



RESOLUTION ALLOCATING \$5,127,670 IN PROP K FUNDS, WITH CONDITIONS, AND ALLOCATING \$636,480 IN PROP AA FUNDS, WITH CONDITIONS, FOR SEVEN REQUESTS, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULE

WHEREAS, The Transportation Authority received eight requests for a total of \$5,199,670 in Prop K local transportation sales tax funds and \$636,480 in Prop AA vehicle registration fee funds, as summarized in Attachments 1 and 2; and

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

WHEREAS, seven of the requests are consistent with their relevant adopted 5YPPs; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for Fall Protection Systems requires a 5YPP amendment as detailed in the enclosed allocation request form; and

WHEREAS, After reviewing the requests, staff recommended allocating \$5,199,670 in Prop K funds, with conditions, and allocating \$636,480 in Prop AA funds, with conditions, for all eight projects; 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 January 28, 2015 meeting, the Citizens Advisory Committee was briefed on the subject requests and adopted a motion of support for the staff recommendation; and



WHEREAS, On February 10, 2014, the Plans and Programs Committee reviewed the subject requests and after discussing the item, moved to amend the staff recommendation to defer the SFMTA's request for Bicycle Safety Education Classes so that additional information could be provided; and

WHEREAS, the Plans and Programs Committee unanimously recommended approval of the amended staff recommendation as shown 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; now, therefore, be it

RESOLVED, That the Transportation Authority hereby allocates \$5,127,670 in Prop K funds, with conditions, and allocates \$636,480 in Prop AA funds, with conditions, for seven 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 and Prop AA Expenditure Plans, the 2014 Prop K Strategic Plan, the Prop AA 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, the Prop AA Strategic Plan and the relevant 5YPPs are hereby amended, as appropriate.

Attachments (7):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations (revised per 02.10.15 Plans & Programs Committee action)
4. Prop K Capital Budget 2014/15
5. Prop K 2014/15 Fiscal Year Cash Flow Distribution – Summary Table
6. Prop AA Capital Budget 2014/15
7. Prop AA 2014/15 Fiscal Year Cash Flow Distribution – Summary Table

Enclosure:

1. Prop K/Prop AA Allocation Request Forms (7)



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 24th day of February, 2015, by the following votes:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang and Wiener (10)

Nays: (0)

Absent: Commissioner Yee (1)

Scott Wiener
Scott Wiener 3/2/15 Date
Chair

ATTEST: Tilly Chang 3/5/15
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	13	SFCTA	I-280 Interchange Improvements at Balboa Park	\$ 750,000	\$ -	\$ 1,100,000	72%	0% for current phase; leveraging all phases TBD	Environmental Studies	7, 11
Prop K	13	SFMTA	Balboa Park Station Area and Plaza Improvements	\$ 1,773,993	\$ -	\$ 6,407,000	72%	72%	Construction	7, 11
Prop K	20M	SFMTA	Fall Protection Systems	\$ 2,160,777	\$ -	\$ 2,160,777	90%	0% for current phase; 87% for all phases	Planning, Design	2, 7, 8, 10, 11
Prop AA	Ped	SFMTA	Franklin and Divisadero Signal Upgrade	\$ -	\$ 636,480	\$ 4,502,080	NA	NA	Construction	2, 5
Prop K	40	SFMTA	WalkFirst Rectangular Rapid Flashing Beacons	\$ 222,900	\$ -	\$ 297,100	25%	25%	Planning, Design, Construction	1, 2, 4, 9, 10, 11
Prop K	40	SFMTA	Golden Gate Avenue Road Diet [Vision Zero]	\$ 120,000	\$ -	\$ 120,000	25%	0% current phase; 20% for all phases	Construction	6
Prop K	44	SFMTA	District 1 NTIP [NTIP Planning]	\$ 100,000	\$ -	\$ 100,000	40%	0%	Planning	1
TOTAL				\$ 5,127,670	\$ 636,480	\$ 14,686,957	73%	46%		

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 SFMTA (San Francisco Municipal Transportation Agency) and SFCTA (San Francisco County Transportation Authority).

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./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
13	SFCTA	I-280 Interchange Improvements at Balboa Park	\$ 750,000	\$ -	Prop K funds will be used for traffic analysis and environmental work required for the proposed realignment of the I-280 off-ramp at Ocean Avenue to make it a "T" intersection with a new signal at Ocean. The scope also includes a ramp closure analysis for the possible closure of the I-280 on-ramp at Geneva Avenue. If the closure analysis receives federal, state, and local approvals, the project would develop an implementation plan for the closure project. A public involvement plan will be developed for the project, and the Balboa Park Community Advisory Committee will provide input at key points. The Transportation Authority will lead the project, coordinating with SFMTA, SF Public Works, BART and the SFPUC. The ramp closure analysis will be completed by fall 2015, with the overall scope completed by September 2016.
13	SFMTA	Balboa Park Station Area and Plaza Improvements	\$ 1,773,993	\$ -	Funds will be used to construct a suite of multi-modal access improvements in the Balboa Park station area. Scope elements were identified in the 2012 Balboa Park Station Capacity Study and the Balboa Park Station Access and Safety project, with the Balboa Park Community Advisory Committee providing input during planning and design. Improvements will include sidewalk widening and street reconfiguration on Geneva Avenue, pedestrian-scale lighting, wayfinding signs, flashing beacons at the Ocean Avenue off-ramp, curb ramps, train control improvements, utility relocation to facilitate future reconstruction by BART of the entrance plaza on Ocean Avenue, a pedestrian signal, and street resurfacing and related improvements on Geneva Avenue. Construction will be complete by June 2016 and will be coordinated with SFMTA's Green Light Rail Center Track Replacement and BART's Eastside Connections projects.
20M	SFMTA	Fall Protection Systems	\$ 2,160,777	\$ -	Prop K will be used for planning and design of 25 worker fall protection systems at seven SFMTA vehicle maintenance facilities. Design work will be done by SFMTA and SF Public Works engineering staff. Prop K is the sole fund source for the initial phases, but will leverage other funds such as Prop B Streets Bond or general obligation bond funds for the construction phase, estimated at \$14 million. Design will be complete by June 2016 and construction will be complete by December 2017 subject to funding availability.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
Ped	SFMTA	Franklin and Divisadero Signal Upgrade	\$ -	\$ 636,480	Funds will be used to upgrade the signal infrastructure at 29 intersections on the Franklin Street corridor and 3 intersections on the Divisadero Street corridor. Ten of these intersections are WalkFirst locations. Upgrades include new or upgraded wiring, Pedestrian Countdown Signals (PCS), Accessible Pedestrian Signals (APS) pushbuttons, larger signal heads, poles and mast-arms, signal controllers at the three locations. Design was funded by Prop K and Prop AA. SFMTA will begin construction in September 2015 and all project elements will be open for use by December 2016. See the list of intersections on page 15 of the enclosed allocation request form.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
40	SFMTA	WalkFirst Rectangular Rapid Flashing Beacons	\$ 222,900	\$	Funds will be used to install 22 rectangular rapid flashing beacons (RRFBs) with solar panels and activation push buttons at up to 11 unsignalized crossing locations on WalkFirst high injury corridors to support Vision Zero. In comparison to other such crossing-related signal devices, like yellow flashing beacons or in-pavement flashers, RRFBs have been found to be approximately five times more effective in motorist compliance yielding to pedestrians. SFMTA anticipates that all beacons will be open for use by December 2016. See page 2 of the enclosed allocation request form for the list of locations.
40	SFMTA	Golden Gate Avenue Road Diet [Vision Zero]	\$ 120,000	\$	Prop K sales tax funds will be used to convert Golden Gate between Market and Polk Street from three lanes to two lanes and implement improvements to increase the visibility of pedestrians and slow traffic speeds. Improvements are likely to include lane edge lines, painted safety zones to improve visibility at crosswalks while encouraging slower turning speeds by motorists, continental crosswalks, and signal timing to calm vehicle traffic. This is one of the Near-Term Vision Zero capital projects. Improvements will be prioritized and designed in the first half of 2015 with funds from the District 6 Supervisor's Office budget. A community outreach meeting will be held in late winter or early spring 2015 to gather feedback on the proposed project before starting final design. Construction is scheduled to begin in the fourth quarter of Fiscal Year 2014/15 and the project should be open for use by January 2016.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
44	SFMTA	District 1 NTIP [NTIP Planning]	\$ 100,000	\$	<p>The requested funds will enable the SFMTA to plan and develop conceptual designs for two efforts: A) The SFMTA will study safety and access to and from Golden Gate Park (including potential improvements at Fulton) for bicyclists on four north-south corridors in the Richmond (i.e., 8th, 15th, 23rd, and 34th Avenues). The SFMTA will advance the top two corridors or sets of locations to detailed design. Other needs that emerge will be prioritized for future investment. B) The SFMTA proposes to engage the community and present options for safety improvements for people walking and on bikes on Arguello, resulting in a prioritized list of spot improvements including access to Rossi Playground. Outreach may include up to 3 community walks or bike rides and up to 3 community open houses. The SFMTA anticipates completion of the project in early 2016.</p>
TOTAL			\$ 5,127,670	\$ 636,480	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
13	SFCTA	I-280 Interchange Improvements at Balboa Park	\$ 750,000	\$ -	
13	SFMTA	Balboa Park Station Area and Plaza Improvements	\$ 1,773,993	\$ -	
20M	SFMTA	Fall Protection Systems	\$ 2,160,777	\$ -	5-Year Prioritization Program (5YPP) Amendment: Our recommendation is contingent upon a concurrent amendment to the Facilities-Muni 5YPP to reprogram \$1,910,777 in FY 2014/15 funds from the Woods Renovation Hoists and Bays to the subject project. The Woods project will have \$4.84 million in remaining FY 2014/15 Prop K programming. SFMTA will identify additional funding for the Woods project through its Capital Improvement Program updated in Spring 2015.
Ped	SFMTA	Franklin and Divisadero Signal Upgrade	\$ -	\$ 636,480	Our recommendation includes a commitment to allocate \$3,162,920 in Fiscal Year 2015/16 Prop K funds to complete construction funding, consistent with the Prop K Strategic Plan. On January 9, at SFMTA's request, Transportation Authority staff granted a waiver to Prop K Strategic Plan policies allowing SFMTA to advertise the project in advance of the Transportation Authority Board allocation of the Fiscal Year 2015/16 funds to the project. The project advanced faster than anticipated and as an agency priority, SFMTA is committed to accelerating projects which include WalkFirst components (this applies to 10 of the 32 intersections included in the request).
40	SFMTA	WalkFirst Rectangular Rapid Flashing Beacons	\$ 222,900	\$ -	Our recommendation is for a multi-phase allocation given short duration and overlap of planning and design phases and straightforward scope.
40	SFMTA	Golden Gate Avenue Road Diet [Vision Zero]	\$ 120,000	\$ -	Our recommendation includes a waiver to the Strategic Plan policy requiring substantial completion of prior phase as a prerequisite for allocation because this is a near-term Vision Zero project and the duration of design is short.
44	SFMTA	District 1 NTIP [NTIP Planning]	\$ 100,000	\$ -	
TOTAL			\$ 5,127,670	\$ 636,480	

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				
1	SFMTA	Geary Bus Rapid Transit	\$ 872,859	\$ 872,859					
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				
6	PCJPB	Caltrain Early Investment Program	\$ 7,470,000	\$ 7,470,000					
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			
13	SFCTA	I-280 Interchange Improvements at Balboa Park	\$ 750,000	\$ 250,000	\$ 500,000				
13	SFMTA	Balboa Park Station Area and Plaza Improvements	\$ 1,773,993		\$ 1,773,993				
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
17M	SFMTA	Replace 60 New Flyer 60-Foot Trolley Coaches	\$ 20,831,776	\$ 2,100,000	\$ 12,800,000	\$ 5,931,776			
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
20M	SFMTA	Muni Metro East (MME) Phase 2	\$ 2,598,500	\$ 998,500	\$ 1,600,000				
20M	SFMTA	Fall Protection Systems	\$ 2,160,777	\$ 400,000	\$ 1,760,777				
20P	PCJPB	Systemwide Station Improvements	\$ 210,989	\$ 105,495	\$ 105,494				
22B	BART	Transbay Tube Cross-Passage Doors Replacement	\$ 250,000	\$ 250,000					
22P	PCJPB	Quint Street Bridge Replacement	\$ 303,066	\$ 303,066					
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,243,407	\$ 621,704	\$ 621,703				
Transit Subtotal			\$ 219,643,343	\$ 50,520,201	\$ 25,783,224	\$ 15,279,266	\$ 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				
Visitation Valley Watershed Subtotal			\$ 228,830	\$ 132,196	\$ 96,634	\$ -	\$ -	\$ -	\$ -
STREET AND TRAFFIC SAFETY									
31	SFMTA	Contract 62	\$ 150,000	\$ 50,000	\$ 100,000				
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					

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	
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 - Supplemental Funds	\$ 20,000	\$ 20,000					
39	SFMTA	Market Street Green Bike Lanes and Raised Cycletrack	\$ 758,400	\$ 500,544	\$ 257,856				
39	SFMTA	2nd Street Vision Zero Improvements	\$ 158,500	\$ 79,250	\$ 79,250				
39	SFMTA	5th Street Green Shared Roadway Markings (Sharrows)	\$ 82,700	\$ 41,350	\$ 41,350				
40	SFMTA	WalkFirst Continental Crosswalks	\$ 423,000	\$ 211,500	\$ 211,500				
40	Public Works	ER Taylor Elementary School Safe Routes to School	\$ 6,575	\$ 6,575					
40	Public Works	Longfellow Elementary School Safe Routes to School	\$ 64,578	\$ 12,663	\$ 51,915				
40	SFMTA	WalkFirst Rectangular Rapid Flashing Beacons	\$ 222,900	\$ 64,500	\$ 79,200	\$ 79,200			
40	SFMTA	Golden Gate Avenue Road Diet [Vision Zero]	\$ 120,000	\$ 40,000	\$ 80,000				
41	Public Works	Curb Ramps	\$ 725,632	\$ 21,769	\$ 633,863	\$ 70,000			
42	SFPW	Tree Planting and Maintenance	\$ 1,000,000	\$ 1,000,000					
Streets and Traffic Safety Subtotal			\$ 8,247,837	\$ 5,504,395	\$ 2,594,242	\$ 149,200	\$ -	\$ -	\$ -
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					
43	SFMTA	Comprehensive TDM Program	\$ 100,000		\$ 100,000				
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				
44	Public Works	ER Taylor Elementary School Safe Routes to School	\$ 47,140	\$ -	\$ 47,140				
44	Public Works	Longfellow Elementary School Safe Routes to School	\$ 61,865	\$ -	\$ 61,865				
44	SFMTA	Mansell Corridor Improvement	\$ 572,754	\$ -	\$ 472,754	\$ 100,000			
44	SFMTA	District 1 NTIP [NTIP Planning]	\$ 100,000	\$ 60,000	\$ 40,000				
TSM/Strategic Initiatives Subtotal			\$ 3,151,876	\$ 1,199,360	\$ 1,704,516	\$ 248,000	\$ -	\$ -	\$ -
TOTAL			\$ 240,941,886	\$ 67,026,152	\$ 30,178,616	\$ 15,676,466	\$ 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 15-12 for cash flow details.

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

Attachment 5.
Prop K FY 2014/15 Capital Budget¹

	Total	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FYs 2019/20 - 2027/28²
Prior Allocations	\$ 235,814,216	\$ 66,211,652	\$ 25,944,646	\$ 15,597,266	\$ 1,500,000	\$ -	\$ 126,560,652
Current Request(s)	\$ 5,127,670	\$ 814,500	\$ 4,233,970	\$ 79,200	\$ -	\$ -	\$ -
New Total Allocations	\$ 240,941,886	\$ 67,026,152	\$ 30,178,616	\$ 15,676,466	\$ 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 15-12 for cash flow details.

**Attachment 6.
Prop AA FY 2014/15 Capital Budget¹**

Sponsor	Project Name	Total	Cash Flow Distribution			
			FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18
STREET REPAIR AND RECONSTRUCTION						
DPW	Dolores St Pavement Renovation	\$ 2,210,000	\$ 707,199	\$ 1,502,801		
SFMTA	Mansell Corridor Improvement Project	\$ 2,325,624	\$ 50,000	\$ 2,275,624		
Street Repair and Reconstruction Subtotal		\$ 4,535,624	\$ 757,199	\$ 3,778,425	\$ -	\$ -
PEDESTRIAN SAFETY						
UC Hastings	McAllister St Campus Streetscape	\$ 1,762,206	\$ 1,762,206			
SFMTA	Webster Street Pedestrian Countdown Signals	\$ 260,000	\$ 100,000	\$ 160,000		
SFMTA	New Signals Contract 62	\$ 310,000	\$ -	\$ 310,000		
SFMTA	Franklin and Divisadero Signal Upgrade	\$ 636,480	\$ 41,000	\$ 395,000	\$ 200,480	
Pedestrian Safety Subtotal		\$ 2,968,686	\$ 1,903,206	\$ 865,000	\$ 200,480	\$ -
TRANSIT RELIABILITY AND MOBILITY IMPROVEMENTS						
SFMTA	City College Pedestrian Connector	\$ 42,000	\$ 42,000			
SFMTA	City College Pedestrian Connector	\$ 891,000		\$ 891,000		
Transit Reliability and Mobility Improvements Subtotal		\$ 933,000	\$ 42,000	\$ 891,000		\$ -
TOTAL		\$ 8,437,310	\$ 2,702,405	\$ 5,534,425	\$ 200,480	\$ -

¹ This table shows Cash Flow Distribution Schedules for all FY 2014/15 allocations approved to date, along with the current recommended allocation(s). Shaded lines indicate allocations/appropriations that are part of the current action.

Attachment 7.
Prop AA FY 2014/15 Capital Budget Summary¹

	Total	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18
Prior Allocations	\$ 7,800,830	\$ 2,661,405	\$ 5,139,425	\$ -	\$ -
Current Request(s)	\$ 636,480	\$ 41,000	\$ 395,000	\$ 200,480	\$ -
New Total Allocations	\$ 8,437,310	\$ 2,702,405	\$ 5,534,425	\$ 200,480	\$ -

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

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	SFCTA	Balboa Park BART/ Muni Station Access	I-280 Interchange Improvements at Balboa Park	Environmental Studies	\$ 750,000	1
2	Prop K	SFMTA	Balboa Park BART/ Muni Station Access	Balboa Park Station Area and Plaza Improvements	Construction	\$ 1,773,993	19
3	Prop K	SFMTA	Facilities - Muni	Fall Protection Systems	Planning, Design	\$ 2,160,777	35
4	Prop AA	SFMTA	Pedestrian Safety	Franklin and Divisadero Signal Upgrade	Construction	\$ 636,480	51
5	Prop K	SFMTA	Pedestrian Circulation/ Safety	WalkFirst Rectangular Rapid Flashing Beacons	Planning, Design, Construction	\$ 222,900	69
6	Prop K	SFMTA	Pedestrian Circulation/ Safety	Golden Gate Avenue Road Diet [Vision Zero]	Construction	\$ 120,000	85
7	Prop K	SFMTA	Transportation/ Land Use Coordination	District 1 NTIP [NTIP Planning]	Planning	\$ 100,000	99
Total Requested						\$ 5,764,150	

¹ Acronyms include SFMTA (San Francisco Municipal Transportation Agency) and SFCTA (Transportation Authority).

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:

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="ii. Transit Enhancements"/>	
Prop K EP Project/Program:	<input type="text" value="d. Balboa Park BART/MUNI station access improvements"/>	
Prop K EP Line Number (Primary):	<input type="text" value="13"/>	Current Prop K Request: \$ <input type="text" value="750,000"/>
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.

We are seeking \$750,000 in Prop K funds for the next phase of project development for the I-280 Interchange Improvements at Balboa Park Project. This phase will include primarily (1) detailed traffic analysis for proposed changes to the ramp configuration, (2) preparation of required Caltrans Project Study Report/Project Report (PSR/PR) and environmental clearance for the proposed realignment of the southbound off-ramp to Ocean Avenue, (3) preparation of required Federal Highway Administration Ramp Closure Study for the proposed closure of the northbound on-ramp from Geneva Avenue, (4) development of project funding and implementation strategy, and (5) additional community outreach.

See the following pages for scope details.

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

I-280 Interchange Improvements at Balboa Park January 6, 2015

Background and Scope

The Balboa Park Station Area is a busy and multi-faceted hub of transportation activity. I-280 traverses the neighborhood, with six freeway ramps tying into the local street network directly adjacent to the BART station. While this interchange provides vehicular access to the regional transit and other neighborhood destinations, it also contributes to congestion, safety, and access issues, and degrades the quality of the surrounding area. The purpose of the proposed projects is to reduce the negative impacts on the local community resulting from automobiles accessing the regional network.

In June 2014, the Transportation Authority Board adopted the Balboa Park Station Area Circulation Study (BPCS) Final Report and its recommended alternative. The recommended alternative involved three project elements:

Element 1: Close the northbound I-280/Geneva Avenue on-ramp

Element 2: Realign the southbound I-280/Ocean Avenue off-ramp into a “T” intersection with a new signal on Ocean Avenue.

