneBayArea Grant (OBAG) funds, this project needs to meet OBAG obligation deadlines, including:

- construction obligation request submittal to Caltrans by February 1, 2015
- obligation approval by April 30, 2015 - required prior to contract advertisement

SF Public Works aims to obtain obligation approval in advance of the obligation deadlines to keep the project on schedule as follows:

- contract advertisement by January 2015
- contract award by April 2015
- construction completion by April 2016

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

FY 2014/15

Project Name: Chinatown Broadway Phase IV

Implementing Agency: San Francisco Public Works

COST SUMMARY BY PHASE - CURRENT REQUEST

Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.
 Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$ 6,178,454	\$ 701,886	
Procurement (e.g. rolling stock)				
		\$6,178,454	\$701,886	\$0

COST SUMMARY BY PHASE - ENTIRE PROJECT

Show total cost for ALL project phases based on best available information. **Source of cost estimate** (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)	\$ 13,182	Engineer's estimate at 75% design
Design Engineering (PS&E)	\$ 910,851	Engineer's estimate at 75% design
R/W Activities/Acquisition		
Construction	\$ 6,178,454	Engineer's estimate at 75% design
Procurement (e.g. rolling stock)		
Total:	\$ 7,102,487	

% Complete of Design: 75 as of 9/30/14
 Expected Useful Life: 20-30 Years

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

MAJOR LINE ITEM BUDGET

FTE = Full Time Equivalent

Planning / Conceptual Engineering

Planning / Conceptual Engineering Total (Completed 2012 with Caltrans grant)		\$ -
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Environmental

Agency: SF Public Works		Overhead Rate: 1.6354			
Position (Title and Classification)	Hours	Salary	Burdened	FTE	Cost
Project Manager II/5504	30	\$65	\$171	0.014423077	\$ 5,139
Assistant Project Manager/5262	30	\$45	\$119	0.014423077	\$ 3,558
Engineering Trainee III	65	\$26	\$69	0.031471154	\$ 4,485
Environmental Total				0.060317308	\$ 13,182

Design Phase

Agency: SF Public Works		Overhead Rate: 1.6354			
Position (Title and Classification)	Hours	Hourly Base Salary	Hourly Fully Burdened	FTE	Cost
Project Manager I/5502	800	\$61	\$161	0.384615385	\$ 128,608
Assistant Project Manager/5262	689	\$45	\$119	0.331355769	\$ 81,737
Senior Engineer/5211	100	\$71	\$187	0.048076923	\$ 18,711
Engineer/5241 (Civil, Elect, Hydraulic)	750	\$61	\$161	0.360576923	\$ 120,570
Associate Engineer/5207 (Civil, Elect, Hydraulic)	725	\$53	\$140	0.348557692	\$ 101,265
Assistant Engineer/5203 (Civil, Elect, Hydraulic)	900	\$45	\$119	0.432692308	\$ 106,734
Junior Engineer/5201 (Civil, Elect, Hydraulic)	725	\$40	\$105	0.348557692	\$ 76,427
Senior Clerk Typist/1426	100	\$28	\$74	0.048076923	\$ 7,379
Full Landscape Architect/5211	175	\$71	\$187	0.084134615	\$ 32,745
Landscape Architectural Associate II/5272	600	\$53	\$140	0.288461538	\$ 83,806
Landscape Architectural Associate I/5262	900	\$45	\$119	0.432692308	\$ 106,734
Project Manager II/5504 (Env)	30	\$65	\$171	0.014423077	\$ 5,139
Assistant Project Manager/5262 (Env)	40	\$45	\$119	0.019230769	\$ 4,744
Engineering Trainee III (Env)	102	\$26	\$69	0.049038462	\$ 6,989
Agency: SFMTA					
Transit Planner III/5289	55	\$48	\$135	0.026442308	\$ 7,425
Associate Engineer/5207	80	\$53	\$147	0.038461538	\$ 11,760
Signal Engineer/5241	60	\$61	\$168	0.028846154	\$ 10,080
Design Total	6,831			3.284240385	\$ 910,851

