Prop K Grouped Allocation Requests
July 2015 Board Action

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[1] Acronyms include SFCTA (San Francisco County Transportation Authority), SFMTA (San Francisco Municipal Transportation Agency) and TJPA (Transbay Joint Powers Authority).

[2] EP stands for Expenditure Plan.

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FY of Allocation Action:	2015/16
Project Name:	Geary BRT - Phase 1 Near Term
Implementing Agency:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

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Prop K Category:	A. Transit
Prop K Subcategory:	i. Major Capital Projects (transit)
Prop K EP Project/Program:	a.1 Bus Rapid Transit/MUNI Metro Network
Prop K EP Line Number (Primary):	1
Prop K Other EP Line Numbers:	
Current Prop K Request:	$ 1,978,946
Prop AA Category:	
Current Prop AA Request:	$ -
Supervisorial District(s):	1, 2, 3, 5, 6

SCOPE

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

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

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

See attached Word document for the scope.

Scope for SFMTA Allocation for Geary BRT
Phase 1 Near Term

Background

Following the adoption of the Geary Corridor Bus Rapid Transit (BRT) Study (Feasibility Study) in May 2007, through Resolution 07-65, the San Francisco County Transportation Authority Board appropriated the first installment of Prop K funds for the environmental and advanced conceptual engineering phase for the BRT project. The environmental review phase of this project is being led by the San Francisco County Transportation Authority (SFCTA); the San Francisco Municipal Transportation Agency (SFMTA), the City agency responsible under the San Francisco Charter for developing and providing public transportation facilities and services, is working in close coordination with the SFCTA to complete this project.

The Geary BRT Project is a coordinated set of transit and pedestrian improvements along the 6.5-mile Geary corridor between the Transbay Transit Center and 48th Avenue. Key BRT features include: dedicated bus lanes, transit signal priority, boarding improvements, consolidated bus stops, high-amenity stations, and pedestrian safety enhancements. Geary BRT is a signature project in the voter-approved Prop K Expenditure Plan.

The Geary BRT Project environmental review phase will culminate with the publication of an Environmental Impact Report/Statement (EIR/S), a project approval and document certification action by the Transportation Authority Board, a project approval by the SFMTA Board, and an action by the Federal Transit Administration (FTA) completing the federal environmental review requirements. While the SFMTA is coordinating with the SFCTA on the completion of the environmental review phase, the SFMTA is concurrently working to transition the project into design and implementation. The implementation is planned to occur in two phases: Phase 1 – Near-term / Initial Construction Phase improvements, which includes some key segments of transit-only lanes, pedestrian and transit bulb-outs and signal modifications, and a 5-block road diet, and Phase 2 – the Full BRT project which includes the remainder of the proposed improvements. The reason for this phasing is to provide travel and other community benefits to the Geary corridor on a rolling basis so that the community does not need to wait until the full BRT project starts construction in 2019, to begin enjoying improvements. The description and construction of all Phase 1 and Phase 2 improvements are contingent upon selection of the preferred alternative and completion of the environmental process. The section below describes the anticipated Phase 1 improvements.

Scope - Phase 1 Near-Term

The SFMTA requests an initial Prop K allocation of $1,978,946 to fund the conceptual engineering report (CER) and detailed design of the Phase 1 Near-term Initial Construction phase improvements. The agencies crafted the Near-term Improvements to be a subset of, and otherwise compatible with, the project's Staff Recommended Alternative (SRA). The proposed Near-term improvements included in the Initial Construction Phase respond to Board and public input asking for travel and other community benefits to be delivered to the corridor while the full project continues through the project development process. *Because official action has not yet been taken to select the full project's Locally Preferred Alternative (LPA), the Initial Construction Phase proposal will remain preliminary until the LPA is selected and the environmental process is completed, with the potential for further refinement as needed should the current SRA not be selected as the LPA.* In order to maintain flexibility regarding the ultimate design selection, the implementation of the near-term proposals will be phased such that the elements with faster

design lead-times, such as red lane treatments and bus zone changes, will be implemented soon after the EIR completion, while other elements requiring more time for design work, such as concrete bulb-outs, will be implemented later.

The previous SFMTA Geary BRT Prop K funding request, requested in December 2014, includes funding to complete the environmental phase and conduct pre-development work to determine the feasibility and define Near-term proposals so that they can be integrated into the EIR/EIS. With near-term proposals now identified, this phase will be to complete the CER and detailed design for the subset of Initial Construction phase improvements. This phase of the project includes developing of design documents, conducting outreach to inform the public of and build support for the proposed changes, and obtaining the legislation. The construction costs will be included in a separate funding request after the design work is complete and costs are more defined.

SFMTA and SFCTA are already working with staff from San Francisco's Public Works Department and Public Utilities Commission to coordinate on the implementation of both the Near-term Improvements and the Full project. During this phase, PW and PUC will coordinate to ensure utilities are accounted for, including any modifications or relocations needed to utilities due to proposed changes. Deliverables from this phase include formal coordination documents (e.g. Notices of Intent), the CER, the legislation package, the General Plan Referral, detailed construction documents (including 30%, 75% and 100% plans, specification and cost estimates), and external permits and agreements (e.g. excavation permits, PG&E Service contracts).

While the selection of improvements may change pending the selection of the Locally Preferred Alternative, the funding requested for the Initial Construction phase CER and detailed design includes the following scope of improvements:

A. Concrete Work: Bus and pedestrian bulb-out improvements. The near-term improvements include approximately 10 new bus bulb-out installations and modifications to approximately five existing bulbs. The work here accounts for necessary relocations of water and sewer utilities, as well as concrete bus pads. This also includes approximately 10 pedestrian bulb-outs, as well as needed accompanying curb ramp upgrades. The pedestrian improvements along this corridor will be coordinated with Vision Zero Walk First's efforts.

B. Traffic signal improvements. The near-term improvements will install upgraded equipment at approximately 10-15 intersections along the corridor, including new vehicle and pedestrian countdown signal heads, and new poles. At most of these locations, complete upgrades are needed in order to install pedestrian countdown capability; at other locations, the upgrades support smoother bus and traffic operations. At two locations, signalized queue jumps would be provided for transit. The near-term improvements will also include a new signalized pedestrian crossing at Buchanan and a new traffic signal at Cook.

C. Dedicated bus lanes. From Van Ness to Stanyan Avenue, the near-term improvements include side-running bus lanes, with a few exceptions.[1] Work would be limited to this segment of the corridor only. The near-term/initial construction phase cost estimate does not account for

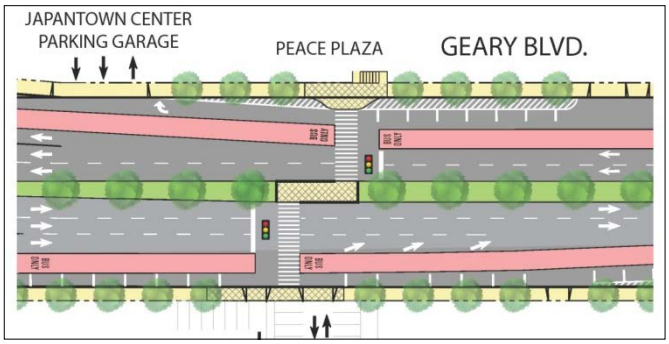
[1] For a few blocks near the Masonic Avenue and Fillmore Street intersections, the buses would operate on narrow frontage roads adjacent to the grade-separated Geary tunnels at those locations; some blocks of the frontage roads lack sufficient width for a bus lane and the mixed-flow travel lane needed to provide access to adjacent land uses and side streets; in such cases, the buses will share the lane with mixed-flow traffic.

curb-to-curb pavement resurfacing, which will be funded by Public Works' Paving Program. Where feasible, the lanes will be delineated with red color treatment.

D. Japantown Transportation Improvements. Other improvements include a package of improvements to address the long blocks and few crossing opportunities between residences and sites of interest on either side of Geary in the Japantown area. Currently, 18% of pedestrians at Webster cross illegally at surface without crosswalk, which has resulted in two fatalities since 2008. The package of improvements includes:

- **Roadway redesign between Gough and Scott**, where the roadway currently expands to provide additional travel lanes. Phase 1 will convert 1 travel lane into a transit only lane, and remove an additional travel lane to re-allocate that space to the median. These changes will calm traffic and prioritize transit, while providing a consistent number of travel lanes throughout the corridor.

- **Adding at-grade, ADA-accessible crosswalks at Webster and Steiner with large pedestrian refuges.** The pedestrian overcrossings are not ADA compliant, and require pedestrians to walk an additional 300' to 450' go up and over the street. The above-mentioned roadways redesign allows for large pedestrian median refuges to be installed in the space reallocated from a through-traffic lane. In addition, SFMTA is exploring removing the pedestrian overcrossings as part of Phase 1 (instead of Phase 2, as the cost estimate currently reflects), and may update the scope and cost estimates to reflect that additional scope should pending analysis from Public Works reveal it is possible to move up this work. The removal of the bridges will remove potential blind spots caused by the bridge piers and provide space for large pedestrian median refuges. The area around the bridge touch-down ramps is currently fenced off to mitigate social issues; community input will help shape how to re-purpose the land that will be freed up when the touchdown ramps are removed.
- **New Pedestrian signal at Buchanan / Peace Plaza** will be installed as a two-phase crossing with a large, protected median refuge where school groups and other pedestrians can gather safely. The two-phase, "Z" design is intentional in order to provide good sight lines between pedestrians and oncoming traffic.



E. Right-turn pockets. At approximately 10-15 locations with heavy right-turning vehicle demand and high pedestrian crossing activity, where there will be side-running bus lanes, the project will install right-turn pockets so that right-turning vehicles that are stopped to wait for

pedestrians to cross can queue in a pocket adjacent to the side-running bus lane, leaving the bus lane clear for buses.

F. Bus operation improvements. The near-term improvements also lengthen six bus zones to facilitate vehicle maneuvers around bus stops and stations, as well as relocations of approximately 10 stops from the near side of intersections to the far side, for improved bus flows through traffic to maximize the benefit of transit signal priority. This scope element includes stop pattern changes such as removal of approximately 10 local stops and conversion of a few selected Limited/BRT stops to local stops.

The SFMTA is requesting Prop K funds for conceptual engineering (30% design or the Conceptual Engineering Report) and detailed design (final design) for the near-term Geary BRT improvements.

Outreach

The project team has met with over 40 community groups over the course of a multi-year environmental review process to collaborate and share ideas in the development of the project. The project's design has benefited significantly from the important input received from the community. As such, the design elements of the BRT project which emerged from this outreach process have helped gain community support.

After reviewing the public comments on the Summer 2015 Draft EIR/S, SFMTA will work in close coordination with the SFCTA to modify or refine the Phase 1 proposals to reflect any changes to the SRA that resulted from the Draft EIS/R comments received. SFMTA will then conduct additional outreach to vet the near-term proposals with the community, and seek SFMTA legislation for the near-term improvements after SFMTA Board has approved of the project concept at the completion of the FEIS/R.

Benefits

The Initial Construction Phase improvements, along with efforts already underway or completed such as Transit Signal Priority, new replacement low-floor buses, and bus service adjustments, will provide travel time savings, in addition to increased service and reliability. The initial improvements also include significant benefits to the streetscape environment and pedestrian safety at key locations throughout the corridor. The full project is also expected to increase transit ridership by 10% or more compared to the No Build scenario. As noted above, the project phasing allows safety and transit reliability and travel time benefits to be delivered more quickly to the public while advancing the full BRT project.

FY 2015/16

Project Name: Geary BRT - Phase 1 Near Term

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : EIR/EIS

Completion Date (mm/dd/yy)

Status: Underway

06/01/16

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	2006/07	4	2007/08
Environmental Studies (PA&ED)	1	2011/12	4	2015/16
Design Engineering (CER+DD-PS&E) - Phase 1	1	2015/16	2	2016/17
R/W Activities/Acquisition				
Construction (non-contract items, e.g. striping)	4	2015/16	1	2016/17
Prepare Bid Documents - Phase 1	2	2016/17	3	2016/17
Advertise Construction - Phase 1	4	2016/17	-	-
Start Construction (contract items) - Phase 1	2	2016/17	-	-
Design Engineering (CER- Phase 2)	1	2015/16	4	2016/17
Design Engineering (DD- Phase 2)	1	2017/18	4	2017/18
Advertise Construction - Phase 2	1	2018/19	2	2018/19
Start Construction (e.g., Award Contract) - Phase 2	3	2018/19	-	-
Project Completion (ready for use)	-	-	4	2020/21
Project Closeout (i.e., final expenses incurred)	-	-	1	2021/22

SCHEDULE COORDINATION/NOTES

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

The Near Term Phase 1 project has three separate schedules, one for each type of work: Striping (red lanes), Signals Contract, and Concrete Contract.

Geary BRT Near Term Phase 1:	CER (30% des.)	DD (100% des.)	Advertise Contr.	CON (start)
Striping Improvements	8/2015-12/2015	1/2016-5/2016	n/a	6/2016
Signal Contract	8/2015-10/2015	11/2015-5/2016	6/2016	11/2016
Concrete Contract	9/2015-2/2016	3/2016-12/2016	1/2017	6/2017

FY 2015/16

Project Name: Geary BRT - Phase 1 Near Term

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	No	$ -		$ -
Environmental Studies (PA&ED)	No			
Design Engineering (PS&E)	Yes	$ 2,596,446	$ 1,978,946	$ -
R/W Activities/Acquisition				
Construction	No			
Procurement (e.g. rolling stock)	No			
		$ 2,596,446	$ 1,978,946	$ -

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	$ 600,000	Actual costs
Environmental Studies (PA&ED)	$ 8,090,892	Actual costs and cost to complete
Design Engineering (PS&E)	$ 39,209,580	SFMTA estimate based on previous projects
R/W Activities/Acquisition	$ -	
Construction	$ 258,899,528	SFMTA estimate based on previous projects
Procurement (e.g. rolling stock)	$ 13,200,000	SFMTA estimate based on previous projects
Total:	**$ 320,000,000**	

% Complete of Design: 10 as of 05/01/15

Expected Useful Life: 30 Years

MAJOR LINE ITEM BUDGET

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

Project Breakdown - Current Prop K Phase 1 Design Request

		MTA	Ref.		DPW*		Total
Near Term Phase 1 CER	**$**	**463,110**		**$**	**427,000**	**$**	**890,110**
Concrete Work	$	276,041	I	$	368,000	$	644,041
Traffic Signal Work	$	89,029	II	$	59,000	$	148,029
Other Improvements (e.g. striping)	$	98,040	III	$	-	$	98,040
Near Term Phase 1 Detailed Design	**$**	**673,336**		**$**	**1,033,000**	**$**	**1,706,336**
Concrete Work	$	-		$	944,000	$	944,000
Traffic Signal Work	$	179,085	IV	$	89,000	$	268,085
Other Improvements (e.g. striping)	$	494,251	V	$	-	$	494,251
Total Cost	$	1,136,446		$	1,460,000	$	2,596,446
Other Funding for Near Term Phase 1 Design (Prop A Pedestrian Safety Improvements)						$	617,500
Total Current Prop K Request						**$**	**1,978,946**

** SFMTA cost estimate based on DPW references and input, and previous projects*

Total Project Cost

Phase		Total
Prop K Near Term Phase 1 [CURRENT REQUEST] (Design costs)	$	1,978,946
Other Near Term Phase 1 Design Funding (Prop A Pedestrian Safety Improvements)	$	617,500
Future Prop K/Other Near Term Phase 1 (Construction costs)	$	13,552,500
Other Near Term Phase 1 Constr'n Funding (Prop A Ped. Safety Imp. & MTA Rev. Bonds)	$	5,493,500
Prop K Phase 2 MTA CER	$	6,319,470
Environmental Studies (PA&ED)	$	8,090,892
Phase 2 Detailed Design *(est. = 10% of total project)*	$	30,293,664
Phase 2 Procurement *(est.)*	$	13,200,000
Phase 2 Construction *(est.)*	$	240,453,528
Total Project Cost	**$**	**320,000,000**

MAJOR LINE ITEM BUDGET

PHASE 1 - CER

I. MTA Near Term Phase 1 CER - Concrete Work — **Overhead Rate: 0.803**

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE Ratio	Cost
5506-Project Manager III	$ 180,861	$ 92,133	$ 272,994	$ 219,214	$ 492,208	54	0.016	$ 8,045
5211-Senior Engineer	$ 160,980	$ 83,425	$ 244,406	$ 196,258	$ 440,664	74	0.022	$ 9,870
5241-Engineer	$ 139,054	$ 73,821	$ 212,875	$ 170,939	$ 383,814	104	0.031	$ 12,081
5290-Transit Planner IV	$ 129,182	$ 69,498	$ 198,680	$ 159,540	$ 358,221	158	0.048	$ 17,130
5289-Transit Planner III	$ 108,942	$ 60,633	$ 169,575	$ 136,169	$ 305,744	354	0.107	$ 32,758
5207-Associate Engineer	$ 120,085	$ 65,513	$ 185,599	$ 149,036	$ 334,635	392	0.119	$ 39,702
5203-Assistant Engineer	$ 103,246	$ 58,644	$ 161,890	$ 129,998	$ 291,888	710	0.215	$ 62,724
1312-Public Information Officer	$ 82,868	$ 49,618	$ 132,486	$ 106,387	$ 238,873	560	0.169	$ 40,487
5382-Student Design Trainee III	$ 60,616	$ 39,763	$ 100,379	$ 80,604	$ 180,983	972	0.294	$ 53,243
Total MTA CER - Concrete Work						**3,378**	**1.022**	**276,041**

II. MTA Near Term Phase 1 CER - Traffic Signal Work — **Overhead Rate: 0.803**

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE Ratio	Cost
5506-Project Manager III	$ 180,861	$ 92,133	$ 272,994	$ 219,214	$ 492,208	28	0.008	$ 4,171
5211-Senior Engineer	$ 160,980	$ 83,425	$ 244,406	$ 196,258	$ 440,664	50	0.015	$ 6,669
5241-Engineer	$ 139,054	$ 73,821	$ 212,875	$ 170,939	$ 383,814	60	0.018	$ 6,970
5207-Associate Engineer	$ 120,085	$ 65,513	$ 185,599	$ 149,036	$ 334,635	132	0.040	$ 13,369
5203-Assistant Engineer	$ 103,246	$ 58,644	$ 161,890	$ 129,998	$ 291,888	260	0.079	$ 22,969
1312-Public Information Officer	$ 82,868	$ 49,618	$ 132,486	$ 106,387	$ 238,873	240	0.073	$ 17,352
5382-Student Design Trainee III	$ 60,616	$ 39,763	$ 100,379	$ 80,604	$ 180,983	320	0.097	$ 17,529
Total MTA CER - Traffic Signal Work						**1,090**	**0.330**	**89,029**

III. MTA Near Term Phase 1 CER - Other Improvements (e.g. striping) — **Overhead Rate: 0.803**

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE Ratio	Cost
5506-Project Manager III	$ 180,861	$ 92,133	$ 272,994	$ 219,214	$ 492,208	8	0.002	$ 1,192
5211-Senior Engineer	$ 160,980	$ 83,425	$ 244,406	$ 196,258	$ 440,664	16	0.005	$ 2,134
5241-Engineer	$ 139,054	$ 73,821	$ 212,875	$ 170,939	$ 383,814	28	0.008	$ 3,253
5290-Transit Planner IV	$ 129,182	$ 69,498	$ 198,680	$ 159,540	$ 358,221	40	0.012	$ 4,337
5289-Transit Planner III	$ 108,942	$ 60,633	$ 169,575	$ 136,169	$ 305,744	148	0.045	$ 13,696
5207-Associate Engineer	$ 120,085	$ 65,513	$ 185,599	$ 149,036	$ 334,635	124	0.038	$ 12,559
5203-Assistant Engineer	$ 103,246	$ 58,644	$ 161,890	$ 129,998	$ 291,888	256	0.077	$ 22,616
1312-Public Information Officer	$ 82,868	$ 49,618	$ 132,486	$ 106,387	$ 238,873	220	0.067	$ 15,906
5382-Student Design Trainee III	$ 60,616	$ 39,763	$ 100,379	$ 80,604	$ 180,983	408	0.123	$ 22,349
Total MTA CER - Other Improvements (e.g. striping)						**1,248**	**0.378**	**98,040**

MAJOR LINE ITEM BUDGET

PHASE 1 - DETAILED DESIGN

IV. MTA Near Term Phase 1 Detailed Design - Traffic Signal Work **Overhead Rate: 0.803**

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE Ratio	Cost
5506-Project Manager III	$ 180,861	$ 92,133	$ 272,994	$ 219,214	$ 492,208	62	0.019	$ 9,236
5211-Senior Engineer	$ 160,980	$ 83,425	$ 244,406	$ 196,258	$ 440,664	68	0.021	$ 9,069
5241-Engineer	$ 139,054	$ 73,821	$ 212,875	$ 170,939	$ 383,814	98	0.030	$ 11,384
5207-Associate Engineer	$ 120,085	$ 65,513	$ 185,599	$ 149,036	$ 334,635	224	0.068	$ 22,687
5203-Assistant Engineer	$ 103,246	$ 58,644	$ 161,890	$ 129,998	$ 291,888	564	0.171	$ 49,826
1312-Public Information Officer	$ 82,868	$ 49,618	$ 132,486	$ 106,387	$ 238,873	360	0.109	$ 26,027
5382 - Student Design Trainee III	$ 60,616	$ 39,763	$ 100,379	$ 80,604	$ 180,983	792	0.240	$ 43,383
9145 - Traffic Signal Electrician	$ 108,430	$ 62,701	$ 171,131	$ 137,418	$ 308,550	80	0.024	$ 7,471
Total MTA DD - Traffic Signal Work						**2,248**	**0.680**	**179,085**

V. MTA Near Term Phase 1 Detailed Design - Other Improvements (e.g. striping) **Overhead Rate: 0.803**

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE Ratio	Cost
5506-Project Manager III	$ 180,861	$ 92,133	$ 272,994	$ 219,214	$ 492,208	34	0.010	$ 5,065
5211-Senior Engineer	$ 160,980	$ 83,425	$ 244,406	$ 196,258	$ 440,664	64	0.019	$ 8,536
5241-Engineer	$ 139,054	$ 73,821	$ 212,875	$ 170,939	$ 383,814	124	0.038	$ 14,405
5290-Transit Planner IV	$ 129,182	$ 69,498	$ 198,680	$ 159,540	$ 358,221	312	0.094	$ 33,827
5289-Transit Planner III	$ 108,942	$ 60,633	$ 169,575	$ 136,169	$ 305,744	544	0.165	$ 50,340
5207-Associate Engineer	$ 120,085	$ 65,513	$ 185,599	$ 149,036	$ 334,635	780	0.236	$ 79,000
5203-Assistant Engineer	$ 103,246	$ 58,644	$ 161,890	$ 129,998	$ 291,888	1,448	0.438	$ 127,922
1312-Public Information Officer	$ 82,868	$ 49,618	$ 132,486	$ 106,387	$ 238,873	968	0.293	$ 69,985
5382 - Student Design Trainee III	$ 60,616	$ 39,763	$ 100,379	$ 80,604	$ 180,983	1,920	0.581	$ 105,172
Total MTA DD - Other Improvements (e.g. striping)						**6,194**	**1.875**	**494,251**

FY 2015/16

Project Name: Geary BRT - Phase 1 Near Term

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:	$1,978,946	
5-Year Prioritization Program Amount:	$37,083,000	(enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested:	$0	
5-Year Prioritization Program Amount:		(enter if appropriate)

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 requested allocation requires an administrative 5YPP amendment to match the requested phase of work. See recommendation section for details.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		$1,978,946		$1,978,946
General Obligation Bonds (Prop A)		$617,500		$617,500
				$0
				$0
				$0
Total:	$0	$2,596,446	$0	$2,596,446

Actual Prop K Leveraging - This Phase:	76.22%	$2,596,446
Expected Prop K Leveraging per Expenditure Plan	81.67%	Total from Cost worksheet

E10-12

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

		Required Local Match	
Fund Source	**$ Amount**	**%**	**$**
FTA Small Starts	$74,999,999	20.00%	$18,750,000.00

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**
FTA Small Starts	$74,999,999			$74,999,999
Prop K		$42,828,841	$8,218,972	$51,047,813
General Obligation Bonds (Prop A)		$5,411,000		$5,411,000
SFMTA Revenue Bond Series 2014		$700,000		$700,000
Other funding	$187,841,188			$187,841,188
				$0
Total:	$262,841,187	$48,939,841	$8,218,972	$320,000,000

Actual Prop K Leveraging - Entire Project:	15.95%
Expected Prop K Leveraging per Expenditure Plan:	81.67%
Actual Prop AA Leveraging - Entire Project:	0.00%

$ 320,000,000
Total from Cost worksheet

			Project Phases[1]				
Source	**Type**	**Status**	**ENV, CER/PE**	**PS&E**	**CON**	**Total by Status**	**TOTAL**
5309 Small Starts[2]	Federal	Allocated				**$0**	**$74,999,999**
		Programmed				**$0**	
		Planned			$74,999,999	**$74,999,999**	
Prop K[3]	Local	Allocated	$8,218,972			**$8,218,972**	**$50,618,167**
		Programmed	$471,920	$30,455,221	$11,472,054	**$42,399,195**	
		Planned				**$0**	
CCSF T2030 Bond Pedestrian Safely Improvements	Local	Allocated				**$0**	**$5,411,000**
		Programmed		$5,411,000		**$5,411,000**	
		Planned				**$0**	
SFMTA Reveue Bond Series 2014	Local	Allocated				**$0**	**$700,000**
		Programmed		$700,000		**$700,000**	
		Planned				**$0**	
TBD[4]	TBD	Allocated				**$0**	**$188,270,834**
		Programmed				**$0**	
		Planned		$2,643,359	$185,627,475	**$188,270,834**	
Totals		**Allocated**	**$8,218,972**	**$0**	**$0**	**$8,218,972**	**$320,000,000**
		Programmed	**$471,920**	**$36,566,221**	**$11,472,054**	**$48,510,195**	
		Planned	**$0**	**$2,643,359**	**$260,627,474**	**$263,270,833**	
			$8,690,892	**$39,209,580**	**$272,099,528**	**$320,000,000**	

[1] Acronyms used for project phases include: ENV - Environmental Documentation, CER/PE, Conceptual Engineering Report/Preliminary Engineering (30% Design), PS&E - Plans, Specifications & Estimates or Final Design, CON - Construction. The construction phase includes the incremental cost for procuring new BRT vehicles for the project.

[2] The Geary BRT project team plans to apply for Small Starts funds in early 2016. $75 million is the maximum amount of Small Starts funds available to a project.

[3] Resolution XX will reserve $10 million from current Geary BRT funding for design/construction of the Initial Construction Phase and will reserve all the remaining Prop K funds currently programmed to Geary BRT for the Full Project.

[4] Potential sources under consideration to fill the funding gap include additional sales tax, MTC Transit Performance Initiative funds, OneBayArea Grant, bridge tolls, other state or federal discretionary funds, and the Mayor's 2030 Transportation Task Force. The latter identified Geary BRT (listed as Geary Rapid Network Improvements) as one of the few named projects in its investment plan, with a $27 million investment. The Task Force also deemed Geary BRT to be eligible for a portion of the $58 million identified for the Transit Performance Initiative in the Task Force investment plan.

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 6/18/2015 Resolution. No. Res. Date:

Project Name: Geary BRT - Phase 1 Near Term

Implementing Agency: San Francisco Municipal Transportation Agency

Funding Recommended:	Amount	Phase:
Prop K Allocation	$1,978,946	Design Engineering (PS&E)
Total:	**$1,978,946**	

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 1	FY 2015/16	$1,978,946	100.00%	$0
			0.00%	$0
			0.00%	$0
			0.00%	$0
			0.00%	$0
	Total:	**$1,978,946**	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 1	FY 2015/16	Design Engineering (PS&E)	$1,978,946	100%	$0
				100%	$0
				100%	$0
				100%	$0
				100%	$0
		Total:	**$1,978,946**		

Prop K/Prop AA Fund Expiration Date: 6/30/2017 Eligible expenses must be incurred prior to this date.

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated:	6/18/2015	Resolution. No.		Res. Date:	

Project Name: Geary BRT - Phase 1 Near Term

Implementing Agency: San Francisco Municipal Transportation Agency

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

Trigger:

Deliverables:

1. Monthly progress reports shall provide a percent complete by task, percent complete for the overall project scope and a listing of completed deliverables by task in addition to the requirements described in the Standard Grant Agreement (SGA).
2. Upon completion of the CER, provide copy of the document for use in verifying environmental compliance.
3. Upon completion of the design package(s), provide evidence of completion (e.g. copy of signed certifications page).

Special Conditions:

1. The recommended allocation is contingent upon an administrative 5YPP amendment to reprogram $1,978,976 in FY 14/15 funds from the planning/conceptual engineering phase of the Geary BRT project to the detailed design phase for Phase 1.
2. Reimbursement of Prop K funds to the SFMTA is contingent upon execution of the Transition Plan Agreement between the SFMTA and the Transportation Authority (anticipated July 2015).
3. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes:

1. In order to ensure that the full BRT project continues to move forward concurrently with the Initial Construction Phase near-term improvements, Resolution 15-29 reserved $10 million from current Geary BRT funding to design/construction of the Initial Phase and reserved all the remaining Prop K funds currently programmed to Geary BRT for the full project.