Element 3: Construct a new northbound frontage road between Geneva Avenue and Ocean Avenue, immediately east of I-280, to accommodate a new kiss-and-ride drop off area with direct connection to the BART Westside Walkway.

The I-280 Interchange Improvements at Balboa Park project development phase will include a detailed traffic analysis of proposed changes to the interchange ramps as described in Elements 1 and 2. The traffic analysis will be a key portion of the Ramp Closure Study for Element 1, which will be submitted to Caltrans and the Federal Highway Administration (FHWA) for approval prior to any further work on Element 1. If Element 1 receives Caltrans and FHWA approval, the scope of the current request includes development of a funding and implementation strategy for advancing closure of the northbound ramp through the environmental phase to implementation. The proposed scope will advance design of Element 2 and complete the Project Study Report/Project Report (PSR/PR) documentation required by Caltrans for projects that affect highways within their jurisdiction, as well as required Environmental Documentation (CEQA and NEPA) for the project. Supportive tasks include outreach/coordination with relevant neighborhood and stakeholder groups, and development of a funding strategy for final design and construction phases. Further development of Element 3 will be deferred pending completion and FHWA approval of the Ramp Closure Analysis for Element 1.

Scope of Work

1. Project Initiation and Ongoing Project Management

Task 1 Roles

Transportation Authority: Overall project management, coordination among agencies, management of Transportation Authority tasks

Consultant: Management of consultant tasks

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

Task 1.1 Administrative start-up. This task includes updating and refining the work plan and schedule, procuring technical consultants, and entering into agreements with partner agencies, including the California Department of Transportation (Caltrans) and San Francisco Municipal Transportation Agency (SFMTA).

Task 1.2 Stakeholder Coordination. This task includes meetings and coordination with Caltrans and SFMTA, as well as other stakeholders including but not limited to: the Federal Highway Administration (FHWA), Bay Area Rapid Transit (BART), San Francisco Public Works, the San Francisco Public Utilities Commission (SFPUC), and Supervisors of Districts 7 and 11.

Task 1.3 Conduct ongoing project management. This task includes budget management and quarterly reports.

Deliverables: Refined work plan and schedule, Caltrans Cooperative Agreement, Memorandum of Agreement with SFMTA, stakeholder coordination meeting notes, quarterly reports.

Estimated Schedule: Procurement expected to begin with February 2014 Request for Proposals, contract award to follow in April 2014. Stakeholder coordination and project management will be ongoing through completion of the effort, anticipated in July 2016.

2. Traffic Analysis

Task 2 Roles

Transportation Authority: SF CHAMP modeling, quality assurance

Consultant: Overall task lead; LOS, delay, queuing analysis

SFMTA: support traffic analysis, review draft methodology and results

Prepare detailed traffic analysis for the proposed improvements. The analysis will expand on the preliminary analysis performed in the BPCS. This task will include:

- Establishment of the area of potential effect for changes to traffic resulting from implementation of the proposed changes to the interchange ramps
- SF CHAMP modeling for four scenarios: baseline existing condition, implementation of Element 1 alone, implementation of Element 2 alone, and implementation of both Elements 1 and 2. Modeling may also include evaluating the proposed improvements both with and without the following:
 - A new left-turn movement from the southbound I-280 off-ramp onto eastbound Ocean Avenue; and
 - A right-turn pocket from westbound Ocean Avenue onto the northbound I-280 on-ramp.
- Level of service, queuing, and delay analyses for the ramps, I-280 mainline, and signalized intersections within the affected area.

Deliverables: Traffic analysis results and documentation for use with Tasks 3, 4, and 5.

Estimated Schedule: Traffic analysis available for use with subsequent tasks in August 2015.

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

3. Ramp Closure Analysis for Northbound I-280 On-Ramp from Geneva Avenue

Task 3 Roles

Transportation Authority: quality assurance, management, and coordination

Consultant: task lead responsible for all task deliverables

SFMTA: support technical analysis, review draft deliverables

This task involves preparation of a Ramp Closure Analysis for the proposed closure of the northbound I-280 on-ramp from Geneva Avenue. The Analysis will include a statement of purpose and need, collision history, congestion issues, and a detailed traffic analysis.

The Ramp Closure Analysis will be submitted to Caltrans and FHWA for review and approval. If approved, next steps in project development and implementation will be considered under Task 7.

Deliverables: Draft Ramp Closure Analysis, Response to agency comments, and Final Ramp Closure Analysis.

Estimated Schedule: Ramp Closure Analysis commence in May 2015 with Draft complete in November 2015; Final complete in February 2016.

4. Environmental Documentation for Southbound I-280 Off-Ramp to Ocean Avenue Realignment

Task 4 Roles

Transportation Authority: quality assurance, management, and coordination

Consultant: task lead responsible for all task deliverables

Caltrans: participate in coordination meetings, review draft documents

This task involves all work to develop an environmental document for Element 2 in coordination with Caltrans to a level necessary to obtain environmental clearance. It is assumed that the relevant document types will be a Categorical Exclusion per NEPA and either a Categorical Exemption or Mitigated Negative Declaration per CEQA. The Transportation Authority will be the CEQA lead agency. NEPA clearance is included to ensure project eligibility for federal funding. Caltrans will be the NEPA lead agency.

Deliverables: Draft environmental documents, prepared in accordance with current Caltrans standards; written responses to all comments received after circulation of the draft environmental documents; and final environmental documents.

Estimated Schedule: Environmental documentation work to commence in May 2015 with draft complete in December 2015; final complete in September 2016

5. Caltrans Project Documentation Package for the Southbound I-280 Off-Ramp to Ocean Avenue Realignment

Task 5 Roles

Transportation Authority: quality assurance, management, and coordination

Consultant: task lead responsible for all task deliverables

SFMTA: support technical analysis, review draft deliverables

Caltrans: participate in coordination meetings, review Project Documentation Package

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

This task involves all work to develop the project documents for Element 2 that are necessary to obtain project approval from Caltrans. This task will include:

- Project Mapping – aerial photogrammetric surveying and field mapping work to support the aerial photo surveying process
- Utility Identification within the Project Limits
- Preparation of Project Design in Plan and Profile (Geometric Approval Drawings); engineering drawing will be completed to the 30% level
- Preparation of Design Exception Fact Sheets needed to obtain Caltrans Approval for deviations from design standards
- Preparation of a Preliminary Traffic Management Plan
- Preparation of a Preliminary Risk Register
- Preparation of a Caltrans Right-of-Way Data Sheet
- Preparation of the Preliminary Storm Water Data Report
- Preliminary Construction and Right-of-Way Cost Estimates
- Draft PSR/PR Documentation, Written Response to all Agency Comments received on the Draft PSR/PR

Deliverables: Draft PSR/PR Documentation, written response to all agency comments received on the Draft PSR/PR

Estimated Schedule: Caltrans Project Documentation Package work to commence in May 2015 with Draft complete in December 2015; Final complete in September 2016

6. Communications and Outreach

Task 6 Roles

Transportation Authority: task lead responsible for all task deliverables

Consultant: support

This task provides for communications and public outreach activities during this phase of work and would include the following:

Task 6.1 Public and Stakeholder Involvement Plan Development. This subtask provides for the development and implementation of a public involvement plan to meet the Project's public involvement goals and objectives. This will include targeted plans for the notification, engagement techniques, and process for involving the community in advancing the design and ensuring the project design is coordinated with other agency/stakeholder plans for the area. The techniques used may be tailored to the demographic and linguistic needs of the project area neighborhoods. Outreach activities could include small group meetings, public meetings, and attendance at other agency outreach events for projects in the area. They will also include ongoing communications tools, such as a project website, fact sheet, and regular email updates.

Task 6.2 Public and Stakeholder Involvement Activities. This subtask entails the implementation of all outreach activities identified in Task 6.1. In addition, Transportation Authority staff will brief the Balboa

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

Park Community Advisory Committee and Transportation Authority Board at key milestones. They may also present to other agency groups.

Deliverables: Public and Stakeholder Involvement Plan, communications materials, attendance at meetings.

Estimated Schedule: Public and Stakeholder Involvement Plan initiation in May 2015 and completion in September 2016. Major outreach activities in Fall 2015, Winter 2016, and Summer 2016; Policy Body Communications through completion in September 2016.

7. Funding and Implementation Plan

Task 7.1 Funding Strategy for Element 2. This task will identify likely potential fund sources for the final design and construction of Element 2.

Task 7.2 Funding and Implementation Strategy for Element 1. If the Ramp Closure Analysis under Task 3 is approved by both Caltrans and FHWA, the City and local community would then have the opportunity to pursue further project development if desired. This would include development of a Funding and Implementation Strategy will be developed. This task will include identification of likely potential fund sources for the next steps of project development for Element 1. It will also use the traffic analysis results to determine key next steps toward implementation of Element 1. This may include a pilot project or phased implementation.

Deliverables: Funding strategy for Element 2; Funding and Implementation Strategy for Element 1

Estimated Schedule: Funding and Implementation Strategies commence in June 2015 and complete in September 2016.

Implementation

The scope of work will be implemented by agency staff from the Transportation Authority and a team of technical consultants to be procured through a competitive process. Independent Quality Assurance will be provided by Caltrans; SFMTA staff will be consulted regarding scope elements that affect transit operations and the new traffic signal design.

This effort will include ongoing coordination with agency stakeholders, including SFMTA, Caltrans, the Federal Highway Administration (FHWA), Bay Area Rapid Transit (BART), San Francisco Public Works, and the San Francisco Public Utilities Commission (SFPUC).

Prioritization

On December 16, 2014 the Balboa Park Station Community Advisory Committee unanimously adopted a motion of support for the subject request. The I-280 Interchange Improvements at Balboa Park is specifically named in the Prop K 5-Year Prioritization Program for the Balboa Park BART/MUNI Station Access category. A total of \$750,000 is programmed for this line item in Fiscal Years 2014/15 and 2015/16.

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

FY 2014/15

Project Name: I-280 Interchange Improvements at Balboa Park

Implementing Agency: San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Type : TBD **Completion Date (mm/dd/yy)**
Status: Not yet started 6/30/2016

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	2011/12	3	2014/15
Environmental Studies (PA&ED)	3	2014/15	1	2016/17
R/W Activities/Acquisition				
Design Engineering (PS&E)	2	2016/17	2	2017/18
Prepare Bid Documents				
Advertise Construction	2	2017/18		
Start Construction (e.g., Award Contract)	3	2017/18		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			3	2018/19
Project Closeout (i.e., final expenses incurred)			4	2018/19

SCHEDULE COORDINATION/NOTES

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

Note: Project Delivery Schedule above shows schedule for Element 2 (SB off-ramp realignment) improvements only. Full schedule for Element 1 (NB Geneva on-ramp closure) project to be determined pending Ramp Closure Analysis completion and approval. This phase includes a substantial public involvement component (Task 6).

	Start	End
Task 1	Feb-14	Jul-16
Task 2	Apr-14	Aug-15
Task 3	May-15	Feb-16
Task 4	May-15	Sept-16
Task 5	May-15	Sept-16
Task 6	May-15	Sept-16
Task 7	Jun-15	Sept-16

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

FY 2014/15

Project Name: I-280 Interchange Improvements at Balboa Park

Implementing Agency: San Francisco County Transportation Authority

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)	Yes	\$1,100,000	\$750,000	
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$1,100,000	\$750,000	\$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	\$ 403,522	Actual Costs
Environmental Studies (PA&ED)	\$ 1,100,000	Circulation Study estimate (including northbound ramp closure, which is not included in current request)
Design Engineering (PS&E)	\$ 1,100,000	Circulation Study estimate
R/W Activities/Acquisition		
Construction	\$ 7,400,000	Circulation Study estimate
Procurement (e.g. rolling stock)		
Total:	\$ 10,003,522	

Cost includes Elements 1 and 2.

% Complete of Design: 0 as of 1/6/2015

Expected Useful Life: 25 Years

**San Francisco County Transportation Authority
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MAJOR LINE ITEM BUDGET

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

Please see next pages for the line-item budget.

SUMMARY BY TASK AND AGENCY

TASK	SFCTA	Consultant	Caltrans	SFMTA	TOTAL	% of Total
1. Project Management	\$ 28,406	\$ 31,920			\$ 60,326	9%
2. Traffic Analysis	\$ 20,255	\$ 38,560		\$ 10,000	\$ 68,815	11%
3. Ramp Closure Analysis for NB I-280 On-Ramp from Geneva Ave	\$ 6,820	\$ 23,280		\$ 10,000	\$ 40,100	6%
4. Environmental Documentation for SB I-280 Off-Ramp to Ocean Ave Realignment	\$ 7,817	\$ 56,960	\$ 20,000		\$ 84,777	13%
5. Caltrans Project Documentation Package for SB I-280 Off-Ramp to Ocean Ave Realignment	\$ 17,627	\$ 208,400	\$ 100,000	\$ 10,000	\$ 336,027	53%
6. Communications and Outreach	\$ 27,383	\$ 11,040			\$ 38,423	6%
7. Funding and Implementation Plan	\$ 9,241	\$ -			\$ 9,241	1%
TOTAL	\$ 117,549	\$ 370,160	\$ 120,000	\$ 30,000	\$ 637,709	100%

Total Budget \$ 637,709
Contingency \$ 112,291 (18%)
TOTAL \$ 750,000

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

MAJOR LINE ITEM BUDGET

Transportation Authority

Task	Rate	Deputy Director 123.69		Senior Engineer 79.31		Senior Planner 68.38		Planner 58.97		Total
		Hours	Fully Burdened Cost	Hours	Fully Burdened Cost	Hours	Fully Burdened Cost	Hours	Fully Burdened Cost	
1. Project Management		24	\$ 2,969	180	\$ 14,276	8	\$ 547	180	\$ 10,615	\$ 28,406
2. Traffic Analysis		16	\$ 1,979	30	\$ 2,379	60	\$ 4,103	200	\$ 11,794	\$ 20,255
3. Ramp Closure Analysis for NB I-280 On-Ramp from Geneva Ave		6	\$ 742	40	\$ 3,172	8	\$ 547	40	\$ 2,359	\$ 6,820
4. Environmental Documentation for SB I-280 Off-Ramp to Ocean Ave Realignment		6	\$ 742	60	\$ 4,759	8	\$ 547	30	\$ 1,769	\$ 7,817
5. Caltrans Project Documentation Package for SB I-280 Off-Ramp to Ocean Ave Realignment		12	\$ 1,484	160	\$ 12,690	16	\$ 1,094	40	\$ 2,359	\$ 17,627
6. Communications and Outreach		30	\$ 3,711	148	\$ 11,738	40	\$ 2,735	156	\$ 9,199	\$ 27,383
7. Funding and Implementation Plan		8	\$ 990	30	\$ 2,379	60	\$ 4,103	30	\$ 1,769	\$ 9,241
Subtotals		102	12,616	648	51,393	200	13,676	676	39,864	
FTE Totals		0.049		0.312		0.096		0.325		
Transportation Authority Total										\$ 117,549

WAGE AND OVERHEAD RATE SCHEDULE

SFCTA	Base Rate	Overhead Ratio	Fully-Burdened Rate
Deputy Director for Capital Projects	\$ 94.31	1.3115	\$ 123.69
Senior Engineer	\$ 60.47	1.3115	\$ 79.31
Senior Planner	\$ 52.14	1.3115	\$ 68.38
Planner	\$ 44.96	1.3115	\$ 58.97

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MAJOR LINE ITEM BUDGET

Consultant

Task	Rate	Senior Project Manager 260		Engineer 220		Planner 180		Associate Engineer/Planner 120		Fully Burdened Cost	Total
		Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost		
1. Project Management		60	\$ 15,600	24	\$ 5,280	24	\$ 4,320	56	\$ 6,720		\$ 31,920
2. Traffic Analysis		12	\$ 3,120	64	\$ 14,080	12	\$ 2,160	160	\$ 19,200		\$ 38,560
3. Ramp Closure Analysis for NB I-280 On-Ramp from Geneva Ave		8	\$ 2,080	20	\$ 4,400	40	\$ 7,200	80	\$ 9,600		\$ 23,280
4. Environmental Documentation for SB I-280 Off-Ramp to Ocean Ave Realignment		16	\$ 4,160	60	\$ 13,200	100	\$ 18,000	180	\$ 21,600		\$ 56,960
5. Caltrans Project Documentation Package for SB I-280 Off-Ramp to Ocean Ave Realignment		100	\$ 26,000	480	\$ 105,600	160	\$ 28,800	400	\$ 48,000		\$ 208,400
6. Communications and Outreach		8	\$ 2,080	20	\$ 4,400	20	\$ 3,600	8	\$ 960		\$ 11,040
8. Funding Plan		0	\$ -	0	\$ -	0	\$ -	0	\$ -		\$ -
Subtotals		204	53,040	668	146,960	356	64,080	884	106,080		\$ 370,160
Consultant Total											

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

FY 2014/15

Project Name: I-280 Interchange Improvements at Balboa Park

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$750,000

5-Year Prioritization Program Amount: \$750,000 (enter if appropriate)

Strategic Plan Amount for Requested FY: \$3,192,087

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0

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

Strategic Plan Amount for Requested FY:

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

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2014/15 for I-280 Interchange Improvements at Balboa Park in the Balboa Park BART/MUNI Station Access 5YPP.

The Strategic Plan amount is the entire amount programmed in the Balboa Park BART/MUNI Station Access 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		\$750,000		\$750,000
TBD (e.g., Prop K)	\$350,000			\$350,000
				\$0
				\$0
Total:	\$350,000	\$750,000	\$0	\$1,100,000

The cost of Environmental Phase for SB Ramp Realignment (Element 2) and Ramp Closure Study (Element 1) is \$750,000. If Element 1 proceeds (pending FHWA, Caltrans, and local approval), cost of Environmental Phase could total \$1.1M.

Actual Prop K Leveraging - This Phase:	31.82%	
Expected Prop K Leveraging per Expenditure Plan	71.85%	\$1,100,000 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		\$750,000	\$141,122	\$891,122
Caltrans Partnership Planning Grant			\$262,400	\$262,400
TBD (e.g. Prop K, Balboa Park Community Infrastructure Impact Fee, Lifeline Transportation Program, General Fund)	\$8,850,000			\$8,850,000
				\$0
				\$0
				\$0
Total:	\$8,850,000	\$750,000	\$403,522	\$ 10,003,522

Actual Prop K Leveraging - Entire Project:	91.09%	Total from Cost worksheet
Expected Prop K Leveraging per Expenditure Plan:	71.85%	
Actual Prop AA Leveraging - Entire Project:	NA	

\$ 10,003,522

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: \$750,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$250,000	33.00%	\$500,000
FY 2015/16	\$500,000	67.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$750,000		

Prop AA Funds Requested: \$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
Total:	\$0		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

	Amount	Phase:
Funding Recommended: Prop K Appropriati	\$750,000	Environmental Studies (PA&ED)
Total:	\$750,000	

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 13	FY 2014/15	\$250,000	33.00%	\$500,000
Prop K EP 13	FY 2015/16	\$500,000	67.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$750,000	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 13	FY 2014/15	Environmental Studies (PA&ED)	\$250,000	33%	\$500,000
Prop K EP 13	FY 2015/16	Environmental Studies (PA&ED)	\$500,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$750,000		

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:

1.
2.
3.
4.
5.

Special Conditions:

1.