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

MAJOR LINE ITEM BUDGET				
Construction Phase Hard Costs (by scope item)				
Item	Unit	Quantity	Unit Price	Cost
Full Depth Planing 2" Depth	SF	56,640	\$1	\$ 56,640
Asphaltic Concrete	TON	908.51	\$135	\$ 122,649
8" Thick Concrete Base	SF	16,041	\$10	\$ 160,410
Combined 6" Curb and Gutter at Bulbs	LF	1,599	\$65	\$ 103,935
Combined 6" Curb and Gutter	LF	1,303	\$65	\$ 84,695
Combined 6" Curb and Gutter at Median	LF	970	\$40	\$ 38,800
8" Wide Concrete Band at Parking Strip	LF	1,475	\$15	\$ 22,125
8" Thick Concrete Parking Strip	SF	9,101	\$16	\$ 145,616
8" Thick Concrete Raised Crosswalk	SF	595	\$13	\$ 7,735
Special Paving at Crosswalks	SF	9,322	\$25	\$ 233,050
Concrete Curb Ramp w/ Detectable Surface Tiles	EA	24	\$3,000	\$ 72,000
Detectable Surface Tiles	SF	195	\$65	\$ 12,675
Sidewalk Paving w/ Special Finish	SF	37,777	\$15	\$ 566,655
Install Street Trees, 36" Box	EA	70	\$1,800	\$ 126,000
Irrigation	LS	3	\$50,000	\$ 150,000
Site Furnishings: Trash Receptacles	EA	12	\$2,500	\$ 30,000
Site Furnishings: Benches	EA	32	\$2,500	\$ 80,000
Site Furnishings: Tree Grates	EA	19	\$2,700	\$ 51,300
DG at Treewells	SF	840	\$7	\$ 5,880
3 Year Maintenance	EA	86	\$550	\$ 47,300
Install Median Trees, 36" Box	EA	16	\$1,800	\$ 28,800
Planting (5 gallon plants at 3'-0" o.c.)	EA	200	\$60	\$ 12,000
Weed Barrier Fabric (Median)	SF	1,450	\$1.50	\$ 2,175
Amended Backfill (Median) 18" Depth	CY	80.56	\$100	\$ 8,056
Gravel Mulch (Median)	CY	14.5	\$200	\$ 2,900
Unit Paver Maintenance Strip (Median)	SF	1,345	\$25	\$ 33,625
Wayne Place Improvements	LS	1	\$318,107	\$ 318,107
Tunnel Entrance/Exit Bollards @ 6' o.c.	EA	20	\$1,500	\$ 30,000
New Pedestrian Street Lighting	EA	54	\$15,000	\$ 810,000
Relocate Fire Alarm	EA	2	\$3,000	\$ 6,000
Relocate Traffic Signal Box	EA	3	\$15,000	\$ 45,000
Concrete Catch Basin w/ Frame Grating and MH	EA	12	\$15,000	\$ 180,000
Relocate Sewer Vents	EA	9	\$2,000	\$ 18,000
Relocate Low Pressure Fire Hydrant	EA	2	\$20,000	\$ 40,000
Adjust SFWD Valves	EA	3	\$1,500	\$ 4,500
Roadway Striping	EA	3	\$15,000	\$ 45,000
Sub-total				\$ 3,701,628
Arts Commission @ 2%	LS	1	\$74,033	\$ 74,033
Mobilization @ 5%	LS	1	\$185,081	\$ 185,081
Traffic Control @ 5%	LS	1	\$185,081	\$ 185,081
Design Contingency @ 15%	LS	1	\$555,244	\$ 555,244
Escalation@ 5%	LS	1	\$185,081	\$ 185,081
Sub-total				\$ 4,886,148
Contingency (10%)				\$ 488,615
Construction Hard Costs Total				\$ 5,374,763

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

MAJOR LINE ITEM BUDGET					
Construction Phase Labor Costs (Construction Management and Support)					
Position (Title and Classification)	Hours	Hourly Base Salary	Hourly Fully Burdened	FTE	Cost
Agency: SF Public Works		Overhead Rate: 1.7564			
Project Manager I/5502	400	\$61	\$168	0.192307692	\$ 67,256
Assistant Project Manager/5262	291	\$45	\$124	0.139985577	\$ 36,116
Public Relations Officer/1314	50	\$43	\$119	0.024038462	\$ 5,926
Disability Access Coordinator/6335	40	\$70	\$193	0.019230769	\$ 7,718
Administrative Engineer/5174 (Civil, Elect, Hyd)	300	\$66	\$182	0.144230769	\$ 54,577
Engineer/5241 (Civil, Elect, Hydraulic)	300	\$61	\$168	0.144230769	\$ 50,442
Landscape Architect/5274	100	\$61	\$168	0.048076923	\$ 16,814
Landscape Architectural Associate II/5272	230	\$53	\$146	0.110576923	\$ 33,601
Landscape Architectural Associate I/5262	300	\$45	\$124	0.144230769	\$ 37,211
Office Admin: Constr. Inspector/6318	850	\$46	\$127	0.408653846	\$ 107,775
Resident Engineer: Assoc Engineer/5207	950	\$53	\$146	0.456730769	\$ 138,785
Constr. Manager: Admin. Engineer/5174	800	\$66	\$182	0.384615385	\$ 145,538
Division Manager: Senior Engineer/5211	500	\$71	\$196	0.240384615	\$ 97,852
Agency: SFMTA		Overhead Rate: 1.8843			
Engineer/5241	7	\$65	\$182	0.003543269	\$ 1,344
Associate Engineer/5207	7	\$59	\$159	0.00355625	\$ 1,176
Painter/7346	7	\$38	\$114	0.003536058	\$ 840
Sign Worker/7457	7	\$32	\$97	0.003567308	\$ 720
Construction Labor Costs Total	5,141			2.471496154	\$ 803,691
Construction Total					\$ 6,178,454
TOTAL					\$ 7,102,487