Supervisorial District(s): 1, 2, 3, 5, 6

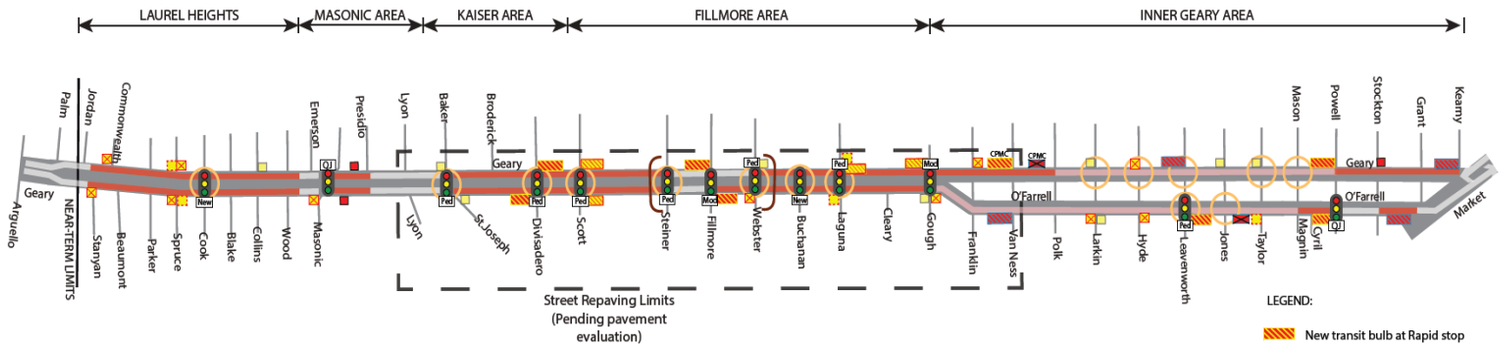
Prop K proportion of expenditures - this phase:	76.22%
Prop AA proportion of expenditures - this phase:	23.78%

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

SFCTA Project Reviewer: P&PD **Project # from SGA:**

Geary BRT: Draft Phase 1 Near-term Capital Proposals

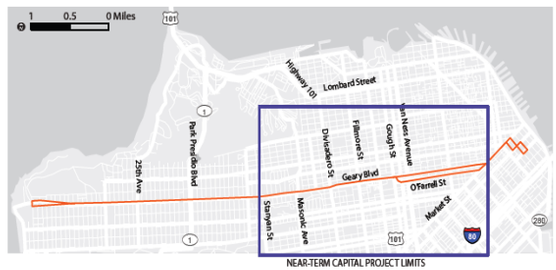
DRAFT



Existing transit-only lane

Proposed Phase 1 transit-only lane

Remove pedestrian overcrossing; add at-grade high-visibility crosswalks & pedestrian refuges



LEGEND:

- New transit bulb at Rapid stop
- New transit bulb at Local stop
- Extended transit bulb
- Removal of transit bulb
- Existing or relocated Rapid stop
- Existing or relocated Local stop
- Rapid/Local to be Local only
- Existing bus stop to be removed
- New pedestrian bulbs
- Signal work (new signal, queue jump, pedestrian countdown signals and general modifications)

Revision Date June 8, 2015

*Note: Map does not include proposed bus stop modifications west of Stanyan St

*Near-term improvement design will be at-risk pending selection of Locally Preferred Alternative and FEIR/S approvals

SFMTA
Municipal Transportation Agency

FY of Allocation Action:	2015/16	**Current Prop K Request:**	$ 1,978,946
		Current Prop AA Request:	$ -

Project Name: Geary BRT - Phase 1 Near Term

Implementing Agency: San Francisco Municipal Transportation Agency

	Project Manager	**Grants Section Contact**
Name (typed):	Britt Tanner	Joel Goldberg
Title:	Project Manager	Manager, CPM
Phone:	415.701-4575	(415) 701-4499
Fax:		
Email:	Britt.Tanner@sfmta.com	joel.goldberg@sfmta.com
Address:	1 South Van Ness Avenue, 7th floor, San Francisco, CA 94103	1 South Van Ness Avenue, 8th floor, San Francisco, CA 94103

5-Year Project List (FY 2014/15 – FY 2018/19)
Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network (EP 1)
Programming and Allocations to Date
Pending July 28, 2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Transit Rapid Network - Bus Rapid Transit									
SFMTA	Van Ness Bus Rapid Transit	PS&E	Allocated	$1,594,280					$1,594,280
SFMTA	Van Ness Bus Rapid Transit [2]	CON	Programmed		$21,541,930				$21,541,930
SFMTA	Geary Bus Rapid Transit [1,2,3]	PLAN/ CER	Programmed	$7,656,805					$7,656,805
SFCTA	Geary Bus Rapid Transit [3]	PA&ED	Pending		$471,920				$471,920
SFMTA	Geary Bus Rapid Transit [3]	PS&E	Pending		$8,298,416				$8,298,416
SFMTA	Geary Bus Rapid Transit [1]	PA&ED	Allocated	$872,859					$872,859
SFMTA	Geary Bus Rapid Transit	PS&E	Programmed		$14,500,000				$14,500,000
SFMTA	Geary Bus Rapid Transit [2,3]	CON	Programmed				$8,718,054		$8,718,054
Transit Rapid Network - Transit Effectiveness and Performance									
SFMTA	Muni Forward Implementation of TEP	PLAN/CER	Programmed	$1,125,000					$1,125,000
SFMTA	Muni Forward Implementation of TEP	PLAN/CER	Programmed			$2,754,000			$2,754,000
SFMTA	Transit Performance Initiative Program Local Match	PS&E, CON	Programmed		$271,500				$271,500
SFMTA	Transit Performance Initiative Program Local Match	PS&E, CON	Programmed			$271,500			$271,500
Any eligible	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed		$300,000				$300,000
Programmed in 5YPP				$11,248,944	$45,383,766	$3,025,500	$8,718,054	$0	$68,376,264
Total Allocated and Pending in 5YPP				$2,467,139	$8,770,336	$0	$0	$0	$11,237,475
Total Deobligated in 5YPP				$0	$0	$0	$0	$0	$0
Total Unallocated in 5YPP				$8,781,805	$36,613,430	$3,025,500	$8,718,054	$0	$57,138,789
Total Programmed in 2014 Strategic Plan				$20,019,280	$42,802,484	$3,025,500	$2,529,000	$0	$68,376,264
Deobligated from Prior 5YPP Cycles **				$0					$0
Cumulative Remaining Programming Capacity				$8,770,336	$6,189,054	$6,189,054	$0	$0	$0

** Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period.

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

[1] 5YPP Amendment to the Geary BRT project (Resolution 15-29, Project 101.910051)
Reprogram $872,859 from the planning phase to the environmental review phase.
Resolution 15-29 reserves $10 million from current Geary BRT funding for design/construction of the Initial Construction Phase and reserves all the remaining Prop K funds currently programmed to Geary BRT for the Full Project.

[2] 5YPP Amendment to Van Ness and Geary BRT (Resolution 15-40)
Reprogram $6,189,054 from Van Ness BRT to Geary BRT upon concurrent programming of an equivalent amount of Cycle 4 Lifeline Prop 1B funds to Van Ness BRT.

[3] 5YPP Amendment to Geary BRT project (Resolution 15-XX, Project XXX.XXXXXX)
Reprogram $471,920 from planning phase to the environmental review phase.
Reprogram $8,298,416 from planning phase to the final design phase for two allocations: $1,978,946 to Phase 1 Near Term and $6,319,470 for Phase 2 Full BRT.

5-Year Project List (FY 2014/15 – FY 2018/19)
Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network (EP 1)
Cash Flow ($) Maximum Annual Reimbursement

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Transit Rapid Network - Bus Rapid Transit								
Van Ness Bus Rapid Transit	PS&E	$1,275,424	$318,856					$1,594,280
Van Ness Bus Rapid Transit 2	CON		$5,546,197	$11,092,393	$4,903,340			$21,541,930
Geary Bus Rapid Transit 1,2,3	PLAN/ CER	$3,828,403	$3,828,403					$7,656,805
Geary Bus Rapid Transit 3	PA&ED		$401,920	$70,000				$471,920
Geary Bus Rapid Transit 3	PS&E		$5,138,681	$3,159,735				$8,298,416
Geary Bus Rapid Transit 1	PA&ED	$872,859						$872,859
Geary Bus Rapid Transit	PS&E		$4,785,000	$9,715,000				$14,500,000
Geary Bus Rapid Transit 2,3	CON				$2,179,514	$4,359,027	$2,179,514	$8,718,054
Transit Rapid Network - Transit Effectiveness and Performance Initiatives								
Muni Forward Implementation of TEP	PLAN/CER	$562,500	$562,500					$1,125,000
Muni Forward Implementation of TEP	PLAN/CER			$2,754,000				$2,754,000
Transit Performance Initiative Program Local Match	PS&E, CON		$271,500					$271,500
Transit Performance Initiative Program Local Match	PS&E, CON			$271,500				$271,500
Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON		$150,000	$150,000				$300,000
Cash Flow Programmed in 5YPP		$6,539,186	$21,003,057	$27,212,628	$7,082,854	$4,359,027	$2,179,514	$68,376,264
Total Cash Flow Allocated		$2,148,283	$5,859,457	$3,229,735	$0	$0	$0	$11,237,475
Total Cash Flow Deobligated		$0	$0	$0	$0	$0	$0	$0
Total Cash Flow Unallocated		$4,390,903	$15,143,600	$23,982,893	$7,082,854	$4,359,027	$2,179,514	$57,138,789
Cash Flow Programmed in 2014 Strategic Plan		$10,806,780	$19,965,197	$23,982,894	$11,724,644	$1,264,500	$632,250	$68,376,264
Deobligated from Prior 5YPP Cycles **		$0						$0
Cumulative Remaining Cash Flow Capacity		$4,267,595	$3,229,735	$0	$4,641,791	$1,547,264	$0	$0

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

See 2014 Prop K 5YPP - Program of Projects Programming and Allocations to Date table for programming footnotes.

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

FY of Allocation Action:	2015/16
Project Name:	Geary BRT - Full BRT (Phase 2)
Implementing Agency:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K Category:	A. Transit	Gray cells will automatically be filled in.
Prop K Subcategory:	i. Major Capital Projects (transit)	
Prop K EP Project/Program:	a.1 Bus Rapid Transit/MUNI Metro Network	
Prop K EP Line Number (Primary):	1	**Current Prop K Request:** $ 6,791,390
Prop K Other EP Line Numbers:		
Prop AA Category:		**Current Prop AA Request:** $ -
		Supervisorial District(s): 1, 2, 3, 5, 6

SCOPE

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

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

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

See attached Word Document for the Scope.

Scope for SFMTA Allocation for Geary BRT
Phase 2 Full BRT

Background

Following the adoption of the Geary Corridor Bus Rapid Transit (BRT) Study (Feasibility Study) in May 2007, through Resolution 07-65, the San Francisco County Transportation Authority Board appropriated the first installment of Prop K funds for the environmental and advanced conceptual engineering phase for the BRT project. The environmental review phase of this project is being led by the San Francisco County Transportation Authority (SFCTA); the San Francisco Municipal Transportation Agency (SFMTA), the City agency responsible under the San Francisco Charter for developing and providing public transportation facilities and services, is working in close coordination with the SFCTA to complete this project.

The Geary BRT Project is a coordinated set of transit and pedestrian improvements along the 6.5-mile Geary corridor between the Transbay Transit Center and 48th Avenue. Key BRT features include: dedicated bus lanes, transit signal priority, boarding improvements, consolidated bus stops, high-amenity stations, and pedestrian safety enhancements. Geary BRT is a signature project in the voter-approved Prop K Expenditure Plan.

The Geary BRT Project environmental review phase will culminate with the publication of an Environmental Impact Report/Statement (EIR/S), a project approval and document certification action by the Transportation Authority Board, a project approval by the SFMTA Board, and an action by the Federal Transit Administration (FTA) completing the federal environmental review requirements.

While the SFMTA is coordinating with the SFCTA on the completion of the environmental review phase, the SFMTA is concurrently working to transition the project into design and implementation. The implementation is planned to occur in two phases: Phase 1 – Near-term / Initial Construction Phase improvements, which includes some key segments of transit-only lanes, pedestrian and transit bulb-outs and signal modifications, and a 5-block road diet, and Phase 2 – the Full BRT project which includes the remainder of the proposed improvements. The reason for this phasing is to provide travel and other community benefits to the Geary corridor on a rolling basis, and so that the community does not need to wait until the full BRT project starts construction in 2019, to begin enjoying improvements. The description and construction of Phase 1 and Phase 2 improvements are contingent upon selection of the preferred alternative and completion of the environmental process.

Scope - Phase 2 Full BRT

This allocation requests an initial Prop K allocation of $6,319,470 to fund the Conceptual Engineering phase (also called “CER” for Conceptual Engineering Report, which is 30% design) for the Full BRT project with this funding, in order to work toward

initiating a Small Starts application in 2017 as a step toward initiating construction on the Small Starts project in 2019, as well as the cost for a detailed survey to facilitate design work.

The funding requested for Phase 2 CER will fund the SFMTA staff labor to initiate the design of this phase. The scope of improvements that are anticipated to be included in the Small Starts project includes the center-running segment between Arguello and 25th, including the removal of the existing center median, and the construction of dual medians with boarding platforms for a center-running busway. This segment would also see significant pedestrian crossing safety improvements, signal upgrades, new street lighting, and other infrastructure improvements. Other parallel improvements also planned in Phase 2 include the relocation of the median near Masonic to provide adequate right-of-way to accommodate the addition of transit-only lanes and bike lanes, related utility and repaving projects, and the remaining improvements along the corridor identified as part of the Geary BRT project that are not included in the Phase 1 Near Term Improvements . Phase 2 currently includes the removal of the Webster and Steiner pedestrian bridges, though SFMTA is exploring if it may be possible to complete these during Phase 1 pending analysis by Public Works.

SFMTA and SFCTA are already working with staff from San Francisco's Public Works Department and Public Utilities Commission to coordinate on the implementation of both the Near-term Improvements and the Full project for work in many areas including landscaping, hardscaping, sewer and water systems, storm water drainage and more. As part of this project phase, SFMTA will develop a Conceptual Engineering Report (CER) that includes the 30% design for the improvements in Phase 2. Through this process, many design elements will be developed to the 30% design including but not limited to: curb layouts and alignments (including bulb and stations locations and designs) and identifying related utility work; sub-sidewalk investigations and identification of any special pole foundations required due to sub-sidewalk basements; Overhead Contact System work near Masonic, Arguello and 32nd/33rd; electrical work including signals and street lights; and, coordination with utilities for any replacements or upgrades that should be coordinated with or are resulting from project elements. This funding will also be used for a Bureau of Street Use and Mapping (BSM) survey of the Phase 2 project limits that will be used as the base for the design work.

Outreach

The project team has met with over 40 community groups over the course of a multi-year environmental review process to collaborate and share ideas in the development of the project. The project's design, such as stop placement and bus stop treatments, have benefited significantly from the important input received from the community. As such, the design elements of the BRT project which emerged from this outreach process have helped gain community support. The project team will continue its outreach efforts to receive comments on the draft environmental document and will refine design elements as the process nears implementation.

Benefits

The full project will start construction as early as 2019, and is expected to achieve travel time savings of approximately 20% across the BRT segments of the corridor, or about 10 minutes per direction, in addition to a 20% improvement in reliability. The full project also includes significant benefits to the streetscape environment and pedestrian safety at locations throughout the corridor. The full project is also expected to increase transit ridership by 10% or more compared to the No Build scenario.

Geary Bus Rapid Transit Project

Environmental Studies and Initial Preliminary Engineering

San Francisco County Transportation Authority Scope of Work Amendment

May 28, 2015

The following scope of work amendment describes revised and additional activities required to complete the environmental and initial preliminary engineering phase of the Geary Bus Rapid Transit (BRT) Project, as well as to conduct necessary environmental compliance activities during the next phase of project development, engineering design. The Transportation Authority is leading this phase of work, in close coordination with the San Francisco Municipal Transportation Agency (SFMTA). The SFMTA will lead the engineering design and construction phases of the project, during which the Transportation Authority will be responsible for environmental compliance.

In May 2007, the Authority approved the Geary Corridor BRT Feasibility Study, and through Resolution 07-65 it committed $1,183,000 in Prop K funds to the environmental and initial preliminary engineering phase of the project. The original scope of work included:

A. Project Management and External Coordination

B. Environmental Impact Analysis and Documentation

C/D. Alternatives Analysis/ Initial Preliminary Engineering

This amendment adds scope to these existing tasks and also adds the following task:

E. Environmental Compliance

Previous Scope Installments

The original resolution (07-65) appropriated $1,183,000 as the initial installment. Resolution 08-81, approved in 2008, appropriated $1,125,000. The most recent appropriation was approved through Resolution 11-32 in December 2010, providing $1,647,515.

The scopes of work for these appropriations added work items as needs surfaced as a result of project refinement and public input, including:

- Development of improvements on Geary and O'Farrell Streets ("Inner Geary") east of Van Ness Avenue
- Analysis for the complex Fillmore and Masonic grade-separated intersections, including engineering and transportation modeling
- Additional focused community outreach and coordination, including with Geary merchants, transit advocacy groups, disability advocacy groups, and over 20 neighborhood groups

- An additional build alternative – Alternative 3 Consolidated – that responds to previous community feedback to preserve parking
- Additional detailed technical analysis on design options responding to community concerns and exploring how best to combine side- and center-running alternatives
- In-depth inter-agency coordination to build early consensus on the project, including local stakeholder agencies and the Federal Transit Administration (FTA)

Progress Since June 2013

Since the last appropriation request in 2013, the project team has made substantial progress on several fronts, as follows:

Staff-Recommended Alternative (SRA) identification. The team developed the SRA as a combination of side- and center-running alternatives to tailor the project design for each individual segment of the 6.2-mile corridor. This is the alternative that the project team will recommend to the Transportation Authority and SFMTA Boards for official selection as the preferred alternative at the end of the environmental review phase.

Community outreach on SRA and resulting design detail refinement. The team shared the SRA with over 50 presentations to community groups and engaged in-depth design and analysis to address community feedback regarding project design details.

Project cost estimate in-depth review and refinement. To further reduce the risk of future cost increases, the team coordinated with the SFMTA Capital Programs and Construction to complete an in-depth review and refinement.

Technical environmental analysis completion. The team has completed the full set of environmental analyses as required under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Administrative Draft EIR/S for local agency review. As early coordination toward the goal of local agency consensus on the project, the team shared an Administrative Draft version of the EIR/S for local agency review, resulting in over 500 comments that the team addressed in developing versions for Federal Transit Administration (FTA) review.

Two successive Administrative Draft EIR/S versions for Federal Transit Administration (FTA) review. The team has submitted an Administrative Draft EIR/S for FTA review, addressed FTA comments from that review, and submitted a revised Administrative Draft for a second FTA review.

Scope for New Requested Installment

As the project has progressed, the project team has identified additional work items necessary to complete this phase of project development, including original scope items that have been initiated but require further resources and newly identified remaining work to be done. The new requested installment represents an addition to the previous total funds as shown in Table 1 below.

Table 1. Geary BRT Environmental-Phase Funding

Previous and Current Fund Requests	Amount
R07-65	$1,183,000
R08-81	$1,125,000
R11-32	$1,647,515
R14-17	$2,790,598
Federal planning funds (Surface Transportation Program 3%)	$34,135
All Previous Requests	*$6,780,248*
New Requested Installment	$471,920
Total	*$7,218,034*

In Table 2 and the sections below, we provide details regarding the work remaining for each task.

Table 2. Geary BRT Environmental Phase Remaining Work Items

Task	Original scope items remaining	Original scope items requiring additional funds	Newly identified scope items
Task A. Project Management and External Coordination		Ongoing project management Technical Advisory Committee (TAC) meetings Geary Citizens Advisory Committee (GCAC) meetings Federal, state, regional agency coordination	

Task	Original scope items remaining	Original scope items requiring additional funds	Newly identified scope items
Task B. Environmental Impact Analysis and Documentation	Outreach round to accompany Draft Document release	Draft Environmental Document: • New Hybrid alternative • Near-term Initial Construction Phase improvements • Administrative Draft for local agency review • 4 total rounds of Administrative Drafts for FTA review • Public Draft Final Environmental Document: responses to comments and agency reviews	Analysis and documentation of refinements to project design details based on community feedback Additional outreach, including deployment of OWLIZED outreach tool
Tasks C/D. Initial Preliminary Engineering/ Alternatives Analysis	Lead agency design transition	Refinements to project cost estimate	Refinements of project design details based on community feedback
Task E. Environmental Compliance			Monitoring of the engineering design process for environmental compliance Reserved for supplemental environmental documentation required during the engineering design phase of project development

The increased scope items requiring additional work and newly identified additional scope items are described below.

Task A. Project Management and External Coordination

- *Ongoing project management.* This task includes providing internal and external periodic project updates, managing the technical consultant and overall inter-agency project team, and other administrative project support. As the project schedule has extended, the need for ongoing management has also extended.
- *Technical Advisory Committee (TAC).* For this inter-agency group, convened as needed to ensure inter-agency consensus on project decisions and issues, remaining work is to ensure consensus on the SRA design. Four meetings are anticipated remaining.

- *Geary Citizens Advisory Committee (GCAC).* This Transportation Authority Board-appointed group will continue to meet on a quarterly basis to advise the project team on project issues and outreach, as well as to make a preferred-alternative and environmental document approval recommendation to the Transportation Authority Board. Four meetings are anticipated remaining. Also, a 2013 decision to institute a two-year term has translated into frequent GCAC recruitment and appointment processes.
- *Federal, state, regional agency coordination.* Continued coordination is needed with the Federal Transit Administration (FTA), the State Historic Preservation Officer (SHPO), and other agencies in order to reach the Record of Decision/Notice of Determination milestones.

Task B. Environmental Impact Analysis and Documentation

- *Draft Environmental Document.* This amendment adds a new Hybrid alternative and a description of near-term Initial Construction Phase improvements to the document. It also adds an Administrative Draft version for local agency review and four total rounds of Administrative Drafts for FTA review, constituting a higher effort leading to the Public Draft than previously scoped.
- *Refinements analysis.* This task includes environmental analysis and documentation of refinements to project design details as needed based on community feedback, providing for resolution of already-known issues and additional issues that may arise.
- *Additional outreach.* This task includes focused outreach to address community input on location-specific design details. It also includes additional outreach activities that will accompany the release of the public draft EIR/S not previously scoped, including deployment of OWLIZED outreach tools to help the community visualize the proposed changes on-site.
- *Final Environmental Document.* The scope amendment provides additional funds for developing responses to public comment in anticipation of the potential for more comments than previously scoped, as well as for increased local agency and FTA coordination, in anticipation of potential additional rounds of review on the Final document that were not scoped previously.

Tasks C/D. Initial Preliminary Engineering/Alternatives Analysis

- *Refinements to project cost estimate.* This task provides for the additional round of in-depth review of the project cost estimate, coordinated with SFMTA staff, resulting in a more detailed cost estimate than is generally provided at this early level of engineering design. Recent experience with other capital projects, including Van Ness Bus Rapid Transit, have prompted a desire for a more accurate estimate at this stage in order to avoid increases during detailed engineering design.
- *Refinements of project design details based on community feedback.* This task provides transportation analysis and preliminary engineering design of refinements to location-specific project details based on community feedback, covering both already-known issues and additional issues that may arise.

Task E. Environmental Compliance

- *Implementation of the Mitigation Monitoring and Reporting Program (MMRP).* This task includes review of draft plans to be used during construction, oversight of the continued Federal Section 106 cultural resources consultation process, review of parking legislation and required mitigations replacing color loading zones for community impacts, and review of updated Construction Plan for construction impacts.
- *Supplemental Environmental Documentation.* This task includes utilization of a consultant to prepare scope and budget for as-needed additional environmental documentation that may arise as a result of modified or additional scope elements, and engaging relevant stakeholders for review of proposed alterations to the scope and potential impacts.

Contingency

- This scope adds a contingency to address the inherent uncertainty regarding several aspects of the remaining work in this environmental phase that cannot be known beforehand, including the number and nature of public comments to be received, additional location-specific design issues that may arise from community input, and environmental documentation needs related to potential additional or modified scope elements arising during the engineering design phase. The budget estimate for this scope amendment assumes a moderate level of such uncertain events within the tasks described above; this contingency is intended to provide contingent funds in the case that more issues requiring additional work arise than anticipated.

Environmental Review Schedule

Milestone	Schedule
Public Release of Draft EIR/S	Summer 2015
Close of public comment period	Fall 2015
Release of Final Environmental Document	Spring 2016
Certification and Approval of Final EIR/S	Summer 2016

Note that, before the completion of the environmental process, the SFMTA will initiate engineering design activities for the near-term Initial Construction Phase improvements and the full project. Schedules for these activities are provided in the schedule section of this Prop K appropriation request form.

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

FY 2015/16

Project Name: Geary BRT - Full BRT (Phase 2)

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : EIR/EIS

Completion Date (mm/dd/yy)

Status: Underway — 05/01/16

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	2006/07	4	2007/08
Environmental Studies (PA&ED)	1	2011/12	4	2015/16
Design Engineering (CER+DD-PS&E) - Phase 1	1	2015/16	2	2016/17
R/W Activities/Acquisition				
Construction (non-contract items, e.g. striping)	4	2015/16	1	2016/17
Prepare Bid Documents - Phase 1	2	2016/17	3	2016/17
Advertise Construction - Phase 1	4	2016/17		
Start Construction (contract items) - Phase 1	2	2016/17		
Design Engineering (CER- Phase 2)	1	2015/16	4	2016/17
Design Engineering (DD- Phase 2)	1	2017/18	4	2017/18
Advertise Construction - Phase 2	1	2018/19		
Start Construction (e.g., Award Contract) - Phase 2	3	2018/19		
Project Completion (ready for use)			4	2020/21
Project Closeout (i.e., final expenses incurred)			1	2021/22

SCHEDULE COORDINATION/NOTES

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

This funding allocation is for Phase 2 CER (30% design)

Schedule for Geary BRT Phase 2 CER:

Begin CER Phase	Aug 2015
Final CER	May 2017

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

FY 2015/16

Project Name: Geary BRT - Full BRT (Phase 2)

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	No			
Environmental Studies (PA&ED)	Yes	$ 8,090,892	$ 471,920	
Design Engineering (PS&E)	Yes	$ 39,209,580	$ 6,319,470	
R/W Activities/Acquisition				
Construction	No			
Procurement (e.g. rolling stock)	No			
		$ 47,300,472	$ 6,791,390	$ -

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	$ 600,000	Actual costs
Environmental Studies (PA&ED)	$ 8,090,892	Actual costs and cost to complete
Design Engineering (PS&E)	$ 39,209,580	SFMTA estimate based on previous projects
R/W Activities/Acquisition	$ -	
Construction	$ 258,899,528	SFMTA estimate based on previous projects
Procurement (e.g. rolling stock)	$ 13,200,000	SFMTA estimate based on previous projects
Total:	**$ 320,000,000**	

% Complete of Design: 10 as of 05/01/15

Expected Useful Life: 30 Years

MAJOR LINE ITEM BUDGET

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

Project Breakdown - Current Prop K Phase 2 CER Request

	MTA	Total
Phase 2 CER	**$ 6,319,470**	**$ 6,319,470**
	Total Current Prop K Request	**$ 6,319,470**

Total Project Cost

Phase	Total
Prop K Near Term Phase 1 (Design costs)	$ 1,978,946
Other Near Term Phase 1 Design Funding (Prop A Pedestrian Safety Improvements)	$ 617,500
Future Prop K/Other Near Term Phase 1 (Construction costs)	$ 13,552,500
Other Near Term Phase 1 Constr'n Funding (Prop A Ped. Safety Imp. & MTA Rev. Bonds)	$ 5,493,500
Planning	$ 600,000
Prop K Phase 2 MTA CER (CURRENT REQUEST)	$ 6,319,470
Environmental Studies (PA&ED)	$ 8,090,892
Phase 2 Detailed Design *(est. = 10% of total project)*	$ 30,293,664
Phase 2 Procurement *(est.)*	$ 13,200,000
Phase 2 Construction *(est.)*	$ 239,853,528
Total Project Cost	**$ 320,000,000**

PHASE 2 - CER

MTA Phase 2 CER **Overhead Rate: 1.385**

Position (CP&C)	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE Ratio	Cost
9182-Manager VIII, Municipal Transpiration Ag	$ 186,712	$ 98,529	$ 285,241	$ 395,059	$ 680,301	624	0.189	$ 128,483
5504-Project Manager II	$ 148,980	$ 78,169	$ 227,149	$ 314,602	$ 541,751	3,840	1.162	$ 629,638
5506-Project Manager III	$ 180,861	$ 92,133	$ 272,994	$ 378,097	$ 651,091	624	0.189	$ 122,966
5211-Senior Engineer	$ 160,980	$ 83,425	$ 244,406	$ 338,502	$ 582,908	3,840	1.162	$ 677,471
5241-Engineer	$ 139,054	$ 73,821	$ 212,875	$ 294,832	$ 507,707	3,840	1.162	$ 590,071
5290-Transit Planner IV	$ 129,182	$ 69,498	$ 198,680	$ 275,172	$ 473,853	1,920	0.581	$ 275,362
5289-Transit Planner III	$ 108,942	$ 60,633	$ 169,575	$ 234,862	$ 404,437	3,840	1.162	$ 470,048
5207-Associate Engineer	$ 120,085	$ 65,513	$ 185,599	$ 257,054	$ 442,653	3,840	1.162	$ 514,464
5203-Assistant Engineer	$ 103,246	$ 58,644	$ 161,890	$ 224,218	$ 386,108	5,760	1.743	$ 673,118
1312-Public Information Officer	$ 82,868	$ 49,618	$ 132,486	$ 183,494	$ 315,980	3,840	1.162	$ 367,241
5382 - Student Design Trainee III	$ 60,616	$ 39,763	$ 100,379	$ 139,025	$ 239,403	5,760	1.743	$ 417,362
BSM Survey								$ 400,000
Contingency (20%)								$ 1,053,245
Total - MTA Phase 2 CER						**37,728**	**11.419**	**6,319,470**

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

MAJOR LINE ITEM BUDGET

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

TASKS
A - Project Management and External Coordination
B - Environmental Impact Analysis and Documentation
C/D - Alternatives Analysis/Advanced Conceptual Engineering
E - Environmental Compliance

	Task						
	A	B	C/D	E	Contingency (Amount)	Contingency (%)	Total
Existing Budget	$810,580	$3,977,521	$1,515,412		$442,598	7%	**$6,746,113**
Current Request	$103,351	$160,118	$13,818	$94,634	$100,000	27%	**$471,920**
Total Budget with This Request	**$913,931**	**$4,137,639**	**$1,529,230**	**$94,634**	**$542,598**	**8%**	**7,218,034**

	Task					
Existing Budget Summary	A	B	C/D	Contingency (Amount)	Contingency (%)	Total Cost
Transportation Authority	$241,995	$448,682	$372,281	$29,153	3%	$1,092,111
SFMTA	$7,200	$64,800	$0	$0		$72,000
Legal/Other Consultants	$197,689	$731,176	$199,435	$85,907	8%	$1,214,207
Technical Consultant Team	$363,696	$2,732,863	$943,695	$327,538	8%	$4,367,793
TOTAL - EXISTING BUDGET	**$810,580**	**$3,977,521**	**$1,515,412**	**$442,598**	7%	**$6,746,113**

	Task						
Current Request Summary	A	B	C/D	E	Contingency (Amount)	Contingency (%)	Total Cost
Transportation Authority	$103,351	$76,471	$13,818	$45,840	$100,000	42%	$339,479
Technical Consultant Team	$0	$83,647	$0	$48,794	$0	0%	$132,442
TOTAL - CURRENT REQUEST	**$103,351**	**$160,118**	**$13,818**	**$94,634**	**$100,000**	27%	**$471,920**

MAJOR LINE ITEM BUDGET

				Task A		Task B		Task C/D		Task E			
Current Request Budget Detail	**Hourly Base Rate**	**Overhead Rate**	**Fully Burdened**	**Hours**	**Cost**	**Hours**	**Cost**	**Hours**	**Cost**	**Hours**	**Cost**	**Contingency**	**Total Cost**
Transportation Authority		**Fringe Amount**											
Deputy Director, Planning	$87.58	$27.28	$114.86	150	$17,229	20	$2,297	10	$1,149		$0		$20,675
Deputy Director, Capital Projects	$94.31	$29.38	$123.69							50	$6,185		$6,185
Principal Transportation Planner	$60.47	$18.84	$79.31	450	$35,690	425	$33,707	50	$3,966	150	$11,897		$85,258
Transportation Planner	$44.96	$14.01	$58.97	250	$14,743	350	$20,640	40	$2,359		$0		$37,741
Senior Engineer	$60.47	$18.84	$79.31	450	$35,690	250	$19,828	80	$6,345	350	$27,759		$89,620
					$103,351		**$76,471**		**$13,818**		**$45,840**	**$100,000**	**$339,479**
Technical Consultant Team													
Circlepoint			$139		$0.00	600	$83,647.40		$0	350	$48,794		$132,442
					$0		**$83,647**		**$0**		**$48,794**		**$132,442**
TOTAL - CURRENT REQUEST					**$103,351**		**$160,118**		**$13,818**		**$94,634**		**$471,920**

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

FY 2015/16

Project Name: Geary BRT - Full BRT (Phase 2)

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:	$6,791,390	
5-Year Prioritization Program Amount:	$0	(enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested:	$0	
5-Year Prioritization Program Amount:		(enter if appropriate)

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 requested allocation requires an administrative 5YPP amendment to match the requested phase of work. See recommendation section for details.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		$30,927,141	$7,618,972	$38,546,113
General Obligation Bond (Prop A)		$5,411,000		$5,411,000
SFMTA Revenue Bond Series 2014		$700,000		$700,000
TBD	$2,643,359			$2,643,359
				$0
				$0
Total:	$2,643,359	$37,038,141	$7,618,972	$47,300,472

Actual Prop K Leveraging - This Phase:	81.49%	$47,300,472 Total from Cost worksheet
Expected Prop K Leveraging per Expenditure Plan	81.67%	

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

		Required Local Match	
Fund Source	**$ Amount**	**%**	**$**
FTA Small Starts	$75,000,000	20.00%	$18,750,000.00

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**
FTA Small Starts	$74,999,999			$74,999,999
Prop K		$42,828,841	$8,218,972	$51,047,813
General Obligation Bond (Prop A)		$5,411,000		$5,411,000
SFMTA Revenue Bond Series 2014		$700,000		$700,000
Other funding	$187,841,188			$187,841,188
				$0
Total:	$262,841,187	$48,939,841	$8,218,972	$320,000,000

Actual Prop K Leveraging - Entire Project:	15.95%
Expected Prop K Leveraging per Expenditure Plan:	81.67%
Actual Prop AA Leveraging - Entire Project:	0.00%

$ 320,000,000
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: $6,791,390

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	**Cash Flow**	**% Reimbursed Annually**	**Balance**
FY 2015/16	$3,561,655	52.00%	$3,229,735
FY 2016/17	$3,229,735	48.00%	$0
		0.00%	$0
		0.00%	$0
		0.00%	$0
Total:	**$6,791,390**		

Geary Bus Rapid Transit Funding Plan
Updated: November 2014

			Project Phases[1]				
Source	**Type**	**Status**	**ENV, CER/PE**	**PS&E**	**CON**	**Total by Status**	**TOTAL**
5309 Small Starts[2]	Federal	Allocated				**$0**	**$74,999,999**
		Programmed				**$0**	
		Planned			$74,999,999	**$74,999,999**	
Prop K[3]	Local	Allocated	$8,218,972			**$8,218,972**	**$50,618,167**
		Programmed	$471,920	$30,455,221	$11,472,054	**$42,399,195**	
		Planned				**$0**	
CCSF T2030 Bond Pedestrian Safely Improvements	Local	Allocated				**$0**	**$5,411,000**
		Programmed		$5,411,000		**$5,411,000**	
		Planned				**$0**	
SFMTA Reveue Bond Series 2014	Local	Allocated				**$0**	**$700,000**
		Programmed		$700,000		**$700,000**	
		Planned				**$0**	
TBD[4]	TBD	Allocated				**$0**	**$188,270,834**
		Programmed				**$0**	
		Planned		$2,643,359	$185,627,475	**$188,270,834**	
	Totals	**Allocated**	**$8,218,972**	**$0**	**$0**	**$8,218,972**	**$320,000,000**
		Programmed	**$471,920**	**$36,566,221**	**$11,472,054**	**$48,510,195**	
		Planned	**$0**	**$2,643,359**	**$260,627,474**	**$263,270,833**	
			$8,690,892	**$39,209,580**	**$272,099,528**	**$320,000,000**	

[1] Acronyms used for project phases include: ENV - Environmental Documentation, CER/PE, Conceptual Engineering Report/Preliminary Engineering (30% Design), PS&E - Plans, Specifications & Estimates or Final Design, CON - Construction. The construction phase includes the incremental cost for procuring new BRT vehicles for the project.