Notes:

1.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	68.18%
Prop AA proportion of expenditures - this phase:	31.82%

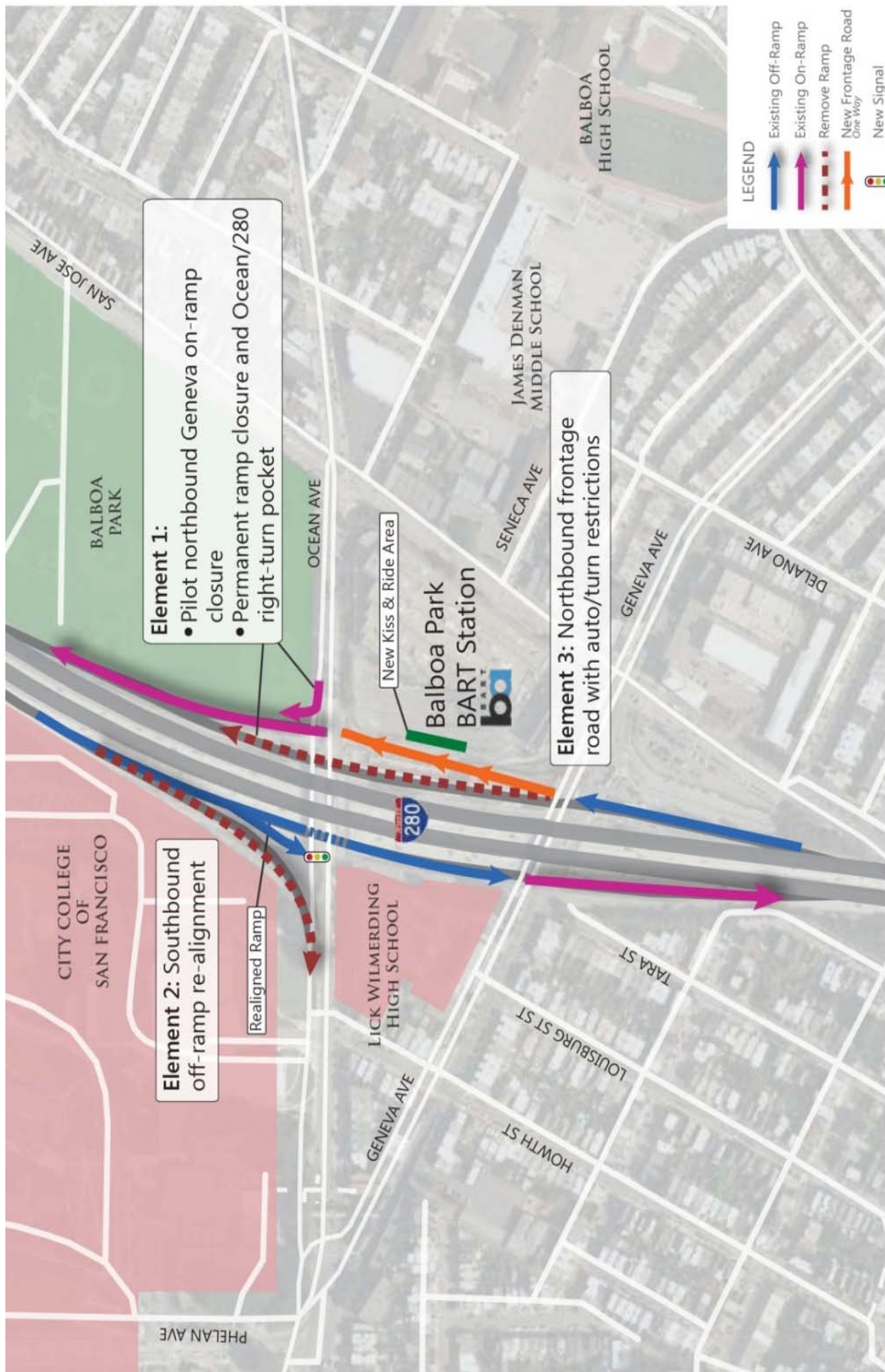
Sub-project detail? If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer:

Project # from SGA:

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

MAPS AND DRAWINGS



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

FY of Allocation Action: 2014/15 Current Prop K Request: \$ 750,000
Current Prop AA Request: \$ -

Project Name: I-280 Interchange Improvements at Balboa Park

Implementing Agency: San Francisco County Transportation Authority

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): Elizabeth Rutman

Anna LaForte

Title: Senior Engineer

Deputy Director for Policy and Programming

Phone: 415-522-4813

415-522-4805

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

Signature: _____

Date: _____



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

FY of Allocation Action:

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="ii. Transit Enhancements"/>	
Prop K EP Project/Program:	<input type="text" value="d. Balboa Park BART/MUNI station access improvements"/>	
Prop K EP Line Number (Primary):	<input type="text" value="13"/>	Current Prop K Request: \$ <input type="text" value="1,773,993"/>
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 San Francisco Municipal Transportation Agency (SFMTA) is requesting \$1,773,993 in Prop K funds for the construction phase of the Balboa Park Station Area and Plaza Improvements project. The requested funds would provide a \$508,400 local match for \$2,155,000 in Federal Transit Administration (FTA) Bus Livability and Fixed Guideway funds and also leverage a total of \$2.478 million in state Prop 1B, local Prop B (Streets bond), and regional Safe Routes to Transit.

See attached word document for details.

BALBOA PARK STATION AREA AND PLAZA IMPROVEMENTS

BACKGROUND

Balboa Park Station is one of the busiest intermodal transit facilities in the region, serving more than 24,000 passengers daily with four BART lines, multiple Muni bus routes, and three light rail lines. The station area attracts many transit riders and pedestrians as it resides in a busy residential neighborhood with many employment, recreational, and educational facilities. It is within walking distance to Balboa Park, Lick Wilmerding High School, Denman Middle School, Balboa High School, and the City College of San Francisco.

However, due to its location at the I-280 interchange and current configuration, there are many conflicts with auto traffic, bus operations, and pedestrian crossings, posing safety issues and negatively impacting transit operations.

As part of its Better Neighborhoods 2002 program, the San Francisco Planning Department launched a new transportation vision for the neighborhood surrounding the Balboa Park Station. Subsequently, the Balboa Park Station Area Plan was adopted by the San Francisco Board of Supervisors in 2009. It serves as the template for all development activities in the area by public agencies, and it guides those to be undertaken by private entities, as well.

Accordingly, the Balboa Park Station Area and Plaza Improvements project was recommended for implementation by the SFMTA's Sustainable Streets Division. The SFMTA's Capital Programs and Construction was tasked to bring some of the improvement concept proposed in the previous studies to a more detailed engineering level and make recommendations based on the findings conducted during the Conceptual Engineering Phase. The SFMTA, San Francisco Public Works (SFPW), and Bay Area Rapid Transit (BART) are partnering to implement a package of intermodal improvements for the Balboa Park BART/Muni station area.

In December 2011, the SFCTA allocated Prop K funds in the amount of \$345,000 (Resolution 12-27, project numbers 113.910004-6) to fund three phases of the subject project, including conceptual engineering (\$160,350), environmental review (\$11,500), and reaching the 35% level of design engineering (\$173,150).

In October 2012, the Balboa Park Station Capacity and Conceptual Engineering Study (www.sfmta.com/balboapark) was completed by Jacobs Engineering. The goal was to refine and advance the Balboa Park Station Area Plan from a vision to a concrete reality that improves the lives of those living, working and traveling through this busy crossroad in the city.

In February 2013, the SFCTA allocated supplemental Prop K funds in the amount of \$73,094 (Resolution 13-30, project number 113.910007) to complete the conceptual engineering report (CER) component of the additional scope needed to provide an integrated package of improvements at Balboa Park.

When the draft CER was issued on May 6, 2013, the project scope included a suite of improvements to the station area, including sidewalk widening, accessibility improvements, pedestrian-scale lighting, and wayfinding signs. It was then determined that additional improvements should be added to the project which included the need to remove pinch points at the Muni Metro J/K walkway, additional sidewalk widening, and additional accessibility improvements. These improvements also were supported by the Transit Effectiveness Project. The CER was then modified and approved in March 2014.

Once the project started the detailed design phase, a project integration opportunity to combine the Balboa Park Station Access and Safety Project with the Balboa Park Station Area and Plaza Improvement Project resurfaced due to additional funding from a regional Safe Routes to Transit grant. The Balboa Park Station Access and Safety Project includes construction of an accessible path of travel to the northwest corner of the Balboa Park Transit station and safety treatments such as signals and/or signage warnings for pedestrians and bicyclists crossing the tracks which enter/exit the station at this location.

As detailed design continued, it was discovered that additional improvements were needed to install Vehicle Tagging System (VETAG) train detection since one of the tracks had not had it installed. Specifically, the SFMTA's Transit Operations Division determined that a full interlock train control system was needed at Ocean and I-280 Intersection where the light rail vehicles (LRVs) enter and exit the Green Light Rail Center.

Additionally, BART requested that the SFMTA relocate the train control cabinet and traffic signal control cabinet to clear the BART plaza for a future project. The scopes of the various improvements were then all combined into one integrated project.

The SFMTA is requesting an allocation of \$1,773,993 to proceed with the construction phase. The additional funding for construction will come from other funding sources, including Federal Transit Administration (FTA) Bus Livability funds, FTA Fixed Guideway funds, state Prop 1B funds, local Prop B (Streets Bond) funds, and regional Safe Routes to Transit funds.

PROJECT GOALS AND BENEFITS

An integrated program of improvements addresses the shortcomings identified in the Balboa Park Station Capacity Study and earlier documents. The direct benefits include:

- Improves accessible pedestrian pathways to the BART/Muni station and stops.
- Increases customer safety by adding pedestrian scale lighting around the station.
- Improves transit service reliability and on-time performance by adding transit-only lanes on Geneva Avenue and a full train control interlock system at Ocean Avenue and I-280 where the LRVs enter and exit the Green Light Rail Center.
- Increases pedestrian safety at the Ocean Avenue I-280 off ramp and supports the recommendations of the Transportation Authority's Balboa Park Circulation Study by adding flashing beacons to alert drivers exiting the highway of pedestrians crossing.
- Alleviates passenger crowding and improves pedestrian circulation by widening the Geneva Avenue sidewalks.
- Improves the customer experience by installing wayfinding signs to provide passenger information and clarify convenient transfer paths.

The prioritized package of improvements should also increase the attractiveness of BART and Muni to travelers heading to and from the Balboa Park Station Area, increasing transit ridership, and transforming the area into a more vibrant transit hub. A more vibrant transit hub can help attract new investment, especially transit-oriented development, to the area.

PROJECT SCOPE

The key improvements include the following combined elements from the original scope of the Balboa Park Station Area and Plaza Improvements project and the Balboa Park Station Access and Safety Project:

1. Geneva Avenue sidewalk widening and street reconfiguration between San Jose Avenue and the I-280 northbound on-ramp to provide more space for pedestrian and transit patrons, and to reduce the negative impact to Muni bus operation and vehicular traffic by relocating the median island to the south to install a new red transit only lane on westbound Geneva between Delano Avenue and I-280 on/off ramp. The median island will also be widened and landscaped including irrigation.
2. Installation of pedestrian-scale lighting along the borders of the Balboa Park Station area on Ocean and San Jose Avenues to increase transit customer safety.
3. Relocation of the poles supporting the Overhead Contact System to improve accessibility of the walkway between San Jose Avenue and the passenger platform for the terminus of the J and K lines inside the Green Light Rail Center. These pole relocations are in addition to the pole to be relocated as part of the Green Center Track Replacement project.
4. Installation of wayfinding signs along the perimeter of the facility to increase awareness of transit options in the area.
5. Ocean Avenue/I-280 southbound Off-Ramp flashing beacons to increase safety of pedestrians crossing the freeway off-ramp. As recommended by SFMTA's Balboa Park Station Capacity Study as a short-term improvement until the off-ramp could be realigned as a T-intersection.
6. Ocean Avenue accessibility improvements which include curb ramps at Ocean and I-280 off-ramp, where trains enter and exit the Green Light Rail Center, and at the entrance to the parking garage.

7. Train control signal system upgrade to a new Vital Processor Interlocking (VPI) control system which will replace a patchwork legacy system with a full interlock and improve service reliability by introducing transit signal priority. This work is an enhancement to that planned as part of the Green Center Track Replacement Project, as it upgrades the intersection of Ocean and the I-280 on-ramp to one master controller unit for all four switches rather than replacing the track switch and signal system controls individually.
8. Traffic signal and train controller relocations for a future BART project that will reconstruct and modernize the north plaza entrance to Balboa Park BART/Muni station.
9. Installation of new a pedestrian signal where LRVs enter and exit the Green Light Rail Center across from the intersection of Ocean Avenue and the I-280 northbound on-ramp.
10. Concrete bus pad construction to reduce pavement maintenance. The bus pads will be installed in the current bus zones on Geneva Avenue between San Jose and I-280 on/off ramps.
11. Street resurfacing on Geneva Avenue between San Jose and I-280 northbound on-ramp.

The scope of the planning and preliminary engineering phase also included canopies and transit arrival signs for the Geneva Avenue transit plazas. These were installed as part of SFMTA's Prop K funded Balboa Park Real-Time Transit Information project, completed in December 2013.

The Balboa Park Community Advisory Committee (BPCAC) has provided input for and reviewed the latest design of the elements of this project. Most scope elements were previously identified in the 2012 Balboa Park Station Capacity & Conceptual Engineering Study, which involved a comprehensive public engagement process.

IMPLEMENTATION

The SFMTA, in partnership with SFPW, will manage construction of the scopes indicated above. The SFMTA anticipates advertising the construction contract in March 2015 and awarding the contract in June 2015. Traffic lane striping, sign installation and signal programming work will be executed by city crews. Construction is planned to start in July 2015.

The construction of this project will be coordinated with three other major projects in the area: the Green Light Rail Center Track Replacement Project, BART's Balboa Park East Side Connection Project and SFMTA's Balboa Park East Side Connections Project. All four projects will require close coordination to minimize impacts to transit service.

PRIORITIZATION

Requested funds are from the Balboa Park BART/MUNI Station Access category of the Prop K Expenditure Plan. This project advances the Muni Forward objectives, as well as pedestrian and bicyclist safety and accessibility goals. It supports the SFMTA's Strategic Plan Objectives by improving the safety of the transportation system and increasing the use of all non-private auto modes. This project has been prioritized by the BPCAC and in the 2014/15 SFMTA Capital Improvement Plan (CIP). The CIP is managed by the Transportation Capital Committee (TCC), a group of SFMTA staff, from all levels of the organization that meets to review and update the Capital Program.

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

FY 2014/15

Project Name: Balboa Park Station Area and Plaza Improvements

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt **Completion Date (mm/dd/yy)**
Status: Completed 12/30/14

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	2011/12	3	2012/2013
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)	4	2013/14	3	2014/15
Prepare Bid Documents	3	2014/15	3	2014/15
Advertise Construction	3	2014/15	4	2014/15
Start Construction (e.g., Award Contract)	1	2015/16		
Procurement (e.g. rolling stock)				
Construction Complete (Open for Use)			4	2015/16
Project Closeout (i.e., final expenses incurred)	4	2015/16	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.

The construction of this project will be coordinated with two other major projects in the area which are the Green Light Rail Center Track Replacement project and the Balboa Park East Side Connection Project. All three projects will require close coordination to minimize impacts to transit service.

Construction:	Start	End
Green Track Replacement (SFMTA)	Jan 2013	Dec 2016
Balboa Park East Side Connection (BART)	Jun 2015	Jun 2017

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

FY 2014/15

Project Name: Balboa Park Station Area and Plaza Improvements

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.

Cost for Current Request/Phase			
	Total Cost	Prop K - Current Request	Prop AA - Current Request
Yes/No			
Planning/Conceptual Engineering	No		
Environmental Studies (PA&ED)	No		
Design Engineering (PS&E)	No		
R/W Activities/Acquisition	No		
Construction	Yes	\$ 6,407,000	\$ 1,773,993
Procurement (e.g. rolling stock)	No		
	\$ 6,407,000	\$ 1,773,993	\$ -

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	\$ 448,000	Actual
Environmental Studies (PA&ED)		
Design Engineering (PS&E)	\$ 917,000	Actual plus cost to complete
Right of Way (ROW)		
Construction	\$ 6,407,000	DPW proposal, SFMTA work plan, and Consultant.
Procurement (e.g. rolling stock)		
Total:	\$ 7,772,087	

% Complete of Design: 95 as of 12/16/2014

Expected Useful Life: 50 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.

Conceptual Engineering Phase	\$448,000
Detailed Design Phase	\$917,000

Cost

Construction Phase Cost Summary			
Item	Amount (Rounded)	% of Contract	Detail Reference
Capital Programs & Construction - Project Mgt, Engineering, and Construction Mgt.	\$810,000	19%	<u>I</u>
Sustainable Streets Construction Support	\$100,000	2%	<u>II</u>
Operations, Maintenance, External Affairs	\$250,000	6%	<u>III</u>
SF Public Works	\$50,000	1%	<u>IV</u>
Consultant Services	\$65,000	2%	<u>V</u>
Other Direct Costs	\$30,500	1%	<u>VI</u>
Construction Contract	\$4,200,000		
Contingency (21% of contract cost)	\$891,750	21%	
Total	\$6,397,250		
Rounded Total Construction Phase	\$6,407,000		
Construction Phase Allocation Request	\$1,773,993		

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

MAJOR LINE ITEM BUDGET

AGENCY STAFF CONSTRUCTION PHASE

MFB = Mandatory Fringe Benefits
FTE = Full Time Equivalent employee

I. Capital Programs & Construction - Project Management & Engineering

Position	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
Project Manager I (5502)	\$ 124,696	\$ 71,121	\$ 157,241	\$ 353,058	0.409	850	\$ 144,279
Assistant Engineer (5203)	\$ 99,944	\$ 60,045	\$ 128,471	\$ 288,460	0.582	1210	\$ 167,806
Associate Engineer (5207)	\$ 116,246	\$ 67,173	\$ 147,285	\$ 330,704	0.288	600	\$ 95,395
Engineer (5241)	\$ 134,576	\$ 75,738	\$ 168,882	\$ 379,196	0.288	600	\$ 109,384
Senior Engineer (5211)	\$ 155,766	\$ 85,640	\$ 193,849	\$ 435,255	0.125	260	\$ 54,407
Senior Constructino Inspector (6319)	\$ 111,228	\$ 60,499	\$ 137,897	\$ 309,624	0.769	1600	\$ 238,172
			Total		1.692	5120	\$ 809,443

II. Sustainable Streets - Construction Support

Position	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
Traffic Engineer (5241)	\$ 134,576	\$ 75,738	\$ 168,882	\$ 379,196	0.106	220	\$ 40,107
Traffic Signal Electrician (9145)	\$ 106,288	\$ 65,205	\$ 137,709	\$ 309,202	0.023	48	\$ 7,135
Painter (7346)	\$ 79,222	\$ 52,521	\$ 105,790	\$ 237,533	0.192	400	\$ 45,679
Sign Worker (7457)	\$ 67,314	\$ 44,637	\$ 89,897	\$ 201,848	0.038	80	\$ 7,763
			Total		0.360	748	\$ 100,685

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

MAJOR LINE ITEM BUDGET

III. Operations & Maintenance and External Affairs

Position	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
Public Relations Officer (1314)	\$ 95,654	\$ 58,019	123,399	\$ 277,072	0.168	350	\$ 46,623
Transit Planner III (5289)	\$ 105,456	\$ 62,647	134,987	\$ 303,090	0.058	120	\$ 17,486
Transportation Safety Specialist (9520)	\$ 112,684	\$ 66,733	144,072	\$ 323,489	0.058	120	\$ 18,663
Transit Supervisor (9139)	\$ 90,636	\$ 56,866	118,444	\$ 265,946	0.192	400	\$ 51,143
Transit Manager I (9140)	\$ 107,042	\$ 64,095	137,423	\$ 308,560	0.077	160	\$ 23,735
Transit Power Line Supervisor I (7235)	\$ 110,708	\$ 66,751	142,500	\$ 319,959	0.096	200	\$ 30,765
Transit Operator (9163)	\$ 62,483	\$ 47,674	88,456	\$ 198,613	0.313	650	\$ 62,067
			Total		0.962	2000	\$ 250,482

IV. San Francisco Public Works

Overhead Rate: 2.7564

Position	Base Salary	Fully Burdened	Hours	FTE	Cost
Assistant Engineer(5203)	\$ 99,944	\$ 275,486	120	0.058	\$ 15,893
Associate Engineer (5207)	\$ 116,246	\$ 320,420	120	0.058	\$ 18,486
Landscape Architect (5274)	\$ 112,918	\$ 311,247	80	0.038	\$ 11,971
		Total	320	0.154	\$ 46,350

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

MAJOR LINE ITEM BUDGET

V. Consultant Services		Overhead Rate: 3.00	
Position	Base Salary	Fully Burdened	Cost
Consult 1 (Construction Support)	\$ 145,600	\$ 436,800	\$ 64,050
		Total	\$ 64,050

VI. Other Direct Costs			
Description	Hours	FTE	Cost
Other Direct Costs (Includes printing, permit, etc.)			\$ 30,000
City Attorney			\$ 500
		Total	\$ 30,500

95% COST ESTIMATE FOR BALBOA PARK STATION PROJECT - DEC 2014

CONSTRUCTION COST ESTIMATE - CONTRACT	
DESCRIPTION	ENGINEER ESTIMATE
GENERAL ITEMS	\$ 557,060
SFMTA - OVERHEAD CONTACT SYSTEM	\$ 151,400
SFMTA - MUNI SIGNAL	\$ 5,000
SFDPW - ROADWAY	\$ 599,120
SFDPW - HYDRAULIC	\$ 29,625
SFDPW - ELECTRICAL	\$ 593,900
SFMTA - TRAFFIC SIGNAL	\$ 211,560
SFDPW - BDC - LANDSCAPE	\$ 86,856
SFMTA - SSD - COMPLETE 95%	\$ 258,864
Train Control Interlock Work	\$ 1,660,000
TOTAL PROJECT CONSTRUCTION COST DEC 2014	\$ 4,153,385
ROUNDED	\$ 4,200,000

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

FY 2014/15

Project Name: Balboa Park Station Area and Plaza Improvements

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$1,773,993
 5-Year Prioritization Program Amount: \$2,192,087 (enter if appropriate)
 Strategic Plan Amount for Requested FY: \$3,192,087

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

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

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

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2014/15 for Balboa Park Station Area and Plaza Improvements in the Balboa Park BART/MUNI Station Access 5YPP.
 The Strategic Plan amount is the amount programmed in the entire Balboa Park BART/MUNI Station Access category in Fiscal Year 2014/15.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K Sales Tax		\$1,773,993		\$1,773,993
Safe Routes to Transit			\$315,000	\$315,000
FTA-5337/5309			\$2,155,000	\$2,155,000
Prop B Streets Bond			\$968,000	\$968,000
Prop 1B			\$1,195,007	\$1,195,007
				\$0
Total:	\$1,773,993	\$0	\$4,633,007	\$6,407,000

Actual Prop K Leveraging - This Phase: 72.31%
 Expected Prop K Leveraging per Expenditure Plan: 71.85%

\$6,407,000
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-5337/5309	\$2,542,000	20.00%	\$508,400

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		\$1,773,993	\$418,094	\$2,192,087
Safe Routes to Transit			\$315,000	\$315,000
FTA-5337/5309			\$2,542,000	\$2,542,000
Prop B Streets Bond			\$968,000	\$968,000
Prop 1B			\$1,460,000	\$1,460,000
SFMTA Operating			\$30,000	\$30,000
FTA Bus Livability Grant			\$265,000	\$265,000
Total:	\$0	\$1,773,993	\$0	\$ 7,772,087

Actual Prop K Leveraging - Entire Project:	71.80%	\$ 7,772,087
Expected Prop K Leveraging per Expenditure Plan:	71.85%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	95.95%	

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: \$1,773,993

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$283,839	16.00%	\$1,490,154
FY 2015/16	\$1,490,154	84.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$1,773,993		

Prop AA Funds Requested: \$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
Total:	\$0		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$1,773,993	Construction
Total:	\$1,773,993		

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 13	FY 2014/15	\$0	0.00%	\$1,773,993
Prop K EP 13	FY 2015/16	\$1,773,993	100.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Scope of work begin	Total:	\$1,773,993	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 13	FY 2014/15	Construction	\$0	0%	\$1,773,993
Prop K EP 13	FY 2015/16	Construction	\$1,773,993	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
			Total:	\$1,773,993	

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.
3.