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

FY 2014/15

Project Name: Chinatown Broadway Phase IV

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$701,886
 5-Year Prioritization Program Amount: \$701,886 (enter if appropriate)
 Strategic Plan Amount for Requested FY: \$2,359,639

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0
 5-Year Prioritization Program Amount: (enter if appropriate)
 Strategic Plan Amount for Requested FY:

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

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in FY 2014/15 for the subject project in the Transportation/Land Use Coordination category.

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

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

Fund Source	Planned	Programmed	Allocated	Total
State Safe Routes to Schools (SR2S) Grant			\$323,923	\$323,923
Prop K match to SR2S			\$36,100	\$36,100
OBAG		\$3,206,545		\$3,206,545
SFMTA Revenue Bonds*		\$1,910,000		\$1,910,000
Prop K match to OBAG		\$701,886		\$701,886
Total:	\$0	\$5,818,431	\$360,023	\$6,178,454

* Previously OBAG-State Transportation Improvement Program (STIP) funds - swapped to keep this project on schedule, given delayed OBAG-STIP availability.

Actual Prop K Leveraging - This Phase: 88.06% \$6,178,454
 Expected Prop K Leveraging per Expenditure Plan: 40.48% Total from Cost worksheet

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

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

Yes - Prop K

Fund Source	\$ Amount	Required Local Match	
		%	\$
OBAG	\$3,206,545	11.47%	\$367,791

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
State Safe Routes to Schools (SR2S) Grant			\$387,000	\$387,000
Prop K match to SR2S			\$43,065	\$43,065
OBAG		\$3,206,545	\$203,991	\$3,410,536
SFMTA Revenue Bonds		\$1,910,000		\$1,910,000
Prop AA			\$650,000	\$650,000
Prop K match to OBAG		\$701,886		\$701,886
Total:	\$0	\$5,818,431	\$1,284,056	\$7,102,487

Actual Prop K Leveraging - Entire Project:

89.51%

\$ 7,102,487

Expected Prop K Leveraging per Expenditure Plan:

40.48%

Total from Cost worksheet

Actual Prop AA Leveraging - Entire Project:

90.85%

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested: \$701,886

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$701,886	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$701,886		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$701,886	Construction
Total:	\$701,886		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 44	FY 2014/15	\$175,471	25.00%	\$526,415
Prop K EP 44	FY 2015/16	\$526,415	75.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$701,886	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2014/15	Construction	\$175,471	25%	\$526,415
Prop K EP 44	FY 2015/16	Construction	\$526,415	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$701,886		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Trigger:

Deliverables:

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

Special Conditions:

1. SF Public Works may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$701,886) pending receipt of evidence of completion of design (deliverable for Prop AA design allocation (14-34, 714.108011)).
2.

Notes:

1. Photos of before conditions were included in the O BAG application and are also available on the Planning Department's Chinatown Broadway Street Design page <<http://www.sf-planning.org/index.aspx?page=2646>>.
2.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	11.36%
Prop AA proportion of expenditures - this phase:	0.00%

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

SFCTA Project Reviewer:

Project # from SGA:

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

MAPS AND DRAWINGS

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

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

Broadway Chinatown Typical Roadway Cross Section



Proposed Improvements at Powell Street and Broadway



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

Proposed Improvements at Stockton Street and Broadway



Proposed Improvements on Broadway at Grant Avenue looking west



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

FY of Allocation Action: 2014/15 Current Prop K Request: \$ 701,886
 Current Prop AA Request: \$ -

Project Name: Chinatown Broadway Phase IV

Implementing Agency: San Francisco Public Works

Signatures

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

Project Manager

Grants Section Contact

Name (typed): John Dennis

Rachel Alonso

Title: Project Manager

Administrative Analyst

Phone: 415.558.4495

415.554.4890

Fax: _____

Email: john.dennis@sfdpw.org

Rachel.Alonso@sfdpw.org

Address: 30 Van Ness Ave, 5th Floor
San Francisco, CA 94102

1 Dr. Carlton B. Goodlett Place,
Room 340
San Francisco, CA 94102

Signature: _____

Date: _____