[2] The Geary BRT project team plans to apply for Small Starts funds in early 2016. $75 million is the maximum amount of Small Starts funds available to a project.

[3] Resolution XX will reserve $10 million from current Geary BRT funding for design/construction of the Initial Construction Phase and will reserve all the remaining Prop K funds currently programmed to Geary BRT for the Full Project.

[4] Potential sources under consideration to fill the funding gap include additional sales tax, MTC Transit Performance Initiative funds, OneBayArea Grant, bridge tolls, other state or federal discretionary funds, and the Mayor's 2030 Transportation Task Force. The latter identified Geary BRT (listed as Geary Rapid Network Improvements) as one of the few named projects in its investment plan, with a $27 million investment. The Task Force also deemed Geary BRT to be eligible for a portion of the $58 million identified for the Transit Performance Initiative in the Task Force investment plan.

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:	7/16/2015	Resolution. No.	Res. Date:

Project Name: Geary BRT - Full BRT (Phase 2)

Implementing Agency: San Francisco Municipal Transportation Agency

Funding Recommended:		Amount	Phase:
	Prop K Allocation	$6,319,470	Design Engineering (PS&E)
	Prop K Appropriation	$471,920	Environmental Studies (PA&ED)
	Total:	**$6,791,390**	

Notes (e.g., justification for multi-phase recommendations, notes for multi-EP line item or multi-sponsor recommendations): SFMTA and SFCTA have requested a multi-phase allocation given the concurrent nature of the work.

Appropriation (SFCTA)

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

Source	Fiscal Year	Reimbursement	Reimbursable	Balance
Prop K EP 1	FY 2015/16	$401,920	85.00%	$70,000
Prop K EP 1	FY 2016/17	$70,000	15.00%	$0
	Total:	**$471,920**	100%	

Appropriation (SFCTA)

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 1	FY 2015/16	Environmental Studies (PA&ED)	$401,920	85%	$70,000
Prop K EP 1	FY 2016/17	Environmental Studies (PA&ED)	$70,000	100%	$0
		Total:	**$471,920**		

Allocation (SFMTA)

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 1	FY 2015/16	$3,159,735	50.00%	$3,159,735
Prop K EP 1	FY 2016/17	$3,159,735	50.00%	$0
			0.00%	$0
			0.00%	$0
			0.00%	$0
	Total:	**$6,319,470**	100%	

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: 7/16/2015 Resolution. No. Res. Date:

Project Name: Geary BRT - Full BRT (Phase 2)

Implementing Agency: San Francisco Municipal Transportation Agency

Allocation (SFMTA)

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 1	FY 2015/16	Design Engineering (PS&E)	$3,159,735	50%	$3,159,735
Prop K EP 1	FY 2016/17	Design Engineering (PS&E)	$3,159,735	100%	$0
		Total:	**$6,319,470**		

Prop K/Prop AA Fund Expiration Date: 12/31/2017 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:	7/16/2015	Resolution. No.		Res. Date:

Project Name: Geary BRT - Full BRT (Phase 2)

Implementing Agency: San Francisco Municipal Transportation Agency

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

Trigger:

Deliverables:

1. Monthly progress reports shall provide a percent complete for scope included in the grant, a percent complete for the overall project (through construction), and a listing of completed deliverables by task. Provide cost reports including both consultant and agency costs, and any updates to the project scope, schedule, budget, or funding plan, in addition to the requirements described in the Standard Grant Agreement. SFMTA may use its internal progress reports or reports prepared for the Federal Transit Administration for submittal to the Transportation Authority provided they include the information described above.
2. Upon completion of the CER, provide copy of the document for use in verifying environmental compliance.

Special Conditions:

1. The recommended allocation is contingent upon an administrative 5YPP amendment to reprogram $6,319,470 in FY 14/15 funds currently programmed to the planning/conceptual engineering phase of the Geary BRT project to the detailed design phase and $471,920 in FY 14/15 funds currently programmed to the planning/conceptual engineering phase of the Geary BRT project to the environmental review phase.
2. Reimbursement of Prop K funds to the SFMTA is contingent upon execution of the Transition Plan Agreement between the SFMTA and the Transportation Authority (anticipated July 2015).
3. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes:

1. In order to ensure that the full BRT project continues to move forward concurrently with the Initial Construction Phase near-term improvements, Resolution 15-29 reserved $10 million from current Geary BRT funding to design/construction of the Initial Phase and reserved all the remaining Prop K funds currently programmed to Geary BRT for the full project.

Supervisorial District(s):	1, 2, 3, 5, 6	Prop K proportion of expenditures - this phase:	14.36%

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: 7/16/2015 Resolution. No. Res. Date:

Project Name: Geary BRT - Full BRT (Phase 2)

Implementing Agency: San Francisco Municipal Transportation Agency

SUB-PROJECT DETAIL

Sub-Project # from SGA: **Name:** Geary BRT - Phase 2 Full BRT (SFCTA Appropriation)

Supervisorial District(s): 9

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 1	FY 2015/16	Environmental Studies (PA&ED)	$401,920	85%	$70,000
Prop K EP 1	FY 2016/17	Environmental Studies (PA&ED)	$70,000	100%	$0
		Total:	**$471,920**		

Sub-Project # from SGA: **Name:** Geary BRT - Phase 2 Full BRT (SFMTA Allocation)

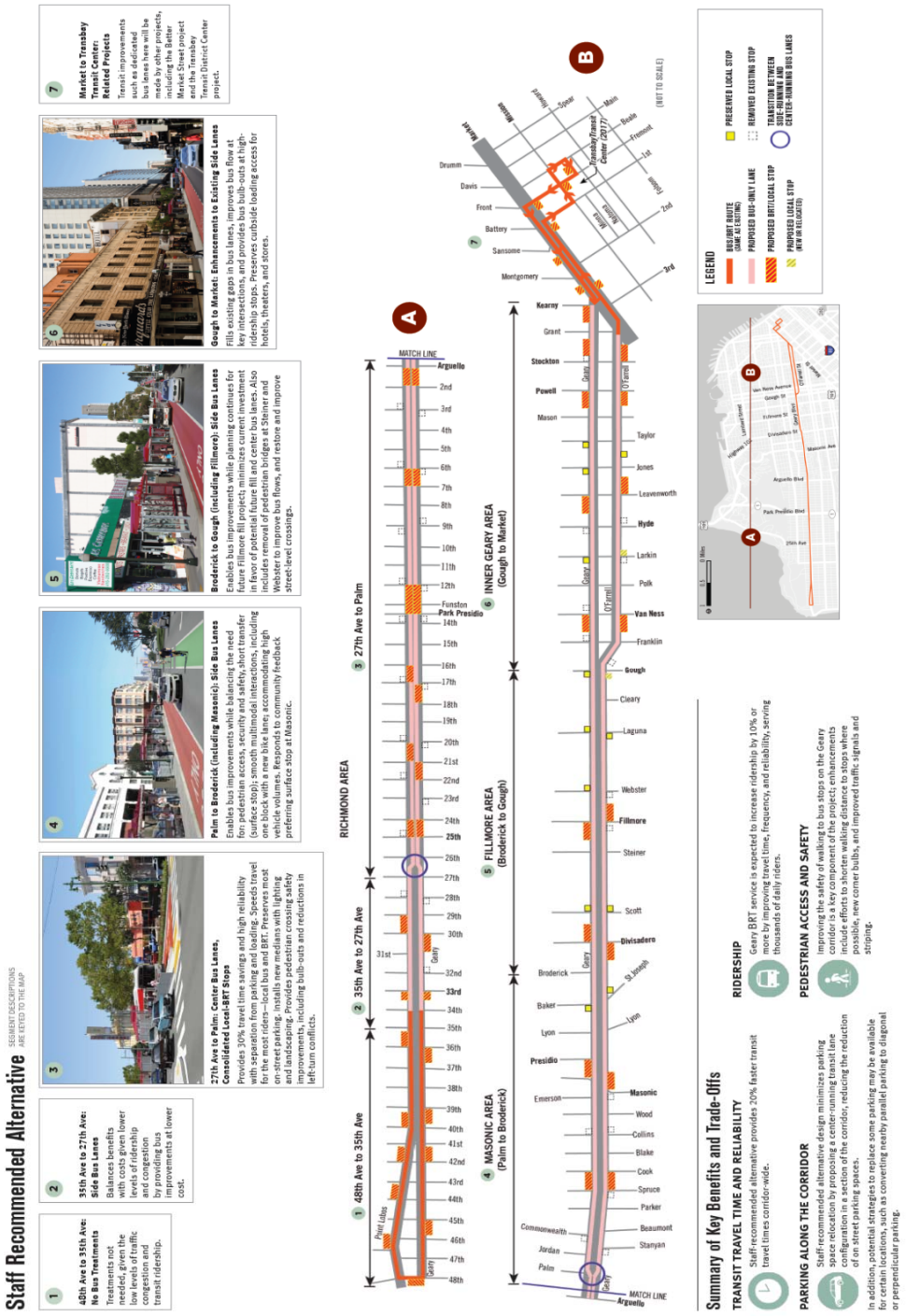
Supervisorial District(s): 9

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 1	FY 2015/16	Design Engineering (PS&E)	$3,159,735	50%	$3,159,735
Prop K EP 1	FY 2016/17	Design Engineering (PS&E)	$3,159,735	100%	$0
		Total:	**$6,319,470**		

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:	2015/16	**Current Prop K Request:**	$ 6,791,390
		Current Prop AA Request:	$ -
Project Name:	Geary BRT - Full BRT (Phase 2)		
Implementing Agency:	San Francisco Municipal Transportation Agency		

Signatures

	Project Manager	**Grants Section Contact**
Name (typed):	Britt Tanner	Joel Goldberg
Title:	Project Manager	Manager, CPM
Phone:	415.701-4685	(415) 701-4499
Fax:		
Email:	Britt.Tanner@sfmta.com	joel.goldberg@sfmta.com
Address:	1 South Van Ness Avenue, 3rd floor, San Francisco, CA 94103	1 South Van Ness Avenue, 8th floor, San Francisco, CA 94103

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

Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network (EP 1)

Programming and Allocations to Date

Pending July 28, 2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Transit Rapid Network - Bus Rapid Transit									
SFMTA	Van Ness Bus Rapid Transit	PS&E	Allocated	$1,594,280					$1,594,280
SFMTA	Van Ness Bus Rapid Transit [2]	CON	Programmed		$21,541,930				$21,541,930
SFMTA	Geary Bus Rapid Transit [1,2,3]	PLAN/ CER	Programmed	$7,656,805					$7,656,805
SFCTA	Geary Bus Rapid Transit [3]	PA&ED	Pending		$471,920				$471,920
SFMTA	Geary Bus Rapid Transit [3]	PS&E	Pending		$8,298,416				$8,298,416
SFMTA	Geary Bus Rapid Transit [1]	PA&ED	Allocated	$872,859					$872,859
SFMTA	Geary Bus Rapid Transit	PS&E	Programmed		$14,500,000				$14,500,000
SFMTA	Geary Bus Rapid Transit [2,3]	CON	Programmed				$8,718,054		$8,718,054
Transit Rapid Network - Transit Effectiveness and Performance Initiatives									
SFMTA	Muni Forward Implementation of TEP	PLAN/CER	Programmed	$1,125,000					$1,125,000
SFMTA	Muni Forward Implementation of TEP	PLAN/CER	Programmed			$2,754,000			$2,754,000
SFMTA	Transit Performance Initiative Program Local Match	PS&E, CON	Programmed		$271,500				$271,500
SFMTA	Transit Performance Initiative Program Local Match	PS&E, CON	Programmed			$271,500			$271,500
Any eligible	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed		$300,000				$300,000
			Programmed in 5YPP	$11,248,944	$45,383,766	$3,025,500	$8,718,054	$0	$68,376,264
			Total Allocated and Pending in 5YPP	$2,467,139	$8,770,336	$0	$0	$0	$11,237,475
			Total Deobligated in 5YPP	$0	$0	$0	$0	$0	$0
			Total Unallocated in 5YPP	$8,781,805	$36,613,430	$3,025,500	$8,718,054	$0	$57,138,789
			Total Programmed in 2014 Strategic Plan	$20,019,280	$42,802,484	$3,025,500	$2,529,000	$0	$68,376,264
			Deobligated from Prior 5YPP Cycles **	$0					$0
			Cumulative Remaining Programming Capacity	$8,770,336	$6,189,054	$6,189,054	$0	$0	$0

** Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period.

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

[1] 5YPP Amendment to the Geary BRT project (Resolution 15-29, Project 101.910051)

Reprogram $872,859 from the planning phase to the environmental review phase.

Resolution 15-29 reserves $10 million from current Geary BRT funding for design/construction of the Initial Construction Phase and reserves all the remaining Prop K funds currently programmed to Geary BRT for the Full Project.

[2] 5YPP Amendment to Van Ness and Geary BRT (Resolution 15-40)

Reprogram $6,189,054 from Van Ness BRT to Geary BRT upon concurrent programming of an equivalent amount of Cycle 4 Lifeline Prop 1B funds to Van Ness BRT.

[3] 5YPP Amendment to Geary BRT project (Resolution 15-XX, Project XXX.XXXXXX)

Reprogram $471,920 from planning phase to the environmental review phase.

Reprogram $8,298,416 from planning phase to the final design phase for two allocations: $1,978,946 to Phase 1 Near Term and $6,319,470 for Phase 2 Full BRT.

5-Year Project List (FY 2014/15 – FY 2018/19)
Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network (EP 1)
Cash Flow ($) Maximum Annual Reimbursement

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Transit Rapid Network - Bus Rapid Transit								
Van Ness Bus Rapid Transit	PS&E	$1,275,424	$318,856					$1,594,280
Van Ness Bus Rapid Transit 2	CON		$5,546,197	$11,092,393	$4,903,340			$21,541,930
Geary Bus Rapid Transit 1,2,3	PLAN/ CER	$3,828,403	$3,828,403					$7,656,805
Geary Bus Rapid Transit 3	PA&ED		$401,920	$70,000				$471,920
Geary Bus Rapid Transit 3	PS&E		$5,138,681	$3,159,735				$8,298,416
Geary Bus Rapid Transit 1	PA&ED	$872,859						$872,859
Geary Bus Rapid Transit	PS&E		$4,785,000	$9,715,000				$14,500,000
Geary Bus Rapid Transit 2,3	CON				$2,179,514	$4,359,027	$2,179,514	$8,718,054
Transit Rapid Network - Transit Effectiveness and Performance Initiatives								
Muni Forward Implementation of TEP	PLAN/CER	$562,500	$562,500					$1,125,000
Muni Forward Implementation of TEP	PLAN/CER			$2,754,000				$2,754,000
Transit Performance Initiative Program Local Match	PS&E, CON		$271,500					$271,500
Transit Performance Initiative Program Local Match	PS&E, CON			$271,500				$271,500
Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON		$150,000	$150,000				$300,000
Cash Flow Programmed in 5YPP		$6,539,186	$21,003,057	$27,212,628	$7,082,854	$4,359,027	$2,179,514	$68,376,264
Total Cash Flow Allocated		$2,148,283	$5,859,457	$3,229,735	$0	$0	$0	$11,237,475
Total Cash Flow Deobligated		$0	$0	$0	$0	$0	$0	$0
Total Cash Flow Unallocated		$4,390,903	$15,143,600	$23,982,893	$7,082,854	$4,359,027	$2,179,514	$57,138,789
Cash Flow Programmed in 2014 Strategic Plan		$10,806,780	$19,965,197	$23,982,894	$11,724,644	$1,264,500	$632,250	$68,376,264
Deobligated from Prior 5YPP Cycles **		$0						$0
Cumulative Remaining Cash Flow Capacity		$4,267,595	$3,229,735	$0	$4,641,791	$1,547,264	$0	$0

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

See 2014 Prop K 5YPP - Program of Projects Programming and Allocations to Date table for programming footnotes.

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

FY of Allocation Action:	2015/16
Project Name:	Transbay Transit Center
Implementing Agency:	Transbay Joint Powers Authority

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:	b.1 Caltrain Downtown Extension to a Rebuilt Transbay Terminal		
Prop K EP Line Number (Primary):	5	**Current Prop K Request:**	$ 14,220,000
Prop K Other EP Line Numbers:			
Prop AA Category:		**Current Prop AA Request:**	$ -
		Supervisorial District(s):	6

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.

If a project is not already name 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 Transbay Joint Powers Authority (TJPA) is requesting $14,220,000 in Prop K funds for the construction phase of the Transbay Transit Center project. An additional $500,000 in unneeded funds from a February 2008 Prop K allocation to the TJPA for Program Management/Program Controls (PMPC) was made available for the subject project through a grant amendment approved in May 2015. The requested funds will be used for construction management oversight (CMO), PMPC and Property Management services for Fiscal Year 2015/16.

Please see next pages for scope.

CONSTRUCTION

Construction Management (Turner Construction Company)

The construction management oversight consultant (CMO consultant) works closely with TJPA staff and other consultants to provide construction management oversight services. Construction management oversight services include all services required for successful bidding, award, and construction of the Transit Center and associated facilities. General professional services to be provided by the CM consultant under the agreement may include, but not necessarily be limited to, construction management to administer, monitor, inspect and interface with the construction manager/general contractor (CM/GC) and the TJPA in accordance with the Construction Management Procedures; administrative tasks generally associated with the construction management services, which include documentation of work progress, progress reports, correspondence, recordkeeping, payment verification, and communications with the TJPA, the PMPC Consultant, and other agencies as required; and rapid emergency response to the TJPA as required.

This contract was awarded in June 2010. Work is expected to continue through the end of Phase 1 in late 2017. This funding request is for **$7,450,000** for CMO consultant services in FY 2015-16.

The Contractor shall provide multi-disciplinary construction management services to support the Project, including the following:

Project Communication, Recordkeeping and Meeting Coordination

a. Participate in partnering meetings as required by the TJPA.
b. Participate in pre-construction meetings.
c. Conduct weekly progress meetings with construction contractors.
d. Document Transit Center construction progress, quality, and budget, including taking digital photographs and video documentation of key activities.
e. Maintain, on a daily basis, a computerized recordkeeping system (Constructware ASP) provided by the TJPA, which documents all major actions (e.g., submittals, correspondence, requests for information (RFIs), potential change orders, change orders).
f. Provide information and assistance to support outreach and community relations activities. All community outreach activities must be coordinated with the TJPA Public Relations and Community Outreach Consultant and/or a TJPA-designated staff contact.
g. Support contractor coordination with transit agencies' operations, maintenance, and planning staff.
h. Support contractor coordination with Commissioning Agent.
i. Prepare monthly reports in a format to be mutually agreed upon by the TJPA and the Contractor.

Communications, Meetings and Recordkeeping

a. Maintain communication tracking system using Constructware ASP, which documents all formal communications between the Contractor, the CM/GC, the design teams, PMPC and the TJPA.
b. Meet with the TJPA and PMPC, and other Program team members on a regular basis as required throughout the life of the Agreement.

c. Conduct, participate in, document, or facilitate other meetings and presentations with affected parties as required.

Progress Reporting
Prepare and submit to the TJPA progress reports of construction activity on a daily (as necessary) and monthly (required) basis. Monthly progress reports shall accompany monthly invoices.

Quality Assurance/Quality Control
Continue implementing the established quality assurance/quality control (QA/QC) plan and implementing procedures for construction management activities that meet the requirements of the Program Quality Management System, including compliance with the FTA's Quality Assurance and Quality Control Guidelines and the TJPA's approved Quality Management System. The Contractor's QA/QC plan and procedures shall provide for effective oversight of the CM/GC's quality control (CQC) plan and may be developed from standards currently implemented by the Contractor. Submit and periodically update the project-specific QA/QC plan to the TJPA for the timely execution of the work. Subject to the approval of the Program Quality Assurance Manager, the Contractor shall appoint a quality assurance manager with the appropriate skills and experience for the specific project and the work to be performed.

Cost Control Support
a. Verify construction progress submitted by the CM/GC for payment.
b. Process CM/GC's monthly billing.
c. Evaluate CM/GC's Change Order Requests for entitlement and recommend action to the TJPA and PMPC, in conformance with the terms and conditions of the Contract Documents. When authorized by the TJPA, issue Proposed Change Orders.
d. When required, prepare field orders directing work, including the approval and tracking of time and material tickets.
e. As requested, assist the PMPC in managing and documenting the change order, claim, and dispute resolution process.

Schedule Support
a. Monitor and review the CM/GC's schedule for compliance with contract requirements.
b. Review, compare, and analyze the contractor's monthly update against its approved baseline schedule so that any delays or potential delays to milestones or critical items of work become known at the earliest possible date. As required, the Contractor may be requested to develop and recommend corrective measures to the TJPA.
c. Review Transit Center construction and payment schedules.
d. Monitor changes and potential changes so that the TJPA will have timely information as to the effect of changes on the Project schedule.
e. Coordinate with the TJPA and PMPC on trend analyses and associated data.

Inspection and Testing
a. Provide code and quality inspections, on a timely basis in conformance with the Construction Documents General Requirements (Division 01).
b. Provide specialty inspections and independent testing including, but not limited to, steel, concrete, masonry, fireproofing coverage, soil compaction, water intrusion, and waterproofing, on a timely basis in conformance with the Construction Documents General Requirements (Division 01).

c. Coordinate various agency inspector visits (City, FTA, etc.).
d. Log and track non-compliance work to resolution and acceptance.
e. Log and track construction issues identified in the Architect/Engineer (A/E) field observation reports to resolution and acceptance.

Technical Support

a. Provide resident and office engineering.
b. Review and process contractor submittals.
c. Monitor contractor's progress.
d. Provide oversight for traffic control.
e. Coordinate the field activities of the Commissioning Agent.
f. Provide administrative and document control support.

Environmental Monitoring

Monitor Transit Center construction contractors' activities for compliance with environmental requirements required under the Mitigation Monitoring and Reporting Program including the following:

a. Stormwater pollution prevention
b. Noise and vibration
c. Air emissions
d. Cultural historic resources
e. Hazardous materials/waste

Coordination with Other Agencies and Affected Entities

Assist the TJPA with construction coordination with the following:

a. City, county, regional, state and federal agencies
b. Transit agencies
c. Utility companies
d. Other contractors
e. Community residents and businesses

Project Closeout

Provide contract closeout assistance to the TJPA, which shall include the following:

a. Assemble a list of open inspection items and an A/E punchlist.
b. Pursue correction and completion of all punch list items, reworks, and non-compliance notices.
c. Conduct final inspections.
d. Audit the receipt of contract deliverable items.
e. Obtain and review as-built drawings, specifications, and operations and maintenance manuals.
f. Administer and perform closeout of contract documentation.
g. Prepare closeout report.

Program Management/Program Controls (PMPC) (URS)

The PMPC provides a variety of services and reports to augment the TJPA staff in implementing the Transbay Transit Center Program. Specific tasks and services include program management services, management policies and procedures, program implementation and support, project management

services for the Transit Center, DTX project management, program controls management, quality assurance and control implementation, document control, administrative support and the project management information.

This contract was awarded in July 2014. This funding request is for **$6,750,000** for PMPC services in FY2015-16. The scope of work will include the following:

A. Program Management

- **Program Manager.** Provide a Program Manager with overall responsibility for managing the program scope of work and developing and implementing Program Management and Program Controls. The Program Manager shall provide staff planning, supervision, and support for the Program Team, including coordination among project teams. As requested by TJPA, the Program Manager shall also assist the TJPA in the acquisition of funding for the Program, various Program approvals, and other third party agreements. The Program Manager, or his or her designee, will attend the TJPA's weekly staff meetings and other meetings as required by the TJPA. The Program Manager will provide all other related services as requested by the TJPA.
- **Program Implementation Plan.** Update the Program Implementation Plan as needed for program cash flow and contracting analysis.
- **Program Management Plan.** Update the Program Management Plan (PMP) as required reflecting Program organization, structure, and requirements.
- **Secunded Staff.** If requested, provide staff to work in TJPA offices under the direction of the TJPA.

B. Management Policies and Procedures

Develop, update and implement Management Policies, Procedures and guidelines and other documents needed to standardize management of the Program and its component projects.

- **Requirements Checklist.** Maintain the Requirements Checklist to assist in managing the Program to verify that design and construction complies with all requirements and commitments established during the planning and environmental clearance phase and the requirements of the various entities whose funds will be used to deliver the Program have been met.
- **Policies.** Develop policies to fulfill the requirements of the PMP and manage their implementation. Update these policies as necessary.
- **Procedures and Guidelines.** Develop procedures and guidelines addressing requirements of the Program and its component projects as specified in individual task orders or work plans issued by the TJPA. Update procedures as necessary to reflect changes in approved processes.

C. Program Implementation and Support Activities

- **Program Coordination.** Coordinate or assist with various Program support activities as outlined below between the TJPA, PMPC, Construction Management/General Contractor (CM/GC), Construction Management Oversight (CMO) consultants, other TJPA consultants, public agencies and the public.
- **Project Implementation Plans.** Review Project Implementation Plans such as project phasing and contract packaging proposals prepared by design teams. Provide recommendations for optimization of program delivery as necessary.
- **Design Criteria.** Verify conformance with approved design criteria to achieve consistency in design among various project components and contract packages.

- **Issue-action Tracking.** Develop methodologies for tracking and resolving issues related to design, construction and operations with all stakeholders that have an interest and/or are participants in the Program. Work with Project Managers to facilitate resolution of issues and maintain issue-tracking documentation for all components of the Program.
- **Stakeholder Coordination.** Assist the TJPA in coordination with regulatory agencies and other stakeholders that have an interest or are participants in the Program and facilitate resolution of issues related to design, construction and operations. Assist with government relations and community outreach services at the direction and discretion of the TJPA and coordinate with TJPA and TJPA consultants on these services as requested.
- **Risk Management.** Establish a systematic risk management process for the Program and its component projects. Develop a framework by which these risks will be identified and assessed. Develop and implement response and control strategies to manage these risks. Provide periodic risk updates during design and construction consistent with USDOT guidelines.
- **Design Reviews.** Set up and conduct various Design Reviews, such as Peer Review, Value Engineering, Constructability Review and other technical reviews as required.
- **Procurement Documents.** Prepare contract procurement documents, including but not limited to professional services and construction contracts. Scope of work may include requests for proposals, scopes of work, and addenda. Assist in preparing scope of work and contract language.
- **Contract Administration.** Provide contract administration, including maintaining contract files, records, performing invoice reviews, independent cost estimates, Disadvantaged Business Enterprise (DBE) compliance, verifying compliance with City and County of San Francisco requirements, and FTA, FRA and TJPA procurement and contracting policies and procedures. Provide audit services as requested by the TJPA.
- **Caltrans Liaison.** Serve as the TJPA's liaison to Caltrans as requested.
- **Permit Management.** Provide oversight and management of processes related to obtaining local, regional, state and federal permits required to complete the component projects, and verify these requirements are met in a timely and efficient manner.
- **Mitigation Support.** Provide oversight of all required environmental mitigation measures as outlined in the FEIS/FEIR. Provide oversight for implementation of the Mitigation Monitoring Plan and verify and document through quarterly and annual Mitigation Monitoring Reports that all activities identified in this Plan and the FEIS/FEIR are implemented, completed and documented in accordance with all local, state and federal regulations and guidelines. These activities will include hazardous waste management, noise and vibration mitigation; property acquisition/relocation; cultural and historic resources; soils/geology; utilities coordination; and preconstruction activities related to building structural survey, geotechnical investigation, business community coordination and community outreach programs. As requested, provide noise, dust and air monitoring, including baseline measurements.
- **State Historical Preservation Offices (SHPO) & Archaeological Support.** Provide technical assistance in performing all tasks required by existing and future agreements with local, state and federal agencies related to environmental mitigation requirements outlined in the "Memorandum of Agreement Among the FTA and the California State Historic Preservation Officer for the Transbay Terminal/Caltrain Downtown Extension/ Redevelopment Project".

- **EIS/EIR Documents.** As requested by the TJPA, prepare any required reevaluations, studies, amendments, addenda or supplements to the environmental clearance documents for the Program. Review environmental documents for adjacent area projects to identify potential conflicts with the Program.
- **Construction Management Plan**. As needed, update Construction Management Plans and Procedures covering construction management procedures and systems for contract management and administration; cost, schedule and quality control; testing and start-up.
- **Traffic Management and Operations Planning.** As requested by TJPA, provide specialist assistance to the TJPA for management of pedestrian, bicycle and vehicular traffic during construction as well as traffic planning for the temporary terminal and new Transit Center buildings. Provide specialists as needed to assist the TJPA with planning for operation of the temporary terminal as well as the new permanent facilities, including but not limited to bus and rail operations and facility operations and maintenance.
- **Facilities Operations and Maintenance Planning.** As requested by the TJPA, prepare facilities operations and management plans and cost estimates.
- **Closeout.** Assist TJPA in project and program closeout activities and documentation, including facility acceptance, systems acceptance and training, turnover of operations and maintenance materials, warranties, final budget reconciliation and file turnover.
- **Safety and Security.** Continue to coordinate security-related work for the Program including working with TJPA and the design teams regarding physical and operational issues; continuing to work with the DTX design team on refining the design guidance criteria produced in the DTX risk assessment report; updating and expanding the Safety and Security Management Plan (SSMP) as required by the FTA and FRA; assist TJPA with the development of a comprehensive security program as outlined in the SSMP; and coordinate as requested with the relevant state and local agencies to verify that safety and security activities are consistent with plans for the Transbay Redevelopment Area.
- **Updated RVA Follow-up Tasks.** Continue to coordinate and assist the PCPA Design team in implementing the established RVA Design Guidance Criteria (DGC). Review Design Change Requests to determine DGC that apply to the requested design change. Assist the TJPA as requested with documentation for Safety and Security Act Designation. Assist the TJPA in coordination efforts with the Bio-Watch Program.