Special Conditions:

1.
2.
3.

Notes:

1.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	27.69%
Prop AA proportion of expenditures - this phase:	<input style="width: 100%; height: 30px;" type="text"/>

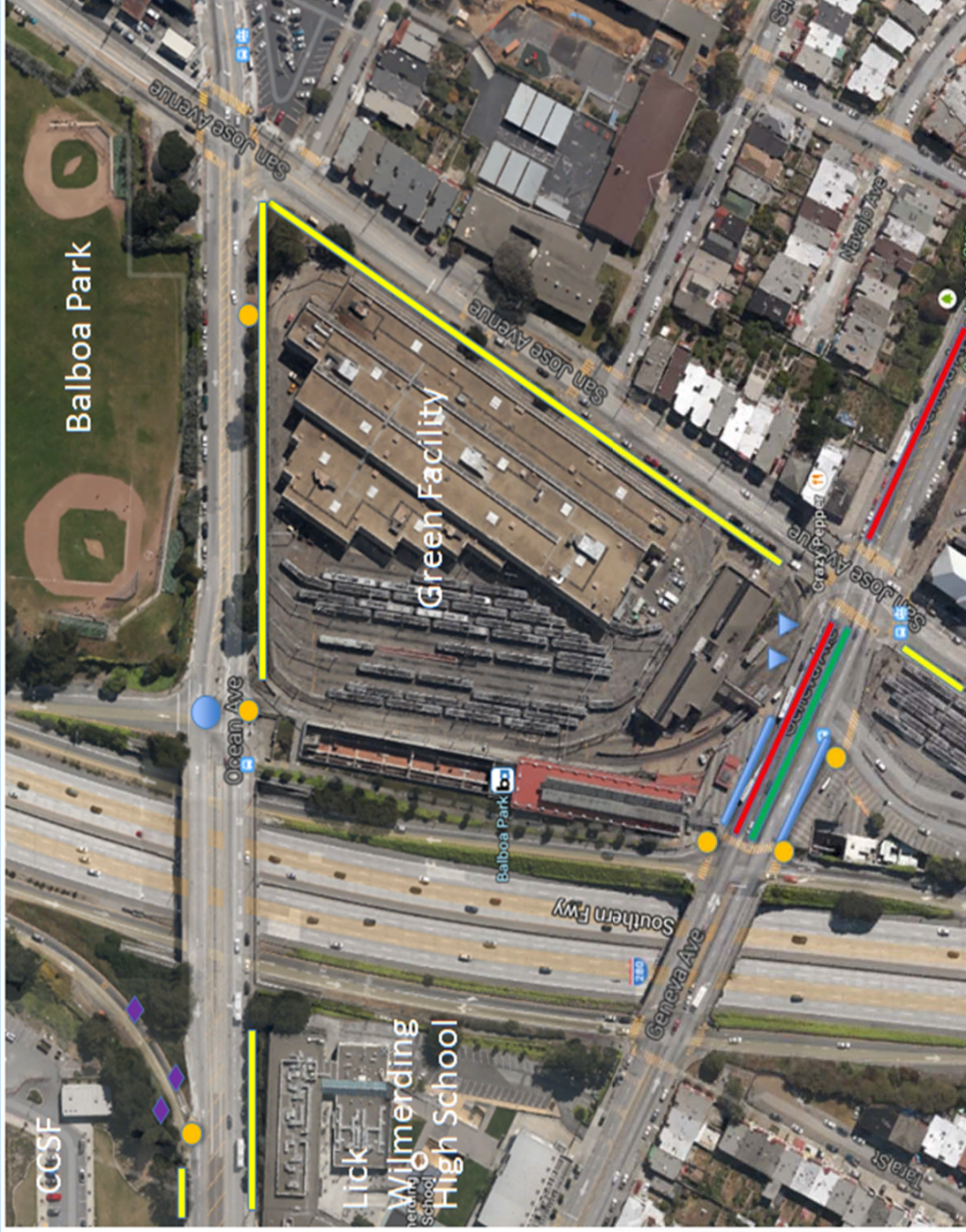
Sub-project detail? If yes, see next page(s) for sub-project detail.









SFCTA Project Reviewer:

Project # from SGA:



Project Overview Map



-  Sidewalk Widening
-  Median Island Relocation and Landscaping
-  Red Transit Lanes
-  Ped Scale Lighting
-  Curb Ramp Upgrades
-  Trolley Pole Relocation off J/K Walkway
-  Flashing Beacons
-  Traffic & Train Signal Upgrades

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

FY of Allocation Action: 2014/15 Current Prop K Request: \$ 1,773,993
Current Prop AA Request: \$ -

Project Name: Balboa Park Station Area and Plaza Improvements

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

Name (typed): Daniel Padilla

Title: Project Manager

Phone: 415.701.5213

Fax: 415.701.4208

Email: daniel.padilla@sfmta.com

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

Signature: _____

Date: 12/29/14

Grants Section Contact

Joel C. Goldberg

Manager,
Capital Procurement & Mgmt

(415) 701-4499

(415) 701-4734

Joel.Goldberg@sfmta.com

1 South Van Ness, 8th Floor,
San Francisco, CA 94103

Signature: _____

12/29/14

**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="b.1 Facilities-Rehabilitation, upgrade and replacement of existing facilities"/>	
Prop K EP Line Number (Primary):	<input type="text" value="20"/>	Current Prop K Request: \$ <input type="text" value="2,160,777"/>
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 San Francisco Municipal Transportation Agency (SFMTA) requests \$2,160,777 in Prop K funds for planning and design of Fall Protection Systems that are compliant with Occupational Safety and Health Administration (OSHA) rules at seven transit vehicle maintenance facilities.

See following pages for details of the request.

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

Background

Fall protection systems are used to address the challenges and danger faced by maintenance workers who must perform repairs and replacements atop a vehicle. To create more space for passengers, more public transit vehicles are being designed with power, fuel, cooling and electrical systems on the roof rather than at the back or bottom of the vehicle. This creates a fall hazard for the people who maintain the vehicles. Without Fall Protection Systems, maintenance workers put themselves at high risk for slips, trips and falls while working atop vehicles.

Scope

The SFMTA seeks funding for the conceptual engineering and design phases of the subject project, which will install 25 individual OSHA-compliant Fall Protection Systems at seven SFMTA facilities (certain facilities will have more than one system installed within various areas of the facility). The SFMTA will install fall protection systems at Potrero, Presidio, Metro Green, Cameron Beach, Duboce Yard, and West Portal facilities. Some of these facilities have inadequate fall protection systems, while other facilities have no systems in place. The scope also includes modification to the existing catwalk at the Muni Metro East Maintenance Facility. The SFMTA shall perform the mechanical and electrical design and DPW shall perform the structural design. With DPW supporting the SFMTA during the design phase of this project, the SFMTA believes it will have sufficient resources to complete the work per the proposed schedule. Implementation of this project is necessary to be code compliant and to ensure the safety of SFMTA staff performing essential maintenance work.

Full Project Cost Estimate

Although conceptual engineering and detail design have yet to begin, the SFMTA estimates the full project costs at about \$16.1 million based on previous work experiences by engineering staff at DPW and SFMTA. The funding estimate takes into account:

- The work deals with multiple existing structures. As such, detailed site investigations are required to determine if the integrity of the existing structures are adequate and suitable for Fall Protection Systems. Such associated field work is included the cost breakdown.
- Extensive structural design is required due to the potential safety hazards associated with these systems.
- Extensive coordination is required for the multiple (7) sites in which Fall Protection Systems will be installed. Each facility has a specific operational environment and the Project Manager must work with SFMTA Operations to coordinate and facilitate the installation of such work prior to construction (during design phase). Also, power shutdowns and vehicle movement may be needed during design investigations.
- Complex installations will be required for each specific site. As such, the design must adequately detail such requirements for the contractor.

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

Prioritization and Prop K 5-Year Prioritization Program (5YPP) Amendment

This project will improve employee safety, providing for a healthier and safer working environment. It supports the SFMTA's Strategic Plan Objectives to reduce incidents and injuries and to protect the assets of the SFMTA. This project has been prioritized in the 2014/15 SFMTA Capital Improvement Plan (CIP). The CIP is managed by the Transportation Capital Committee (TCC), a group of SFMTA staff, from all levels of the organization that meets to review and update the Capital Program.

This funding request includes an amendment to the Facilities - Muni 5YPP to re-program \$1,910,777 in FY 2014/15 funds from the Woods Renovation Hoists and Bays project to the subject project. The Facilities - Muni 5YPP would still include \$4.84 million in Prop K funds programmed in FY 2014/15 for the Woods project, and the SFMTA will identify additional funding for the Woods project after reprioritizing the Facilities Capital Improvement Program anticipated in Spring 2015. The request also includes \$250,000 in FY 2014/15 funds programmed to the Upgrade Life and Fire Safety Systems placeholder in the Facilities - Muni 5YPP.

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

FY 2014/15

Project Name: Fall Protection Systems

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt

Completion Date
(mm/dd/yy)

Status:

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

SCHEDULE COORDINATION/NOTES

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

Per SFMTA's environmental planner, no environmental clearance is needed for the project.

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

FY 2014/15

Project Name: Fall Protection Systems

Implementing Agency: San Francisco Municipal Transportation Agency

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	Yes	\$ 619,181	\$ 619,181	
Environmental Studies (PA&ED)	No			
Design Engineering (PS&E)	Yes	\$ 1,541,596	\$ 1,541,596	
R/W Activities/Acquisition	No			
Construction	No			
Procurement (e.g. rolling stock)	No			
		\$ 2,160,777	\$ 2,160,777	\$ -

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	\$ 619,181	SFMTA/SFPW-Engineering based on previous work
Environmental Studies (PA&ED)		
Design Engineering (PS&E)	\$ 1,541,596	SFMTA/SFPW-Engineering based on previous work
Right of Way (ROW)		
Construction	\$ 13,919,216	SFMTA/SFPW-Engineering based on previous work
Procurement (e.g. rolling stock)		
Total:	\$ 16,079,993	

% Complete of Design: 0 as of 12/17/2014
 Expected Useful Life: 10 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.

Project Budget Summary

Item	Amount	% of Construction
Planning / Conceptual (current request)	\$619,181	4%
Design Engineering (current request)	\$1,541,596	11%
Construction	\$13,918,716	
City Attorney Fees	\$500	
Estimated Project Total	\$16,079,993	

FTE = full time equivalent
 MFB = mandatory fringe benefits

Planning / Conceptual Engineering Phase (CER)

Position	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
SFMTA Project Manager (5502)	\$ 128,740	\$ 69,304	\$ 159,029	\$ 357,074	0.143	297	\$ 50,986
SFMTA Project Engineer (5207)	\$ 120,085	\$ 65,513	\$ 149,036	\$ 334,635	0.242	504	\$ 81,085
SFMTA PE Support + Drafting (5203)	\$ 103,246	\$ 58,644	\$ 129,998	\$ 291,888	0.398	828	\$ 116,194
SFMTA PE Support (5241)	\$ 139,054	\$ 73,821	\$ 170,939	\$ 383,814	0.098	203	\$ 37,459
SFMTA Engineering Review (5211)	\$ 160,980	\$ 83,425	\$ 196,258	\$ 440,664	0.043	90	\$ 19,067
SFMTA Transit Operator (9163)	\$ 63,413	\$ 44,519	\$ 86,670	\$ 194,602	0.048	100	\$ 9,356
SFMTA Transit Manager (9140)	\$ 110,546	\$ 62,557	\$ 139,002	\$ 312,106	0.048	100	\$ 15,005
SFMTA Transit Power Line Supervisor (7235)	\$ 111,106	\$ 63,874	\$ 140,509	\$ 315,489	0.036	75	\$ 11,376
SFMTA Misc. Costs (Surveys, Field Reports) (standard estimate)	---	---	---	---	---	---	\$ 43,750
SFMTA Other Direct Costs (standard estimate)	---	---	---	---	---	---	\$ 10,000
DPW Project Manager	\$ 128,740	\$ 69,304	\$ 159,029	\$ 357,073	0.034	70	\$ 12,017
DPW Project Engineer (5207)	\$ 120,085	\$ 65,513	\$ 149,036	\$ 334,635	0.263	546	\$ 87,842
DPW Engineering Review (5211)	\$ 160,980	\$ 83,425	\$ 196,258	\$ 440,664	0.014	30	\$ 6,356
DPW Drafting (5366)	\$ 98,822	\$ 56,684	\$ 124,872	\$ 280,379	0.144	300	\$ 40,439
DPW BDC Architectural	---	---	---	---	---	---	\$ 12,250
Phase Contingency (12% of phase cost)	---	---	---	---	---	---	\$ 66,000
				Total	1.511	3,143	\$ 619,181

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

MAJOR LINE ITEM BUDGET										
Detail Design Phase										
Position	Unburdened	MFB	Overhead =	Burdened	FTE Ratio	Hours	Cost			
SFMTA Project Manager (5502)	\$ 128,740	\$ 69,304	\$ 159,029	\$ 357,074	0.534	1,110	\$ 190,554			
SFMTA Project Engineer (5207)	\$ 120,085	\$ 65,513	\$ 149,036	\$ 334,635	0.519	1,080	\$ 173,753			
SFMTA PE Support + Drafting (5203)	\$ 103,246	\$ 58,644	\$ 129,998	\$ 291,888	0.727	1,512	\$ 212,180			
SFMTA PE Support (5241)	\$ 139,054	\$ 73,821	\$ 170,939	\$ 383,814	0.173	360	\$ 66,429			
SFMTA Engineering Review (5211)	\$ 160,980	\$ 83,425	\$ 196,258	\$ 440,664	0.065	135	\$ 28,601			
SFMTA Engineering Review (5212)	\$ 186,723	\$ 94,701	\$ 225,983	\$ 507,406	0.013	27	\$ 6,587			
SFMTA Transit Operator (9163)	\$ 63,413	\$ 44,519	\$ 86,670	\$ 194,602	0.144	300	\$ 28,068			
SFMTA Transit Manager (9140)	\$ 110,546	\$ 62,557	\$ 139,002	\$ 312,106	0.144	300	\$ 45,015			
SFMTA Transit Power Line Supervisor (7235)	\$ 111,106	\$ 63,874	\$ 140,509	\$ 315,489	0.096	200	\$ 30,335			
DPW Project Manager	\$ 128,740	\$ 69,304	\$ 159,029	\$ 357,073	0.409	850	\$ 145,919			
DPW Project Engineer (5207)	\$ 120,085	\$ 65,513	\$ 149,036	\$ 334,635	0.861	1,791	\$ 288,140			
DPW Engineering Review (5211)	\$ 160,980	\$ 83,425	\$ 196,258	\$ 440,664	0.095	198	\$ 41,948			
DPW Drafting (5366)	\$ 98,822	\$ 56,684	\$ 124,872	\$ 280,379	0.433	900	\$ 121,318			
DPW BDC Architectural	---	---	---	---	---	---	\$ 22,750			
Phase Contingency (10% of phase cost)	---	---	---	---	---	---	\$ 140,000			
				Total		8,763	\$ 1,541,596			
Estimated Construction (Estimate)										
Position	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost			
Construction Contract							\$ 7,700,000			
Construction Management (20% of Contract)							\$ 1,540,000			
SFMTA Engineering Support (CIP Estimate)							\$ 350,000			
SFMTA Operations & Maintenance (CIP Estimate)							\$ 150,000			
DPW Construction Support							\$ 79,200			
						Subtotal	\$ 9,819,200			
Contingency							\$ 3,436,720			
5% Annual Escalation							\$ 13,255,920			
						Total (2015 Dollars)	\$ 13,255,920			
						Total (2016 Dollars)	\$ 13,918,716			
Estimated City Attorney Office Fees										
Description	Hourly Rate	FTE Ratio	Hours	Cost						
City Attorney	\$ 250		2	\$ 500						
			Total	\$ 500						
							*Estimated Total Project Budget			\$16,079,993

*Construction Budget, including City Attorney fees, will be refined and detailed upon completion of Conceptual Engineering/Detail Design.

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

FY 2014/15

Project Name: Fall Protection Systems

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$2,160,777
 5-Year Prioritization Program Amount: \$250,000 (enter if appropriate)
 Strategic Plan Amount for Requested FY: \$17,277,000

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

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

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

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2014/15 for Upgrade Life and Fire Safety Systems projects in the Facilities-Muni 5YPP.

Fully funding the subject request requires an amendment to the Facilities-Muni 5YPP to reprogram \$1,910,777 in Fiscal Year 2014/15 funds from the Woods Renovation Hoists and Bays project to the subject project. See attached 5YPP amendment for details.

The Strategic Plan amount is the entire amount programmed in the Facilities - Muni category in Fiscal Year 2014/15.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$1,910,777	\$250,000		\$2,160,777
				\$0
				\$0
				\$0
				\$0
				\$0
Total:	\$1,910,777	\$250,000	\$0	\$2,160,777

Actual Prop K Leveraging - This Phase: 0.00%
 Expected Prop K Leveraging per Expenditure Plan: 89.66%

Total from Cost worksheet: \$2,160,777

**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	\$1,910,777	\$250,000		\$2,160,777
TBD (e.g. Prop K, SFMTA operating funds, Prop B general funds, revenue bonds or general obligation bonds)	\$13,919,216			\$13,919,216
				\$0
				\$0
				\$0
				\$0
Total:	\$15,829,993			\$ 16,079,993

Actual Prop K Leveraging - Entire Project:	86.56%	\$ 16,079,993
Expected Prop K Leveraging per Expenditure Plan:	89.66%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	13.44%	

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: \$2,160,777

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$620,000	29.00%	\$1,540,777
FY 2015/16	\$1,540,770	71.00%	\$7
		0.00%	\$7
		0.00%	\$7
		0.00%	\$7
Total:	\$2,160,770		

Prop AA Funds Requested: \$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
Total:	\$0		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Fall Protection Systems Resolution No. Res. Date:

Project Name:

Implementing Agency:

Amount		Phase:
Prop K Allocation	\$619,181	Planning/Conceptual Engineering
Prop K Allocation	\$1,541,596	Design Engineering (PS&E)
Total:	\$2,160,777	

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

Multi-phase allocation is recommended given the short duration of planning phase.

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 20	FY 2014/15	\$400,000	19%	\$1,760,777
Prop K EP 20	FY 2015/16	\$1,760,777	81%	\$0
			0%	\$0
			0%	\$0
			0%	\$0
			0%	\$0
Total:		\$2,160,777	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 20	FY 2014/15	Planning/Conceptual Engineering	\$400,000	19%	\$1,760,777
Prop K EP 20	FY 2015/16	Planning/Conceptual Engineering	\$219,181	29%	\$1,541,596
Prop K EP 20	FY 2015/16	Design Engineering (PS&E)	\$1,541,596	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$2,160,777		

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.

Fall Protection Systems 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 completion of the planning phase (anticipated by September 30, 2015) provide an electronic copy of the conceptual engineering report, including updated scope, schedule, budget and funding plan.
2. Upon completion of the design phase (anticipated by June 30, 2016), provide evidence of 100% design (e.g. copy of certification page) and updated scope, schedule, budget and funding plan. This deliverable may be fulfilled by submission of an allocation request for the next phase of work.
3.

Special Conditions:

1. The recommended allocation is contingent upon a concurrent Facilities - Muni 5YPP amendment to reprogram \$1,910,777 in FY 2014/15 funds from the Woods Renovation Hoists and Bays project to the subject project. See attached 5YPP amendment for details.
2. SFMTA may not incur expenses for the design phase until Authority staff releases the funds (\$1,541,596) pending receipt of the conceptual engineering report.
3.

Notes:

1.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	100.00%
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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Fall Protection Systems 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 20	FY 2014/15	Planning/Conceptual Engineering	\$400,000	65%	\$219,181
Prop K EP 20	FY 2015/16	Planning/Conceptual Engineering	\$219,181	100%	\$0
				100%	\$0
				100%	\$0
Total:			\$619,181		

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 20	FY 2014/15	Design Engineering (PS&E)	\$0	0%	\$1,541,596
Prop K EP 20	FY 2015/16	Design Engineering (PS&E)	\$1,541,596	100%	\$0
				100%	\$0
				100%	\$0
Total:			\$1,541,596		

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

MAPS AND DRAWINGS

FIGURE 4 – MAP OF FACILITIES LOCATIONS



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

FY of Allocation Action: 2014/15 Current Prop K Request: \$ 2,160,777
Current Prop AA Request: \$ -

Project Name: Fall Protection Systems

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

Name (typed): Faris Salfiti

Title: Project Manger I

Phone: (415) 749-2457

Fax: (415) 701-4208

Email: faris.salfiti@sfmta.com

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

Signature: _____

Date: 12/29/14

Grants Section Contact

Joel C. Goldberg

Manager,
Capital Procurement & Mgmt

(415) 701-4499

(415) 701-4734

Joel.Goldberg@sfmta.com

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

Signature: _____

12/29/14

5-Year Project List (FY 2014/15 – FY 2018/19)
Rehab/Upgrade Existing Facilities - MUNI (EP 20M)
Programming and Allocations to Date
Proposed for Board Action 2/24/2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Various Facility Plans Predevelopment	PLAN/CER, PA&ED	Programmed	\$400,000					\$400,000
SFMTA	Implementation of Various Facility Plans	PS&E, CON	Programmed	\$3,000,000					\$3,000,000
SFMTA	Paint Booth Upgrade (Woods and Potrero)	PLAN/CER, PA&ED	Programmed	\$850,000					\$850,000
SFMTA	Muni Metro East Paint and Body Shop ¹	PLAN/CER, PA&ED	Programmed	\$3,428,500					\$3,428,500
SFMTA	Muni Metro East (MIME) Phase 2 ¹	PA&ED	Allocated	\$2,598,500					\$2,598,500
SFMTA	Woods Renovation Hoists and Bays ²	PLAN/CER	Programmed	\$4,839,223					\$4,839,223
SFMTA	Upgrade Life and Fire Safety Systems	PLAN/CER	Programmed	\$0					\$0
SFMTA	Fall Protection ²	PLAN/CER, PS&E	Pending	\$2,160,777					\$2,160,777
				Programmed in 5YPP	\$0	\$0	\$0	\$0	\$17,277,000
				Total Allocated and Pending in 5YPP	\$4,759,277	\$0	\$0	\$0	\$4,759,277
				Total Deobligated in 5YPP	\$0	\$0	\$0	\$0	\$0
				Total Unallocated in 5YPP	\$12,517,723	\$0	\$0	\$0	\$12,517,723
				Total Programmed in 2014 Strategic Plan	\$17,277,000	\$0	\$0	\$0	\$17,277,000
				Deobligated from Prior 5YPP Cycles **	\$958,775				\$958,775
				Cumulative Remaining Programming Capacity	\$958,775	\$958,775	\$958,775	\$958,775	\$958,775

Programmed

Pending Allocation/Appropriation

Board Approved Allocation/Appropriation

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

Proposed for Board Action 2/24/2015

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

Footnotes

¹ To accommodate allocation of \$2,598,500 in FY 14/15 funds for the environmental phase of the Muni Metro East (MME) Phase 2:

Muni Metro East Paint and Body Shop: Reduced the planning/environmental placeholder from \$6,027,000 to \$3,428,500.

² 5YPP Amendment to fully fund the planning and design of the Fall Protection Systems project:

Woods Renovation Hoists and Bays: Reduced by \$1,910,777 in FY 2014/15. The SFMTA will identify additional funding for the Woods project through its Capital Improvement Program updated in Spring 2015.

Fall Protection: Added project with \$1,910,777 reprogrammed from the Woods project and \$250,000 from the Upgrade Life and Fire Safety Systems placeholder for construction.

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

FY of Allocation Action: 2014/15
Project Name: Franklin and Divisadero Signal Upgrade
Implementing Agency: San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K Category: C. Street & Traffic Safety
Prop K Subcategory: iii. System Maintenance and Renovations (streets)
Prop K EP Project/Program: a. Signals and Signs
Prop K EP Line Number (Primary): [Gray Cell] Current Prop K Request: \$ [Gray Cell] -
Prop K Other EP Line Numbers: [Gray Cell]

Gray cells will automatically be filled in.

Prop AA Category: Pedestrian Safety
Current Prop AA Request: \$ 636,480
Supervisorial District(s): 2, 5

SCOPE

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

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

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

Scope of work begins on next page.

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

Scope:

This project will upgrade the signal infrastructure at 29 intersections on the Franklin Street corridor and 3 intersections on the Divisadero Street corridor, for a total of 32 intersections. Ten of these intersections are WalkFirst locations. This builds upon preliminary signal upgrade work in the form of traffic signal conduits that were installed as part of the Prop K funded Franklin/Divisadero Pavement Renovation project that went into construction in 2014. The upgrade includes the addition of Pedestrian Countdown Signals (PCS) at 21 intersections on Franklin Street and 3 intersections on Divisadero. The project's design phase was funded by Prop K and Prop AA funds.

SFMTA is requesting Prop AA funds to partially fund the project.

Market/Octavia Central Freeway Funds	\$ 702,680
Prop AA	\$ 636,480 (Current Request)
<u>Prop K</u>	<u>\$3,162,920 (Future Request)</u>
Total	\$4,502,080

Market/Octavia Central Freeway funds will pay for improvements at six intersections (Oak, Fell, Hayes, Grove, Fulton and McAllister) in the vicinity of that neighborhood plan. Prop AA will pay for upgrades and the addition of PCS at four intersections: Chestnut/Franklin, Divisadero/Post, Divisadero/Sutter and Divisadero/Sacramento. The remainder will be paid for by Prop K funds.

The full project scope, in addition to the new conduits and pull-boxes funded through a prior Prop K allocation, includes installation of:

- New wiring
- New PCS
- New Accessible Pedestrian Signals (APS) pushbuttons
(at Oak, Hayes, Grove, Fulton, McAllister, Pine and Bush)
- New larger vehicular signal heads
- New poles and mast-arms
- Signal Controllers at the three locations on Divisadero Street (Post, Sutter, Sacramento)
- Repair of any curb ramps damaged by construction

A list and map of the signal locations are included with this allocation request.

Coordination:

SFMTA has coordinated with the SFDPW's Franklin and Divisadero paving project so that needed signal conduits would be installed as part of the paving project. This allows for the above-grade changes like poles, mast-arms, controller and PCS upgrades to be implemented without excavating within the roadway.

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

Implementation:

SFMTA’s Sustainable Streets Division has been managing the scope of the detailed design. SFDPW’s Infrastructure Design and Construction (IDC) division will manage the issuance and administration of the contract for construction by competitively bid contract.

<u>Task</u>	<u>Force Account Work Performed By</u>
• Design	SFMTA Sustainable Streets Division
• Electrical Design	DPW- Infrastructure Design and Construction
• Construction	DPW- Bureau of Construction Management

Project Benefits:

PCS have been effective in reducing the number of pedestrians remaining in the crosswalk at the beginning of the conflicting vehicle green light thereby reducing the potential for vehicle-pedestrian conflicts. The countdown feature of the PCS is helpful to pedestrians to discern as to whether there is enough time left in a signal cycle to cross the intersection safely. Currently, pedestrians have to rely on vehicular signals to cross the street. New PCS will guide pedestrians and give them information for crossing the street safely. The PCS will be activated by push buttons. The countdown portion of the signal indication, along with the yellow and all-red interval, will be designed to accommodate a pedestrian walking at a standard walking speed of 3.5 feet per second to completely cross the street from curb to curb.

At 7 intersections on Franklin Street APS features will be installed on all the corners to help the visually impaired receive the pedestrian indications.

Larger signal heads and mast-arm signals will improve the visibility of the signals, especially suitable for the width of Franklin Street and the presence of trucks and other large vehicles on the corridor. Franklin has 3 northbound lanes for most of its length, with additional tow-away lanes being present at key intersections. Mast-arms will help ensure that drivers have full visibility of the signals.

Prioritization:

SFMTA is requesting a commitment to allocate \$3,162,920 in FY2015/16 Prop K funds to fully fund the construction phase of the project. Staff accelerated the design schedule in order to advertise the signal upgrade contract in March 2015. SFMTA’s original schedule had been to advertise in early FY2015/16 and award in Q2 2015, which would have been consistent with the 2014 Prop K Strategic Plan. SFMTA is ahead of schedule by more than one quarter, and partial contract certification can happen as early as May 2015 with construction starting in September 2015. On a larger scale, the SFMTA is committed to accelerating projects which include Walkfirst components (10 out of 32 intersections in this case) and adjusted staffing to accommodate a faster schedule.

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

FY 2014/15

Project Name: Franklin and Divisadero Signal Upgrade

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt **Completion Date (mm/dd/yy)**
Status: Completed 12/11/14

PROJECT DELIVERY MILESTONES

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

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

<u>Phase</u>	<u>Start Date</u>	<u>End Date</u>
Advertise for Construction	March 2015	
Construction	September 2015	November 2016
Open for Use	December 2016	

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

FY 2014/15

Project Name: Franklin and Divisadero Signal Upgrade

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.

		Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
	Yes/No			
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$ 4,502,080	\$ -	\$ 636,480
Procurement (e.g. rolling stock)				
		\$4,502,080	\$0	\$636,480

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)	\$983,000	SFMTA actual + cost to complete
R/W Activities/Acquisition		
Construction	\$ 4,502,080	SFMTA engineer's estimate
Procurement (e.g. rolling stock)		
Total:	\$ 5,485,080	

% Complete of Design: 90 as of 12/17/14

Expected Useful Life: 30 Years

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

MAJOR LINE ITEM BUDGET

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

Franklin and Divisadero Signal Upgrade

DESIGN PHASE \$ 983,000

CONSTRUCTION PHASE	Cost- Estimate	% of Contract Cost	Performed by	Budget Detail Reference
1 Contract Cost	\$2,846,000		Contractor	
2 Contingency	\$426,900	15.0%	N/A	
3 Controllers + APS	\$290,000		Purchase Order	
4 Elec. Service	\$6,040	0.2%	PG&E, DTIS, SFMTA	
5 City Attorney Fees	\$1,000		City Atty	
6 Ct Prep & DPW Eng Support	\$28,460	1.0%	DPW (Bureau of Engineering)	VII.
7 Construction Engineering/Inspection	\$367,268	12.9%	DPW (Bureau of Construction Mgmt)	II.
8a Public Affairs	\$28,460	1.0%	DPW (Bureau of Construction Mgmt)	V.
8b Material Testing	\$56,920	2.0%	DPW (Bureau of Construction Mgmt)	IV.
8c Wage Check	\$42,690	1.5%	DPW (Bureau of Construction Mgmt)	VI.
9 Curb Ramp Construction Inspection	\$14,230	0.5%	DPW(Streets & Highways)	III.
10 Construction Support	\$394,112	14%	SFMTA Eng & Shops	I.

CONSTRUCTION PHASE \$4,502,080

**TOTAL COST OF ALL
PHASES** \$5,485,080

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

AGENCY STAFF (CON PHASE)

MFB = Mandatory Fringe Benefits
FTE = Full Time Equivalent employee

I. SFMTA Labor - Construction Support

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Approved Overhead Rate	Overhead = (Salary+MFB) x Approved Overhead Rate	(Fully Burdened) Salary + MFB + Overhead	FTE Ratio	Hours	Cost	
Electrician (7345)**	99,797	59,405	\$ 159,202	0.803	\$ 127,839	\$ 287,041	0.385	800	\$ 110,400	
Senior Engineer (5211)	160,980	83,425	\$ 244,406	0.803	\$ 196,258	\$ 440,664	0.067	140	\$ 29,660	
Engineer (5241)	139,053	73,821	\$ 212,874	0.803	\$ 170,938	\$ 383,812	0.144	300	\$ 55,358	
Associate Engineer (5207)	120,085	65,513	\$ 185,598	0.803	\$ 149,036	\$ 334,634	0.216	450	\$ 72,397	
Assistant Engineer (5203)	103,246	58,643	\$ 161,889	0.803	\$ 129,997	\$ 291,887	0.433	900	\$ 126,297	
Total								1.245	2,590	\$ 394,112

II. DPW IDC Construction Engineering/Inspection

Position	Base Salary	Fully Burdened	FTE	Hours	Cost
Engineer	\$ 139,053	\$ 376,834	0.050	104	\$ 18,914
Associate Engineer	\$ 120,085	\$ 325,432	0.138	288	\$ 45,060
Sr Const Inspector (6319)	\$ 114,887	\$ 311,344	0.346	720	\$ 107,773
Construction Inspector (6318)	\$ 104,214	\$ 282,420	0.692	1440	\$ 195,521
Total			1.227	2552.4	\$ 367,268

III. DPW Streets & Highways (S&H) - Curb Ramp Design

Position	Base Salary	Fully Burdened	FTE	Hours	Cost
Associate Engineer (5207)	\$ 120,085	\$ 325,432	0.013	27	\$ 4,276
Assistant Engineer (5203)	\$ 103,246	\$ 279,798	0.036	74	\$ 9,954
Total			0.049	101.327	\$ 14,230

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

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

IV. DPW Materials Testing	Overhead Rate:					
	2.71	Base Salary	Fully Burdened	FTE	Hours	Cost
Engineer (5241)		\$ 139,053	\$ 376,834	0.012	25	\$ 4,529
Associate Engineer (5207)		\$ 120,085	\$ 325,432	0.037	77	\$ 12,036
Assistant Engineer (5203)		\$ 103,246	\$ 279,798	0.144	300	\$ 40,355
Total				0.181	402	\$ 56,920

V. DPW Public Affairs	Overhead Rate:					
	2.71	Base Salary	Fully Burdened	FTE	Hours	Cost
PR Officer (1314)		\$ 98,822	\$ 267,809	0.034	70	\$ 9,026
Public Info Officer (1312)		\$ 82,868	\$ 224,573	0.087	180	\$ 19,434
Total				0.120	250.1	\$ 28,460

VI. DPW Wage Check/Contract Compliance	Overhead Rate:					
	2.71	Base Salary	Fully Burdened	FTE	Hours	Cost
Principal Clerk (1408)		\$ 76,094	\$ 206,214	0.038	80	\$ 7,931
Contract Compliance Officer I (2992)		\$ 101,726	\$ 275,676	0.087	180	\$ 23,857
Contract Compliance Officer II (2978)		\$ 133,302	\$ 361,249	0.030	63	\$ 10,902
Total				0.155	323	\$ 42,690

VII. DPW Contract Prep and Eng Support	Overhead Rate:					
	2.71	Base Salary	Fully Burdened	FTE	Hours	Cost
Engineer (5241)		\$ 139,053	\$ 376,834	0.009	18	\$ 3,261
Associate Engineer (5207)		\$ 120,085	\$ 325,432	0.020	41	\$ 6,366
Assistant Engineer (5203)		\$ 103,246	\$ 279,798	0.067	140	\$ 18,833
Total				0.087	199	\$ 28,460

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

E9-59

Contract Cost Estimate	
Prepared by: Dusson Yeung, SFMTA Date: 12-2-2014	
Item	Cost
Vehicle Signals	\$131,100
Vehicle Signal Mountings	\$86,925
Pedestrian Signals	\$108,900
Pedestrian Signal Mountings	\$93,450
Poles	\$394,425
Pull Boxes	\$51,750
Conduits	\$147,825
Wiring/Electrical	\$540,000
Curb Ramp Repair	\$261,000
Remove Existing Infrastructure	\$294,750
Traffic Related Items	\$262,500
Miscellaneous (Signs, Permits, Mobilization)	\$473,044
TOTAL ENGINEER'S ESTIMATE	\$2,845,669
Rounded	\$2,846,000

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

Table 1: Locations and Improvements

I/S ID#	Intersection	Add PCS?	Add APS?	Walk First	Fund Source	Const Phase Cost	Curb Ramps (#)	Controllers	Other signal improvement
1	Oak & Franklin	No, Already Installed	Yes		IPIC	\$ 70,680	Repair if damaged	Retain Existing	upgrade to 12-inch heads
2	Fell & Franklin	No, Already Installed	No		IPIC	\$ 84,360	Repair if damaged	Retain Existing	upgrade to 12-inch heads
3	Hayes & Franklin	No, Already Installed	Yes		IPIC	\$ 175,760	Repair if damaged	Retain Existing	upgrade to 12-inch heads, new poles and mast-arms
4	Grove & Franklin	Yes	Yes		IPIC	\$ 110,640	Repair if damaged	Retain Existing	upgrade to 12-inch heads, new poles and mast-arms
5	Fulton & Franklin	Yes	Yes		IPIC	\$ 112,120	Repair if damaged	Retain Existing	upgrade to 12-inch heads, new poles and mast-arms
6	McAllister & Franklin	Yes	Yes		IPIC	\$ 149,120	Repair if damaged	Retain Existing	upgrade to 12-inch heads, new poles and mast-arms
7	Golden Gate & Franklin	No, Already Installed	No		Prop K	\$ 152,440	Repair if damaged	Retain Existing	upgrade to 12-inch heads, new poles and mast-arms
8	Turk & Franklin	Yes	No	Yes	Prop K	\$ 158,360	Repair if damaged	Retain Existing	upgrade to 12-inch heads, new poles and mast-arms
9	Eddy & Franklin	Yes	No		Prop K	\$ 139,120	Repair if damaged	Retain Existing	upgrade to 12-inch heads, new poles and mast-arms
10	Ellis & Franklin	No, Already Installed	No		Prop K	\$ 139,120	Repair if damaged	Retain Existing	upgrade to 12-inch heads, new poles and mast-arms
11	O'Farrell & Franklin	No, Already Installed	No	Yes	Prop K	\$ 139,120	Repair if damaged	Retain Existing	upgrade to 12-inch heads, new poles and mast-arms
12	Post & Franklin	Yes	No	Yes	Prop K	\$ 159,120	Repair if damaged	New	upgrade to 12-inch heads, new poles and mast-arms
13	Sutter & Franklin	Yes	No	Yes	Prop K	\$ 139,120	Repair if damaged	Retain Existing	upgrade to 12-inch heads, new poles and mast-arms
14	Bush & Franklin	No, Already Installed	Yes	Yes	Prop K	\$ 149,120	Repair if damaged	Retain Existing	upgrade to 12-inch heads, new poles and mast-arms
15	Pine & Franklin	No, Already Installed	Yes	Yes	Prop K	\$ 149,120	Repair if damaged	Retain Existing	upgrade to 12-inch heads, new poles and mast-arms
16	California & Franklin	No, Already Installed	No	Yes	Prop K	\$ 155,400	Repair if damaged	Retain Existing	upgrade to 12-inch heads, new poles and mast-arms
17	Sacramento & Franklin	Yes	No		Prop K	\$ 159,120	Repair if damaged	New	upgrade to 12-inch heads, new poles and mast-arms
18	Clay & Franklin	Yes	No		Prop K	\$ 155,400	Repair if damaged	Retain Existing	upgrade to 12-inch heads, new poles and mast-arms
19	Washington & Franklin	Yes	No		Prop K	\$ 139,120	Repair if damaged	Retain Existing	upgrade to 12-inch heads, new poles and mast-arms
20	Jackson & Franklin	Yes	No		Prop K	\$ 139,120	Repair if damaged	Retain Existing	upgrade to 12-inch heads, new poles and mast-arms
21	Pacific & Franklin	Yes	No		Prop K	\$ 159,120	Repair if damaged	New	upgrade to 12-inch heads, new poles and mast-arms
22	Broadway & Franklin	Yes	No		Prop K	\$ 175,400	Repair if damaged	New	upgrade to 12-inch heads, new poles and mast-arms
23	Vallejo & Franklin	Yes	No		Prop K	\$ 139,120	Repair if damaged	Retain Existing	upgrade to 12-inch heads, new poles and mast-arms
24	Green & Franklin	Yes	No		Prop K	\$ 124,320	Repair if damaged	Retain Existing	upgrade to 12-inch heads, new poles and mast-arms
25	Union & Franklin	No, Already Installed	No		Prop K	\$ 14,800	Repair if damaged	Retain Existing	add mast-arm
26	Filbert & Franklin	Yes	No		Prop K	\$ 159,120	Repair if damaged	New	upgrade to 12-inch heads, new poles and mast-arms
27	Greenwich & Franklin	Yes	No		Prop K	\$ 159,120	Repair if damaged	New	upgrade to 12-inch heads, new poles and mast-arms
28	Chestnut & Franklin	Yes	No		Prop AA	\$ 159,120	Repair if damaged	New	upgrade to 12-inch heads, new poles and mast-arms
29	Bay & Franklin	No, Already Installed	No		Prop K	\$ 159,120	Repair if damaged	New	upgrade to 12-inch heads, new poles and mast-arms
30	Divisadero & Post	Yes	No	Yes	Prop AA	\$ 159,120	Repair if damaged	New	upgrade to 12-inch heads, new poles and mast-arms
31	Divisadero & Sutter	Yes	No	Yes	Prop AA	\$ 159,120	Repair if damaged	New	upgrade to 12-inch heads, new poles and mast-arms
32	Divisadero & Sacramento	Yes	No	Yes	Prop AA	\$ 159,120	Repair if damaged	New	upgrade to 12-inch heads, new poles and mast-arms
TOTAL						\$ 4,502,080			

IPIC	\$ 702,680
Prop AA	\$ 636,480
Prop K	\$ 3,162,920
Total	\$ 4,502,080

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

FY 2014/15

Project Name: Franklin and Divisadero Signal Upgrade

FUNDING PLAN - FOR CURRENT PROP K REQUEST

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

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$636,480
 5-Year Prioritization Program Amount: \$720,000 (enter if appropriate)
 Strategic Plan Amount for Requested FY: \$3,079,756

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

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop AA funds available for allocation in Fiscal Year 2014/15 for the construction phase of Franklin Street Pedestrian Signals in the Pedestrian Safety category.