D. Project Management: Transit Center

Provide Project Management of the Transit Center Project, including the Temporary Terminal, New Transit Center, New Ramps and Bus Storage components of the Program. The Transit Center Project Manager will be responsible for managing the project scope, schedule, budgets and contracting during the design, construction, system testing, start-up and close-out phases of the Transit Center project.

- **Project Scope, Schedule & Budget.** Work with estimators, technical specialists and Program Controls Manager to validate scope and develop the project budget and schedule for the Transit Center Project, including subprojects and project components. Maintain current and accurate information regarding project scope, schedule and budget throughout the entire life of the project. Analyze project progress and provide management direction and oversight to project team to address scope, schedule, claims and cost issues that may arise during project delivery and implementation. Identify problem areas, formulate strategies and oversee implementation of corrective action plans to address issues related to scope, claims, schedule and cost. Analyze cost trend information and identify cost issues as early as practicable.

E. Project Management: Caltrain Downtown Extension (DTX)

Provide Project Management for the Caltrain Downtown Extension Project, including the 4th & King Caltrain Yard Improvements, 4th & Townsend Station, cut & cover, mined tunnel and rail and system components of the overall Program. The Caltrain Extension Project Manager will be responsible for managing the project scope, schedule, budgets and contracting during the design, construction, system testing, start-up and close-out phases of the Caltrain Extension, including coordinating rail and system improvements within the Transit Center Building with the Transit Center Project Manager.

- **Project Scope, Schedule & Budget.** Work with estimators, technical specialists and Program Controls Manager to validate scope and develop the project budget and schedule for the DTX Project, including subprojects and project components. Maintain current and accurate information regarding project scope, schedule and budget throughout the entire life of the project. Analyze project progress and provide management direction to project team to address scope, schedule, claims and cost issues that may arise during project delivery and implementation. Analyze cost trend information and identify cost issues as early as practicable. Identify problem areas, formulate strategies and oversee implementation of corrective action plans to address issues related to scope, claims, schedule and cost.

F. Program/Project Controls

- **Program Controls Manager.** Provide a Program Controls Manager with overall responsibility for developing and implementing program and project-level cost and schedule controls. The Program Controls Manager is a designated key personnel position. The Program Controls Manager will direct Program and Project Controls support staff in working with the Project Managers to accomplish the following scope of work.
- **Work Breakdown Structure.** Maintain and update a work breakdown structure (WBS) for the implementation of the Program that will be used for organizing and reporting on cost, schedule and scope. All drafts, updates and revisions will be submitted to the TJPA for review, evaluation, and approval prior to implementation.
- **Program Budget.** Maintain the Baseline Budget for the Program in accordance with the approved Work Breakdown Structure. Incorporate construction budgets using cost estimates developed by reconciliation of the CM/GC and design team estimates. Estimate other soft costs for each line item. Conduct market and escalation studies to forecast potential cost increases and market pressures over the life of the Program. Work with TJPA Program Management to assess the adequacy contingency budgets at the project and Program level that are consistent with the risks associated with each Program element at each stage of design and construction. Monitor, update and manage the budget over the course of the Program.
- **Program Master Schedule.** Develop a Program master schedule based on the WBS and the Program Implementation Plan. Update the Program master schedule regularly, but no less than monthly, to include current information regarding project and contract progress. Review and analyze overall Program progress during the design and construction phases. Review and analyze design and construction schedules for compliance with contractual and Program requirements. Identify areas of concern and provide input on corrective action plans as necessary.
- **Cost Accounting Technical Support and Budgeting.** Working with the TJPA's Chief Financial Officer, provide technical support in establishing a Program cost accounting structure. Develop, maintain and analyze budgets, track actual commitments, costs and encumbrances, analyze variances and forecast total Program costs. Collect and analyze project and Program cost information, including encumbrances, commitments, contingency usage, actual expenditures, trends, forecasts and variance information.

Provide reports as requested to satisfy reporting requirements of funding partners, FTA, FRA and others as necessary.

G. Quality Control/Quality Assurance (QC/QA) Program

The QC/QA Manager will update and maintain a program wide QA/QC Program covering management, design and construction activities.

H. Document Management and Administrative Support

Administrative support will include, but not be limited to, documentation of meetings, report writing, preparation of presentations, preparation of correspondence, filing, organizing meetings, reception, office administration and other general office and administrative support for PMPC and TJPA staff. Maintain a document control management plan that includes the necessary procedures for the coordination, documentation, management, control and distribution of correspondence, reports, memoranda, submittals, drawings, contract documents, and other documentation during the course of the Program. Document control will serve as the official records management function for the Program, and be the source for all official documentation and provide storage for all Program records and files.

PROPERTY MANAGEMENT

Property Management Services (Doorman Property Management)

The TJPA is the owner of certain real properties in San Francisco, currently including 580 Howard Street #500. This particular property is leased to a tenant and TJPA has contracted with Doorman Property Management to provide property management services. The property manager shall take all reasonable actions to enforce the terms of the lease, including, but not limited to, actions to collect or cause collection of rent or other charges due from tenant, handling all lease-related tenant requests on behalf of TJPA, and using reasonable efforts to assure tenant compliance with all provisions of the lease. The property manager handles all lease-related communications with the tenant and all discussions with the homeowners association. The monthly cost from May 2015 to April 2016 is $500 per month. After the first twelve months of the agreement, monthly compensation shall be evaluated, but in no case shall it exceed six percent of the monthly gross rent. Repairs and any marketing or leasing services are in addition to the monthly fee. No maintenance or repairs in excess of $1,000 per incident will be undertaken without prior authorization from TJPA. TJPA is requesting **$20,000** for property management services, which covers one to three years of monthly management fees, depending upon whether any repair or leasing services are required.

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

FY 2015/16

Project Name: Transbay Transit Center

Implementing Agency: Transbay Joint Powers Authority

ENVIRONMENTAL CLEARANCE

Type : EIR/EIS

Status: Completed 02/08/05

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	1994/95	3	2000/01
Environmental Studies (PA&ED)	1	2000/01	4	2008/09
R/W Activities/Acquisition	1	2004/05	4	2014/15
Design Engineering (PS&E)	1	2007/08	4	2013/14
Prepare Bid Documents	1	2007/08	1	2016/17
Advertise Construction	1	2007/08		
Start Construction (e.g., Award Contract)	2	2007/08		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			2	2017/18
Project Closeout (i.e., final expenses incurred)			3	2017/18

SCHEDULE COORDINATION/NOTES

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

The schedule presented above is based on the Refined Locally Preferred Alternative commitment schedule for the Full Program with dates shown for the Transbay Transit Center. The TJPA Board of Directors has approved the Recommended Implementation Strategy. Under this Strategy, the TJPA has proceeded with the engineering, design and construction of the Transit Center Building and Train Box as Phase 1, while continuing to seek full funding for Phase 2 Downtown Extension (DTX). The schedule for Phase 2 will be developed once TJPA has identified funding and a delivery method.

There is an obligation to complete the project for bus operations in the timeframe stipulated in the Cooperative Agreement with Caltrans. Bus operations are scheduled to start in late 2017.

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

FY 2015/16

Project Name: Transbay Transit Center

Implementing Agency: Transbay Joint Powers 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)		For Phase 1 program, construction and property management		
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	$ 14,794,000	$ 14,220,000	
Procurement (e.g. rolling stock)				
		$14,794,000	$14,220,000	$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	$ -	Completed by Caltrain
Environmental Studies (PA&ED)	$ 100,653,344	Baseline Budget
Design Engineering (PS&E)	$ 195,622,072	Baseline Budget
R/W Activities/Acquisition	$ 79,838,283	Baseline Budget
Construction	$ 1,523,286,301	Baseline Budget
Procurement (e.g. rolling stock)		
Total:	**$ 1,899,400,000**	

For Phase 1

% Complete of Design: 98 as of

Expected Useful Life: 70 Years

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

MAJOR LINE ITEM BUDGET

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

CONSTRUCTION PROJECT BUDGET - PHASE 1

SUMMARY BY TASK

PROGRAM MANAGEMENT	**Totals**
Program Management/ Program Controls	$ 6,750,000
CONSTRUCTION MANAGEMENT	
Construction Management Oversight	$ 7,450,000
PROPERTY MANAGEMENT	
Property Manager	$ 20,000
TOTAL (Fiscal Year 2015/16)	$ 14,220,000

See scope section for details

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

FY 2015/16

Project Name: Transbay Transit Center

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:	$14,220,000	
Strategic Plan Amount:	$16,135,674	(enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested:	$0	
5-Year Prioritization Program Amount:		(enter if appropriate)

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.

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		$14,220,000	$500,000	$14,720,000
Bridge Loan	$74,000			$74,000
				$0
				$0
				$0
				$0
Total:	$74,000	$14,220,000	$500,000	$14,794,000

FY 2015/16 program, construction and property management

Actual Prop K Leveraging - This Phase:	95.79%	$14,794,000
Expected Prop K Leveraging per Expenditure Plan	85.68%	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?

		Required Local Match	
Fund Source	**$ Amount**	**%**	**$**

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
				$0
				$0
				$0
Total:	$0	$0	$0	$0

See Attached

Actual Prop K Leveraging - Entire Project:	92.66%	$ 1,899,400,000
Expected Prop K Leveraging per Expenditure Plan:	85.68%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:		

Downtown Extension to a Rebuilt Transbay Transit Center Funding Plan
Updated June 2015

Phase 1: Transbay Transit Center

			Project Phases[1]					
Source[2]	**Type**	**Status**	**PE/ENV**	**PS&E**	**ROW**	**CON**	**Total by Status**	**TOTAL**
ARRA	Federal	Allocated	$0	$70,000,000	$0	$330,000,000	$400,000,000	**$400,000,000**
		Programmed	$0	$0	$0	$0	$0	
		Planned	$0	$0	$0	$0	$0	
FEMA Grants	Federal	Allocated	$0	$100,000	$0	$0	$100,000	**$100,000**
		Programmed	$0	$0	$0	$0	$0	
		Planned	$0	$0	$0	$0	$0	
FRA Rail Relocation	Federal	Allocated	$0	$0	$0	$2,650,000	$2,650,000	**$2,650,000**
		Programmed	$0	$0	$0	$0	$0	
		Planned	$0	$0	$0	$0	$0	
FTA Grants	Federal	Allocated	$19,626,000	$2,500,000	$0	$40,264,000	$62,390,000	**$62,390,000**
		Programmed	$0	$0	$0	$0	$0	
		Planned	$0	$0	$0	$0	$0	
OneBayArea Grant	Federal	Allocated	$0	$0	$0	$0	$0	**$6,000,000**
		Programmed	$0	$0	$0	$6,000,000	$6,000,000	
		Planned	$0	$0	$0	$0	$0	
TIFIA Loan[3]	Federal	Allocated	$0	$0	$0	$171,000,000	$171,000,000	**$171,000,000**
		Programmed	$0	$0	$0	$0	$0	
		Planned	$0	$0	$0	$0	$0	
RIP-SF	State	Allocated	$0	$6,762,000	$3,391,000	$0	$10,153,000	**$10,153,000**
		Programmed	$0	$0	$0	$0	$0	
		Planned	$0	$0	$0	$0	$0	
AB 1171	Regional	Allocated	$0	$67,400,000	$0	$80,276,000	$147,676,000	**$150,000,000**
		Programmed	$0	$2,324,000	$0	$0	$2,324,000	
		Planned	$0	$0	$0	$0	$0	
Regional Measure 1	Regional	Allocated	$6,600,000	$0	$0	$47,800,000	$54,400,000	**$54,400,000**
		Programmed	$0	$0	$0	$0	$0	
		Planned	$0	$0	$0	$0	$0	
Regional Measure 2	Regional	Allocated	$40,930,443	$15,243,327	$52,745,000	$31,722,000	$140,640,770	**$143,016,443**
		Programmed		$2,375,673	$0	$0	$2,375,673	
		Planned	$0	$0	$0	$0	$0	
AC Transit	Local	Allocated	$0	$3,398,000	$0	$6,445,000	$9,843,000	**$39,552,000**
		Programmed	$0	$0	$0	$29,709,000	$29,709,000	
		Planned	$0	$0	$0	$0	$0	
Land Sales	Local	Allocated	$0	$0	$0	$222,456,476	$222,456,476	**$510,000,000**
		Programmed	$0	$0	$0	$0	$0	
		Planned	$0	$0	$0	$287,543,524	$287,543,524	
Other Local[4]	Local	Allocated	$2,306,000	$643,000	$37,000	$5,673,000	$8,659,000	**$8,659,000**
		Programmed	$0	$0	$0	$0	$0	
		Planned	$0	$0	$0	$0	$0	
Prop K	Local	Allocated	$26,693,901	$19,050,000	$23,665,283	$53,799,616	$123,208,800	**$139,344,474**
		Programmed	$0	$5,826,000	$0	$10,309,674	$16,135,674	
		Planned	$0	$0	$0	$0	$0	
SMCTA	Local	Allocated	$4,497,000	$0	$0	$0	$4,497,000	**$4,497,000**
		Programmed	$0	$0	$0	$0	$0	
		Planned	$0	$0	$0	$0	$0	
Transit Center District Plan Revenues[5]	Local	Allocated	$0	$0	$0	$0	$0	**$198,500,000**
		Programmed	$0	$0	$0	$0	$0	
		Planned	$0	$0	$0	$198,500,000	$198,500,000	
	Totals	**Allocated**	**$100,653,344**	**$184,996,327**	**$79,838,283**	**$992,086,092**	**$1,357,574,046**	**$1,900,161,917**
		Programmed	**$0**	**$10,525,673**	**$0**	**$46,018,674**	**$56,544,347**	
		Planned	**$0**	**$0**	**$0**	**$486,043,524**	**$486,043,524**	
			$100,653,344	**$195,522,000**	**$79,838,283**	**$1,524,148,290**	**$1,900,161,917**	

[1] Acronyms used for project phases include: PE/ENV - Preliminary Engineering/Environmental Documentation, PS&E - Plans, Specifications & Estimates or Final Design, ROW - Right of Way, CON - Construction.

[2] Acronyms used in this column include: AB - Assembly Bill, ARRA - American Recovery and Reinvestment Act, FEMA - Federal Emergency Management Agency, FRA - Federal Railroad Administration, FTA - Federal Transit Administration, RIP - Regional Improvement Program, TJPA - Transbay Joint Powers Authority, SMCTA - San Mateo County Transportation Authority, and TIFIA - Transportation Infrastructure Finance and Innovation Act

[3] In January 2015, TJPA closed on an interim financing to provide cash flow until the TIFIA loan draw conditions are met at end of 2015. The TIFIA Loan will be drawn upon in January 2016 and used to repay the interim financing. The majority source of repayment for the TIFIA loan is tax increment. Passenger facility charges from AC Transit also represent a portion of the pledged revenues.

[4] Other Local includes proceeds from the sale of Transferrable Development Rights (TDRs) associated with 80 Natoma, as well as income from leasing out the various properties TJPA acquired before they were needed for construction. This also includes a small amount of interest earnings.

[5] The Transit Center District Plan includes impact fees and formation of a Community Facilities District (CFD) to provide project funding. The Mayor signed the CFD ordinance on January 20, 2015.

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: 7/16/2015 Resolution. No. Res. Date:

Project Name: Transbay Transit Center

Implementing Agency: Transbay Joint Powers Authority

Funding Recommended:		**Amount**	**Phase:**
	Prop K Allocation	$14,220,000	Construction
	Total:	**$14,220,000**	

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 5	FY 2015/16	$14,220,000	100.00%	$0
			0.00%	$0
			0.00%	$0
			0.00%	$0
			0.00%	$0
	Total:	**$14,220,000**	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 5	FY 2015/16	Construction	$14,220,000	100%	$0
				100%	$0
				100%	$0
				100%	$0
				100%	$0
		Total:	**$14,220,000**		

Prop K/Prop AA Fund Expiration Date: 12/30/2017 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:	7/16/2015	Resolution. No.		Res. Date:

Project Name: Transbay Transit Center

Implementing Agency: Transbay Joint Powers Authority

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

Trigger:

Deliverables:

1. TJPA will provide monthly progress report detailing cost and progress by contract task. This supersedes the default Prop K requirement for quarterly progress reports. The monthly report will include a summary of all contracts and agreements executed during the reporting period and to date, including consultants, city and state agencies, contractors, and any other services, showing the budgeted versus the actual amounts. Progress reports shall also include information on contingency and program reserve utilization, as well as report on issues that may contribute to schedule delay or cost increases.
2.
3.

Special Conditions:

1. For contracts valued at less than $10 million, TJPA will advise a Transportation Authority of any contract scope changes of $500,000 or more. For contracts valued at $10 million or more, TJPA will advise the Transportation Authority of any contract scope changes of $1 million or more. In both cases, TJPA will obtain Transportation Authority administrative concurrence prior to approving the change. All scope changes must be consistent with the aproved scope of work for the overall Prop K allocation.
2.

Notes:

1.

Supervisorial District(s): 6

Prop K proportion of expenditures - this phase:	4.21%
Prop AA proportion of expenditures - this phase:	NA

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

SFCTA Project Reviewer: CP **Project # from SGA:**

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

FY of Allocation Action:	2015/16	**Current Prop K Request:**	$ 14,220,000
		Current Prop AA Request:	$ -
Project Name:	Transbay Transit Center		
Implementing Agency:	Transbay Joint Powers 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):	Maria Ayerdi-Kaplan	Sara Gigliotti
Title:	Executive Director	Chief Financial Officer
Phone:	(415) 597-4620	(415) 597-4039
Fax:	(415) 597-4615	(415) 597-4615
Email:	mayerdi-kaplan@transbaycenter.org	sgigliotti@transbaycenter.org
Address:	201 Mission Street, Suite 2100 San Francisco, CA 94105	201 Mission Street, Suite 2100 San Francisco, CA 94105
Signature:		
Date:	05/15/15	05/15/15

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

FY of Allocation Action:	2015/16
Project Name:	Paratransit
Implementing Agency:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:	a. Paratransit		
Prop K EP Line Number (Primary):	23	**Current Prop K Request:**	$ 10,193,010
Prop K Other EP Line Numbers:			
Prop AA Category:		**Current Prop AA Request:**	$ -
		Supervisorial District(s):	Citywide

SCOPE

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

If a project is not already name 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 $10,193,010 in Prop K funds as partial funding of the $22,532,699 million Paratransit Program broker contract. For further information on this request, see the following pages.

See attached scope description.

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

Scope

The SFMTA requests $10,193,010 in Proposition K funds to pay for a portion of the estimated $20.7 million Fiscal Year 2015/16 contract with the broker that administers the Paratransit program. This is an annual request, of which $9,670,000 is programmed in the FY 2015/16 Strategic Plan, and $523,010 is available through a partial de-obligation of unneeded funds from the FY 2013/14 Proposition K Paratransit grant. The de-obligated amount will be an ongoing request through the Proposition K program.

The SFMTA provides paratransit services to persons with disabilities, in compliance with the Americans with Disabilities Act. Paratransit in San Francisco is administered by a broker and delivered through a diverse set of providers and resources, including 67 city-owned vehicles that are less than 5 years old (35 of which were purchased new in FY 2014/15 in a procurement partially funded by a separate Prop K grant), private taxis and group vans associated with community centers throughout the city. On January 26, 2010, the Board of Supervisors approved a contract with Transdev (formerly called Veolia Transportation Services, Inc.), to provide paratransit broker services through June 30, 2015, with an option for a five-year extension, and in an amount not to exceed $118,599,710. That contract has been extended by one year through June 30, 2016, with no increase in the contract amount. The broker services include determination of client eligibility, customer service, overseeing the operation of the taxi debit card system, subcontracting and oversight of van and taxi services, and reporting and record keeping. During the fiscal year, due to the exit of one of the transportation providers (MV Transportation), Transdev took over the operation of SF Access and a portion of the Group Van Services through the end of the contract period, with positive results which have included improving on-time reliability.

Many Adult Day Health Care (ADHC) programs have expanded their service areas and this coupled with increased congestion on the roads had resulted in long ride times for passengers using the Paratransit program's group van service to access these centers. At the request of the San Francisco ADHC programs and Supervisor Yee, the SFMTA has implemented operational changes starting in FY 2015/16 to decrease ride times in the group van program. Improved group van service will add $275,000 to the annual cost of the Paratransit program.

Over the past few years, the paratransit program's debit card payment system for paratransit taxis has allowed better enforcement of program rules, and now provides data for SFMTA's performance incentive program for ramp taxi drivers. The debit card system and performance incentives have achieved cost savings in the taxi program.

The paratransit broker contract includes procuring and managing subcontracts with paratransit service providers, monitoring service quality and client interface, administering client eligibility, managing the sale of fare instruments, and acting on behalf of the SFMTA as the principal customer service representative for patrons of paratransit services. Paratransit services are provided to persons with disabilities who are unable to independently ride bus or light rail service some or all of the time and are certified eligible according to federal criteria. Approximately 860,000 paratransit trips are projected to be provided to 14,000 registered consumers in Fiscal Year 2015/16.

Specific paratransit services are described below.

SFMTA Paratransit Services

1) Taxi – Provides individual paratransit taxi trips to ADA-eligible paratransit users using both sedans and wheelchair accessible ramped taxis.

2) SF Access – Provides pre-scheduled, shared-ride door-to-door van service in City-owned vehicles for ADA eligible paratransit users.

3) Intercounty – Pre-scheduled paratransit trips provided to paratransit users to or from Muni's service area in San Francisco, to or from destinations in Alameda County, Marin, and Contra Costa County. These trips are provided by the East Bay Paratransit Consortium and Whistle Stop Wheels.

4) Group Van – Provides pre-scheduled group trips for ADA-eligible paratransit users who are going to a common destination such as an Adult Day Health Centers, developmentally disabled work sites, senior nutrition programs etc.

5) Department of Aging and Adult Services Group Van – Provides pre-scheduled group van services to senior centers funded by Department of Aging & Adult Services.

Key Paratransit Performance Trends 2009-2015

	July – June					YTD
Paratransit Performance Indicators	**FY 2009/10**	**FY 2010/11**	**FY 2011/12**	**FY 2012/13**	**FY 2013/14**	**FY 2014/15 (July 2014 - April 2015)**
Total Passenger Trips Provided	1,038,866	904,598	810,663	777,324	771,175	648,524
On-time Percentage						
(Group Van & Access Van)	88.96%	86.97%	84.10%	85.50%	86.43%	87.49%
Taxi	97.20%	85.59%	79.07%	88.26%	96.32%	95.92%
Complaints	465	661	708	671	866	821
Cost per Passenger Trip	$17.90	$18.85	$22.53	$23.84	$25.33	$28.62
Annual change in # of trips:	-8.9%	-12.9%	-10.4%	-4.1%	-0.8%	
Change since June 2007:	-10.3%	-21.9%	-30.0%	-32.9%	-33.4%	
Total Charges to Prop K:	$8,472,779	$7,806,883	$8,467,195	$8,697,240	$9,146,900	
Change in Prop K Charges:	-12%	-8%	8%	3%	5%	
Cumulative Change in Prop K Charges since FY 2006/07:	-12%	-19%	-12%	-10%	-5%	

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

FY 2015/16

Project Name: Paratransit

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt

Status: N/A

PROJECT DELIVERY MILESTONES

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

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

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 paratransit broker coordinates with SFMTA, the Department of Aging and Adult Services, paratransit service providers and patrons.

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

FY 2015/16

Project Name: Paratransit

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				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Operations	Yes	$ 22,532,699	$ 10,193,010	
		$22,532,699	$10,193,010	$0

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Operations	$ 22,532,699	SFMTA estimates based on broker contract.
Total:	**$ 22,532,699**	

% Complete of Design: 0 as of

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.

FY15/16 Paratransit Contract

	FY15/16
Taxi	$3,808,722
SF Access	$10,550,619
Intercounty	$182,488
Group Van	$3,028,017
Reduced Group Van ride times	$275,000
DAAS Group Van	$585,752
Broker	$3,591,281
Total Paratransit Contract	**$22,021,879**

MFB = Mandatory Fringe Benefit
FTE = Full Time Equivalent employee

SFMTA Labor - Parantransit Operations Staff

Position	Salary Per FTE	MFB for FTE	Fully Burdened Salary: Salary + MFB**	Hours	FTE Ratio	Cost
1446 Secretary	$69,872	$43,855	$113,728	1040	0.5	$56,864
5288 Transit Planner II	$91,799	$53,574	$145,373	2080	1.0	$145,373
5290 Transit Planner IV	$129,182	$69,498	$198,680	2080	1.0	$198,680
9174 Manager IV	$140,400	$78,407	$218,806	1040	0.5	$109,403
Total Salaries						**$510,320**

City Attorney Review	2 hours x $250/hour	$500.00
TOTAL COST		**$22,532,699**

*Prop K funds are for reimbursement of contract expenses only.
**Paratransit staff are paid through SFMTA operating budget instead of capital projects budget, so there is no additional overhead.

Revenue/ Recovery

	Approved		Proposed			
	FY2014/15 Budget	% of Contract Budget	FY2015/16 Budget (as of 6/30/15)	% of Contract Budget	Increase (Decrease)	% Change
Revenues/ Recovery						
Federal Transit Operating Asst 5307	$3,783,639	18%	$3,890,000	18%	$106,361	3%
Prop K *	$9,670,000	47%	$10,193,009	46%	$523,009	5%
BART ADA Contribution	$1,225,399	6%	$1,500,000	7%	$274,601	22%
State Transit Assistance-Paratransit	$889,571	4%	$918,990	4%	$29,419	3%
Muni Operating Budget	$4,849,292	23%	$5,306,382	24%	$457,090	9%
Commission on Aging Recovery	$723,824	4%	$723,824	3%	$0	0%
Total	**$21,141,725**	102%	**$22,532,199**	102%	**$1,390,474**	7%

Apportionment				
Paratransit Broker	$20,670,041	98%	$22,021,879	98%
Muni Paratransit Staff **	$471,684	2%	$510,320	2%
Total	**$21,141,725**	100%	**$22,532,199**	100%

* See Recommendations page for precise percentage of Prop K share of the budget.

** Not Prop K funded.

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

FY 2015/16

Project Name: Paratransit

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:	$10,193,010	
Strategic Plan Amount:	$10,193,010	(enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested:	$0	
5-Year Prioritization Program Amount:		(enter if appropriate)

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.

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		$10,193,010		$10,193,010
Section 5307 - ADA		$3,890,000		$3,890,000
BART ADA Contribution		$1,500,000		$1,500,000
State Transit Assistance - Parantransit		$918,990		$918,990
Muni Operating Budget		$5,306,875		$5,306,875
Commission on Aging Recovery		$723,824		$723,824
Total:	$0	$22,532,699	$0	$22,532,699

Actual Prop K Leveraging - This Phase:	54.76%	$22,532,699
Expected Prop K Leveraging per Expenditure Plan	26.57%	Total from Cost worksheet

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

		Required Local Match	
Fund Source	**$ Amount**	**%**	**$**
			$0.00

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: 7/15/2015 Resolution. No. Res. Date:

Project Name: Paratransit

Implementing Agency: San Francisco Municipal Transportation Agency

Funding Recommended:		**Amount**	**Phase:**
	Prop K Allocation	$10,193,009	Operations
	Total:	**$10,193,009**	

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 23	FY 2015/16	$10,193,009	100.00%	$0
			0.00%	$0
			0.00%	$0
			0.00%	$0
			0.00%	$0
	Total:	**$10,193,009**	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 23	FY 2015/16	Operations	$10,193,009	100%	$0
				100%	$0
				100%	$0
				100%	$0
				100%	$0
		Total:	**$10,193,009**		

Prop K/Prop AA Fund Expiration Date: 6/30/2016 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:	7/15/2015	Resolution. No.		Res. Date:

Project Name: Paratransit

Implementing Agency: San Francisco Municipal Transportation Agency

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

Trigger:

Deliverables:

1. Quarterly Progress Reports shall provide a service performance report including the number of trips, number of complaints, and ontime percentage per mode per month, in addition to the standard requirements described in the Standard Grant Agreement. Starting in Fiscal Year 2015/16, the quarterly performance report shall also include average passenger trip times for taxi and SF Access van services, and average sampled trip times for group van services.
2.

Special Conditions:

1. Prop K funds allocated to this project are only for eligible expenses incurred in the fiscal year for which the allocation was made (ending 6/30/16). After the deadline for submittal of final reimbursement requests or estimated expenditure accruals (estimated mid-July 2016), all remaining unclaimed amounts will be deobligated and made available for future allocations.
2.

Notes:

1. Expenses for implementation of the mobile data computer project and operation of the Shop-A-Round shuttle are not eligible for reimbursement from this grant. The SFMTA should invoice contract expenses only. SFMTA paratransit program staff costs will be paid from the SFMTA operating budget.
2.

Supervisorial District(s): Citywide

Prop K proportion of expenditures - this phase:	45.24%
Prop AA proportion of expenditures - this phase:	NA

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

SFCTA Project Reviewer: P&PD **Project # from SGA:**

MAPS AND DRAWINGS

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

FY of Allocation Action:	2015/16	**Current Prop K Request:**	$ 10,193,010
		Current Prop AA Request:	$ -
Project Name:	Paratransit		
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):	Annette Williams	Joel C. Goldberg
Title:	Project Manager	Manager, Capital Procurement & M
Phone:	(415) 701-4444	(415) 701-4499
Fax:	(415) 701-4728	(415) 701-4734
Email:	annette.williams@sfmta.com	Joel.Goldberg@sfmta.com
Address:	1 South Van Ness Avenue, 7th Floor, San Francisco, CA 94103	1 South Van Ness Avenue, 7th 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:	2015/16
Project Name:	Geneva-Harney BRT Feasibility Study
Implementing Agency:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:	b.3 Visitacion Valley Watershed Area projects (San Francisco share)		
Prop K EP Line Number (Primary):	27	**Current Prop K Request:**	$ 50,000
Prop K Other EP Line Numbers:			
Prop AA Category:		**Current Prop AA Request:**	$ -
		Supervisorial District(s):	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.

If a project is not already name 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 County Transportation Authority requests $50,000 for the Geneva-Harney Bus Rapid Transit (BRT) Feasibility Study. This action would fulfill a commitment approved hrough Resolution 15-17 as part of a November 25, 2014 appropriation for the project to cover City/County Association of Government of San Mateo County's (C/CAG) and Peninsula Corridor Joint Powers Board 's (Caltrain's) contributions to the Feasibility Study (Phase 1). Both agencies originally commited to contributing $25,000 each, but subsequently withdrew their financial commitment due to concerns related to another study being led by the City (Bayshore Station Study). The BRT Study is nearing completion as we anticipate bringing the final report to the Board for approval in July. We are requessting appropriation of the Prop K funds to fully cover our costs for the study given that we were unsucessful in securing the funds from Caltrain and C/CAG. However, on the positive side we anticipate that these agencies will participate in the next phase of the BRT work, and have been keeping their staff looped in on the findings and recommenations of the BRT Study.

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

The Geneva-Harney BRT Feasibility Study is a first step in developing BRT service. This Feasibility Study involves a conceptual planning and design study, and initiates a cross-jurisdictional, community consensus-building process to prepare the envisioned "mid-term" bus project (using existing streets) for the environmental clearance phase.

Phase 1: Feasibility Study

1. Project Management **ongoing**
This task provides for a set of meetings with the SFMTA, the consultant team, and other relevant agencies to refine the scope of work and identify who will conduct the work. This task also provides for ongoing project management responsibilities throughout the study, such as progress reporting, schedule and budget monitoring, invoicing, and inter-agency coordination. The SFCTA will manage all aspects of the project, including quarterly reporting to Caltrans on project progress and monthly progress meetings with the consultant team.

2. Community Outreach / Citizen Advisory Committee **ongoing**
In this task, the SFCTA will sponsor, arrange, and participate in community outreach, to provide opportunities for the public to learn about and provide input into the planning process. The SFCTA will also manage a Citizen Advisory Committee (CAC) to provide sustained, detailed input on the study. The SFCTA will seek representation from all the affected jurisdictions, including San Francisco, Brisbane, and Daly City. The CAC will meet on a quarterly basis to monitor the study's progress, review key study products, and discuss critical issues.

3. Technical Partners Advisory Committee **ongoing**
The SFCTA will manage a Technical Partners Advisory Committee (TPAC) comprised of technical staff from agency partners to advise on study designs, assumptions, and analysis. Composition of the committee is expected to include: San Francisco Municipal Transportation Agency (SFMTA); San Francisco Department of Public Works; City of Daly City; City of Brisbane; San Mateo County Transit District; Caltrain; Caltrans; City/County Association of Governments of San Mateo County; San Mateo County Transportation Authority

4. Project Purpose and Need and Evaluation Framework **Fall 2013 – Summer/Fall 2015**
The objective of this task is to draft a Purpose and Need statement for the Interim and Permanent horizon years of Harney-Geneva BRT service. The Purpose and Need statement will be developed with PTAC and CAC input, and will be used to help define the range of alternatives to be analyzed, as well as the range of criteria against which to evaluate the alternatives' performance. The Purpose and Need statement will distinguish between an "Interim" and "Permanent" horizon year service needs.

5. Define Range of Alternatives and Conceptual Engineering **Fall 2013 – Summer/Fall 2015**
The purpose of this task is to screen a range of Harney-Geneva BRT alternatives, identifying options for both "Interim" and "Permanent" horizon years, as discussed in the Project Description. The outcome of this task will be a limited set of alignment and/or configuration alternatives for the Interim horizon year as well as the Permanent horizon year to carry forward for full analysis. Both horizon years will involve BRT alignment/routing alternatives.

The Permanent horizon year will, and the Interim horizon year may, involve alternative BRT lane configurations, including dedicated curb- or center-lane BRT with right- or left-side loading. This task will involve a major round of public outreach in addition to the CAC's input. The study will solicit community input via public workshop and/or web-based means.

6. Identify Considerations for Future SFMTA Light Rail Transit (LRT) System Goals Fall 2014 – Spring /Fall 2015

The purpose of this task is to determine how the proposed designs for Geneva Avenue could accommodate two potential future SFMTA LRT system goals for the corridor and the advantages and disadvantages of doing so. First, previous outreach has indicated a community desire for LRT service on Geneva Avenue. Given the high number of LRT lines already connecting at Balboa Park, there may be service coverage benefits and efficiencies to providing transit service on Geneva Avenue as LRT as opposed to BRT, perhaps as an extension of an LRT line already serving Balboa Park Station. Second, Balboa Park Station is the location where multiple LRT lines initiate and/or end their runs; meanwhile, many LRT vehicles are stored at the Muni Metro East (MME) LRT facility along San Francisco's central waterfront. But the only current way to transport LRT vehicles from MME to Balboa Park Station to initiate revenue service is by a roundabout route that brings them north into Downtown San Francisco before heading south again toward Balboa Park Station. An LRT connection on Geneva Avenue from Balboa Park to Bayshore Boulevard would provide SFMTA with significant operational efficiencies in transporting LRT vehicles to and from MME.

This task will confirm these considerations via further consultation with SFMTA and other stakeholders. The task will then explore the feasibility of, and identify the design considerations necessary for, making the corridor 'rail-ready' for future potential LRT use, either as a revenue line or a service line. This task will also describe the advantages and disadvantages that would result.

7. Transportation Performance Modeling and Alternatives Analysis Fall 2014– Spring 2015

In this task, the SFCTA will develop travel demand forecasts for various BRT alternatives, and evaluate the associated network performance using a mesoscopic transit and traffic simulation model. The Authority's tour-based regional travel demand model will be used to develop demand forecasts, and the Authority's new mesoscopic dynamic traffic assignment model will be used to estimate the benefits and impacts of the BRT alternatives on the performance of the transportation system. Supplemental traffic and/or transit micro-simulation tools, such as Synchro or VISSIM, are not anticipated to be necessary to establish the feasibility of the Alternatives or to distinguish the key tradeoffs among alternatives at this stage of analysis.

In this task, the SFCTA will also analyze the interim and permanent BRT alternatives relative to the Purpose and Need statement, and select a preferred alternative for each horizon year. The Alternatives Analysis framework will encompass a range of evaluation criteria of importance to project stakeholders, and evaluation findings will be based on qualitative or quantitative technical analyses, to be conducted as part of this task or as part of other efforts. This task includes a major round of public outreach.

8. Draft and Final Reports with Funding and Implementation Plan Fall 2014 – Summer/Fall 2015

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

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

FY 2014/15

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

Implementing Agency: San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Type : TBD

Completion Date (mm/dd/yy): 12/31/17

Status: Not yet started

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

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

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

The Caltrans Transportation Planning Grant requires submittal of a draft final report by the end of April. SFCTA will submit an addendum to the report in May after completing the third round of public outreach.

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

FY 2015/16

Project Name: Geneva-Harney BRT Feasibility Study

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	Yes	$803,798	$50,000	
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		$803,798	$50,000	$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	$ 803,798	SFCTA, SFMTA Staff
Environmental Studies (PA&ED)	$ 750,000	SFCTA, SFMTA Staff
Design Engineering (PS&E)	$ 5,000,000	Preliminary planning
R/W Activities/Acquisition	$ 1,000,000	Preliminary planning
Construction	$ 32,500,000	Preliminary planning
Procurement (e.g. rolling stock)	$ 15,000,000	Candlestick/Hunters Pt. Shipyard Transp. Plan
Total:	**$ 55,053,798**	

% Complete of Design: 3 as of 4/1/2015

Expected Useful Life: 50 Years

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

MAJOR LINE ITEM BUDGET

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

FEASIBILITY STUDY (PHASE 1) - SUMMARY BY TASK				
New budget items are highlighted in yellow				
Task	**Totals**	**SFCTA**	**SFMTA**	**Consultant**
1. Project Kick-Off and Ongoing Management	$ 96,603	$ 31,487	$ 2,316	$ 62,800
1. Project Kick-Off and Ongoing Management	$ 40,635		$ -	$ 40,635
2. Community Outreach	$ 37,646	$ 12,477	$ 6,809	$ 18,360
3. Technical Partners Advisory Committee	$ 25,702	$ 7,157	$ 6,705	$ 11,840
4. Project Purpose and Need and Evaluation Framework	$ 35,200	$ 11,319	$ 2,441	$ 21,440
5. Define Range of Alternatives and Conceptual Engineering	$ 200,912	$ 22,401	$ 33,431	$ 145,080
6. Identify Considerations for Future SMFTA Light Rail Transit (LRT) System Goals	$ 27,056	$ 4,921	$ 12,835	$ 9,300
6. Identify Considerations for Future SMFTA Light Rail Transit (LRT) System Goals	$ 2,483			$ 2,483
7. Transportation Performance Modeling and Alternatives Analysis	$ 118,115	$ 51,187	$ 5,808	$ 61,120
7. Transportation Performance Modeling and Alternatives Analysis	$ 10,680			$ 10,680
8. Draft and Final Reports including Funding and Implementation Plan	$ 49,921	$ 14,342	$ 6,659	$ 28,920
9. Contingency	$ -	$ -	$ -	$ -
Subtotal - subject request	**$ 53,798**	**$ -**	**$ -**	**$ 53,798**
Subtotal - previously funded	**$ 591,154**	**$ 155,290**	**$ 77,004**	**$ 358,860**
TOTAL	**$ 644,952**	**$ 155,290**	**$ 77,004**	**$ 412,658**

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

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

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

MFB = Mandatory Fringe Benefits, FTE = Full Time Equivalent

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

Position	**Unburdened Salary**	**MFB**	**Overhead = 1.385* (Salary + MFB)**	**Burdened Salary**	**FTE Ratio**	**Hours**	**Cost**
SFMTA Transit Division							
Transit Planner III (5289) - Service Planning	$ 105,456	$ 62,647	232,823	$ 400,926	0.007	15	$ 2,891
Senior Engineer (5211) - Constr. & Cap. Progms.	$ 155,766	$ 85,640	334,347	$ 575,753	0.019	40	$ 11,072
Subtotal Transit Division Labor					**0.082**	**170**	**$ 13,963**

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

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

Fringe Benefit Multiplier **1.31**

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

SFCTA: Phase 1 Feasibility Total:	**$ 155,290**

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

MFB = Mandatory Fringe Benefits, FTE = Full Time Equivalent

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

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

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

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

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

Total Cost by Phase	**Totals**
Feasibility Study (Phase 1), rounded	$ 600,000
Pre-Environmental Study (Phase 2), rounded	$ 150,000
Subject Request	$ 53,798
Total	**$ 803,798**

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

FY 2015/16

Project Name: Geneva-Harney BRT Feasibility Study

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:	$50,000	
5-Year Prioritization Program Amount:	$1,500,000	(enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested:	$0	
5-Year Prioritization Program Amount:		(enter if appropriate)

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.

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		$50,000	$453,798	$503,798
Caltrans Transportation Planning Grant			$300,000	$300,000
				$0
				$0
				$0
				$0
Total:	$50,000	$753,798	$753,798	$803,798

Prop K funds to be replaced by C/CAG and Caltrain. See scope section for additional details.

Actual Prop K Leveraging - This Phase:	37.32%	$803,798 Total from Cost worksheet
Expected Prop K Leveraging per Expenditure Plan	67.60%	

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

		Required Local Match	
Fund Source	**$ Amount**	**%**	**$**

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		$1,500,000	$453,798	$1,953,798
Caltrans Transportation Planning Grant			$300,000	$300,000
C/CAG*	$25,000			$25,000
Caltrain*	$25,000			$25,000
Visitaction Valley Area Plan Fee	$750,000			$750,000
Development	$41,000			$41,000
SFMTA (various - vehicles)	$15,000,000			$15,000,000
TBD, incl. Bi-County Partners	$36,959,000			$36,959,000
				$0
				$0
Total:		$1,500,000	$55,807,596	$ 55,053,798

Actual Prop K Leveraging - Entire Project:	96.45%	$ 55,053,798	
Expected Prop K Leveraging per Expenditure Plan:	67.60%	Total from Cost worksheet	
Actual Prop AA Leveraging - Entire Project:	NA		

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: 6/2/2015 Resolution. No. Res. Date:

Project Name: Geneva-Harney BRT Feasibility Study

Implementing Agency: San Francisco County Transportation Authority

Funding Recommended:		**Amount**	**Phase:**
	Prop K Appropriati	$50,000	Planning/Conceptual Engineering
	Total:	**$50,000**	

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 27	FY 2015/16	$50,000	100.00%	$0
			0.00%	$0
			0.00%	$0
			0.00%	$0
			0.00%	$0
	Total:	**$50,000**	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 27	FY 2015/16	Planning/Conceptual Engineering	$50,000	100%	$0
				100%	$0
				100%	$0
				100%	$0
				100%	$0
		Total:	**$50,000**		

Prop K/Prop AA Fund Expiration Date: 6/30/2016 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:	6/2/2015	Resolution. No.		Res. Date:

Project Name: Geneva-Harney BRT Feasibility Study

Implementing Agency: San Francisco County Transportation Authority

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

Trigger:

Deliverables:

1. Quarterly progress reports shall provide percent complete by task, percent complete for the overall project scope, summary of outreach activities, staff and community input, and participation by San Mateo C/CAG and Caltrain.
2.
3.

Special Conditions:

1.
2.
3.

Notes:

1. Approving this request would fulfill a commitment to allocate the subject funds as approved in Resolution 15 17 (approved November 2014).
2. Progress reports may be included with those for the Geneva-Harney BRT Feasibility/Pre-Environmental Study project (Resolution 15-17, Project #127.910008-09).

Supervisorial District(s): 10, 11

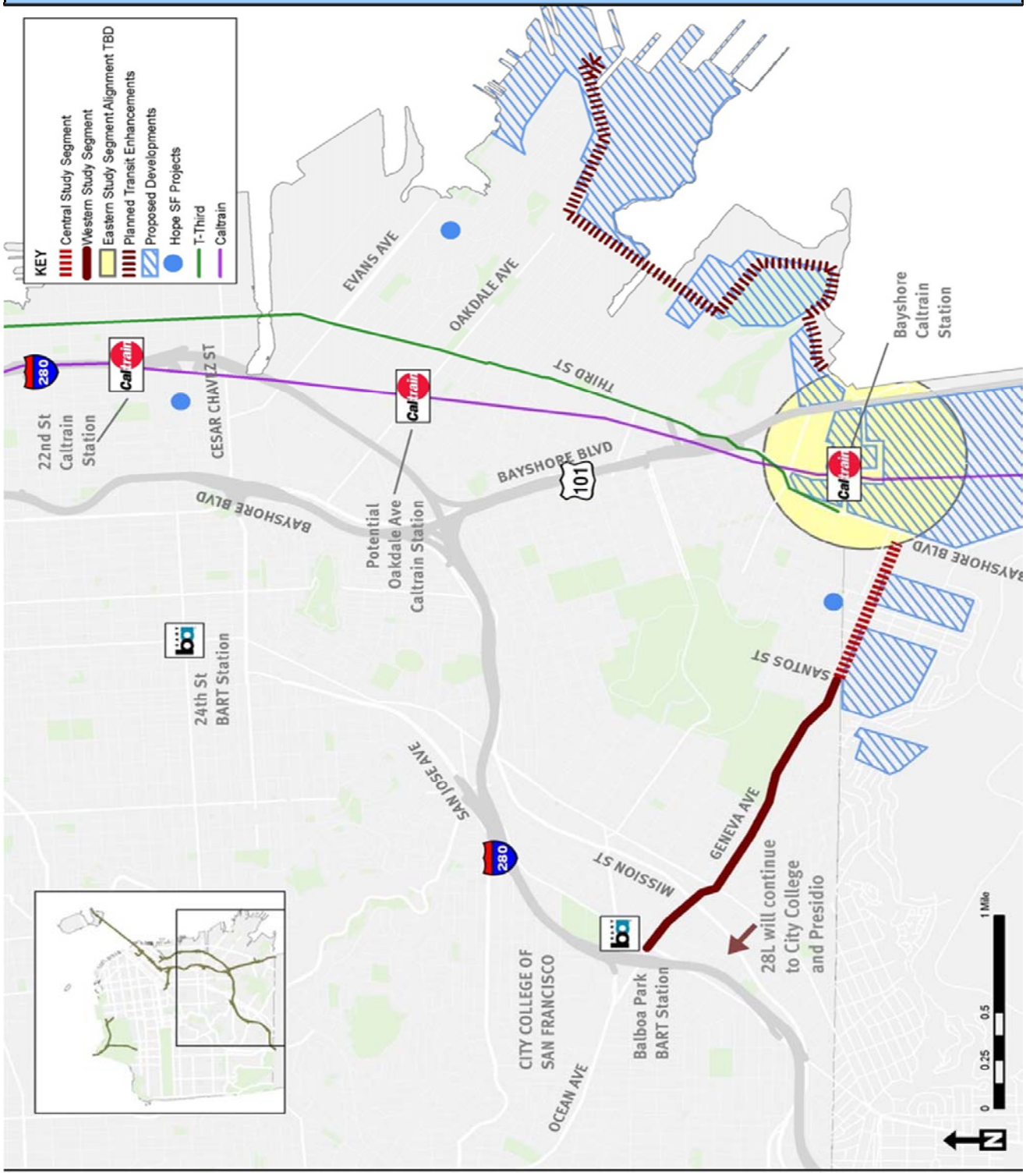
Prop K proportion of expenditures - this phase:	62.68%
Prop AA proportion of expenditures - this phase:	NA

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

SFCTA Project Reviewer: P&PD **Project # from SGA:**

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

MAPS AND DRAWINGS



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

FY of Allocation Action:	2015/16	**Current Prop K Request:**	$ 50,000
		Current Prop AA Request:	$ -
Project Name:	Geneva-Harney BRT Feasibility Study		
Implementing Agency:	San Francisco County Transportation Authority		

	Project Manager	**Grants Section Contact**
Name (typed):	David Uniman	Chad Rathmann
Title:	Deputy Director for Planning	Senior Transportation Planner
Phone:	415.522.4830	415.522.4825
Email:	david.uniman@sfcta.org	chad.rathmann@sfcta.org
Address:	1455 Market Street, 22nd Floor San Francisco, CA 94103	1455 Market Street, 22nd Floor San Francisco, CA 94103

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

FY of Allocation Action:	2015/16
Project Name:	19th Avenue Combined City Project
Implementing Agency:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

Prop K Category:	C. Street & Traffic Safety	Gray cells will automatically be filled in.
Prop K Subcategory:	i. Major Capital Projects (Streets)	
Prop K EP Project/Program:	b.6 Upgrades to major arterials (including 19th Avenue)	
Prop K EP Line Number (Primary):	30	**Current Prop K Request:** $ 75,000
Prop K Other EP Line Numbers:		
Prop AA Category:		**Current Prop AA Request:** $ -
		Supervisorial District(s): 4,7

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 County Transportation Authority (SFCTA) requests Prop K funds to provide leadership continuity as an advisor to the SF Public Works (SFPW) project management team implementing the 19th Avenue Combined City Project (CCP). The SFCTA's presence on the project team during the final design phase is at the request of SFPW and is supported by the Memorandum of Understanding between the Transportation Authority and SFPW (attached). The SFCTA is the project sponsor for the environmental phase of 19th Avenue Bulb-Outs project. SFCTA staff has worked with Caltrans, SFPW, and the SFMTA to obtain the proper clearances and bring the project to the design phase of the CCP.

Project Background:
The San Francisco Municipal Transportation Agency (SFMTA) is proposing to construct transit and pedestrian bulb-outs along 19th Avenue between Holloway Avenue and Lincoln Way, as well as upgrade several intersection signal systems. To minimize disruption to the community, the San Francisco Public Utilities Commission (SFPUC) proposes to replace and repair aging infrastructure within the corridor in conjunction with the SFMTA work. Together these projects comprise the 19th Avenue CCP. SFPW has assumed the project management responsibility for the final design (PS&E) phase and will serve as overall project lead agency through design and construction of the 19th Avenue CCP. SFMTA and SFPUC work, in addition to SFPW design work, will be implemented by SFPW.

The 19th Ave CCP consists of the following improvements:
A. Transit effectiveness and pedestrian safety enhancements, including:
1. Bus and pedestrian bulb-outs
2. Removal of channelizing islands and tightened corner radii
3. 19th Avenue (California State Route 1) northbound left-turn lane modification at Winston Drive
4. Red zone (no parking) striping
B. Water distribution system replacement, new installation, and upgrades
C. Wastewater system repair and replacement
D. Auxiliary water supply system replacement and new installation
E. Signal modifications (recently funded through the SFMTA's 19th Avenue Signals Phase III project)

Scope of Work:
SFCTA tasks included in this project consist of:
- Provide traditional project management oversight during the design phase
- Provide guidance and assistance of Caltrans review process and permitting
- Ensure the scope is consistent with the approved Project Study Report/Project Report.
- Provide regular updates to the Transportation Authority Deputy Director for Capital Projects.
- Attend inter-agency progress meetings during the design phase.
- Assist SFPW with obtaining a Cooperative Agreement with Caltrans for the PS&E phase.
- Assist SFPW with evaluating and interpreting Caltrans technical comment review and responses for 65%, 95%, and 100% drawing and specification submittals.
- Assist SFPW with obtaining a Cooperative Agreement with Caltrans for the Construction phase
- Assist SFPW with obtaining an encroachment permit from Caltrans.

SFMTA will conduct all public outreach during the design phase in preparation for legislative hearings regarding bus stop location changes and bulb-outs.

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

FY 2015/16

Project Name: 19th Avenue Combined City Project

Implementing Agency: San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Type : CEQA

Completion Date (mm/dd/yy)

Status: Categorical Exemption — 07/31/15

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				
Environmental Studies (PA&ED)	4	2008/09	1	2015/16
R/W Activities/Acquisition				
Design Engineering (PS&E)	1	2015/16	2	2016/17
Prepare Bid Documents	3	2016/17		
Advertise Construction	4	2016/17		
Start Construction (e.g., Award Contract)	1	2017/18		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			4	2017/18
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.

Expected design schedule:

	Complete
65% PS&E	March 2016
95% PS&E	October 2016
100% PS&E	November 2016

Caltrans paving of State Route 1 (19th Avenue and Park Presidio) scheduled to begin in June 2018. CCP improvements on 19th Avenue are anticipated to be built ahead of Caltrans paving of 19th Avenue.

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

FY 2015/16

Project Name: 19th Avenue Combined City Project

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.

		Cost for Current Request/Phase		
	Yes/No	Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)	Yes	$75,000	$75,000	
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		$75,000	$75,000	$0

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)	$75,000	Actual cost of similar effort.
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
Total:	**$ 75,000**	

% Complete of Design: 30 as of 05/01/15

Expected Useful Life: 30 Years

MAJOR LINE ITEM BUDGET

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

19th Avenue Combined City Project - SFCTA Project Support Budget

SUMMARY BY TASK

Task	Total	
1 Project Management Oversight	$	65,200
Contingency (15%)	$	9,800
Total	**$**	**75,000**

SUMMARY BY AGENCY

Transportation Authority	$	65,200
Contingency (15%)	$	9,800
ROUNDED TOTAL	**$**	**75,000**

SFCTA

Overhead Multiplier: 2.18

	Capital Projects		
	Deputy Director	Senior Enginer	**TA Subtotal**
Fully Burdened Rate:	$235.78	$151.18	
1 Project Management Oversight	20	400	$ 65,188
Total Hours	20	400	
Total Cost	$ 4,716	$ 60,472	**$ 65,188**
Subtotals	20	400	$ 65,188
FTE Totals	0.010	0.192	0.202

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

FY 2015/16

Project Name: 19th Avenue Combined City Project

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:	$75,000	
5-Year Prioritization Program Amount:	$500,000	(enter if appropriate)

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.

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 Transportation Sales Tax		$75,000		$75,000
Total:	$0	$75,000	$0	$75,000

Actual Prop K Leveraging - This Phase:	0.00%	$75,000
Expected Prop K Leveraging per Expenditure Plan	82.86%	Total from Cost worksheet

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

		Required Local Match	
Fund Source	**$ Amount**	**%**	**$**

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

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 Transportation Sales Tax		$3,650,000	$717,000	$4,367,000
Prop A General Obligation Bond	$6,245,000		$150,000	$6,395,000
SFPUC			$15,565,000	$15,565,000
Earthquake Safety and Emergency Response Bond		$3,710,000	$2,500,000	$6,210,000
Total:		$7,360,000	$51,469,000	$ 32,537,000

Funding plan includes funds for improvements related to Vision Zero, Muni Forward, upgraded signals, and utlity work.

Actual Prop K Leveraging - Entire Project:	N/A	$ 75,000
Expected Prop K Leveraging per Expenditure Plan:	82.86%	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: $75,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	$50,000	67.00%	$25,000
FY 2016/17	$25,000	33.00%	$0
		0.00%	$0
		0.00%	$0
		0.00%	$0
Total:	**$75,000**		

Prop AA Funds Requested: $0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	$75,000
		#DIV/0!	$75,000
		#DIV/0!	$75,000
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: 06.24.2015 Resolution. No. Res. Date:

Project Name: 19th Avenue Combined City Project

Implementing Agency: San Francisco County Transportation Authority

Funding Recommended:		**Amount**	**Phase:**
	Prop K Appropriati	$75,000	Design Engineering (PS&E)
	Total:	**$75,000**	

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 30	FY 2015/16	$50,000	67.00%	$25,000
Prop K EP 30	FY 2016/17	$25,000	33.00%	$0
			0.00%	$0
			0.00%	$0
			0.00%	$0
	Total:	**$75,000**	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 30	FY 2015/16	Design Engineering (PS&E)	$50,000	67%	$25,000
Prop K EP 30	FY 2016/17	Design Engineering (PS&E)	$25,000	100%	$0
				100%	$0
				100%	$0
				100%	$0
		Total:	**$75,000**		

Prop K/Prop AA Fund Expiration Date: 6/30/2017 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:	06.24.2015	Resolution. No.		Res. Date:	

Project Name: 19th Avenue Combined City Project

Implementing Agency: San Francisco County Transportation Authority

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

Trigger:

Deliverables:

1. SFCTA will provide monthly progress reports in place of quarterly progress reports. These will detail accomplishments, challenges, and expenditures to date; anticipated future work; and any updates to the project schedule, budget of funding plan.
2.

Special Conditions:

1.

Notes:

1. Funding plan for overall project to be available by June 24 CAC meeting.

Supervisorial District(s):	4,7	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
Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	2015/16	**Current Prop K Request:**	$ 75,000
		Current Prop AA Request:	$ -
Project Name:	19th Avenue Combined City Project		
Implementing Agency:	San Francisco County Transportation Authority		

Signatures

	Project Manager	**Grants Section Contact**
Name (typed):	Liz Rutman	Anna LaForte
Title:	Senior Transportation Engineer	Deputy Director for Policy and Programming
Phone:	415.522.4813	415.522.4805
Email:	liz.rutman@sfcta.org	anna.laforte@sfcta.org
Address:	1455 Market Street, 22nd Floor San Francisco, CA 94103	1455 Market Street, 22nd Floor San Francisco, CA 94103
Date:	28 May 2015	

SAN FRANCISCO PUBLIC WORKS

Edwin M. Lee
Mayor

Mohammed Nuru
Director

John Thomas
Manager

Project Management
and Construction

30 Van Ness Ave.
San Francisco, CA 94102
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MEMORANDUM

TO: Maria Lombardo
Interim Deputy Director for Capital Projects
San Francisco County Transportation Authority

FROM: John F Thomas
Division Manager
San Francisco Public Works, Project Management & Construction

DATE: Monday, June 15, 2015

SUBJECT: CCSF Project: 2652J
Caltrans Project: EA 0G350K
19th Ave Combined City Project
Roles and Responsibilities

This Memorandum of Understanding (MOU), dated Monday, June 15, 2015 is entered into by and between San Francisco Public Works (PW) and the San Francisco County Transportation Authority (TA) through their respective managers.

I. Project History

The San Francisco Municipal Transportation Agency (SFMTA) is proposing to construct transit and pedestrian bulb-outs along 19th Avenue between Holloway Avenue and Lincoln Way, as well as upgrade several intersection signal systems. To minimize disruption to the community, the San Francisco Public Utilities Commission (SFPUC) proposes to replace and repair aging infrastructure within the corridor in conjunction with the SFMTA work. Together these projects comprise the 19th Avenue Combined City Project (CCP).

The TA, with Liz Rutman as project manager, is the lead agency for the Project Approval and Environmental Documentation (PA&ED) phase of the project, which includes preparation of Project Study Report- Project Report (PSR/PR) required by Caltrans as part of the project approval process. Through a Memorandum of Agreement between the TA and PW, PW prepared the engineering drawings that accompany the PSR/PR and has also assisted with other documentation required by Caltrans. The draft PSR/PR package was submitted to Caltrans on April 29, 2015; a signed project approval is expected in late summer 2015.

PW has assumed the project management responsibility for the final design (PS&E) phase and, upon approval of the PSR/PR by Caltrans, PW will serve as overall project lead agency through design and construction. PW will implement the project on behalf

of the SFMTA and SFPUC. PW would like the TA to support PW's management of the project by providing Liz Rutman as an advisor to PW during design phase. Ms. Rutman's role will be to advise the PW project manager about the Caltrans review and permit process, and provide project management continuity throughout the design phase.

II. 19th Ave CCP Project Description

The 19th Ave CCP consists of the following general categories of work:

1. Transit effectiveness and pedestrian safety enhancements, including:
    a. Bus and pedestrian bulb-outs
    b. Removal of channelizing islands and tightened corner radii
    c. 19th Avenue (Route 1) northbound left-turn lane modification at Winston Drive
    d. Red zone (no parking) striping
2. Water distribution system replacement, new installation, and upgrades
3. Wastewater system repair and replacement
4. Auxiliary water supply system replacement and new installation
5. Signal modifications

III. Transportation Authority's Responsibility

A.-Overall

1. Provide guidance and assistance of Caltrans review process and permitting.
2. Ensure scope is consistent with approved Project Study Report Project Report.
3. Attend inter-agency progress meetings as recommended by Public Works during design phase.

B-30%-65% Design

1. Assist PW with obtaining a Cooperative Agreement with Caltrans for Plan, Specification and Estimate (PS&E) phase.

C-65%- 95% Design

1. Assist PW with evaluating and interpreting Caltrans technical comment review and response for 65% Drawing and Specification submission.
2. Assist PW with obtaining a Cooperative Agreement with Caltrans for construction phase.

D-100% Design

1. Assist PW with evaluating and interpreting Caltrans technical comment review and response for 95% and 100% Drawing and Specification submissions.
2. Assist PW with obtaining an encroachment permit from Caltrans.

IV. Public Works' Responsibility

Beginning in April 2015, PW-Project Management and Construction began their role as lead agency to provide project management support during design and construction. PW coordination will involve project management, infrastructure design (bulb, median, and curb ramp design), and hydraulics (storm water control evaluation and wastewater facility design) divisions. SFMTA and SFPUC work will be implemented by Public Works on behalf of SFMTA and SFPUC. Work also includes acquiring an encroachment permit from Caltrans.

V. Project Schedule

Actual design schedule has not yet been determined. The preliminary design schedule is anticipated to run from summer 2015 to fall 2016. Estimate design durations for each milestone submittal are as follows:

Total duration: 510 days
65% Preparation: 240 days
95% Preparation: 180 days
100% Preparation: 90 days

VI. Funding

The TA will provide funding for Liz Rutman to perform the TA responsibilities outlined in this MOU through a Prop K appropriation. There will be no exchange of funds between the TA and PW as part of this MOU.

Approved by

John F Thomas Date
Division Manager
San Francisco Public Works, Project
Management & Construction

Maria Lombardo Date
Interim Deputy Director for Capital Projects
San Francisco County Transportation Authority

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

FY of Allocation Action:	2015/16
Project Name:	Lombard Street US-101 Corridor [NTIP Capital]
Implementing Agency:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K Category:	C. Street & Traffic Safety
Prop K Subcategory:	i. Major Capital Projects (Streets)
Prop K EP Project/Program:	b.6 Upgrades to major arterials (including 19th Avenue)
Prop K EP Line Number (Primary):	30
Prop K Other EP Line Numbers:	38
Current Prop K Request:	$646,586
Prop AA Category:	
Current Prop AA Request:	$ -
Supervisorial District(s):	2

Gray cells will automatically be filled in.

SCOPE

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

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

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

See attached scope description.

San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form
Lombard Street Corridor Project

Scope

The San Francisco Municipal Transportation Agency (SFMTA) seeks $571,586 in Proposition K funds for detailed design and early implementation construction to prepare the Lombard Street Corridor project (along Lombard Street from Van Ness Avenue to Richardson Avenue) for construction. The funding plan includes funds from the Transportation Authority's Neighborhood Transportation Improvement Program (NTIP), which is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other neighborhoods with high unmet needs. NTIP capital funding is intended to advance one small and one mid-sized neighborhood scale project toward implementation in the next five years in each district.

SFMTA proposes bus and pedestrian bulb outs at the following intersections (14 total bulbs):

- Lombard and Divisadero: NW and SE corners, bus and ped bulbs
- Lombard and Pierce: NW corner bus bulb, SE corner bus and ped bulbs
- Lombard and Steiner: ped bulbs on all corners
- Lombard and Fillmore: NW and SE corners bus bulbs, NE and SW corners ped bulbs
- Lombard and Laguna: NW and SE corners, bus and ped bulbs

Landscaping is proposed on the bus bulbs. Realigning the existing curbs at Buchanan, Scott and Webster is also proposed.

Early Implementation Construction will consist of:

- Leading pedestrian interval signal timing at three intersections
- Daylighting, advanced stop bars, continental crosswalks at 14 intersections.

San Francisco Public Works will design most of the project and will oversee construction. The San Francisco Public Utilities Commission (SFPUC) will design and install a water line replacement in the same area and will coordinate their project with SFMTA and SFPW.
The project is intended to be complete before a Caltrans paving project begins construction in June 2018.