The Prop AA Strategic Plan amount is the total amount of programming for the Pedestrian Safety category in Fiscal Year 2014/15.

Fully funding this project requires a commitment to allocate \$3,162,920 in Fiscal Year 2015/16 Prop K funds, as programmed in the 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 sales tax		\$3,162,920		\$3,162,920
Prop AA		\$636,480		\$636,480
IPIC		\$702,680		\$702,680
				\$0
				\$0
				\$0
Total:		\$4,502,080	\$0	\$4,502,080

Actual Prop K Leveraging - This Phase: 29.75%
 Expected Prop K Leveraging per Expenditure Plan: 41.47%

\$4,502,080
 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?

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		\$3,162,920	\$158,000	\$3,320,920
Prop AA		\$636,480	\$825,000	\$1,461,480
IPIC		\$702,680		\$702,680
				\$0
				\$0
				\$0
				\$0
Total:		\$4,502,080		\$ 5,485,080

Actual Prop K Leveraging - Entire Project:	<input type="text" value="39.46%"/>	<input type="text" value="\$ 5,485,080"/>
Expected Prop K Leveraging per Expenditure Plan:	<input type="text" value="41.47%"/>	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	<input type="text" value="73.36%"/>	

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:

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$0		

Prop AA Funds Requested:

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$41,000	6.00%	(\$41,000)
FY 2015/16	\$395,000	62.00%	(\$436,000)
FY 2016/17	\$200,480	31.00%	(\$636,480)
Total:	\$636,480		

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:

	Amount	Phase:
Funding Recommended: Prop AA Allocation	\$636,480	Construction
Total:	\$636,480	

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop AA - Ped	FY 2014/15	\$41,000	6.4%	\$595,480
Prop AA - Ped	FY 2015/16	\$395,000	62.1%	\$200,480
Prop AA - Ped	FY 2016/17	\$200,480	31.5%	\$0
			0.00%	\$0
Total:		\$636,480	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop AA - Ped	FY 2014/15	Construction	\$41,000	6%	\$595,480
Prop AA - Ped	FY 2015/16	Construction	\$395,000	62%	\$200,480
Prop AA - Ped	FY 2016/17	Construction	\$200,480	100%	\$0
				100%	\$0
Total:			\$636,480		

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:	Allocate	\$3,162,920	FY 2015/16	Construction

Trigger:

Deliverables:

1. Quarterly progress reports shall provide the percent complete for each location and the percent complete for the overall project, in addition to all other requirements described in the Standard Grant Agreement (SGA). See SGA for definitions.
2. With the first quarterly progress report due April 15, 2015, provide one or more digital photos of typical before conditions.
3. Upon project completion, anticipated December 2016, provide one or more photos after construction.

Special Conditions:

1. SFMTA may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$636,480 in Prop AA) pending receipt of evidence of completion of design (e.g. copy of certifications page). This is also a required deliverable for the prior allocation (Prop K SGA 133.907041 and Prop AA SGA 714.207015) approved through Resolution 14-79.
2. The Transportation Authority will reimburse SFMTA only up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes:

1. On January 9, 2015, at SFMTA's request, Transportation Authority staff granted a waiver to Prop K Strategic Plan policies allowing SFMTA to advertise the project in advance of the Transportation Authority Board allocating the requested Prop K funds to the project.
2.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	0.00%
Prop AA proportion of expenditures - this phase:	14.14%

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

SFCTA Project Reviewer:

Project # from SGA:

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

MAPS AND DRAWINGS

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

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

Franklin and Divisadero Signal Upgrade



(blue dots or partial black dots indicate where PCS are missing; green dots indicate where PCS are already in place)

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



Traffic Controller



Pedestrian Countdown Signals



Mast-Arm

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

FY of Allocation Action: 2014/15 Current Prop K Request: \$ -
Current Prop AA Request: \$ 636,480

Project Name: Franklin and Divisadero Signal Upgrade

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): Manito Velasco

Joel C. Goldberg

Title: Engineer

Manager, Capital Procurement & Management

Phone: (415) 701-4447

(415) 701-4499

Fax: _____

Email: manito.velasco@sfmta.com

Joel.Goldberg@sfmta.com

Address: 1 South Van Ness, 7th floor San Francisco, CA 94103-5417

1 South Van Ness, 8h floor San Francisco, CA 94103-5417

Signature: _____

Date: _____



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

FY of Allocation Action: 2014/15
Project Name: WalkFirst Rectangular Rapid Flashing Beacons
Implementing Agency: San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K Category: C. Street & Traffic Safety
Prop K Subcategory: iv. Bicycle and Pedestrian Improvements
Prop K EP Project/Program: c. Pedestrian Circulation/Safety
Prop K EP Line Number (Primary): 40 Current Prop K Request: \$ 222,900
Prop K Other EP Line Numbers:

Gray cells will automatically be filled in.

Prop AA Category:
Current Prop AA Request: \$ -
Supervisorial District(s): 1,2,3,4,9,10,11

SCOPE

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

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

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

Scope of work begins on next page.

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

Installation and Construction Coordination

Background

The San Francisco Municipal Transportation Agency (SFMTA) requests Prop K funding in the amount of \$222,900 to coordinate the installation and construction of Rectangular Rapid Flashing Beacons (RRFB). These devices are to be implemented at WalkFirst identified locations, along the High Injury Corridor network, to create safer conditions at uncontrolled street crossings as part of Vision Zero.

Project Scope and Benefits

The proposed project is a near-term pedestrian improvement through the installation of 22 RRFBs at up to 11 locations on the high injury corridor network. The SFMTA recently completed procurement of beacons, with solar panels and activation push buttons. This project consists of the final steps required for installing these devices, from contract preparation, advertising and bid selection for all materials and services required for implementing the devices, including furnish and installation of 1-A poles (i.e. street excavation and foundation construction), electrical wiring, and all associated SFMTA and San Francisco Public Works (SFPW) coordination.

In comparison to other such crossing-related signal devices, like yellow flashing beacons or in-pavement flashers, RRFBs have been proven to be approximately five times more effective in motorist compliance yielding to pedestrians. RRFBs are particularly effective to improve nighttime visibility and reduce mid-block collisions on high-speed and high-volume corridors.

Through the WalkFirst methodology, a list of pedestrian crossings locations has been identified for potential improvement with RRFBs. The top locations include the following.

- San Jose Ave. & Farallones St. \ Whipple Ave. (District 11)
- Burrows St. & San Bruno Ave. (District 9)
- Mission St. & Oliver St./Lawrence St. (District 11)
- Geary Blvd. & 39th Ave. (District 1)
- San Jose Ave. & Lakeview Ave. (District 11)
- Foote Ave. & Alemany Blvd. (District 11)
- Cook St. & Geary Blvd. (District 1,2)
- Taraval St. & 21st Ave. (District 4)

At uncontrolled crossings with a single crosswalk, two RRFBs will need to be deployed, one at each end of the crosswalk. At crossings over large streets with medians, three RRFBs may be necessary at each crosswalk. The following additional locations are the next highest priority and could receive RRFBs if there is sufficient remaining equipment after the top locations:

- Niagara Ave. & Alemany Blvd. (District 11)
- Geneva Ave. & Esquina Dr. (District 10)
- Bright St. & Randolph St. (District 11)

WalkFirst, Vision Zero, and Prop K 5-Year Prioritization Program (5YPP) Priorities

RRFB implementation at WalkFirst identified locations on high injury corridors is directly in concert with the city's pursuit of Vision Zero goals. These goals aim to eliminate all traffic deaths, and reduce severe and fatal injury inequities across neighborhoods, transportation modes, and populations by 2024.

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

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

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA				Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Provides Benefits to Multiple Users	High Injury Corridor	Leveraging	
Total Possible Score	4	3	3	3	3	2	2	20
Corridor Projects								
6th Street Improvements - PS&E	4	3	0	3	3	2	0	15
6th Street Improvements - CON	3	3	0	3	3	2	0	14
7th Street Streetscape	3	3	0	3	3	2	2	16
Follow-the-Paving								
Follow-the-Paving (Spot Improvements)	Locations will be scored at the time of allocation. See text and Project Information Form for more details.							
Citywide Pedestrian Safety & Circulation Improvements								
Active Transportation Program Local Match	Locations will be scored at the time of allocation. See text and Project Information Form for more details.							
WalkFirst Pedestrian Improvements	Locations will be scored at the time of allocation. See text and Project Information Form for more details.							
WalkFirst Continental Crosswalks	3	1	0	3	1	2	1	11
WalkFirst Rectangular Rapid Flashing Beacon	3	1	0	3	1	2	2	12
Golden Gate Road Diet [Vision Zero]	3	2	0	3	3	2	0	13
Neighborhood Transportation Improvement Program (NTIP)	Locations will be scored at the time of allocation. See text and Project Information Form for more details.							

Prioritization Criteria Definitions:

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

Community Support: Project has clear and diverse community support and/or was identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program.

Three points for a project in an adopted community based plan with evidence of diverse community support.

Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups.

One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

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

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

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

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

Leveraging: Project leverages non-Prop K funds.

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

FY 2014/15

Project Name: WalkFirst Rectangular Rapid Flashing Beacons

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

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

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

SCHEDULE COORDINATION/NOTES

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

<u>Milestone</u>	<u>Complete</u>
Design	June 2015
Construction Begins	December 2015
Open for Use	December 2016

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

FY 2014/15

Project Name: WalkFirst Rectangular Rapid Flashing Beacons

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.

Cost for Current Request/Phase		
	Yes/No	
Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	Yes	\$17,100
Environmental Studies (PA&ED)	No	
Design Engineering (PS&E)	Yes	\$47,400
R/W Activities/Acquisition	No	
Construction	Yes	\$232,598
Procurement (e.g. rolling stock)	No	
Total:		\$297,098

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$17,100	SFMTA-Planning based on previous work
Design Engineering (PS&E)	\$47,400	SFMTA-Planning based on previous work
Construction	\$232,598	SFMTA-Planning based on previous work, and Actual
Procurement		
Total:	\$297,098	

% Complete of Design: 0 as of 12/16/2014

Expected Useful Life: 7 Years

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

MAJOR LINE ITEM BUDGET

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

RRFB Installation and Construction Coordination

(MFB=Mandatory Fringe Benefits; FTE=Full Time Equivalent)

Allocation Request Summary

Item	Amount	Leveraged Funding	Prop K Rounding
Planning	\$ 17,103		\$ 17,100
Design Engineering	\$ 47,373		\$ 47,400
Construction (Furnish)	\$ 98,498	\$ 74,210	\$ 24,300
Construction (Installation)	\$ 105,527		\$ 105,500
Construction Management Coordination	\$ 28,063		\$ 28,100
Attorney	\$ 500		\$ 500
			\$ 222,900

Total Prop K Request

Planning - (Location Analysis and Solar Feasibility)

Position	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
SFMTA LIVABLE STREETS							
Transit Planner III (5289)	\$ 105,456	\$ 62,648	\$ 134,986	\$ 303,090	0.04	75	\$ 11,143
Transit Planner IV (5290)	\$ 125,060	\$ 71,291	\$ 157,670	\$ 354,021	0.01	15	\$ 2,603
Associate Engineer (5207)	\$ 116,246	\$ 67,173	\$ 147,285	\$ 330,704	0.00	10	\$ 1,621
Senior Engineer (5211)	\$ 155,766	\$ 85,640	\$ 193,849	\$ 354,021	0.00	10	\$ 1,735
						Total	\$ 17,103

Design Engineering

Position	Salary	OH Multiplier	Burdened Salary	Hours	FTE Ratio	Cost
SFPW						
Junior Engineer (5201)	\$ 84,252	2.7564	\$ 232,232	220	0.11	\$ 25,045
Associate Engineer (5207)	\$ 95,217	2.7564	\$ 262,456	110	0.05	\$ 14,152
Admin Engineer (5174)	\$ 137,904	2.7564	\$ 380,119	10	0.00	\$ 1,863
Senior Engineer (5211)	\$ 148,461	2.7564	\$ 409,218	10	0.00	\$ 2,006
						Subtotal
						\$ 43,066
						Contingency 10%
						\$ 4,307
						Total
						\$ 47,373

Construction - Furnish

Description	Quantity	Unit	Unit Price	Cost
Rectangular Rapid Flashing Beacons (Furnished)	22	each	\$ 3,159	\$ 69,502
Push Button Assembly (Furnished)	22	each	\$ 214	\$ 4,708
Type 1-A Pole	22	each	\$ 960	\$ 21,120
			Subtotal	\$ 95,330
			Contingency for Type 1-A Poles 15%	\$ 3,168
			Total	\$ 98,498

*covered by SFMTA Road Fund
 *covered by SFMTA Road Fund
 *Prop K request

*Prop K request

Construction - Installation

Description	Quantity	Unit	Unit Price	Cost
A-1 Pole	22	each	\$ 240	\$ 5,280
Rectangular Rapid Flashing Beacons	22	each	\$ 2,100	\$ 46,200
Push Button Assembly	22	each	\$ 250	\$ 5,500
			Subtotal	\$ 56,980
			Contingency 15%	\$ 8,547
Street Excavation and Surface Mounted Facilities Permit	Established Cost			\$ 40,000
			Total	\$ 105,527

Construction Management / Coordination

Position	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
SFMTA LIVABLE STREETS							
Transit Planner IV (5290)	\$ 125,060	\$ 71,291	\$ 157,670	\$ 354,021	0.06	115	\$ 19,957
Associate Engineer (5207)	\$ 116,246	\$ 67,173	\$ 147,285	\$ 330,704	0.02	50	\$ 8,105
						Total	\$ 28,063

Other - City Attorney Fees

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

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

FY 2014/15

Project Name: WalkFirst Rectangular Rapid Flashing Beacons

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$222,900

5-Year Prioritization Program Amount: \$627,000 (enter if appropriate)

Strategic Plan Amount for Requested FY: \$6,408,893

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0

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

Strategic Plan Amount for Requested FY:

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

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2014/15 for the WalkFirst placeholder in the Citywide Pedestrian Safety & Circulation Improvements subcategory of the Pedestrian Circulation/Safety 5YPP.

The Prop K Strategic Plan amount is the entire amount programmed in the Pedestrian 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 Sales Tax		\$222,900		\$222,900
SFMTA Road Fund			\$74,200	\$74,200
				\$0
				\$0
				\$0
				\$0
Total:	\$0	\$222,900	\$74,200	\$297,100

Actual Prop K Leveraging - This Phase: 24.97% \$297,098

Expected Prop K Leveraging per Expenditure Plan: 25.39% 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
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
Total:	\$0	\$0	\$0	\$0

Actual Prop K Leveraging - Entire Project: 25% \$297,098
 Expected Prop K Leveraging per Expenditure Plan: 25% 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: \$222,900

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$64,500	29.00%	\$158,400
FY 2015/16	\$129,800	58.00%	\$28,600
FY 2016/17	\$28,600	13.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$222,900		

Prop AA Funds Requested: \$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
Total:	\$0		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount	Phase:
Prop K Allocation	\$17,100	Planning/Conceptual Engineering
Prop K Allocation	\$47,400	Design Engineering (PS&E)
Prop K Allocation	\$158,400	Construction
Total:	\$222,900	

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

Multi-phase allocation is recommended given the short duration of the concurrent planning and design phases and the straightforward nature of the scope.

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 40	FY 2014/15	\$64,500	29%	\$158,400
Prop K EP 40	FY 2015/16	\$79,200	36%	\$79,200
Prop K EP 40	FY 2016/17	\$79,200	36%	\$0
			0%	\$0
			0%	\$0
Total:		\$222,900	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 40	FY 2014/15	Planning/Conceptual Engineering	\$17,100	8%	\$205,800
Prop K EP 40	FY 2014/15	Design Engineering (PS&E)	\$47,400	29%	\$158,400
Prop K EP 40	FY 2015/16	Construction	\$79,200	64%	\$79,200
Prop K EP 40	FY 2016/17	Construction	\$79,200	100%	\$0
				100%	\$0
Total:			\$222,900		

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: 1/5/2015 Resolution No. Res. Date:

Project Name: WalkFirst Rectangular Rapid Flashing Beacons

Implementing Agency: San Francisco Municipal Transportation Agency

Action	Amount	Fiscal Year	Phase
Future Commitment to:			
Trigger:			

Deliverables:

1. Upon completion of planning phase (anticipated June 2015), provide a list of final locations.
2. Upon project completion, provide 2-3 digital photos of completed project.

Special Conditions:

1. SFMTA may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$134,100) pending receipt of evidence of completion of design (e.g. copy of certifications page).
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes:

1. Regarding the Fiscal Year Cash Flow Distribution by Phase, cash flow can exceed what is listed above for a given phase as long as the total cash flow for the fiscal year does not exceed \$64,500 in FY 2014/15, \$79,200 in FY 2015/16, and \$79,200 in FY 2016/17.
- 2.

Supervisorial District(s): 1,2,3,4,9,10,11

Prop K proportion of expenditures - this phase:	75.03%
Prop AA proportion of expenditures - this phase:	24.97%

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

SFCTA Project Reviewer: P&PD

Project # from SGA:

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 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 40	FY 2014/15	Planning/Conceptual Engineering	\$17,100	100%	\$0
				100%	\$0
				100%	\$0
Total:			\$17,100		

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 40	FY 2014/15	Design Engineering (PS&E)	\$47,400	100%	\$0
				100%	\$0
				100%	\$0
Total:			\$47,400		

Sub-Project # from SGA:

Name:

Supervisorial District(s):

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

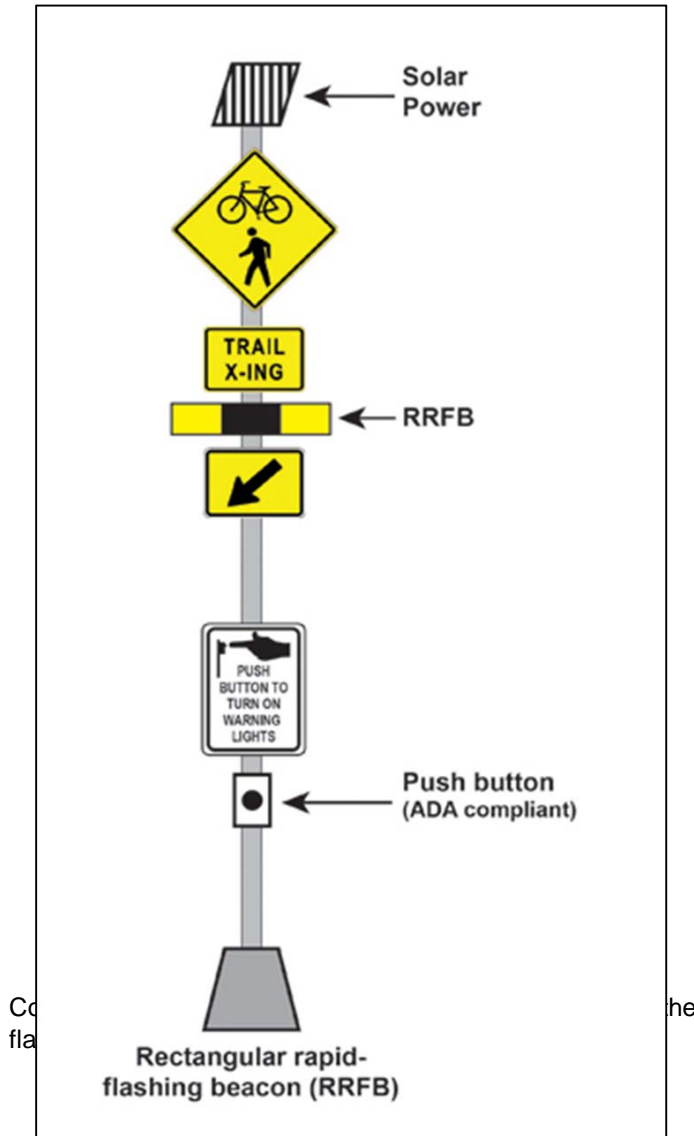
EP Line	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 40	FY 2015/16	Construction	\$79,200	50%	\$79,200
Prop K EP 40	FY 2016/17	Construction	\$79,200	100%	\$0
				0%	\$0
Total:			\$158,400		