Prop K funds would be used in completing the following work:

- Curb extensions (pedestrian and bus bulbs): curb extensions will be located at intersections noted above. Both pedestrian bulbs and transit bulbs provide extra space at the intersection where crowding would occur as people congregate to cross the street. The bulbs also provide three other key benefits:
    1. Reduce crossing distance during which a pedestrian is exposed to vehicles
    2. Increase visibility of pedestrians to motorists and bicyclists and help pedestrians to see motorists and bicyclists
    3. Reduce speed of vehicles and bicycles around the bulbed corner

The transit bulb further improves transit safety by eliminating the need for the transit vehicle to pull out of traffic to the curb and pull back into traffic after passengers have boarded/alighted. Because of the existing lane widths of the parking lane and traffic lanes, motorists should not be passing the transit vehicle even when it does pull to the curb per existing operations but the transit bulb will eliminate the opportunity for motorists to try to squeeze past the bus.

- Daylighting (parking removal immediately adjacent to intersection): in all locations adjacent to the intersections along Lombard Street where a curb extension was not deemed necessary, daylighting is proposed to improve pedestrian visibility, for motorists and bicyclists and conversely to enable pedestrians to see motorists and bicyclists.
- Leading Pedestrian Interval: at three locations, leading pedestrian intervals are proposed to ensure pedestrians have even greater visibility to motorists and eliminate the conflict that emerges when there are higher turning movements and turning vehicles attempt to find a space between pedestrians. With pedestrians initiating their crossing movement a few seconds before motorists are permitted, they are better able to clear the crosswalk and allow motorists to turn later in the signal phase without going between pedestrians.
- Continental Crosswalks: continental crosswalks will be installed at all crossing locations. The high-visibility "ladder" crosswalk design improves visibility of pedestrians when they are in the crosswalk.
- Advanced stop bar: Advanced stop bars will be located at key locations approximately 5 feet in front of the crosswalks on Lombard Street. Because Lombard Street is a multilane road such that a vehicle in lane 1 may impede the view of a vehicle approaching the intersection in lane 3, advanced stop bars allow all vehicles approaching the intersection a better view of the crosswalk and pedestrians in the crosswalk and discourage the possibility of a motorist encroaching into the crosswalk.

As a condition of this allocation, the SFMTA acknowledges that environmental review has not been done. Prior to approval of the project, SFMTA will conduct review under the California Environmental Protection Act (CEQA) and National Environmental Policy Act (NEPA). SFMTA shall not proceed with the approval of the project until there has been complete compliance with CEQA and NEPA. Prior to billing for any construction funds, if requested by the Transportation Authority, the SFMTA will provide the Authority with documentation confirming that CEQA and NEPA review have been completed.

Project Purpose and Need

Lombard Street is on the pedestrian high injury network. Adding the bulb outs will improve visibility and reduce crossing distances for pedestrians, increasing safety for everyone traveling along the corridor. The underground infrastructure (water and wastewater) is also in need of repair and replacement.

San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form
Lombard Street Corridor Project

Lombard Street is a major arterial thoroughfare with over 40,000[1] vehicles traveling in each direction daily. However, with key destinations along Lombard Street as well as on parallel and intersecting corridors, over 80,000 pedestrians travel along or across Lombard Street daily[2]. Part of this pedestrian activity is generated by transit use with almost 5,000 people walking to/from their transit stops. Muni has three key routes traveling along the corridor, Routes 28, 28R, and 43 as well as one key route with an intersecting stop at Lombard Street, Route 22, and two key routes with stops adjacent to Lombard at Van Ness, Routes 47 and 49.

Daily Activity for Muni	Boarding	Alighting	*Subtotals*
Muni Routes on Lombard	1,047	1,126	2,173
Muni Routes Intersecting at Lombard	353	257	610
Muni Routes with stops adjacent to Lombard	978	1,078	2,056
Subtotals	2,378	2461	**TOTAL: 4,839**

- In addition to Muni, people are also walking to/from their Golden Gate Transit stop which serves the Lombard/Fillmore intersection and several company or commuter shuttles also travel along Lombard Street.
- People rarely bicycle along the Lombard corridor. When people do bicycle on Lombard Street, they either do so just long enough to get to their destination or bicycle across the corridor to reach a destination on a parallel or intersecting corridor. The city does not currently have a bicycle count location at Lombard Street; however, just a few blocks north at Marina and Cervantes, the 2013 bicycle count reported more than 500 bicyclists during the PM peak (4:30p.m.-6:30p.m.)[3].
- A collision analysis conducted from 2008-2012 reported 150 collisions, 13 of which were severe and 2 of which were fatal. Of the severe collisions, over 50% involved a pedestrian and both fatalities were pedestrians. San Francisco is additionally committed to eliminating traffic fatalities by 2024 and adopted a Vision Zero resolution in February 2014. Based on the work under Vision Zero as well as preceding efforts such as the Pedestrian Strategy, Lombard Street

[1] http://www.dot.ca.gov/hq/tsip/gis/datalibrary/Metadata/AADT.html
[2] http://transbasesf.org/transbase/ Transportation > Daily Pedestrian Traffic. Ranges are provided, using the lowest estimate produced 80,000 pedestrians per day but using the highest value in the range, pedestrian activity can be as much as 282,346.
[3] City of San Francisco 2013 Bicycle Count Report. http://sfmta.com/about-sfmta/reports/city-san-francisco-2013-bicycle-count-report-0

has been identified as a high injury corridor. One of the fatalities was at Lombard and Pierce Streets where two of the corners will receive curb extensions and parking will be removed at the other two approaches (e.g. daylighting) along signal treatments as a result of this project. (The second fatality was at Lombard and Van Ness Avenue; this intersection will be redesigned through the Van Ness Bus Rapid Transit Project).

- This project will improve the safety for all street users identified above and encourage more to choose active transport.

Benefits

The improvements from this project will primarily service improve walkability of the corridor but also safety for bicyclists, transit and motorists. Studies have found a strong correlation between walkability of a neighborhood and physical activity[4,5]. There is a large body of research indicating that travel choice for students is influenced by traffic-related danger. In fact, it was found to be the second most commonly reported barrier to walking to school in the 2004 CDC report[6]. These safety treatments improve walkability and therefore may influence travel decision such that more people will choose to walk, whether to school or to another key destination along the project corridor.

Similarly, as noted both in a study by Werner et al previously cited and by a TCRP Report[7], transit use is more prevalent on walkable blocks. With these safety treatments, passengers will choose to walk to transit stops rather than drive or be dropped off.

These safety treatments do benefit bicyclists as well. According to the Portland Office of Transportation, there are four types of cyclists: *strong & fearless* which constitute less than 1% of the population, *enthused & confident* which constitute 7%, *interested but concerned* which constitute 60%, and those who *will not ride* which constitute 33%[8]; improving safety along Lombard targets the 60% of the population who are "interested but concerned." These safety treatments have the potential to remove part of the barrier that deters some people to bicycle. Furthermore, the transit bulbs not only provide a safety benefit that will encourage people to choose active transport but they will also choose active transport because of the transit reliability and efficiency benefit—the 8 transit bulbs that have been proposed stand to reduce travel time by 80 seconds in each direction.

Prioritization

[4] JM Gallimore, BB Brown, CM Werner. 2011. Walkability route to school in new urban and surburban neighborhoods: An environmental walkability analysis of blocks and routes. Journal of Environment Psychology
[5] CM Werner, BB Brown, J Gallimore. 2010. Light rail use is more likley on walkable blocks: Further supportfor using micro-level enviornmetnal audit measures. Journal of Environment Psychology
[6] http://www.cdc.gov/mmwr/preview/mmwrhtml/mm5438a2.htm
[7] Transit Cooperative Research Program of the Transportation Research Board: Report 19-Guidelines for the Location and Design of Bus Stops, Chapter 4: Curb-side Factors.
[8] Roger Geller. Four Types of Cyclists-The City of Portland

San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form
Lombard Street Corridor Project

The Lombard Street Corridor project is consistent with the Regional Transportation Plan, Plan Bay Area (http://planbayarea.org/the-plan/adopted-plan-bay-area-2013.html). Several key RTP goals are particularly relevant for the Lombard Street Corridor project:

- Climate Protection: The project will encourage residents and visitors to choose these alternative modes of transport rather than drive, reducing emissions that contribute to respiratory ailments and global warming. This results in a positive loop such that cleaner air in the area makes it more pleasant and healthy to walk and bicycle.
- Healthy and Safe Communities: The Project is first and foremost a safety project supporting San Francisco's Vision Zero Policy. Lombard Street is a high injury corridor for pedestrians and motorists. Proposed treatments will improve safety for these modes as well as offer benefits to bicyclists crossing the corridor. With respect to encouraging healthy communities, the proposed treatments will encourage active transport and increasing physical activity provides measureable health benefits including but not limited to: longevity, preventing heart disease and type 2 diabetes, and relieves symptoms of depression and anxiety.
- Equitable Access: Safety treatments are in the public right-of-way and available for all to use and benefit. Furthermore, transit routes that serve the project area travel through Communities of Concern; 22%-33% of the census tracts traversed by routes traveling through the project corridor are low-income and 42%-57% are minority.
- Economic Vitality: This project supports a modal shift from private vehicles to walking, bicycling and transit. Walking and transit, the latter of which typically requires a person to walk a portion of the way to the transit stop, increases foot traffic along the corridor and has the potential to increase economic activity along Lombard Street. Furthermore, those on bicycle are more nimble to stop and patronize a shop or restaurant on Lombard Street than a person driving.

  The Mayor's Office of Economic and Workforce Development and Planning Department have been partners throughout the public engagement process and have completed a development and economic evaluation of the corridor: http://investsf.org/neighborhoods/lombard/ Coupled with improvements to the transportation network, much-needed attention to the Lombard Street Corridor will result in a more livable community for residents and visitors to enjoy.
- Transportation System Effectiveness: This project supports a modal shift from private vehicles to walking, bicycling and transit improving the transportation network so it is safer and more efficient to better serve all users.

Transportation Authority Project Support

The San Francisco County Transportation Authority (SFCTA) requests Prop K funds to provide leadership continuity as an advisor to the SF Public Works (SFPW) project management team implementing the Lombard Street Corridor Project. The SFCTA's presence on the project team during the detailed design

phase is at the request of SFPW and is supported by the Memorandum of Understanding between the Transportation Authority and SFPW (attached).

With its experience on Presidio Parkway, YBI Ramps, and the Van Ness BRT projects, the SFCTA has developed an understanding of how to manage large projects within the state highway system right-of-way and navigate the Caltrans project oversight process. The SFCTA is currently leading the project approval phase of the 19th Avenue [State Route 1] Combined City Project, which is very similar in scope to the Lombard Street Corridor Project and has fostered a positive relationship between the SFCTA's project manager and the SFPW projecct management team. For both of these reasons, the SFPW project management team sees a value in having the SFCTA projecct manager as an advisor on the Lombard Street Corridor Project.

Transportation Authority Scope of Work

SFCTA tasks included in this project consist of:

- Provide guidance and assistance of Caltrans review process and permitting
- Provide regular updates to the Transportation Authority Deputy Director for Capital Projects.
- Attend inter-agency progress meetings during the design phase.
- Assist SFPW with obtaining a Cooperative Agreement with Caltrans for the PA&ED phase.
- Assist SFPW with the preparation of the PSR/PR documentation package using experience from the 19th Avenue Combined City Project.
- Assist SFPW with obtaining a Cooperative Agreement with Caltrans for the PS&E phase.
- Assist SFPW with evaluating and interpreting Caltrans technical comment review and responses for 65%, 95%, and 100% drawing and specification submittals.
- Assist SFPW with obtaining a Cooperative Agreement with Caltrans for the Construction phase
- Assist SFPW with obtaining an encroachment permit from Caltrans.

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

FY 2015/16

Project Name: Lombard Street US-101 Corridor [NTIP Capital]

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt

Completion Date (mm/dd/yy): 02/28/16

Status: Underway

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)	1	2015/16	3	2015/16
R/W Activities/Acquisition				
Design Engineering (PS&E)	1	2015/16	4	2015/16
Prepare Bid Documents	1	2016/17		
Advertise Construction	2	2016/17		
Start Construction (e.g., Award Contract)	3	2016/17		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			3	2017/18
Project Closeout (i.e., final expenses incurred)			3	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.

Early implementation construction work orders will be submitted upon approval by the SFMTA Board, which is expected in September 2015.

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

FY 2015/16

Project Name: Lombard Street US-101 Corridor [NTIP Capital]

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				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)	Yes	$890,286	$613,586	
R/W Activities/Acquisition				
Construction	Yes	$43,000	$33,000	
Procurement (e.g. rolling stock)				
		$933,286	$646,586	$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	$ 133,672	SFMTA and Public Works @ 10% design
Environmental Studies (PA&ED)	$16,328	SFMTA and Public Works @ 10% design
Design Engineering (PS&E)	$890,286	SFMTA and Public Works @ 10% design
R/W Activities/Acquisition		
Construction	$6,731,813	SFMTA @ 10% design
Procurement (e.g. rolling stock)		
Total:	**$ 7,772,099**	

% Complete of Design: 10 as of 5/26/15

Expected Useful Life: 15 Years

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

MAJOR LINE ITEM BUDGET

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

FTE = Full Time Equivalent

Planning / Conceptual Engineering						
Position (Title and Classification)	**Hours**	**Hourly Base Salary**	**Overhead Rate**	**Hourly Fully Burdened**	**FTE**	**Cost**
Agency: SFMTA						
Transportation Planner III / 5289	100	$ 50.700	2.90	$ 146.99	0.0481	$ 14,699
Junior Engineer/5201	200	$ 42.538	2.95	$ 125.46	0.0962	$ 25,092
Manager III / 9177	40	$ 62.553	2.83	$ 176.87	0.0192	$ 7,075
Public Information Officer / 1312	40	$ 39.840	2.88	$ 114.84	0.0192	$ 4,594
Agency: DPW						
Project Manager II/5504	100	$ 74.688	2.68	$ 199.89	0.0481	$ 19,989
Project Manager I/5502	100	$ 64.550	2.68	$ 172.76	0.0481	$ 17,276
Engineer/5241 (Civil, Elect, Hydraulic)	30	$ 64.700	2.68	$ 173.16	0.0144	$ 5,195
Associate Engineer/5207 (Civil, Elect, Hydraulic)	30	$ 55.888	2.68	$ 149.58	0.0144	$ 4,487
Junior Engineer/5201 (Civil, Elect, Hydraulic)	30	$ 42.538	2.68	$ 113.85	0.0144	$ 3,415
Landscape Architect/5274	60	$ 64.700	2.68	$ 173.40	0.0288	$ 10,404
Landscape Architectural Associate I/5262	80	$ 48.050	2.68	$ 128.77	0.0385	$ 10,302
Disability Access Coordinator/6335	8	$ 73.825	2.68	$ 197.59	0.0038	$ 1,581
Public Information Officer / 1312	90	$ 39.840	2.68	$ 106.63	0.0431	$ 9,562
Planning / Conceptual Engineering Total	908				0.1827	**$ 133,672**
Environmental						
Agency: SFMTA						
Position (Title and Classification)	**Hours**	**Hourly Base Salary**	**Overhead Rate**	**Hourly Fully Burdened**	**FTE**	**Cost**
Planning Department Fee	--					$ 6,285
5203 Assistant Engineer	70	$ 45.325	2.83	$ 128.31	0.0337	$ 8,982
5289 Planner III	50	$ 52.376	2.81	$ 146.93	0.0240	$ 7,347
Agency: DPW						
Project Manager II/5504	50	$ 74.688	2.68	$ 148.93	0.0240	$ 7,447
Project Manager I/5502	50	$ 64.550	2.68	$ 149.93	0.0240	$ 7,497
Manager III / 0931	50	$ 61.513	2.68	$ 150.93	0.0240	$ 7,547
Environmental Total	120				0.0577	**$ 16,328**

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

MAJOR LINE ITEM BUDGET						
Design Phase						
Position (Title and Classification)	**Hours**	**Hourly Base Salary**	**Overhead Rate**	**Hourly Fully Burdened**	**FTE**	**Cost**
Agency: SFMTA						
Transportation Planner III / 5289	200	$ 50.700	2.90	$ 146.99	0.0962	$ 29,398
Transportation Planner IV / 5290	80	$ 60.125	2.86	$ 172.22	0.0385	$ 13,778
Junior Engineer/5201	160	$ 42.538	2.95	$ 125.46	0.0769	$ 20,074
Associate Engineer/5207	80	$ 55.888	2.88	$ 160.88	0.0385	$ 12,871
Agency: DPW						
Project Manager II/5504	1040	$ 74.688	2.68	$ 199.89	0.5000	$ 207,889
Project Manager I/5502	520	$ 64.550	2.68	$ 172.76	0.2500	$ 89,836
Senior Engineer/5211	300	$ 74.888	2.68	$ 200.43	0.1442	$ 60,129
Engineer/5241 (Civil, Elect, Hydraulic)	200	$ 64.700	2.68	$ 173.16	0.0962	$ 34,633
Associate Engineer/5207 (Civil, Elect, Hydraulic)	200	$ 55.888	2.68	$ 149.58	0.0962	$ 29,915
Assistant Engineer/5203 (Civil, Elect, Hydraulic)	800	$ 48.050	2.68	$ 128.60	0.3846	$ 102,881
Junior Engineer/5201 (Civil, Elect, Hydraulic)	800	$ 42.538	2.68	$ 113.85	0.3846	$ 91,078
Landscape Architect/5274	200	$ 64.700	2.68	$ 173.40	0.0962	$ 34,679
Landscape Architectural Associate I/5262	300	$ 48.050	2.68	$ 128.77	0.1442	$ 38,632
Disability Access Coordinator/6335	52	$ 73.825	2.68	$ 197.59	0.0250	$ 10,274
Project Manager II/5504 (Env)	82	$ 74.688	2.68	$ 199.89	0.0394	$ 16,391
Assistant Project Manager/5262 (Env)	82	$ 64.550	2.68	$ 172.76	0.0394	$ 14,166
Public Information Officer / 1312	81	$ 39.840	2.68	$ 106.63	0.0391	$ 8,661
SFMTA & DPW Design Total	5177				2.4891	**$ 815,286**

Transportation Authority Project Support

SUMMARY BY TASK	
Task	**Total**
1 Project Management Oversight	$ 65,200
Contingency (15%)	$ 9,800
Total	**$ 75,000**

SUMMARY BY AGENCY	
Transportation Authority	$ 65,200
Contingency (15%)	$ 9,800
ROUNDED TOTAL	**$ 75,000**

Transportation Authority	Capital Projects		
Overhead Multiplier: 2.18	Deputy Director	Senior Enginer	**TA Subtotal**
Fully Burdened Rate:	$235.78	$151.18	
1 Project Management Oversight	20	400	$ 65,188
Total Hours	20	400	
Total Cost	$ 4,716	$ 60,472	**$ 65,188**
Subtotals	20	400	$ 65,188
FTE Totals	0.010	0.192	0.202

Design Phase Total	**$ 890,286**

Construction Phase Hard Costs - Early Implementation				
Traffic Signals:				
Leading Pedestrian Interval	3	EA	$ 5,000	$ 15,000
Pedestrian and Bicycle Improvements:				
Daylighting & Continental Crosswalks & Advanced Stop Bars	14	INT	$ 2,000	$ 28,000
Early Implementation Total				**$ 43,000**

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

MAJOR LINE ITEM BUDGET				
Construction Phase Hard Costs - Contract				
Item	**Unit**	**Quantity**	**Unit Price**	**Cost**
Transit and Pedestrian Bulbs:				
New 130-foot Transit Bulb with Ped Bulb	2	EA	$ 300,000	$ 600,000
New 130-foot Transit Bulb without Ped Bulb	2	EA	$ 280,000	$ 560,000
New 65-foot Transit Bulb with Ped Bulb	3	EA	$ 180,000	$ 540,000
New 65-foot Transit Bulb without Ped Bulb	1	EA	$ 160,000	$ 160,000
New Single Pedestrian Bulb	4	EA	$ 80,000	$ 320,000
New Dual Pedestrian Bulb	2	EA	$ 140,000	$ 280,000
Sensys to Replace Caltrans Loop	24	EA	$ 15,000	$ 360,000
Streetscaping:				
Streetscaping on Transit Bulbs	8	EA	$ 20,000	$ 160,000
Intersection Improvements:				
Signal Timing	14	EA	$ 5,000	$ 70,000
Pedestrian and Bicycle Improvements:				
Bicycle Racks	8 to 16	EA	$ -	
Transit Support				
Muni Inspector Support	1	LS	$ 600,000	$ 600,000
Other:				
Utility Relocation	13	BLK	$ 88,000	$ 1,144,000
Contract Subtotal				**$ 4,794,000**
Contract Contingency (7.35%)				$ 352,359
Contract Inflation				$ 670,000
Construction Contract Hard Costs Total				**$ 5,816,359**
Construction Contract Labor Costs Total (CM/CE)				$ 872,454
Construction Contract Total				**$ 6,688,813**
Contruction Total (Early Implementation & Contract)				**$6,731,813**
TOTAL				**$ 7,772,099**

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

FY 2015/16

Project Name: Lombard Street US-101 Corridor [NTIP Capital]

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:	$646,586	
5-Year Prioritization Program Amount:	See below	(enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested:		
5-Year Prioritization Program Amount:		(enter if appropriate)

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.

Fully funding the project requires a 5YPP amendment to reprogram a total of $171,586 from the Arterials and Commercial Corridors Track in the Traffic Calming category to Lombard Street Corridor in Fiscal Year 2015/16, and a 5YPP amendment to reprogram $475,000 in Fiscal Year 2015/16 funds from Neighborhood Transportation Improvement Program (NTIP): Placeholder to subject project in the Other Upgrades to Major Arterials 5YPP .

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
General Fund			$60,000	$60,000
MTA Operating (Walk First)			$26,700	$26,700
Transportation Street Infrastructure Package	$200,000			$200,000
Prop K	$646,586			$646,586
				$0
				$0
Total:		$86,700	$86,700	$933,286

Actual Prop K Leveraging - This Phase:	30.72%	$933,286
Expected Prop K Leveraging per Expenditure Plan	Need to Calc.	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

		Required Local Match	
Fund Source	**$ Amount**	**%**	**$**

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
Active Transportation Program	$4,011,606			$4,011,606
State Transportation Improvement Program	$1,910,000			$1,910,000
Prop K	$1,413,793			$1,413,793
General Fund			$150,000	$150,000
MTA Operating (Muni Forward and Walk First)		$60,000	$26,700	$86,700
Transportation Street Infrastructure Package	$200,000			$200,000
Total:	$7,535,399	$60,000	$176,700	$7,772,099

Actual Prop K Leveraging - Entire Project:	81.81%	$ 7,772,099
Expected Prop K Leveraging per Expenditure Plan:	Need to Calc.	
Actual Prop AA Leveraging - Entire Project:	NA	

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:	6/19/2015	Resolution. No.		Res. Date:

Project Name: Lombard Street US-101 Corridor [NTIP Capital]

Implementing Agency: San Francisco Municipal Transportation Agency

Funding Recommended:		Amount	Phase:
	Prop K Allocation	$538,586	Design Engineering (PS&E)
	Prop K Allocation	$33,000	Construction
	Prop K Appropriatio	$75,000	Design Engineering (PS&E)
	Total:	**$646,586**	

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 straightforward nature of the early implementation scope and desire of SFMTA to expedite construction on Vision Zero high injury corridors.

SFMTA - Cash Flow Distribution Schedule by Fiscal Year for Allocation

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 30	FY 2015/16	$300,000	53%	$346,586
Prop K EP 30	FY 2016/17	$100,000	18%	$246,586
Prop K EP 38	FY 2015/16	$137,000	24%	$109,586
Prop K EP 38	FY 2016/17	$34,586	6%	$75,000
	Total:	**$571,586**	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 30	FY 2015/16	Design Engineering (PS&E)	$300,000	52%	$346,586
Prop K EP 38	FY 2015/16	Design Engineering (PS&E)	$104,000	71%	$242,586
Prop K EP 38	FY 2015/16	Construction	$33,000	76%	$209,586
Prop K EP 30	FY 2016/17	Design Engineering (PS&E)	$100,000	94%	$109,586
Prop K EP 38	FY 2016/17	Design Engineering (PS&E)	$34,586	100%	$75,000
		Total:	**$571,586**		

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: 6/19/2015 Resolution. No. Res. Date:

Project Name: Lombard Street US-101 Corridor [NTIP Capital]

Implementing Agency: San Francisco Municipal Transportation Agency

SFCTA - Cash Flow Distribution Schedule by Fiscal Year for Appropriation

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 30	FY 2015/16	$75,000	100%	$0
	Total:	**$75,000**	100%	

SFCTA - Cash Flow Distribution Schedule by Fiscal Year & Phase for entire Appropriation

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 30	FY 2015/16	Design Engineering (PS&E)	$75,000	100%	$0
		Total:	**$75,000**		

Prop K/Prop AA Fund Expiration Date: 12/31/2016 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:	6/19/2015	Resolution. No.		Res. Date:

Project Name: Lombard Street US-101 Corridor [NTIP Capital]

Implementing Agency: San Francisco Municipal Transportation Agency

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

Trigger:

Deliverables:

1. Upon project completion, provide evidence of completion of 100% design (e.g. copy of certifications page)
2. Upon project completion, provide an updated scope and funding plan. A Prop K allocation request for construction can be used to satisfy these deliverables.

Special Conditions:

1. The recommended allocation is contingent upon concurrent 5YPP amendments. See attached 5YPP amendments for details.
2. SFMTA may not incur expenses for the construction phase until Transportation Authority staff releases the funds ($33,000) pending receipt of evidence of completion of design (e.g. copy of certifications page) for "early implementation" improvements.
3. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes:

1.

Supervisorial District(s): 2

Prop K proportion of expenditures - this phase: 69.28%

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: 6/19/2015 Resolution. No. Res. Date:

Project Name: Lombard Street US-101 Corridor [NTIP Capital]

Implementing Agency: San Francisco Municipal Transportation Agency

SUB-PROJECT DETAIL

Sub-Project # from SGA: **130.907006** **Name:** Lombard Street US-101 Corridor [NTIP Capital] - SFMTA Design EP 30

Supervisorial District(s): 2

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 30	FY 2015/16	Design Engineering (PS&E)	$300,000	75%	$346,586
Prop K EP 30	FY 2016/17	Design Engineering (PS&E)	$100,000	100%	$246,586
				100%	$246,586
				100%	$246,586
				100%	$246,586
		Total:	**$400,000**		

Sub-Project # from SGA: **138.907096** **Name:** Lombard Street US-101 Corridor - SFMTA Construction

Supervisorial District(s): 2

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 38	FY 2015/16	Construction	$33,000	100%	$213,586
		Total:	**$33,000**		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated:	6/19/2015	Resolution. No.		Res. Date:	

Project Name: Lombard Street US-101 Corridor [NTIP Capital]

Implementing Agency: San Francisco Municipal Transportation Agency

Sub-Project # from SGA:	**138.907097**	**Name:**	Lombard Street US-101 Corridor - SFMTA Design EP 38
		Supervisorial District(s):	**2**

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 38	FY 2015/16	Design Engineering (PS&E)	$104,000	75%	$109,586
Prop K EP 38	FY 2016/17	Design Engineering (PS&E)	$34,586	100%	$75,000
		Total:	**$138,586**		

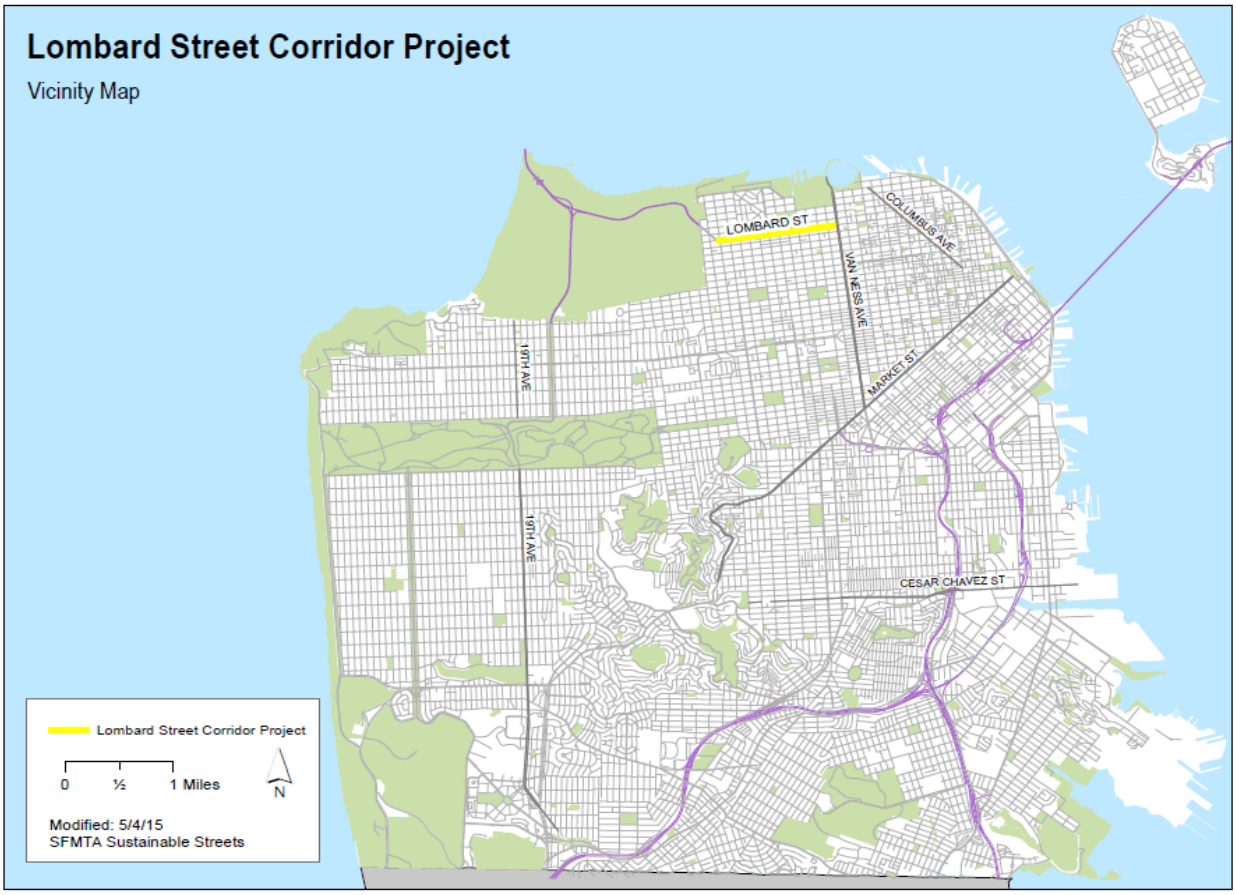
Sub-Project # from SGA:	**130.907007**	**Name:**	Lombard Street US-101 Corridor - SFCTA Project Support
		Supervisorial District(s):	**2**

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 30	FY 2015/16	Design Engineering (PS&E)	$75,000	100%	$0
		Total:	**$75,000**		

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

MAPS AND DRAWINGS



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

FY of Allocation Action:	2015/16	**Current Prop K Request:**	$ 646,586
		Current Prop AA Request:	$ -
Project Name:	Lombard Street US-101 Corridor [NTIP Capital]		
Implementing Agency:	San Francisco Municipal Transportation Agency		

	Project Manager	**Grants Section Contact**
Name (typed):	Mari Hunter	Timothy Manglicmot
Title:	Transportation Planner	Senior Analyst
Phone:	(415) 701-5667	(415) 701-4346
Fax:		
Email:	Mari.Hunter@sfmta.com	Timothy.Manglicmot@sfmta.com
Address:	1 South Van Ness, 7th floor San Francisco, CA 94103-5417	1 South Van Ness, 8th floor San Francisco, CA 94103-5417
Signature:		
Date:		

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

New and Upgraded Streets (EPs 26-30)

Programming and Allocations to Date

Pending Board action on July 28, 2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Great Highway Erosion Repair (EP 26)									
SFPW	Great Highway Restoration	PA&ED	Programmed	$30,000					$30,000
SFPW	Great Highway Restoration[1, 2]	PS&E	Programmed	$104,198					$104,198
SFPW	Great Highway Reroute (Permanent Restoration)[1]	PLAN/ CER	Allocated	$47,715					$47,715
SFPW	Great Highway Reroute (Permanent Restoration)[1]	PA&ED	Allocated	$10,552					$10,552
SFPW	Great Highway & Skyline Roundabout[2]	PLAN/ CER	Allocated	$138,357					$138,357
SFPW	Great Highway & Skyline Roundabout[2]	PA&ED	Allocated	$69,178					$69,178
SFPW	Great Highway Restoration	CON	Programmed		$1,300,000				$1,300,000
	Total Programmed in 5YPP			$400,000	$1,300,000	$0	$0	$0	$1,700,000
	Total Allocated and Pending in 5YPPs			$265,802	$0	$0	$0	$0	$265,802
	Total Deobligated in 5YPPs			$0	$0	$0	$0	$0	$0
	Total Unallocated in 5YPPs			$134,198	$1,300,000	$0	$0	$0	$1,434,198
	Total Programmed in 2014 Strategic Plan			$400,000	$1,300,000	$0	$0	$0	$1,700,000
	Deobligated from Prior 5YPP Cycles **			$104,491					$104,491
	Cumulative Remaining Programming Capacity			$104,491	$104,491	$104,491	$104,491	$104,491	$104,491

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

New and Upgraded Streets (EPs 26-30)

Programming and Allocations to Date

Pending Board action on July 28, 2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Visitacion Valley Watershed (EP 27)									
SFMTA/SFCTA	Bayshore Multimodal Facility Location Study	PLAN/CER	Allocated	$28,830					$28,830
SFMTA/SFCTA	Geneva-Harney BRT Feasibility/Pre-Environmental Study	PLAN/CER	Allocated	$200,000					$200,000
SFCTA	Geneva-Harney BRT Feasibility Study [3]	PLAN/CER	Allocated	$30,920					$30,920
SFCTA	Geneva-Harney BRT Feasibility Study [4]	PLAN/CER	Pending		$50,000				$50,000
SFMTA	Geneva-Harney Bus Rapid Transit [4]	PLAN, PA&ED	Programmed		$1,450,000				$1,450,000
SFMTA	Bayshore Caltrain Pedestrian Connections	CON	Programmed		$2,000,000				$2,000,000
Any eligible	Bi-County - Interim Solutions Placeholder	Any	Programmed			$500,000			$500,000
Any eligible	Bi-County - Project Development Placeholder	Any	Programmed					$1,000,000	$1,000,000
	Total Programmed in 5YPP			$259,750	$3,500,000	$500,000	$0	$1,000,000	$5,259,750
	Total Allocated and Pending in 5YPPs			$259,750	$50,000	$0	$0	$0	$309,750
	Total Deobligated in 5YPPs			$0	$0	$0	$0	$0	$0
	Total Unallocated in 5YPPs			$0	$3,450,000	$500,000	$0	$1,000,000	$4,950,000
	Total Programmed in 2014 Strategic Plan			$228,830	$3,500,000	$500,000	$0	$1,000,000	$5,228,830
	Deobligated from Prior 5YPP Cycles **			$30,920					$30,920
	Cumulative Remaining Programming Capacity			$0	$0	$0	$0	$0	$0

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

New and Upgraded Streets (EPs 26-30)

Programming and Allocations to Date

Pending Board action on July 28, 2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Golden Gate Park/SR1 Traffic Study (EP									
	No Proposed Programming								
		Total Programmed in 5YPP		$0	$0	$0	$0	$0	$0
		Total Programmed in 2014 Strategic Plan		$0	$0	$0	$0	$0	$0
		Cumulative Remaining Programming Capacity		$0	$0	$0	$0	$0	$0
Other Upgrades to Major Arterials (EP 30)									
Any eligible	19th Avenue Complete Streets	PLAN/ CER	Programmed	$425,000					$425,000
SFCTA	19th Avenue Combined City Project	PS&E	Pending		$75,000				$75,000
Any eligible	Neighborhood Transportation Improvement Program (NTIP)[5]	PS&E, CON	Programmed		$525,000				$525,000
SFMTA	Lombard Street US-101 Corridor [NTIP Capital] - SFMTA Design EP 30[5]	PS&E	Pending		$400,000				$400,000
SFCTA	Lombard Street US-101 Corridor - SFCTA Project Support[5]	PS&E	Pending		$75,000				$75,000
Any eligible	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed				$1,000,000		$1,000,000
		Total Programmed in 5YPP		$425,000	$1,075,000	$0	$1,000,000	$0	$2,500,000
		Total Allocated and Pending in 5YPPs		$0	$550,000	$0	$0	$0	$550,000
		Total Deobligated in 5YPPs		$0	$0	$0	$0	$0	$0
		Total Unallocated in 5YPPs		$425,000	$525,000	$0	$1,000,000	$0	$1,950,000
		Total Programmed in 2014 Strategic Plan		$500,000	$1,000,000	$0	$1,000,000	$0	$2,500,000
		Deobligated from Prior 5YPP Cycles **		$0					$0
		Cumulative Remaining Programming Capacity		$75,000	$0	$0	$0	$0	$0

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

New and Upgraded Streets (EPs 26-30)

Programming and Allocations to Date

Pending Board action on July 28, 2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
ROLL-UP of EPs 26-30									
	Total Programmed in 5YPPs			$1,084,750	$5,875,000	$500,000	$1,000,000	$1,000,000	$9,459,750
	Total Allocated and Pending in 5YPPs			$525,552	$600,000	$0	$0	$0	$1,125,552
	Total Deobligated in 5YPPs			$0	$0	$0	$0	$0	$0
	Total Unallocated in 5YPPs			$559,198	$5,275,000	$500,000	$1,000,000	$1,000,000	$8,334,198
	Total Programmed in 2014 Strategic Plan			$1,128,830	$5,800,000	$500,000	$1,000,000	$1,000,000	$9,428,830
	Deobligated from Prior 5YPP Cycles **			$135,411					$135,411
	Cumulative Remaining Programming Capacity			$179,491	$104,491	$104,491	$104,491	$104,491	$104,491

** Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period.

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

[1] To accommodate allocation of $58,267 in FY 2014/15 funds for the Great Highway Reroute (Permanent Restoration)

Great Highway Restoration: Reduced from $370,000 to $311,733 in Fiscal Year 2014/15.

[2] 5YPP amendment to fund Great Highway & Skyline Roundabout in Fiscal Year 2014/15 (Resolution 15-46, 3/24/15).

Great Highway & Skyline Roundabout: Added project with planning ($138,357) and environmental ($69,178) phases in Fiscal Year 2014/15.

Great Highway Restoration: Design phase of project decreased from $311,733 to $104,198. Funds not needed in Fiscal Year 2014/15.

[3] 5YPP Amendment to add the Geneva-Harney Bus Rapid Transit project (Resolution XX-XX, MO.DA.YR).

Cumulative Remaining Programming Capacity: Reduced by $30,920. Funds deobligated from the US101 Candlestick Interchange Re-Configuration Project Study Report project, which was completed in 2014.

Geneva-Harney Bus Rapid Transit: Added project with $30,920 in Fiscal Year 2014/15 funds for planning.

[4] To accommodate funding of the Geneva-Harney Bus BRT Feasibility Study (Resolution XX-XX, MO.DA.YR).

Geneva-Harney Bus Rapid Transit: Placeholder reduced by $50,000 in FY 2015/16.

Geneva-Harney Bus BRT Feasibility/Pre-Environmental Study: Added appropriation with $50,000 in Fiscal Year 2015/16 planning/ environmental funds.

[5] 5YPP amendment to add the Lombard Street US-101 Corridor Project in FY 2015/16

Neighborhood Transportation Improvement Program (NTIP): Placeholder reduced by $475,000 in FY 2015/16.

Lombard Street US-101 Corridor [NTIP Capital] - SFMTA Design EP 30: Added project with $400,000 in FY 2015/16 for design.

Lombard Street US-101 Corridor - SFCTA Project Support: Added project with $75,000 in FY 2015/16 for design.

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
New and Upgraded Streets (EPs 26-30)
Cash Flow ($) Maximum Annual Reimbursement

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Great Highway Erosion Repair (EP 26)							
Great Highway Restoration	PA&ED	$30,000					$30,000
Great Highway Restoration1, 2	PS&E	$45,047	$59,151				$104,198
Great Highway Reroute (Permanent Restoration)[1]	PLAN/ CER	$47,715					$47,715
Great Highway Reroute (Permanent Restoration)[1]	PA&ED		$10,552				$10,552
Great Highway & Skyline Roundabout[2]	PLAN/ CER	$92,238	$46,119				$138,357
Great Highway & Skyline Roundabout[2]	PA&ED		$69,178				$69,178
Great Highway Restoration	CON		$650,000	$650,000			$1,300,000
Cash Flow Programmed in 5YPP		$215,000	$835,000	$650,000	$0	$0	$1,700,000
Total Cash Flow Allocated		$139,953	$125,849	$0	$0	$0	$265,802
Total Cash Flow Deobligated		$0	$0	$0	$0	$0	$0
Total Cash Flow Unallocated		$75,047	$709,151	$650,000	$0	$0	$1,434,198
Cash Flow Programmed in 2014 Strategic Plan		$215,000	$835,000	$650,000	$0	$0	$1,700,000
Deobligated from Prior 5YPP Cycles **		$104,491					$104,491
Cumulative Remaining Cash Flow Capacity		$104,491	$104,491	$104,491	$104,491	$104,491	$104,491

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
New and Upgraded Streets (EPs 26-30)
Cash Flow ($) Maximum Annual Reimbursement

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Visitacion Valley Watershed (EP 27)							
Bayshore Multimodal Facility Location Study	PLAN/ CER	$19,330	$9,500				$28,830
Geneva-Harney BRT Feasibility/Pre-Environmental Study	PLAN/ CER	$112,866	$87,134				$200,000
Geneva-Harney BRT Feasibility Study 3	PLAN/ CER	$30,920					$30,920
Geneva-Harney BRT Feasibility Study 4	PLAN/ CER		$50,000				$50,000
Geneva-Harney Bus Rapid Transit 4	PLAN, PA&ED		$700,000	$750,000			$1,450,000
Bayshore Caltrain Pedestrian Connections	CON		$1,000,000	$1,000,000			$2,000,000
Bi-County - Interim Solutions Placeholder	Any			$250,000	$250,000		$500,000
Bi-County - Project Development Placeholder	Any					$1,000,000	$1,000,000
Cash Flow Programmed in 5YPP		$163,116	$1,846,634	$2,000,000	$250,000	$1,000,000	$5,259,750
Total Cash Flow Allocated		$163,116	$146,634	$0	$0	$0	$309,750
Total Cash Flow Deobligated		$0	$0	$0	$0	$0	$0
Total Cash Flow Unallocated		$0	$1,700,000	$2,000,000	$250,000	$1,000,000	$4,950,000
Cash Flow Programmed in 2014 Strategic Plan		$228,830	$1,750,000	$2,000,000	$250,000	$1,000,000	$5,228,830
Deobligated from Prior 5YPP Cycles **		$30,920					$30,920
Cumulative Remaining Cash Flow Capacity		$96,634	$0	$0	$0	$0	$0

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
New and Upgraded Streets (EPs 26-30)
Cash Flow ($) Maximum Annual Reimbursement

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Golden Gate Park/SR1 Traffic Study (EP 29)							
No Proposed Programming							
Cash Flow Programmed in 5YPP		$0	$0	$0	$0	$0	$0
Cash Flow Programmed in 2014 Strategic Plan		$0	$0	$0	$0	$0	$0
Cumulative Remaining Cash Flow Capacity		$0	$0	$0	$0	$0	$0
Other Upgrades to Major Arterials (EP 30)							
19th Avenue Complete Streets	PLAN/ CER		$425,000				$425,000
19th Avenue Combined City Project	PS&E		$75,000				
Neighborhood Transportation Improvement Program (NTIP)5	PS&E, CON		$200,000	$325,000			$525,000
Lombard Street US-101 Corridor [NTIP Capital] - SFMTA Design EP 305	PS&E		$300,000	$100,000			$400,000
Lombard Street US-101 Corridor - SFCTA Project Support5	PS&E		$75,000				$75,000
Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON				$500,000	$500,000	$1,000,000
Cash Flow Programmed in 5YPP		$0	$1,075,000	$425,000	$500,000	$500,000	$2,500,000
Total Cash Flow Allocated		$0	$450,000	$100,000	$0	$0	$550,000
Total Cash Flow Deobligated		$0	$0	$0	$0	$0	$0
Total Cash Flow Unallocated		$0	$625,000	$325,000	$500,000	$500,000	$1,950,000
Cash Flow Programmed in 2014 Strategic Plan		$250,000	$750,000	$500,000	$500,000	$500,000	$2,500,000
Deobligated from Prior 5YPP Cycles **		$0					$0
Cumulative Remaining Cash Flow Capacity		$250,000	($75,000)	$0	$0	$0	$0

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
New and Upgraded Streets (EPs 26-30)
Cash Flow ($) Maximum Annual Reimbursement

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
ROLL-UP of EPs 26-30							
Cash Flow Programmed in 5YPP		$378,116	$3,756,634	$3,075,000	$750,000	$1,500,000	$9,459,750
Total Cash Flow Allocated		$303,069	$722,483	$100,000	$0	$0	$1,125,552
Total Cash Flow Deobligated		$0	$0	$0	$0	$0	$0
Total Cash Flow Unallocated		$75,047	$3,034,151	$2,975,000	$750,000	$1,500,000	$8,334,198
Cash Flow Programmed in 2014 Strategic Plan		$693,830	$3,335,000	$3,150,000	$750,000	$1,500,000	$9,428,830
Deobligated from Prior 5YPP Cycles **		$135,411					$135,411
Cumulative Remaining Cash Flow Capacity		$451,125	$29,491	$104,491	$104,491	$104,491	$104,491

** "Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period.

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

See 2014 Prop K 5YPP - Program of Projects Programming and Allocations to Date table for programming footnotes.

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

Traffic Calming (EP 38)

Programming and Allocations to Date

Pending Approval 7.28.2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Local/Neighborhood Track									
SFMTA	Local Track Application-Based Traffic Calming	CON	Programmed	$364,000					$364,000
SFMTA	Local Track Application-Based Traffic Calming [3]	PLAN/ CER	Programmed	$116,600					$116,600
SFMTA	Local Track Application-Based Traffic Calming [3]	PLAN/ CER	Allocated		$203,400				$203,400
SFMTA	Local Track Application-Based Traffic Calming	PS&E	Programmed	$41,000					$41,000
SFMTA	Local Track Application-Based Traffic Calming	Any	Programmed		$600,000				$600,000
SFMTA	Local Track Application-Based Traffic Calming	Any	Programmed			$600,000			$600,000
SFMTA	Local Track Application-Based Traffic Calming	Any	Programmed				$600,000		$600,000
SFMTA	Local Track Application-Based Traffic Calming	Any	Programmed					$600,000	$600,000
SFMTA	Proactive Residential Traffic Calming Improvements	PLAN/ CER	Programmed	$125,000					$125,000
SFMTA	Proactive Residential Traffic Calming Improvements	Any	Programmed		$978,651				$978,651
SFMTA	Proactive Residential Traffic Calming Improvements	Any	Programmed			$903,651			$903,651
SFMTA	Proactive Residential Traffic Calming Improvements	PS&E, CON	Programmed				$853,651		$853,651
SFMTA	Proactive Residential Traffic Calming Improvements	PS&E, CON	Programmed					$853,654	$853,654
SFMTA	Traffic Calming Implementation (Prior Areawide Plans)	CON	Programmed	$2,563,600					$2,563,600
SFMTA	Traffic Calming Implementation (Prior Areawide Plans)[2]	PS&E	Allocated	$25,000					$25,000
SFMTA, other eligible	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed		$1,000,000				$1,000,000

Programming and Allocations to Date

Pending Approval 7.28.2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Schools Track									
SFMTA	Schools Track Traffic Calming Program	PLAN/ CER	Programmed				$44,000		$44,000
SFMTA	Schools Track Traffic Calming Program	PS&E	Programmed				$50,000		$50,000
SFMTA	Schools Track Traffic Calming Program	CON	Programmed					$110,000	$110,000
SFMTA	Cesar Chavez Elementary Safe Routes to School	PS&E	Programmed		$59,885				$59,885
SFMTA	Cesar Chavez Elementary Safe Routes to School	CON	Programmed			$37,365			$37,365
SFMTA	Redding Elementary Safe Routes to School	PS&E	Programmed	$18,352					$18,352
SFMTA	Redding Elementary Safe Routes to School	CON	Programmed			$91,760			$91,760
SFMTA	Bessie Carmichael Safe Routes to School	PS&E	Programmed	$115,000					$115,000
SFMTA	Bessie Carmichael Safe Routes to School	CON	Programmed		$68,820				$68,820
SFMTA	John Yehall Chin Safe Routes to School[1]	PLAN/ CER	Allocated	$40,433					$40,433
SFMTA	John Yehall Chin Safe Routes to School[1]	PS&E	Programmed	$6,242					$6,242
SFMTA	John Yehall Chin Safe Routes to School	CON	Programmed			$20,646			$20,646
Arterials and Commerical Corridors Track									
SFMTA	Columbus Avenue Corridor Improvements	PS&E	Programmed	$150,000					$150,000
SFMTA	Howard Street Streetscape	PLAN/ CER	Programmed		$80,000				$80,000
SFMTA	Howard Street Streetscape	PS&E	Programmed			$300,000			$300,000
SFMTA	Howard Street Streetscape	CON	Programmed				$590,000		$590,000
SFMTA	8th Street Streetscape	PS&E	Programmed		$645,960				$645,960
SFMTA	Arterials Track Traffic Calming Program[4]	PLAN/ CER	Programmed	$0					$0
SFMTA	Arterials Track Traffic Calming Program[4]	PLAN/ CER, PS&E	Programmed		$297,557				$297,557
SFMTA	Lombard Street US-101 Corridor [NTIP Capital][4]	PS&E	Pending		$138,586				$138,586
SFMTA	Lombard Street US-101 Corridor [NTIP Capital][4]	CON	Pending		$33,000				$33,000
SFMTA	Arterials Track Traffic Calming Program	PLAN/ CER, PS&E	Programmed			$93,600			$93,600

Programming and Allocations to Date

Pending Approval 7.28.2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Follow-the-Paving									
SFMTA	Follow-the-Paving: Spot Improvements	CON	Programmed	$100,000					$100,000
SFMTA	Follow-the-Paving: Spot Improvements	CON	Programmed			$100,000			$100,000
SFMTA	Follow-the-Paving: Spot Improvements	CON	Programmed					$100,000	$100,000
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	CON	Programmed	$49,100					$49,100
SFPW	San Jose Avenue Follow the Paving	CON	Allocated	$250,900					$250,900
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	PS&E	Programmed		$75,000				$75,000
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	CON	Programmed			$100,000			$100,000
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	PS&E	Programmed				$75,000		$75,000
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	CON	Programmed					$33,600	$33,600
	Total Programmed in 5YPP			$3,965,227	$4,180,859	$2,247,022	$2,212,651	$1,697,254	$14,303,013

Total Allocated and Pending in 5YPP	$316,333	$374,986	$0	$0	$0	$691,319
Total Deobligated from Prior 5YPP Cycles **	$0	$0	$0	$0	$0	$0
Total Unallocated in 5YPP	$3,648,894	$3,805,873	$2,247,022	$2,212,651	$1,697,254	$13,611,694

Total Programmed in 2014 Strategic Plan	$4,268,627	$3,877,459	$2,247,022	$2,212,651	$1,697,254	$14,303,013
Deobligated from Prior 5YPP Cycles **	$29,232					$29,232
Cumulative Remaining Programming Capacity	$332,632	$29,232	$29,232	$29,232	$29,232	$29,232

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

[1] 5YPP amendment to add $28,758 for the planning/conceptual engineering phase of John Yehall Chin Safe Routes to School (Resolution 15-017, 11.25.14)

John Yehall Chin Safe Routes to School: Reduced programming for the design phase in FY 2014/15 from $35,000 to $6,242 to fund the project's planning/conceptual engineering phase.

[2] 5YPP amendment to reprogram $25,000 in FY 14/15 funds currently programmed to the construction phase of "Traffic Calming Implementation (Prior Areawide Plans)" to the design phase.

[3] Local Track Application-Based Traffic Calming funds from Fiscal Year 2014/15 ($203,476) were allocated to Local Track Application-Based Traffic Calming in Fiscal Year 2015/16.

[4] 5YPP amendment to fund the Lombard Street US-101 Corridor [NTIP Capital] (Resolution 15-XX)

Arterials Track Traffic Calming Program: Reduced programming for the planning/conceptual engineering phase in FY 2014/15 from $100,000 to $0 and in FY 2015/16 from $369,143 to $297,557.

Lombard Street US-101 Corridor [NTIP Capital]: Added project with $138,586 for the design phase and $33,000 for the construction phase in FY 2015/16.

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

Traffic Calming (EP 38)

Cash Flow ($) Maximum Annual Reimbursement

Pending Approval 7.28.2015

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Local/Neighborhood Track								
Local Track Application-Based Traffic Calming	CON	$364,000						$364,000
Local Track Application-Based Traffic Calming 3	PLAN/ CER	$116,600						$116,600
Local Track Application-Based Traffic Calming 3	PLAN/ CER		$203,400					$203,400
Local Track Application-Based Traffic Calming	PS&E	$41,000						$41,000
Local Track Application-Based Traffic Calming	Any		$600,000					$600,000
Local Track Application-Based Traffic Calming	Any			$600,000				$600,000
Local Track Application-Based Traffic Calming	Any				$600,000			$600,000
Local Track Application-Based Traffic Calming	Any					$600,000		$600,000
Proactive Residential Traffic Calming Improvements	PLAN/ CER	$100,000	$25,000					$125,000
Proactive Residential Traffic Calming Improvements	Any		$978,651					$978,651
Proactive Residential Traffic Calming Improvements	Any			$903,651				$903,651
Proactive Residential Traffic Calming Improvements	PS&E, CON				$853,651			$853,651
Proactive Residential Traffic Calming Improvements	PS&E, CON					$853,654		$853,654
Traffic Calming Implementation (Prior Areawide Plans)	CON	$1,269,300	$1,294,300					$2,563,600
Traffic Calming Implementation (Prior Areawide Plans)[2]	PS&E	$25,000						$25,000
Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON		$340,000	$330,000	$330,000			$1,000,000

Cash Flow ($) Maximum Annual Reimbursement

Pending Approval 7.28.2015

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Schools Track								
Schools Track Traffic Calming Program	PLAN/ CER				$22,000	$22,000		$44,000
Schools Track Traffic Calming Program	PS&E				$25,000	$25,000		$50,000
Schools Track Traffic Calming Program	CON					$110,000		$110,000
Cesar Chavez Elementary Safe Routes to School	PS&E		$59,885					$59,885
Cesar Chavez Elementary Safe Routes to School	CON			$5,000	$32,365			$37,365
Redding Elementary Safe Routes to School	PS&E	$18,352						$18,352
Redding Elementary Safe Routes to School	CON			$45,880	$45,880			$91,760
Bessie Carmichael Safe Routes to School	PS&E	$115,000						$115,000
Bessie Carmichael Safe Routes to School	CON		$34,410	$34,410				$68,820
John Yehall Chin Safe Routes to School1	PLAN/ CER	$40,433						$40,433
John Yehall Chin Safe Routes to School1	PS&E	$6,242						$6,242
John Yehall Chin Safe Routes to School	CON			$20,646				$20,646
Arterials and Commerical Corridors Track								
Columbus Avenue Corridor Improvements	PS&E	$150,000						$150,000
Howard Street Streetscape	PLAN/ CER		$40,000	$40,000				$80,000
Howard Street Streetscape	PS&E			$50,000	$250,000			$300,000
Howard Street Streetscape	CON				$50,000	$540,000		$590,000
8th Street Streetscape	PS&E		$645,960					$645,960
Arterials Track Traffic Calming Program4	PLAN/ CER	$0						$0
Arterials Track Traffic Calming Program4	PLAN/ CER, PS&E		$297,557					$297,557
Lombard Street US-101 Corridor [NTIP Capital]4	PS&E		$104,000	$34,586				$138,586
Lombard Street US-101 Corridor [NTIP Capital]4	CON		$33,000					$33,000
Arterials Track Traffic Calming Program	PLAN/ CER, PS&E			$93,600				$93,600

Cash Flow ($) Maximum Annual Reimbursement

Pending Approval 7.28.2015

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Follow-the-Paving								
Follow-the-Paving: Spot Improvements	CON	$50,000	$50,000					$100,000
Follow-the-Paving: Spot Improvements	CON			$50,000	$50,000			$100,000
Follow-the-Paving: Spot Improvements	CON					$50,000	$50,000	$100,000
Follow-the-Paving: Traffic Calming Major Corridors	CON	$24,550	$24,550					$49,100
San Jose Avenue Follow the Paving	CON		$125,450	$125,450				$250,900
Follow-the-Paving: Traffic Calming Major Corridors	PS&E		$37,500	$37,500				$75,000
Follow-the-Paving: Traffic Calming Major Corridors	CON			$50,000	$50,000			$100,000
Follow-the-Paving: Traffic Calming Major Corridors	PS&E				$37,500	$37,500		$75,000
Follow-the-Paving: Traffic Calming Major Corridors	CON					$33,600		$33,600
Total Cash Flow in 5YPP		$2,320,477	$4,893,663	$2,420,723	$2,346,396	$2,271,754	$50,000	$14,303,013

Cash Flow Allocated and Pending	$65,433	$465,850	$160,036	$0	$0	$0	$691,319
Cash Flow Deobligated	$0	$0	$0	$0	$0	$0	$0
Cash Flow Unallocated	$2,255,044	$4,427,813	$2,260,687	$2,346,396	$2,271,754	$50,000	$13,611,694

Cash Flow Programmed in 2014 Strategic Plan	$2,749,327	$4,624,849	$2,260,687	$2,346,396	$2,271,754	$50,000	$14,303,013
Deobligated from Prior 5YPP Cycles	$29,232						$29,232
Cumulative Remaining Cash Flow Capacity	$458,082	$189,268	$29,232	$29,232	$29,232	$29,232	$910,437

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

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

FY of Allocation Action:	2015/16
Project Name:	Franklin and Divisadero Signal Upgrade
Implementing Agency:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K Category:	C. Street & Traffic Safety	Gray cells will automatically be filled in.
Prop K Subcategory:	iii. System Maintenance and Renovations (streets)	
Prop K EP Project/Program:	a. Signals and Signs	
Prop K EP Line Number (Primary):	33	**Current Prop K Request:** $ 3,162,920
Prop K Other EP Line Numbers:		
Prop AA Category:	Pedestrian Safety	
		Current Prop AA Request:
		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.

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.

The Transportation Authority previously allocated $636,000 in Prop AA funds for construction for this project. The current request would fulfill the Transportation Authority's commitment to allocate remaining funds necessary to fully fund the project.

Market/Octavia Central Freeway Funds	$ 702,680
Prop AA	$ 636,480 (Previous Allocation)
Prop K	$3,162,920 (Current Request)
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.

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.

Task	Force Account Work Performed By
• 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 requested a commitment to allocate $3,162,920 in FY2015/16 Prop K funds to fully fund the construction phase of the project because 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 FY2015/16, 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 June 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 2015/16

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.

Phase	Start Date	End Date
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 2015/16

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.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	$ 4,502,080	$ 3,162,920	
Procurement (e.g. rolling stock)				
		$4,502,080	$3,162,920	$0

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)	$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: 100 as of 3/9/15

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 — Overhead Rate: 2.71

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 — Overhead Rate: 2.71

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

Position	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

Position	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

Position	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

Position	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

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 (includes 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	COST 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 2015/16

Project Name: Franklin and Divisadero Signal Upgrade

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:	$3,162,920	
5-Year Prioritization Program Amount:	$3,435,000	(enter if appropriate)
Strategic Plan Amount for Requested FY:	$15,223,600	

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.

This allocation fulfills 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:		$3,865,600	$636,480	$4,502,080

Actual Prop K Leveraging - This Phase:	29.75%	$4,502,080 Total from Cost worksheet
Expected Prop K Leveraging per Expenditure Plan	41.47%	

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

		Required Local Match	
Fund Source	**$ Amount**	**%**	**$**

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			$1,461,480	$1,461,480
IPIC		$702,680		$702,680
				$0
				$0
				$0
				$0
Total:		$3,865,600		$ 5,485,080

Actual Prop K Leveraging - Entire Project:	39.46%	$ 5,485,080
Expected Prop K Leveraging per Expenditure Plan:	41.47%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	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: $3,162,920

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	$1,581,460	50.00%	$1,581,460
FY 2016/17	$1,581,460	50.00%	$0
		0.00%	$0
		0.00%	$0
		0.00%	$0
Total:	**$3,162,920**		

Prop AA Funds Requested: $0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	$3,162,920
		#DIV/0!	$3,162,920
		#DIV/0!	$3,162,920
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: 6/11/2015 Resolution. No. Res. Date:

Project Name: Franklin and Divisadero Signal Upgrade

Implementing Agency: San Francisco Municipal Transportation Agency

Funding Recommended:		Amount	Phase:
	Prop K Allocation	$3,162,920	Construction
	Total:	**$3,162,920**	

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 33	FY 2015/16	$1,581,460	50.0%	$1,581,460
Prop K EP 33	FY 2016/17	$1,581,460	50.0%	$0
			0.0%	$0
			0.00%	$0
	Total:	**$3,162,920**	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 33	FY 2015/16	Construction	$1,581,460	50%	$1,581,460
Prop K EP 33	FY 2016/17	Construction	$1,581,460	50%	$0
				100%	$0
				100%	$0
		Total:	**$3,162,920**		

Prop K/Prop AA Fund Expiration Date: 12/31/2017 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:	6/11/2015	Resolution. No.		Res. Date:

Project Name: Franklin and Divisadero Signal Upgrade

Implementing Agency: San Francisco Municipal Transportation Agency

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

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 July 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 ($3,162,920 in Prop K) 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. This action fulfills the Transportation Authority's commitment to allocate FY 15/16 funds, approved as part of Resolution 15-41, Project 715.207023.
2. 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.

Supervisorial District(s): 2, 5

Prop K proportion of expenditures - this phase:	70.25%
Prop AA proportion of expenditures - this phase:	14.14%

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
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)

Traffic Controller

Pedestrian Countdown Signals

Mast-Arm

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

FY of Allocation Action:	2015/16	**Current Prop K Request:**	$ 3,162,920
		Current Prop AA Request:	$ -
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:	2015/16
Project Name:	SFgo Van Ness Corridor
Implementing Agency:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K Category:	C. Street & Traffic Safety	Gray cells will automatically be filled in.
Prop K Subcategory:	iii. System Maintenance and Renovations (streets)	
Prop K EP Project/Program:	a. Signals and Signs	
Prop K EP Line Number (Primary):	33	**Current Prop K Request:** $ 2,275,000
Prop K Other EP Line Numbers:		
Prop AA Category:		**Current Prop AA Request:** $ -
		Supervisorial District(s): 2, 3, 5, 6

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.

Background:
Van Ness Avenue is an important arterial street in San Francisco's transportation system with a rich history. After the 1906 earthquake, Van Ness Avenue became San Francisco's main thoroughfare and commercial center. As the auto-oriented commercial uses fell into decline in the 1970s, the Planning Commission adopted the Van Ness area plan which called for increased mixed-use and residential planning. Since the 1990s, transportation plans prepared by the San Francisco County Transportation Authority and the San Francisco Municipal Transportation Agency (SFMTA)-Muni recognized the need to establish better transit service on Van Ness Avenue.