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

MAPS AND DRAWINGS

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

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

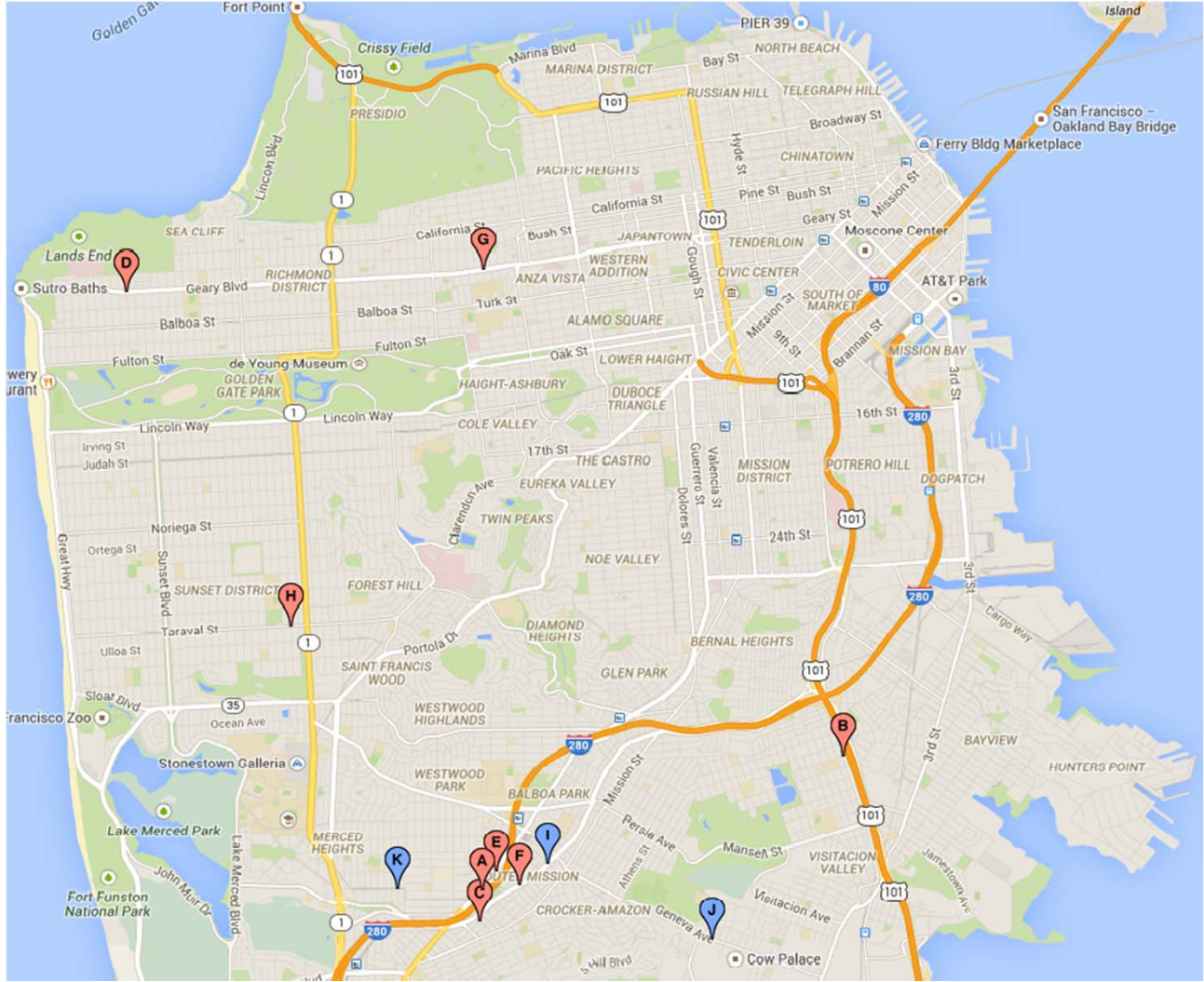


San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form



Rectangular Rapid Flashing Beacon and Solar Panel

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



Map of Potential RRFB Installation Sites

Top Priority Locations

- A. San Jose Ave. & Farallones St.
- B. Burrows St. & San Bruno Ave.
- C. Mission St. & Oliver St./Lawrence St.
- D. Geary Blvd. & 39th Ave.
- E. San Jose Ave. & Lakeview Ave.
- F. Foote Ave. & Alemany Blvd.
- G. Cook St. & Geary Blvd.
- H. Taraval St. & 21st Ave.

Additional Potential Locations

- I. Niagara Ave. & Alemany Blvd.
- J. Geneva Ave. & Esquina Dr.
- K. Bright St. & Randolph St.

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

FY of Allocation Action: 2014/15 Current Prop K Request: \$ 222,900
Current Prop AA Request: \$ -

Project Name: WalkFirst Rectangular Rapid Flashing Beacons

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

Name (typed): Adrian Leung

Title: Transit Planner II

Phone: (415) 749-2538

Fax: (415) 701-5228

Email: adrian.leung@sfmta.com

Address: 1 South Van Ness, 7th Floor,
San Francisco, CA 94103

Signature: _____

Date: _____

Grants Section Contact

Joel C. Goldberg

Manager,
Capital Procurement & Mgmt

(415) 701-4499

Joel.Goldberg@sfmta.com

1 South Van Ness, 8th Floor,
San Francisco, CA 94103

Signature: _____

Date: _____

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

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

Please see attached scope.

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

The San Francisco Municipal Transportation Agency (SFMTA) requests Prop K funding in the amount of \$120,000 for a road diet (i.e., lane reduction and related improvements) on Golden Gate Avenue between Polk Street and Market Street intended to slow traffic speeds and increase pedestrian safety. This project is one of the designated Vision Zero Near-Term capital projects. Vision Zero is San Francisco's policy goal intended to achieve the following goals by 2024:

- Eliminate all traffic deaths
- Reduce severe and fatal injury inequities across neighborhoods, transportation modes, and populations

The SFMTA is committed to implement at least 24 projects by January 2016 to accomplish the goals established by Vision Zero. As of December 2014, the SFMTA has completed nine projects. In addition, the SFMTA is currently working with the Mayor's Office, the Board of Supervisors, and community stakeholders to implement additional projects throughout the city.

Scope

Prop K funds will be used to convert the street from three lanes to two lanes and implement improvements to increase the visibility of pedestrians. Improvements are likely to include restriping the roadway to two lanes including lane edge lines, painted safety zones to improve visibility at crosswalks while encouraging slower turning speeds by motorists, continental crosswalks, and signal timing to calm vehicle traffic. The edge lines would push traffic away from the parking strip, increasing visibility and reducing the likelihood of a collision with a pedestrian entering the roadway mid-block between parked cars. In addition to this buffer, the edge lines may increase comfort for people on bikes. The SFMTA anticipates no parking loss because of the proposed improvements included in the road diet project. Final improvements to be constructed will be prioritized and designed through the first half of 2015 through a planning and design process. The project includes community outreach in late winter or early spring 2015 to show conceptual designs and gather feedback on the proposed project before moving on to final design.

Implementation

The SFMTA will plan, design, and construct the Golden Gate Avenue Road Diet with SFMTA labor. The SFMTA will use general funds from the District 6 Supervisor's Office budget for costs related to planning, environmental review, and design of the project. SFMTA staff anticipates that the project will receive a categorical exemption from CEQA review. Construction of the project is scheduled to begin starting in the fourth quarter of Fiscal Year 2014/15, following planning, environmental clearance, and design. The SFMTA anticipates the project will be open for use by the third quarter of Fiscal Year 2015/16 (January 2016).

Funding

This project will be funded with \$120,000 in Fiscal Year 2014/15 construction funds from the WalkFirst line in the Pedestrian Circulation and Safety 5YPP, in addition to \$30,000 in General Fund from the District 6 Supervisor's Office budget.

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

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

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

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA				Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Provides Benefits to Multiple Users	High Injury Corridor	Leveraging	
Total Possible Score	4	3	3	3	3	2	2	20
Corridor Projects								
6th Street Improvements - PS&E	4	3	0	3	3	2	0	15
6th Street Improvements - CON	3	3	0	3	3	2	0	14
7th Street Streetscape	3	3	0	3	3	2	2	16
Follow-the-Paving								
Follow-the-Paving (Spot Improvements)	Locations will be scored at the time of allocation. See text and Project Information Form for more details.							
Citywide Pedestrian Safety & Circulation Improvements								
Active Transportation Program Local Match	Locations will be scored at the time of allocation. See text and Project Information Form for more details.							
WalkFirst Pedestrian Improvements	Locations will be scored at the time of allocation. See text and Project Information Form for more details.							
WalkFirst Continental Crosswalks	3	1	0	3	1	2	1	11
WalkFirst Rectangular Rapid Flashing Beacon	3	1	0	3	1	2	2	12
Golden Gate Road Diet [Vision Zero]	3	2	0	3	3	2	1	14
Neighborhood Transportation Improvement Program (NTIP)	Locations will be scored at the time of allocation. See text and Project Information Form for more details.							

Prioritization Criteria Definitions:

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

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

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

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

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

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

Leveraging: Project leverages non-Prop K funds.

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

FY 2014/15

Project Name: Golden Gate Avenue Road Diet [Vision Zero]

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

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt

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

Status: Pending

04/30/15

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	2014/15	4	2014/15
Environmental Studies (PA&ED)	3	2014/15	4	2014/15
R/W Activities/Acquisition				
Design Engineering (PS&E)	3	2014/15	4	2014/15
Prepare Bid Documents				
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)			1	2016/17

SCHEDULE COORDINATION/NOTES

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

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

FY 2014/15

Project Name: Golden Gate Avenue Road Diet [Vision Zero]

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.

COST SUMMARY BY PHASE - CURRENT REQUEST		
Cost for Current Request/Phase		
	Yes/No	
		Total Cost
		Prop K - Current Request
Planning/Conceptual Engineering	<input type="text"/>	
Environmental Studies (PA&ED)	<input type="text"/>	
Design Engineering (PS&E)	<input type="text"/>	
R/W Activities/Acquisition	<input type="text"/>	
Construction	Yes	\$120,000
Procurement (e.g. rolling stock)	<input type="text"/>	
		\$120,000

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	\$10,000	SFMTA based on previous work.
Environmental Studies (PA&ED)	\$5,000	SFMTA based on previous work.
Design Engineering (PS&E)	\$15,000	SFMTA based on previous work.
R/W Activities/Acquisition		
Construction	\$120,000	SFMTA based on previous work.
Procurement (e.g. rolling stock)		
Total:	\$150,000	

% Complete of Design: 0 as of December 2014

Expected Useful Life: 10 Years

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

MAJOR LINE ITEM BUDGET

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

Allocation Request Summary		
Item	Amount	Prop K Rounding
Construction Coordination	\$ 30,142	\$ 30,100
Paint Shop	\$ 77,884	\$ 77,900
Sign Shop	\$ 11,500	\$ 11,500
Attorney	\$ 500	\$ 500
Project Total	\$ 120,026	\$ 120,000

FTE = Full Time Equivalent; MFB = Mandatory Fringe Benefit

Construction Coordination								
Livable Streets Positions	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost	
Student Design Trainee III - 5382	\$ 60,616	\$ 39,763	\$ 80,604	\$ 180,983	0.005	10	\$ 887	
Engineering Associate - 5366	\$ 98,822	\$ 56,684	\$ 124,872	\$ 280,379	0.020	40	\$ 5,498	
Junior Engineer - 5201	\$ 91,356	\$ 53,378	\$ 116,221	\$ 260,955	0.006	12	\$ 1,535	
Assistant Engineer - 5203	\$ 103,246	\$ 58,644	\$ 129,998	\$ 291,888	0.005	10	\$ 1,431	
Associate Engineer - 5207	\$ 120,085	\$ 65,513	\$ 149,036	\$ 334,635	0.010	20	\$ 3,281	
Transit Planner II - 5288	\$ 91,799	\$ 17,882	\$ 88,074	\$ 197,756	0.010	20	\$ 1,939	
Transit Planner III - 5289	\$ 108,942	\$ 20,688	\$ 104,093	\$ 233,724	0.039	80	\$ 9,166	
Transit Planner IV - 5290	\$ 129,182	\$ 24,532	\$ 123,432	\$ 277,147	0.006	12	\$ 1,630	
Planner V - 5283	\$ 153,294	\$ 80,059	\$ 187,382	\$ 420,734	0.001	2	\$ 412	
Senior Engineer - 5211	\$ 160,980	\$ 83,425	\$ 196,258	\$ 440,664	0.001	2	\$ 432	
Subtotal						0.102	208	\$ 26,211
							Contingency 15%	\$ 3,932
							Total	\$ 30,142

Paint Shop								
Labor	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost	
Assistant Engineer - 5203	\$ 103,246	\$ 58,644	\$ 129,998	\$ 291,888	0.059	120	\$ 17,170	
Painter - 7346	\$ 81,845	\$ 51,294	\$ 106,911	\$ 240,050	0.118	240	\$ 28,241	
Painter Supervisor - 7242	\$ 98,076	\$ 58,489	\$ 125,722	\$ 282,286	0.022	45	\$ 6,227	
Subtotal						0.199	405	\$ 51,638
Materials	Quantity	Unit	Unit Price	Extension				
12" Crosswalk Lines / Stop Bars	400	Linear Foot	\$ 1.28	\$ 512.00				
4" Broken White or Yellow	6300	Linear Foot	\$ 0.36	\$ 2,268.00				
4" Solid White or Yellow	4000	Linear Foot	\$ 0.64	\$ 2,560.00				
8" Broken White or Yellow	650	Linear Foot	\$ 0.72	\$ 468.00				
8" Solid White or Yellow	500	Linear Foot	\$ 0.94	\$ 470.00				
Raised Pavement Markers (White or Yellow)	500	Each	\$ 2.93	\$ 1,465.00				
Per Block Fees	5	Each	\$ 202.77	\$ 1,013.85				
Messages	90	Square Ft	\$ 2.43	\$ 218.70				
Staggered Yellow/White Continental Crosswalks	3300	Linear Foot	\$ 1.30	\$ 4,290.00				
Material Subtotal							\$ 13,266	
Total Paint Shop							\$ 64,903	
Contingency 20%							\$ 12,981	
TOTAL							\$ 77,884	

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

MAJOR LINE ITEM BUDGET							
Sign Shop							
Sign Shop Positions	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
Traffic Sign Manager - 5306	\$ 60,616	\$ 39,763	\$ 80,604	\$ 180,983	0.008	16	\$ 1,419
Supervisor, Traffic and Street Signs - 5303	\$ 98,822	\$ 56,684	\$ 124,872	\$ 280,379	0.012	24	\$ 3,299
Traffic Survey Technician - 5302	\$ 91,356	\$ 53,378	\$ 116,221	\$ 260,955	0.005	10	\$ 1,279
Sign Worker - 7457	\$ 69,513	\$ 43,703	\$ 90,913	\$ 204,129	0.020	40	\$ 4,003
				Subtotal	0.044	90	\$ 10,000
							Contingency 15% \$ 1,500
							Total \$ 11,500
Other - City Attorney Fees							
Description	Quantity	Unit	Unit Price	Cost			
City Attorney Fees	2	Hours	\$ 250	\$ 500			
			Total	\$ 500			

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

FY 2014/15

Project Name: Golden Gate Avenue Road Diet [Vision Zero]

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

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$120,000

5-Year Prioritization Program Amount: \$177,000 (enter if appropriate)

Strategic Plan Amount for Requested FY: \$6,408,893

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

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2014/15 for the WalkFirst placeholder for construction in the Pedestrian Circulation and Safety 5YPP.

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

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K Transportation Sales Tax		\$120,000		\$120,000
				\$0
				\$0
				\$0
				\$0
				\$0
Total:	\$0	\$120,000	\$0	\$120,000

Actual Leveraging - This Phase: 0.00%
Expected Leveraging per Expenditure Plan: 25.39%

\$120,000
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	
		%	\$
			\$0.00
			\$0.00

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
District 6 - General Fund	\$30,000			\$30,000
Prop K Transportation Sales Tax		\$120,000		\$120,000
				\$0
				\$0
				\$0
				\$0
Total:	\$30,000	\$120,000	\$0	\$150,000

Actual Leveraging - Entire Project:

80.00%
25.39%

\$150,000

Expected Leveraging per Expenditure Plan

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:

\$120,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$120,000	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$120,000		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

		Amount	Phase:
Prop K Recommended:	Allocation	\$120,000	Construction
	Total:	\$120,000	

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

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

EP Line	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
40	FY 2014/15	\$40,000	33.00%	\$80,000
40	FY 2015/16	\$80,000	67.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
	Total:	\$120,000	100%	

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

EP Line	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
40	FY 2014/15	Construction	\$40,000	33%	\$80,000
40	FY 2015/16	Construction	\$80,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
	Total:		\$120,000		

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: 01.05.15 Resolution. No. Res. Date:

Project Name: Golden Gate Avenue Road Diet [Vision Zero]

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

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				
	Trigger:			

Deliverables:

1. Provide the Transportation Authority with advanced notice of the community outreach meeting (anticipated late winter/early spring 2015).
2. Upon project completion, provide 2-3 digital photos of completed project.
- 3.

Special Conditions:

1. SFMTA may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$120,000) pending receipt of evidence of completion of design (e.g. copy of certifications page).
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. The recommended allocation requires a waiver of the Prop K Strategic Plan policy requiring substantial completion of prior project phase (e.g., design) as a prerequisite for allocation. Staff supports the waiver given that this is one of the 24 Vision Zero Near-Term capital projects.

Supervisorial District(s): 6

Prop K proportion of expenditures - this phase: 100.00%

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

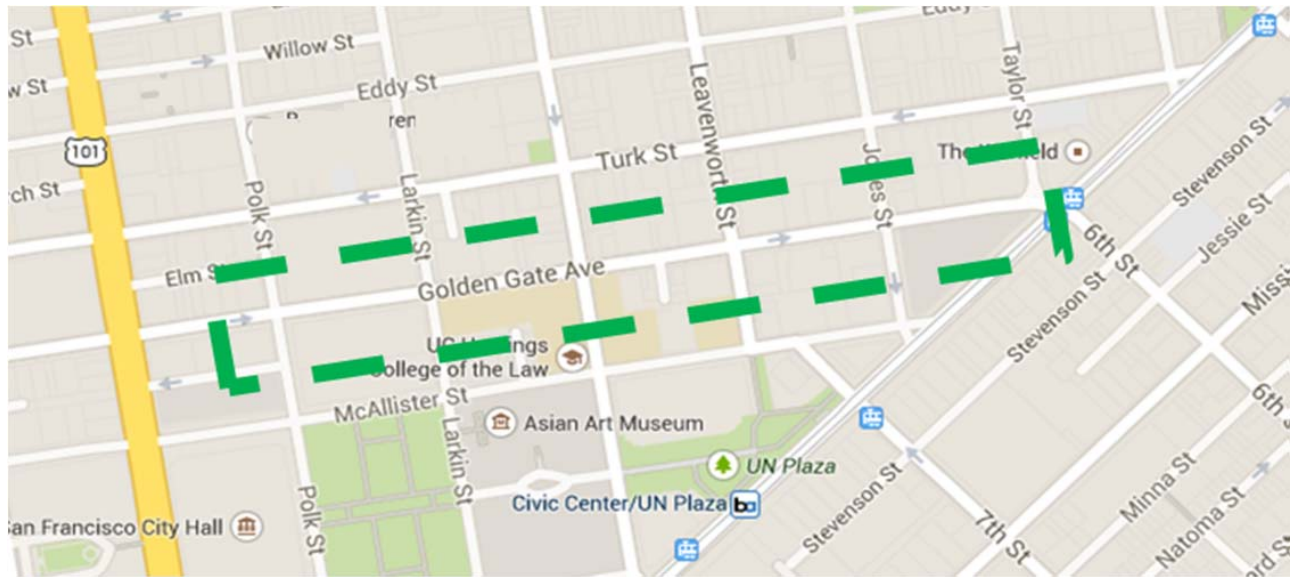
SFCTA Project Reviewer: P&PD

Project # from SGA:

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

MAPS AND DRAWINGS

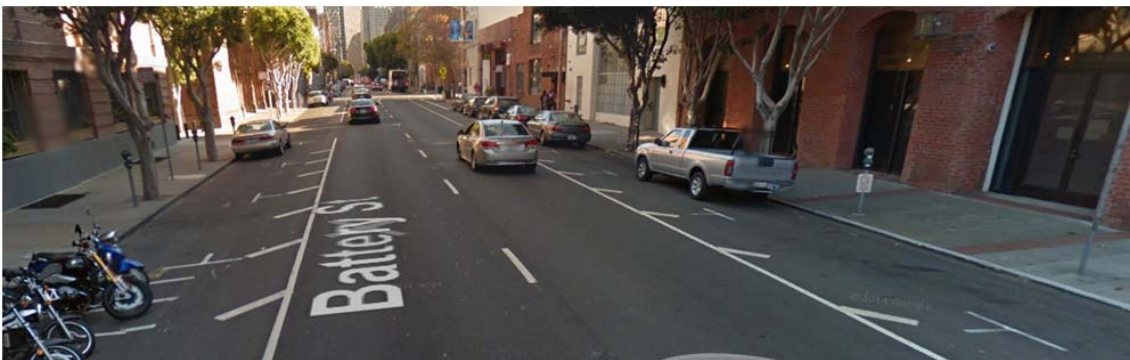
Project Area Map



Current Conditions on Golden Gate Avenue



Example of Proposed Road Diet Design on Battery Street



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

FY of Allocation Action: 2014/15

Current Request: \$120,000

Project Name: Golden Gate Avenue Road Diet [Vision Zero]

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

Name (typed): Dan Provence

Title: Transit Planner III

Phone: 415.701.4448

Fax: 415.701.4343

Email: dan.provence@sfmta.com

Address: 1. S. Van Ness, 7th Flr
San Francisco, CA 94103

Signature: _____

Date: _____

Grants Section Contact

Joel Goldberg

Manager, Capital Procurement & M

415.701.4499

joel.goldberg@sfmta.com

1. S. Van Ness, 8th Flr
San Francisco, CA 94103

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="D. TSM/Strategic Initiatives"/>	Gray cells will automatically be filled in.
Prop K Subcategory:	<input type="text" value="ii. Transportation/Land Use Coordination"/>	
Prop K EP Project/Program:	<input type="text" value="b. Transportation/Land Use Coordination"/>	
Prop K EP Line Number (Primary):	<input type="text" value="44"/>	Current Prop K Request: \$ <input type="text" value="100,000"/>
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 Transportation Authority’s Neighborhood Transportation Improvement Program (NTIP) was developed to build community awareness of, and capacity to provide input to, the transportation planning process and to advance delivery of community supported neighborhood-scale projects.

The District 1 NTIP Planning Project was developed in response to input from Supervisor Mar’s office and was informed by an analysis of transportation safety related needs in District 1. Project deliverables and recommendations will respond to Supervisor and community concerns, as well as WalkFirst, Vision Zero, and the 2012 Bicycle Strategy. The full scope of work begins on the next page.

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

Scope

The SFMTA requests \$100,000 in Prop K Neighborhood Transportation Improvement Program planning funds to engage the community, the Supervisor's Office and other relevant stakeholders to plan and develop conceptual designs for the following two efforts:

A. Improving safety and access to and from Golden Gate Park for people riding bicycles

The 2012 SFMTA Bicycle Strategy has identified several corridors within District 1 that are strong candidates for upgraded bicycle infrastructure (see attached map). Within these corridors, the SFMTA proposes to engage the community in the planning and scoping process to finalize conceptual designs that will enhance the safety and comfort of the bicycle network. The SFMTA will also evaluate bicycle spot improvements throughout District 1 in order to improve safety.

The top two corridors or sets of locations that emerge from this effort will be advanced to Environmental and Detailed Design phase if funding allows; other needs that emerge will be prioritized for future investment.

B. Improving safety for people walking and riding bicycles on Arguello Boulevard

The SFMTA proposes to engage the community and present options for improvements for people walking and riding bicycles on Arguello Boulevard. This effort will result in a prioritized list of spot improvements that may be constructed as part of an upcoming paving project currently scheduled for late 2016 or prioritized for future investment.

The rough breakdown of work hours between efforts A and B will be 1/3 for B: Arguello Boulevard and 2/3 for A: Golden Gate Park Access. However, the planning and outreach process for these two efforts will be coordinated and some overlap is possible. Throughout the project, the SFMTA will emphasize two key areas of planning focus – improving bicycle and pedestrian connections to Rossi Park, and improving access across Fulton Street from Golden Gate Park to the north-south bicycle corridors of 8th, 15th, 23rd, and 34th Avenues.

Outreach

The SFMTA will work closely with Commissioner Mar's office to identify key neighborhood groups/stakeholders and opportunities for outreach, and to catalog known issues in the planning effort areas. Potential stakeholder groups include the Planning Association for the Richmond, the San Francisco Bicycle Coalition, Walk San Francisco, the San Francisco Recreation and Parks Department, and other community organizations as identified/requested. SFMTA staff will also engage the offices of District 2 Supervisor Farrell's office when considering changes to Arguello, which borders Districts 1 and 2. SFMTA staff will conduct 5-15 meetings with stakeholder groups depending on level of interest.

These initial stakeholder outreach meetings will be a central component of this planning process. Rather than gather wholesale input on bicycle and pedestrian issues in District 1, the emphasis of later community outreach meetings will be to present focused conceptual designs and project options for a given corridor. Initial stakeholder meetings will narrow the focus of the planning process to a targeted list of corridors or spot locations to plan for in addition to Arguello Boulevard. The project team will then undertake an initial Project Definition and Prioritization Process that will develop a list of project alternatives for each location that will inform the content of subsequent community outreach meetings.

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

Following the initial stakeholder outreach, the SFMTA will organize several public engagement opportunities to gather input on project locations and conceptual alternatives. Based on level of interest, the SFMTA will also conduct up to three community walks or bike rides to review conditions, challenges, and trade-offs in the field (1 for Arguello Blvd and up to 2 more). The SFMTA will conduct up to three open-house style meetings (1 for Arguello and up to 2 more) where residents and neighbors will be given the chance to discuss and comment on the proposed interventions and improvements proposed for each corridor/set of locations. The overall purpose of this stage of the community outreach process will be to present a set of focused project alternatives to the public for comment and review.

The SFMTA will work with Supervisor Mar's office and neighborhood groups to determine if further targeted outreach is necessary at each project location.

Tasks and Deliverables

Tasks and deliverables included in the scope of the project include the following:

Task	Timeline	Deliverable
1. Review Existing Conditions: site visits to review existing infrastructure, traffic counts (if deemed necessary), review collision types.	April – May 2015	N/A
2. Targeted Stakeholder Meetings: meet with stakeholder groups including the District Supervisor's office	May- November 2015	Summary of meetings
3. Project Definition and Prioritization: identify corridors/locations to be planned in addition to Arguello Blvd., identify key project opportunities to share with broader public	June –July 2015	Materials for community workshops will detail identified project opportunities
4. Community Meetings: engage members of the general public to review and comment on concepts	July – October 2015	Summary of workshops, community walks, community rides
5. Conceptual Design	June – November 2015	Design documents
6. Preparation for Future Phases	November 2015- January 2016	Final Report with next steps

Project Results

Potential improvements may include bulb-outs, sharrows, bicycle lanes, bike boxes, crosswalk striping, signal timing changes, lane configuration modifications, wayfinding, curb ramps and more. In addition, recommendations for next steps could include exploring larger scale changes such as separated cycle tracks.

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

The result of this planning and community outreach process will be a set of conceptual designs for improvements to Arguello Blvd and the set of corridors/spot locations chosen in the Project Definition and Prioritization phase. The package of designs and information for each corridor will allow the SFMTA to advance to further project phases once funding is made available.

Recommended improvements that emerge from both efforts will be advanced to Environmental Planning, Detailed Design, and Construction pending availability of funding. The SFMTA may draw upon NTIP funding placeholders in the Proposition K 5-Year Prioritization Program (5YPP) as a baseline funding source to construct future improvements.

The SFMTA will work with Supervisor Mar's office to determine the preferred way to share outreach results with the community.

Benefits

This project will support the following goals from the SFMTA Strategic Plan:

1. **Safety:** Create a safer transportation experience for everyone.

SFMTA staff will review collision patterns and propose improvements to address bicycle and pedestrian safety along Arguello Boulevard and Golden Gate Park access routes. Arguello is identified as one of San Francisco's high-injury bicycle corridors in need of targeted improvements.

2. **Travel Choices:** Make transit, walking, bicycling, taxi, ridesharing and carsharing the most attractive and preferred means of travel.

Recommended improvements will make it safer and more comfortable to walk or ride a bike in District 1.

3. **Livability:** Improve the environment and quality of life in San Francisco.

This project will improve access to recreational opportunities in Golden Gate Park.

Prioritization

The requested Prop K funds will be drawn from the Transportation/Land Use Coordination category. This project and the requested Prop K funds are included in the Transportation Authority Board-adopted 5YPP for Transportation and Land Use Connection using the established scoring mechanism within that 5YPP.

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

FY 2014/15

Project Name: District 1 NTIP [NTIP Planning]

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt Completion Date (mm/dd/yy)
 Status: [] []

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	2014/2015	3	2015/2016
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)				
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)			1	2016/2017

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.

Design for the Arguello Boulevard pavement project is anticipated to begin mid-Fiscal Year 2015/16 with construction starting the second half of Fiscal Year 2016/17.

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

FY 2014/15

Project Name: District 1 NTIP [NTIP Planning]

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.

Cost for Current Request/Phase		
	Yes/No	
	Total Cost	Prop K - Current Request
	Prop AA - Current Request	
Planning/Conceptual Engineering	Yes	\$100,000
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
	\$100,000	\$100,000
		\$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	\$ 100,000	Similar previous efforts
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
Total:	\$ 100,000	

% Complete of Design: N/A as of N/A

Expected Useful Life: N/A 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.

Project Budget Summary	Total
Labor	\$95,516
Non-Labor	\$3,700
Total	\$99,216

LABOR - All Tasks

FTE = Full Time Equivalent; MFB = Mandatory Fringe Benefits

Position	Class	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
Public Relations Officer	1314	98,822	56,684	124,872	280,379	0.01	18	\$2,426
Student Design Trainee III, Arch, 5382		60,616	39,763	80,604	180,983	0.01	12	\$1,044
Student Design Trainee II, Arch, I5381		57,845	38,535	77,393	173,773	0.00	8	\$668
Student Design Trainee I, Arch., E5380		53,891	38,600	74,270	166,761	0.00	8	\$641
Transit Planner II	5288	91,799	53,574	116,735	262,108	0.03	56	\$7,057
Transit Planner III	5289	108,942	60,633	136,169	305,744	0.08	160	\$23,519
Transit Planner IV	5290	129,182	69,498	159,540	358,221	0.05	96	\$16,533
Transit Planner V	5283	153,294	80,059	187,382	420,734	0.00	8	\$1,618
Assistant Engineer	5203	103,246	58,644	129,998	291,888	0.09	180	\$25,260
Associate Engineer	5207	120,085	65,513	149,036	334,635	0.03	68	\$10,940
Engineer	5241	139,054	73,821	170,939	383,814	0.01	20	\$3,691
Engineer/Architect/Landscape A;5211		160,980	83,425	196,258	440,664	0.00	10	\$2,119
Total						0.317	644	\$95,516

NON-LABOR

Item	Unit Description	Number of Units	Cost Per Unit	Total Cost
Attorney Fee	Hours	2	\$250	\$500
Counts and Surveys	1 Bidirectional Survey	8	\$150	\$1,200
Outreach Materials	Postcard/Letter	2000	\$1	\$2,000
Total				\$3,700

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

MAJOR LINE ITEM BUDGET

LABOR - By Task

Position	Class	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
0. Project Management								
Transit Planner III	5289	108,942	60,633	136,169	305,744	0.02	32	\$4,704
0. Project Management Subtotal						0.015	32	\$ 4,704
1. Review Existing Conditions								
Student Design Trainee II, Arch, I5381		57,845	38,535	77,393	173,773	0.00	8	\$668
Student Design Trainee I, Arch., E5380		53,891	38,600	74,270	166,761	0.00	8	\$641
Transit Planner II	5288	91,799	53,574	116,735	262,108	0.01	24	\$3,024
Transit Planner III	5289	108,942	60,633	136,169	305,744	0.01	16	\$2,352
1. Review Existing Conditions Subtotal						0.027	56	\$ 6,686
2. Targeted Stakeholder Meetings								
Transit Planner III	5289	108,942	60,633	136,169	305,744	0.02	40	\$5,880
Transit Planner IV	5290	129,182	69,498	159,540	358,221	0.02	40	\$6,889
Transit Planner V	5283	153,294	80,059	187,382	420,734	0.00	2	\$405
2. Targeted Stakeholder Meetings Subtotal						0.039	82	\$ 13,173
3. Project Definition								
Transit Planner III	5289	108,942	60,633	136,169	305,744	0.01	16	\$2,352
Transit Planner IV	5290	129,182	69,498	159,540	358,221	0.01	16	\$2,756
Transit Planner V	5283	153,294	80,059	187,382	420,734	0.00	2	\$405
3. Project Definition Subtotal						0.016	34	\$ 5,512
4. Community Meetings								
Public Relations Officer	1314	98,822	56,684	124,872	280,379	0.01	18	\$2,426
Student Design Trainee III, Arch, 5382		60,616	39,763	80,604	180,983	0.01	12	\$1,044
Transit Planner II	5288	91,799	53,574	116,735	262,108	0.02	32	\$4,032
Transit Planner III	5289	108,942	60,633	136,169	305,744	0.02	40	\$5,880
Transit Planner IV	5290	129,182	69,498	159,540	358,221	0.01	16	\$2,756
Transit Planner V	5283	153,294	80,059	187,382	420,734	0.00	2	\$405
Assistant Engineer	5203	103,246	58,644	129,998	291,888	0.02	32	\$4,491
4. Community Meetings Subtotal						0.073	152	\$ 21,033
5. Conceptual Design								
Transit Planner III	5289	108,942	60,633	136,169	305,744	0.01	16	\$2,352
Transit Planner IV	5290	129,182	69,498	159,540	358,221	0.01	16	\$2,756
Transit Planner V	5283	153,294	80,059	187,382	420,734	0.00	2	\$405
Assistant Engineer	5203	103,246	58,644	129,998	291,888	0.06	124	\$17,401
Associate Engineer	5207	120,085	65,513	149,036	334,635	0.03	60	\$9,653
Engineer	5241	139,054	73,821	170,939	383,814	0.01	20	\$3,691
Engineer/Architect/Landscape A5211		160,980	83,425	196,258	440,664	0.00	10	\$2,119
5. Conceptual Design Subtotal						0.119	248	\$ 38,375
6. Preparation for Future Phases								
Transit Planner IV	5290	129,182	69,498	159,540	358,221	0.00	8	\$1,378
Assistant Engineer	5203	103,246	58,644	129,998	291,888	0.01	24	\$3,368
Associate Engineer	5207	120,085	65,513	149,036	334,635	0.00	8	\$1,287
6. Preparation for Future Phases Subtotal						0.019	40	\$ 6,033

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

E9-107

FY 2014/15

Project Name: District 1 NTIP [NTIP Planning]

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:

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

Strategic Plan Amount for Requested FY:

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested:

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 NTIP Planning Grants (max \$100,000 per district) 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
Prop K		\$100,000		\$100,000
				\$0
				\$0
				\$0
				\$0
				\$0
Total:	\$100,000	\$0	\$0	\$100,000

Actual Prop K Leveraging - This Phase:

Expected Prop K Leveraging per Expenditure Plan: 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
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
Total:		\$0	\$0	\$ -

Actual Prop K Leveraging - Entire Project:	#DIV/0!	\$ 100,000
Expected Prop K Leveraging per Expenditure Plan:	40.48%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	100.00%	

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: \$100,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$60,000	60.00%	\$40,000
FY 2015/16	\$40,000	40.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$100,000		

Prop AA Funds Requested: \$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	\$100,000
		#DIV/0!	\$100,000
		#DIV/0!	\$100,000
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:

	Amount	Phase:
Funding Recommended: Prop K Allocation	\$100,000	Planning/Conceptual Engineering
Total:	\$100,000	

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 44	FY 2014/15	\$60,000	60.00%	\$40,000
Prop K EP 44	FY 2015/16	\$40,000	40.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$100,000	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 44	FY 2014/15	Planning/Conceptual Engineering	\$60,000	60%	\$40,000
Prop K EP 44	FY 2015/16	Planning/Conceptual Engineering	\$40,000	100%	\$0
				100%	\$0
				100%	\$0
Total:			\$100,000		

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:

- Quarterly progress reports shall contain a percent complete by task, percent complete for the overall project scope, summary of outreach activities and community/stakeholder input (e.g., summary of meetings, rides, walks), in addition to the requirements described in the Standard Grant Agreement.
- Provide the Transportation Authority with advanced notice of community outreach meetings, walks, and rides.
- Upon completion of Task 3: Project Definition and Prioritization (anticipated July 2015), provide summary memo of task, including identified project opportunities.
- Upon completion of Task 5: Conceptual Design (anticipated November 2015), provide copy of design documents.
- Prior to Board adoption, (anticipated January 2016), SFMTA will present a draft final report, including key findings, recommendations, next steps, implementation, and funding strategy to the Plans and Programs Committee (or committee of requestor). Upon project completion the Board will accept or approve the final report.

Special Conditions:

- The Transportation Authority will only reimburse the SFMTA after it has provided a fully executed Project Charter documenting agreements reached with all participants on the project's purpose, scope, budget, and responsibilities of all participants.
- The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes:

-

Supervisory District(s):

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

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

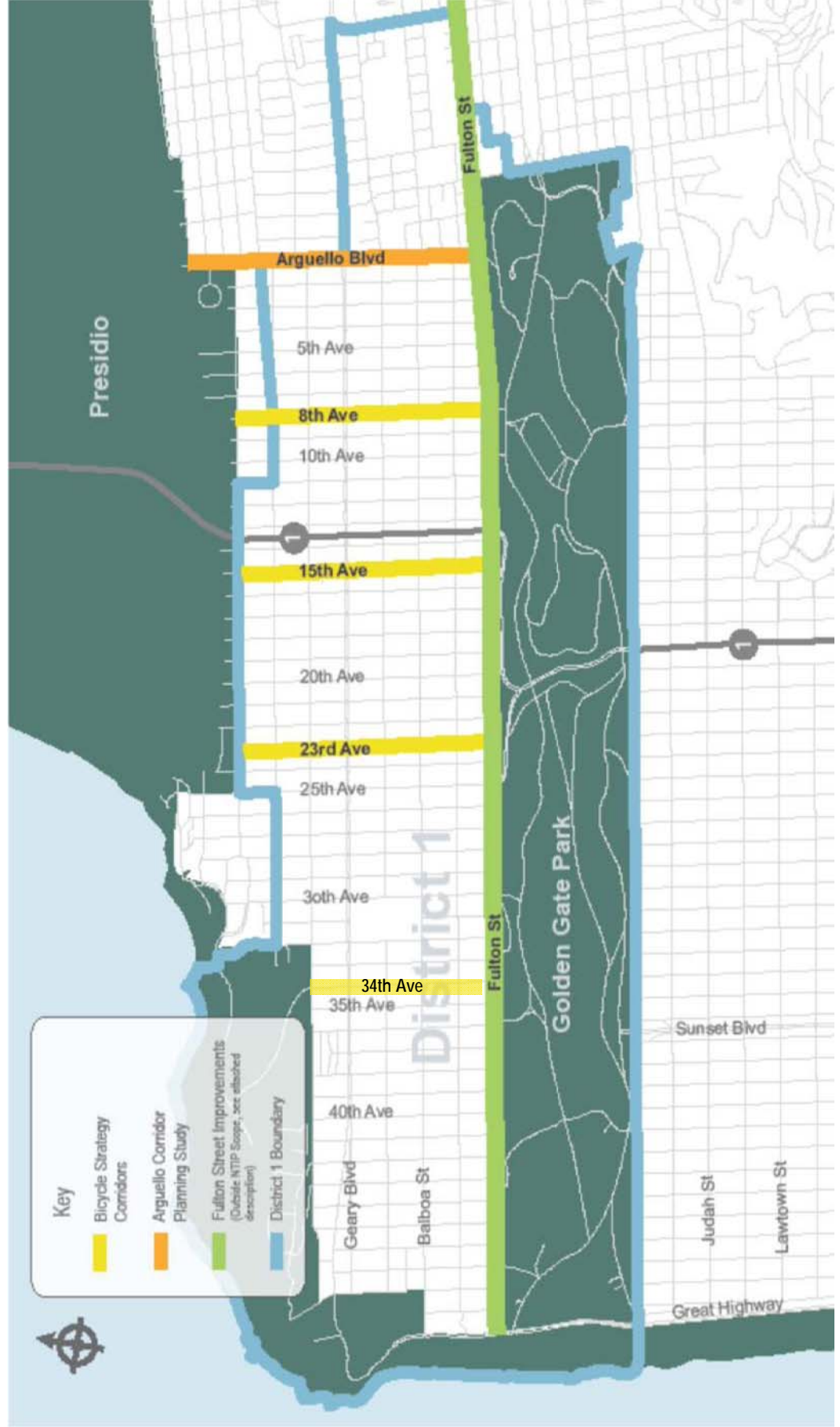
SFCTA Project Reviewer:

Project # from SGA:

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: \$ 100,000
Current Prop AA Request: \$ -

Project Name: District 1 NTIP [NTIP Planning]

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): Miriam Sorell

Joel Goldberg

Title: Planner, Livable Streets

Manager, CPM

Phone: (415) 701-4770

(415) 701-4499

Fax: _____

Email: miriam.sorell@sfmta.com

joel.goldberg@sfmta.com

Address: 1 South Van Ness, 7th FL, San Francisco, CA 94103

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

Signature: _____

Date: 12/29/14

12/29/14