Today, the Van Ness Avenue corridor serves as a vital connector of neighborhoods and link between Marin County and San Francisco. Van Ness Avenue is one of the busiest North-South corridors in the city, serving over 16,000 Muni customers daily on the 47 Van Ness and 49 Mission/Van Ness bus routes as well as Golden Gate Transit customers. It is part of the California State Highway System and US Route 101, a primary artery that connects Interstate Highways 280 and 80 with the Golden Gate Bridge. The traffic signal infrastructure currently installed along Van Ness Avenue dates back to the 1960s.

Scope:
Funding will be used to improve traffic signal infrastructure and to enhance transit on-time performance along the Van Ness corridor, between Mission and Bay Streets. This segment covers 32 intersections over 2.3 miles (map attached). The SFMTA will upgrade traffic signal equipment including new traffic signal conduits, mast arms, traffic and pedestrian signal heads, accessible pedestrian signals (APS), transit signal priority, and install a new communications network, ultimately connected to the SFMTA's Transportation Management Center.

Funding will be used for construction and integration of the project. Currently, the development of plans, specifications, and estimates are at 95% design and is dictated by the Van Ness Corridor Transit Improvement Project (formerly known as Van Ness Bus Rapid Transit (BRT) Project) schedule. With the traffic signal system upgrade, transit signal priority can be installed at the intersections to improve the travel time of the BRT vehicles. While the traffic signal system upgrades could be done independently of the Van Ness BRT project, the mast arm lengths and the signal pole locations are dependent on the BRT alignment.

Benefits:
This project provides many benefits to multiple users along Van Ness Avenue. The traffic signal infrastructure upgrades will benefit transit riders and the Muni system as a whole by decreasing transit travel time and improving system reliability. The upgrades will also improve pedestrian safety. The new communication infrastructure will provide monitoring of traffic and transit vehicles along the corridor allowing effective line management techniques and faster traffic incident response and management. This project also benefits the City's traffic signal shop by including the purchase of equipment installation vehicles to reduce operating costs and improve city wide installation efficiency.

Prioritization:
This project directly improves Van Ness Avenue, an important corridor on Muni Forward's Rapid Network. It also improves pedestrian safety on this high injury corridor as identified by Vision Zero.

Implementation:
This project will be implemented as part of the Van Ness Corridor Transit Improvement Project through a Construction Manager/General Contractor (CM/GC) contracting method. The CM/GC delivery method differs from a traditional Design-Bid-Build method by involving the contractor in project development prior to completion of design work. The method is intended to optimize the schedule and reduce cost growth during construction by allowing contractors to begin planning their work earlier in the process, and to provide feedback to project owners and designers on the design details. When the design is complete, the contractor and owner mutually agree on a price, or else the project may then be bid out via the traditional method.

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

FY 2015/16

Project Name: SFgo Van Ness Corridor

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : EIR/EIS

Completion Date (mm/dd/yy): 12/20/13

Status: Completed

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	2012/13	4	2013/14
Environmental Studies (PA&ED)	4	2012/13	2	2013/14
R/W Activities/Acquisition				
Design Engineering (PS&E)	4	2013/14	4	2014/15
Prepare Bid Documents	4	2014/15	1	2015/16
Advertise Construction	1	2015/16		
Start Construction (e.g., Award Contract)	2	2015/16		
Procurement (e.g. rolling stock)	3	2014/15	2	2016/17
Project Completion (i.e., Open for Use)			2	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.

Van Ness Corridor Transit Improvement Schedule

Milestone	Completion Date
Final EIR/EIS – ROD	Dec. 2013
30% Design complete	Apr. 2014
SFMTA Board Approval CM/GC	Nov. 2014
Project Specific Ordinance	Dec. 2014
65% Design complete	Dec. 2014
CM/GC Contract Advertised	Jan. 2015
Submit Draft SSGA to FTA	Apr. 2015
CM/GC Contract Certification	Jun. 2015
100% Design complete	Jul. 2015
SSGA Execution	Aug. 2015
Arrival of new transit vehicles	2015 - 2016
Construction period	Late 2015–Late 2018
Revenue Service	Late 2018

* Acronyms: EIR (Environmental Impact Report), EIS (Environmental Impact Statement), ROD (Record of Decision), CM/GC (Construction Manager/General Contractor), SSGA (Small Starts Construction Contract Agreement), FTA (Federal Transit Administration)

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

FY 2015/16

Project Name: SFgo Van Ness Corridor

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				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	$16,275,000	$ 2,275,000	
Procurement (e.g. rolling stock)				
		$16,275,000	$2,275,000	$0

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)	$ 6,000,000	95% design
R/W Activities/Acquisition		
Construction	$ 16,275,000	Engineering Cost Estimate
Procurement (e.g. rolling stock)		
Total:	**$ 22,275,000**	

% Complete of Design: 95 as of 3/1/15

Expected Useful Life: 50 Years [except for two trucks, which have 15 years of expected useful life]

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.

CONSTRUCTION PHASE

Detail ref.	Item	Cost Estimate	% of Contract Cost	Performed by:	FTA Share	Prop K Match
	Contract Work	$6,643,417		Contractor	$5,714,786	$928,631
	Contract Contingency (10%)	$664,342	10%		$571,479	$92,863
1	City Furnished Materials	$4,460,000			$3,836,572	$623,428
2	Contract Preparation	$99,998		SFMTA	$86,020	$13,978
3	Construction Support	$1,713,022	26%	SFMTA, DPW	$1,473,572	$239,450
	Public Affairs	$66,434	1%	SFMTA, DPW	$57,148	$9,286
	Material Testing	$332,171	5%	SFMTA, DPW	$285,739	$46,432
	Wage Check	$132,868	2%	SFMTA, DPW	$114,296	$18,573
4	Post-Construction Studies	$39,877		SFMTA	$34,303	$5,574
	Project Contingency (15%)	$2,122,819			$1,826,087	$296,732
	Total	**$16,274,948**			**$14,000,000**	**$2,274,948**
					86.02%	13.98%
				Total Prop K FY2015/16 Request (rounded)		**$2,275,000**

1 **City Furnished Materials**

Item Description	Quantity	Unit	Unit Price	Extension
ITS Cabinet (Signals and Communications Hub)	36	EA	$15,000	$540,000
2070 Controllers	35	EA	$10,000	$350,000
Accessible Pedestrian Signals (2-wire)	35	INT.	$25,000	$875,000
Pelco CCTV Camera	13	EA	$5,000	$65,000
Fiber Optics Installation and Testing	34	BLOCK	$30,000	$1,020,000
Fiber Optics Material	13,000	LF	$20	$260,000
Communication Switches - Distribution	10	EA	$15,000	$150,000
Communication Switches - Access	35	EA	$10,000	$350,000
Transit Signal Priority Equipment - Intersection	35	EA	$10,000	$350,000
Trucks	2	EA	$250,000	$500,000
Total				**$4,460,000**

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

MAJOR LINE ITEM BUDGET

MFB = Mandatory Fringe Benefits FTE = Full Time Equivalent employee

2 **Contract Preparation** Overhead Rate: 0.803

Position	Classification	Salary Per FTE FY16	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	FTE Ratio	Hours	Total
SFMTA SFgo Labor									
Senior Engineer	5211	$160,980	$83,425	$244,406	$196,257.80	$440,664	0.037	76	$16,584
Engineer	5241	$139,054	$73,821	$212,875	$170,939	$383,814	0.054	112	$21,287
Associate Engineer	5207	$120,085	$65,513	$185,599	$149,036	$334,635	0.087	180	$29,828
Assistant Engineer	5203	$103,246	$58,644	$161,890	$129,998	$291,888	0.106	220	$31,799
City Attorney Fees									$500
Total									**$99,998**

3 **Construction Support** Overhead Rate: 0.803

Position	Classification	Salary Per FTE FY16	MFB for FTE	Salary + MFB	Overhead	(Fully Burdened)	FTE Ratio	Hours	Total
SFMTA Sustainable Streets Shops Labor									
Traffic Signal Electrician	9145	$108,430	$62,701	$171,131	$137,418	$308,550	0.625	1300	$198,629
Traffic Signal Electrician Supervisor I	9147	$121,808	$68,566	$190,374	$152,870	$343,244	0.346	720	$122,380
Traffic Signal Electrician Supervisor II	9149	$136,097	$74,830	$210,926	$169,374	$380,300	0.089	186	$35,028
Subtotal								**2206**	**$356,036**
SFMTA SFgo Labor									
Senior Engineer	5211	$160,980	$83,425	$244,406	$196,258	$440,664	0.096	200	$43,643
Engineer	5241	$139,054	$73,821	$212,875	$170,939	$383,814	0.156	324	$61,580
Associate Engineer	5207	$120,085	$65,513	$185,599	$149,036	$334,635	0.397	825	$136,710
Assistant Engineer	5203	$103,246	$58,644	$161,890	$129,998	$291,888	0.591	1230	$177,785
Subtotal								**2579**	**$419,717**
DPW Bureau of Construction Management Labor									
Construction Inspector	6318	$104,214	$59,072	$163,287	$131,119	$294,406	2.000	4160	$606,476
Senior Construction Inspector	6319	$114,887	$63,237	$178,124	$143,033	$321,157	1.000	2080	$330,792
Subtotal								**6240**	**$937,268**
Total									**$1,713,022**

4 **Post-Construction Studies** Overhead Rate: 0.803

Position	Classification	Salary Per FTE FY16	MFB for FTE	Salary + MFB	Overhead	(Fully Burdened)	FTE Ratio	Hours	Total
Traffic Signal Timing Study									
Associate Engineer	5207	$120,085	$65,513	$185,599	$149,036	$334,635	0.042	88	$14,582
Assistant Engineer	5203	$103,246	$58,644	$161,890	$129,998	$291,888	0.084	175	$25,295
Transit Travel Time Study									
Associate Engineer	5207	$120,085	$65,513	$185,599	$149,036	$334,635	0.049	102	$16,902
Assistant Engineer	5203	$103,246	$58,644	$161,890	$129,998	$291,888	0.123	256	$37,002
Total									**$39,877**

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

FY 2015/16

Project Name: SFgo Van Ness Corridor

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:	$2,275,000	
5-Year Prioritization Program Amount:	$2,275,000	(enter if appropriate)

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.

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		$2,275,000		$2,275,000
FTA CMAQ 5307			$14,000,000	$14,000,000
Total:	$0	$2,275,000	$14,000,000	$16,275,000

Actual Prop K Leveraging - This Phase:	86.02%	$16,275,000 Total from Cost worksheet
Expected Prop K Leveraging per Expenditure Plan	41.47%	

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

		Required Local Match	
Fund Source	**$ Amount**	**%**	**$**
FTA	$14,000,000	11.47%	$1,605,800

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K sales tax		$2,275,000		$2,275,000
FTA CMAQ 5307			$20,000,000	$20,000,000
Total:		$2,275,000	$20,000,000	$22,275,000

Actual Prop K Leveraging - Entire Project:	89.79%	$ 22,275,000 Total from Cost worksheet
Expected Prop K Leveraging per Expenditure Plan:	41.47%	
Actual Prop AA Leveraging - Entire Project:	N/A	

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: 06.16.15 Resolution. No. Res. Date:

Project Name: SFgo Van Ness Corridor

Implementing Agency: San Francisco Municipal Transportation Agency

Funding Recommended:		**Amount**	**Phase:**
	Prop K Allocation	$2,275,000	Construction
	Total:	**$2,275,000**	

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 33	FY 2015/16	$775,000	34.00%	$1,500,000
Prop K EP 33	FY 2016/17	$750,000	33.00%	$750,000
Prop K EP 33	FY 2017/18	$750,000	33.00%	$0
			0.00%	$0
			0.00%	$0
	Total:	**$2,275,000**	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 33	FY 2015/16	Construction	$775,000	34%	$1,500,000
Prop K EP 33	FY 2016/17	Construction	$750,000	67%	$750,000
Prop K EP 33	FY 2017/18	Construction	$750,000	100%	$0
				100%	$0
				100%	$0
		Total:	**$2,275,000**		

Prop K/Prop AA Fund Expiration Date: 12/31/2019 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:	06.16.15	Resolution. No.		Res. Date:	

Project Name: SFgo Van Ness Corridor

Implementing Agency: San Francisco Municipal Transportation Agency

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

Trigger:

Deliverables:

1. With the first quarterly progress report due October 15, 2015, provide 2-3 digital photos of before conditions.
2. With quarterly progress reports, as appropriate, provide 2-3 digital photos during construction.
3. Upon project completion, anticipated late 2018, provide 2-3 digital photos after construction.

Special Conditions:

1. The Transportation Authority will reimburse SFMTA only up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes:

1. Consistent with Prop K policies, the project sponsor shall expend non-Prop K funds first to the extent possible. Unless a specific exception is pre-approved by the Transpiration Authority, Prop K funds will not be reimbursed at a rate greater than their proportional share of the approved funding plan (i.e. 13.98%).

Supervisorial District(s): 2, 3, 5, 6

Prop K proportion of expenditures - this phase:	13.98%
Prop AA proportion of expenditures - this phase:	N/A

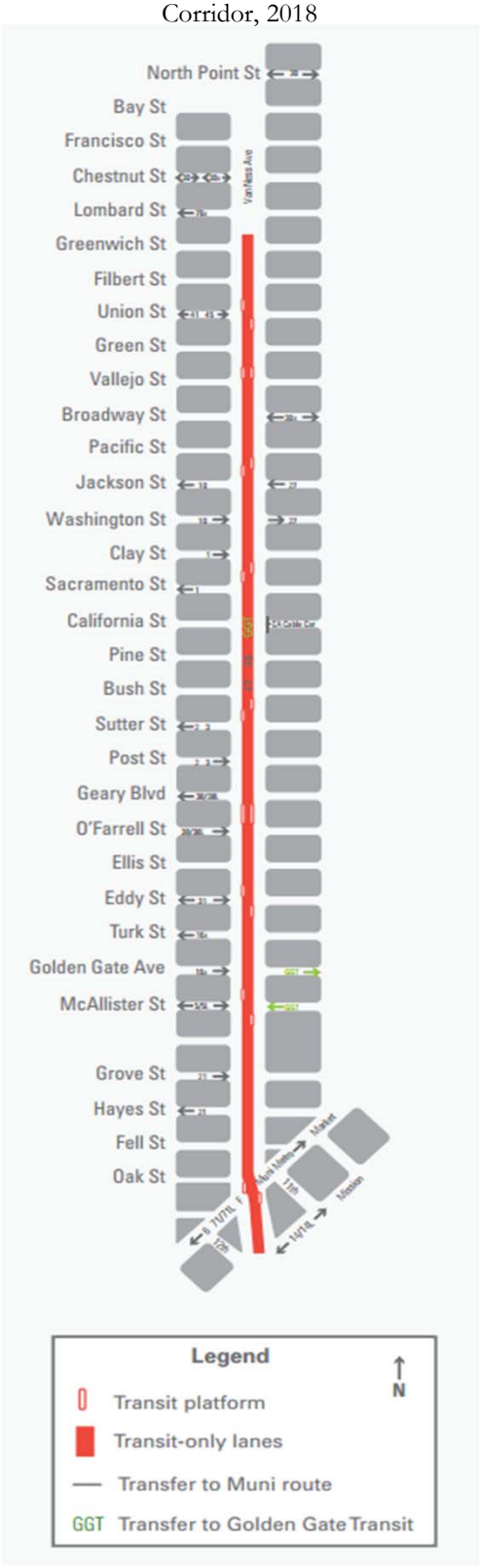
Sub-project detail? No If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer: P&PD **Project # from SGA:**

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

MAPS AND DRAWINGS

Van Ness Avenue Bus Rapid Transit Corridor, 2018



Van Ness Avenue Corridor
32 intersections (Mission to Bay Streets)
2.3 miles

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

FY of Allocation Action:	2015/16	**Current Prop K Request:**	$ 2,275,000
		Current Prop AA Request:	$ -
Project Name:	SFgo Van Ness Corridor		
Implementing Agency:	San Francisco Municipal Transportation Agency		

Signatures

	Project Manager	**Grants Section Contact**
Name (typed):	Ken Kwong	Joel Goldberg
Title:	Associate Trans. Engineer	Manager, CPM
Phone:	(415) 701-4575	(415) 701-4499
Fax:	(415) 701-4737	
Email:	Kenneth.Kwong@sfmta.com	joel.goldberg@sfmta.com
Address:	1 South Van Ness Avenue, 7th floor, San Francisco, CA 94103	1 South Van Ness Avenue, 8th floor, San Francisco, CA 94103
Date:		

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

FY of Allocation Action:	2015/16
Project Name:	Potrero Hill Pedestrian Safety and Transit Stop Improvements [NTIP Capital]
Implementing Agency:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K Category:	D. TSM/Strategic Initiatives
Prop K Subcategory:	i. TDM/Parking Management
Prop K EP Project/Program:	a. Transportation Demand Management/Parking Management
Prop K EP Line Number (Primary):	43
Prop K Other EP Line Numbers:	
Current Prop K Request:	$ 60,000
Prop AA Category:	
Current Prop AA Request:	$ -
Supervisorial District(s):	10

Gray cells will automatically be filled in.

SCOPE

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

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

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

See attached scope description.

Background
The Potrero Hill neighborhood is a Metropolitan Transportation Commission (MTC) Community of Concern that has a high percentage of people of color and a high percentage of low income households. The census tracts in the area include a 65% minority population that includes 29% Hispanics or Latinos and 12% African Americans, with significantly higher minority (specifically African American) percentages living in the public housing sites.

A large community-wide revitalization project, Rebuild Potrero, is underway in this neighborhood that promises to bring a number of transformational land use, housing, and transportation changes to the Potrero Terrace and Annex public housing sites. However, Rebuild Potrero is currently in environmental review, and the ultimate build-out of the site is still several years away. Meanwhile, the existing site contains streets that are too wide given the low traffic volumes and many of the intersections are lacking basic amenities such as crosswalks. Additionally, numerous planning studies have cited exhibition driving and unsafe conditions for residents walking the site. Given the extended time frame for Rebuild Potrero and given the unsafe conditions for pedestrians, this project will provide traffic calming, pedestrian safety, and place-making upgrades for residents to benefit from ahead of the Rebuild Potrero project.

This project is recommended by Commissioner Cohen as a District 10 Neighborhood Transportation Improvement Program (NTIP) capital project. The Transportation Authority's NTIP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other neighborhoods with high unmet needs. NTIP capital funding is intended to advance one small and one mid-sized neighborhood scale project toward implementation in the next five years in each district.

Benefits
In recent years, the community has launched and operated two successful walking school buses to Starr King and Daniel Webster Elementary Schools. Each school day, the groups consist of 15-20 children who are accompanied by community health leaders. These community health leaders have noted that conditions for these walks are less than ideal. In addition, many of the residents on the site are transit dependent, relying on the bus routes that travel through the project site. Because of the narrow sidewalks, SFMTA cannot fit its standard wave bus shelters at any of the stops. Thus, the students can be subject to harsh weather conditions and challenging walking conditions to access the routes.

The main goals of the project are to provide traffic calming, pedestrian safety, and placemaking upgrades at intersections along the walking school bus and at key transit stops. Improvements would consist of high-impact planting barriers to reduce both intersection crossing distances and speed of area traffic. These improvements will be implemented in the near term, using low cost treatments that can be installed with minimal infrastructure changes, such as moving sewer drains. This will allow the residents to benefit from the improvements ahead of the Rebuild Potrero project.

Implementation
Planning, conceptual engineering, and advanced conceptual engineering, including cost estimating, has been completed through the Transportation Authority's Potrero Hill Neighborhood Transportation Plan (NTP), pending the Board approval on June 23, 2015. The San Francisco Planning Department, through its Pavement to Parks Program, is leading the project management of advanced design and

final design. Construction will begin in October 2015 and will last no more than two months for full installation.

A contractor will lead the design effort and the construction management. BRIDGE Housing will serve as the community partner, leading any remaining outreach. The San Francisco Municipal Transportation Agency (SFMTA) will have a review and approval role and will also be the grant administrator. The Department of Public Works will also have a review and approval role.

A final decision has not been made on whether a contractor, SFMTA, or DPW will lead construction. The decision will be made during final design, weighing the strengths and tradeoffs of each approach. This application reflects a contractor lead effort and labor costs are included in the construction hard costs.

On February 24, 2015, the Transportation Authority approved programming of $477,309 in Cycle 4 Lifeline Transportation Program funds for the design and construction phases of this project.

Scope of Work
The traffic calming, pedestrian safety, and placemaking upgrades will be located at 5 intersections:

- 25th/Connecticut
- 25th/Texas/Dakota
- 23rd/Dakota/Missouri
- 23rd/Arkansas
- Missouri/Watchman Way

At each of the intersections, a series manhole barrels, serving a dual purpose as planter boxes, will define pedestrian bulbouts that shorten crossing distances, force traffic to make slower turns with better sight lines for drivers to view pedestrians in the intersections, and create space for plantings, seating, and lingering. In addition, at key locations, the new space could create room to provide elevated platforms serving as bus bulbouts. This would be a novel treatment that, if it proves to be effective, could be replicated throughout San Francisco.

As a condition of this allocation, the SFMTA acknowledges that environmental review has not been done. Prior to approval of the project, SFMTA will conduct review under the California Environmental Protection Act (CEQA). SFMTA shall not proceed with the approval of the project until there has been complete compliance with CEQA. Prior to billing for any construction funds, if requested by the Transportation Authority, the SFMTA will provide the Authority with documentation confirming that CEQA review has been completed.

Prioritization
Significant outreach has been undertaken within the community. Partnering with BRIDGE Housing, the Transportation Authority has led a NTP effort that included conceptual designs that obtained significant input from community residents and leaders. The NTP was presented at a community wide forum on three separate dates where three design charrettes were held with local residents in addition to multiple walks and site visits in concert with community leaders. Additional planning efforts include the Rebuild Potrero Community Assessment and the Green Connections Short-Term Street Improvements Memo.

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

FY 2015/16

Project Name: Potrero Hill Pedestrian Safety and Transit Stop Improvements [NTIP Ca

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt

Completion Date (mm/dd/yy)

Status: Underway — 07/31/15

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

SCHEDULE COORDINATION/NOTES

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

Milestone	Date
Final design began	May 2015
Construction begins	October 2015
Open for Use	December 2015

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

FY 2015/16

Project Name: Potrero Hill Pedestrian Safety and Transit Stop Improvements [NTIP

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				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	$380,108	$ 60,000	
Procurement (e.g. rolling stock)				
		$380,108	$60,000	$0

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

	Total Cost	**Source of Cost Estimate**
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)	$2,892	SFMTA Estimate based on previous projects
Design Engineering (PS&E)	$94,309	SFMTA Estimate based on previous projects
R/W Activities/Acquisition		
Construction	$380,108	SFMTA Estimate based on previous projects
Procurement (e.g. rolling stock)		
Total:	**$ 477,309**	

% Complete of Design: 65 as of 6/17/15

Expected Useful Life: 15 Years

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

MAJOR LINE ITEM BUDGET

Potrero Hill Pedestrian Safety and Transit Stop Improvements [NTIP Capital]

Summary		% contingency included	% of construction contract
1. Environmental	**$2,892**	50.00%	0.90%
2. Design	**$94,309**		29.31%
a. Lead	$38,941	20.00%	
b. Review	$55,368	20.00%	
3. Construction	**$380,107**		
a. Contract	$321,713	25.00%	
b. Construction management and support	$58,395	20.00%	18.15%
Project total	**$477,309**		

1. Environmental

Agency: Planning Department		**Overhead Rate:**	**1.611**		
Position (Title and Classification)	**Hours**	**Hourly Base Salary**	**Hourly Fully Burdened**	**FTE (Full-Time Estimate)**	**Cost**
Planner III	16	$75	$121	0.01	$1,928
Contingency					$964
Environmental Total					**$2,892**

2a. Design Phase -- Lead

Agency: Planning Department		**Overhead Rate:**	**1.611**		
Position (Title and Classification)	**Hours**	**Hourly Base Salary**	**Hourly Fully Burdened**	**FTE**	**Cost**
Planner III	100	$75	$121	0.05	$12,051
Consultant:	70		$150	0.03	$10,500
Intern	130		$22	0.06	$2,860
Community Partner (BRIDGE Housing)	40		$51	0.02	$2,040
Other direct costs -- Printing					$5,000
Sub-total	340			0.16	*$32,451*
Contingency					$6,490
Design Total					**$38,941**

2b. Design Phase -- Review

Agency: SFMTA		**Overhead Rate:**	**1.803**		
Position (Title and Classification)	**Hours**	**Hourly Base Salary**	**Hourly Fully Burdened**	**FTE**	**Cost**
Associate Engineer 5207	80	$91	$164	0.04	$13,120
Engineer 5241	40	$104	$188	0.02	$7,520
City Attorney (Review of Cost Estimate)	2	n/a	$250	0.00	$500
Consultant:					$0
Other direct costs (grant management)					$25,000
Sub-total	122			0.06	*$46,140*
Contingency					$9,228
Design Total					**$55,368**

3a. Construction Phase Hard Costs (by scope item)				
Item	**Unit**	**Quantity**	**Unit Price**	**Cost**
BOULDERS	QTY	14	$650	$9,100
MANHOLE BARREL PLANTER 72"x12" riser section	QTY	48	$725	$34,800
MANHOLE BARREL PLANTER 60"x12" riser section	QTY	44	$550	$24,200
MANHOLE BARREL PLANTER 48"x24" riser section	QTY	68	$375	$25,500
MANHOLE BARREL PLANTER 36"x18" riser section	QTY	134	$250	$33,500
WOOD TOP FOR MANHOLE BARREL SEATS 72"x12" riser	QTY	5	$850	$4,250
WOOD TOP FOR MANHOLE BARREL SEATS 60"x12" riser	QTY	15	$650	$9,750
WOOD TOP FOR MANHOLE BARREL SEATS 36"x18" riser	QTY	13	$450	$5,850
PLANTS - SUCCULENTS	SF	3290	$8	$24,675
PAINT AT CROSSWALKS	LF	379	$14	$5,306
PAINT AT BULBOUTS	SF	12598	$3	$31,495
BUS SHELTER (Assume ClearChannel Installation)	QTY	3	$0	$0
6" PLATFORM AT BUS SHELTER	SF	1018	$6	$6,108
SOIL	CY	138	$35	$4,830
BIKE REFLECTORS	QTY	1100	$1	$946
6" TEMPORARY CURB-ASPHALT-ASPHALT	LF	205	$12	$2,460
STOP SIGN	QTY	6	$725	$4,350
SPEED CUSHIONS	QTY	2	$1,500	$3,000
CURB RAMP	QTY	3	$750	$2,250
FURNITURE ALLOWANCE	LS	1	$2,000	$2,000
ART ALLOWANCE	LS	1	$9,000	$9,000
CONTINUOUS PAINT BETWEEN NODES	LS	1	$12,000	$12,000
STEAMCLEANING	LS	1	$2,000	$2,000
Sub-total				$257,370
Contingency				$64,343
Construction Hard Costs Total				$321,713

3b. Construction Phase Labor Costs (Construction Management and Support)					
Agency: Planning		**Overhead Rate:**	**1.611**		
Position (Title and Classification)	**Hours**	**Hourly Base Salary**	**Hourly Fully Burdened**	**FTE**	**Cost**
Planner III	220	$75	$121	0.11	$26,512
Consultant:	100		$150	0.05	$15,000
Intern	325		$22	0.16	$7,150
Sub-total	645			0.31	*$48,662*
Contingency					$9,732
Construction Labor Total					$58,395
Construction Total					**$380,107**
GRAND TOTAL					**$477,309**

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

FY 2015/16

Project Name: Potrero Hill Pedestrian Safety and Transit Stop Improvements [NTIP Capital]

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: $60,000

5-Year Prioritization Program Amount: $300,000 (enter if appropriate)

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.

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		$60,000		$60,000
Lifeline Prop 1B		$216,000		$216,000
Lifeline State Transit Assistance		$77,596		$77,596
SF Planning General Fund			$26,512	$26,512
Total:		$380,108	$26,512	$380,108

Actual Prop K Leveraging - This Phase: 84.22%

Expected Prop K Leveraging per Expenditure Plan: 54.33%

$380,108 Total from Cost worksheet

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

		Required Local Match	
Fund Source	**$ Amount**	**%**	**$**

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		$60,000		$60,000
Lifeline Prop 1B		$216,000		$216,000
Lifeline State Transit Assistance		$159,854		$159,854
SF Planning General Fund			$41,455	$41,455
Total:		$435,854	$41,455	$ 477,309

Actual Prop K Leveraging - Entire Project: 87.43%

Expected Prop K Leveraging per Expenditure Plan: 54.33%

Actual Prop AA Leveraging - Entire Project: NA

$ 477,309 Total from Cost worksheet

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: 06.03.15 Resolution. No. Res. Date:

Project Name: Potrero Hill Pedestrian Safety and Transit Stop Improvements [NTIP Capital]

Implementing Agency: San Francisco Municipal Transportation Agency

Funding Recommended:		Amount	Phase:
	Prop K Allocation	$60,000	Construction
	Total:	**$60,000**	

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 43	FY 2015/16	$60,000	100.00%	$0
			0.00%	$0
	Total:	**$60,000**	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 43	FY 2015/16	Construction	$60,000	100%	$0
				100%	$0
		Total:	**$60,000**		

Prop K/Prop AA Fund Expiration Date: 12/31/2016 Eligible expenses must be incurred prior to this date.

Deliverables:

1. 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 ($60,000) pending receipt of evidence of completion of design (e.g. copy of certifications page).

Notes:

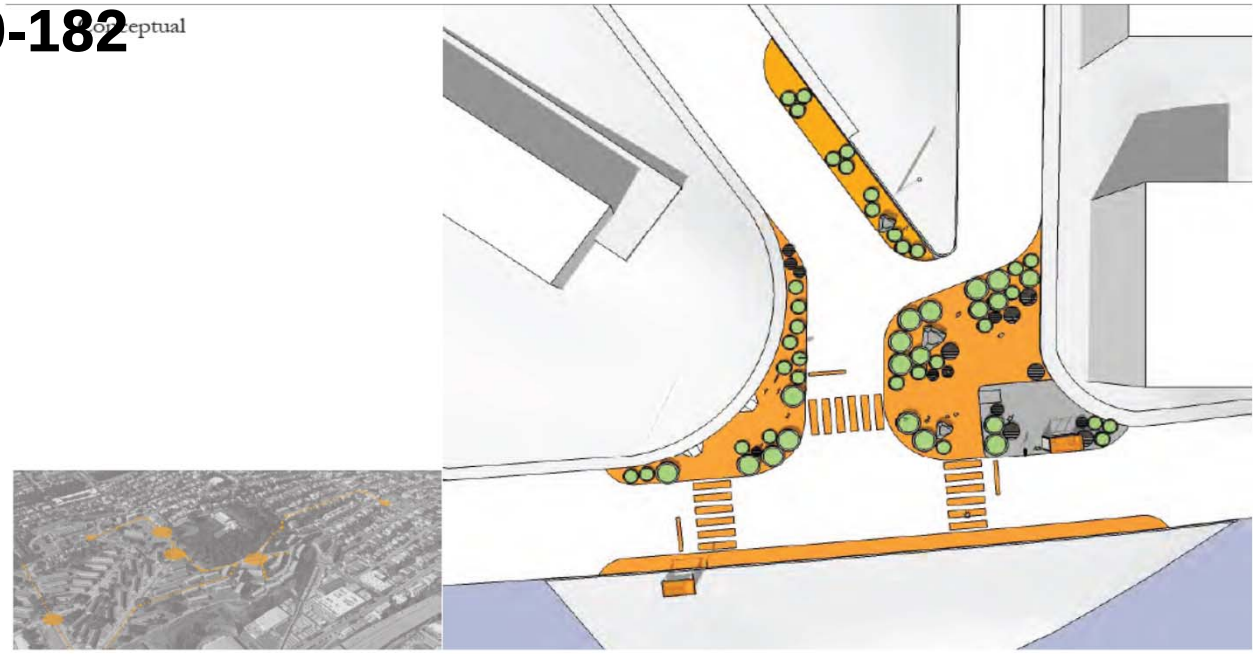
1.

Supervisorial District(s): 10

Prop K proportion of expenditures - this phase: 15.78%

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

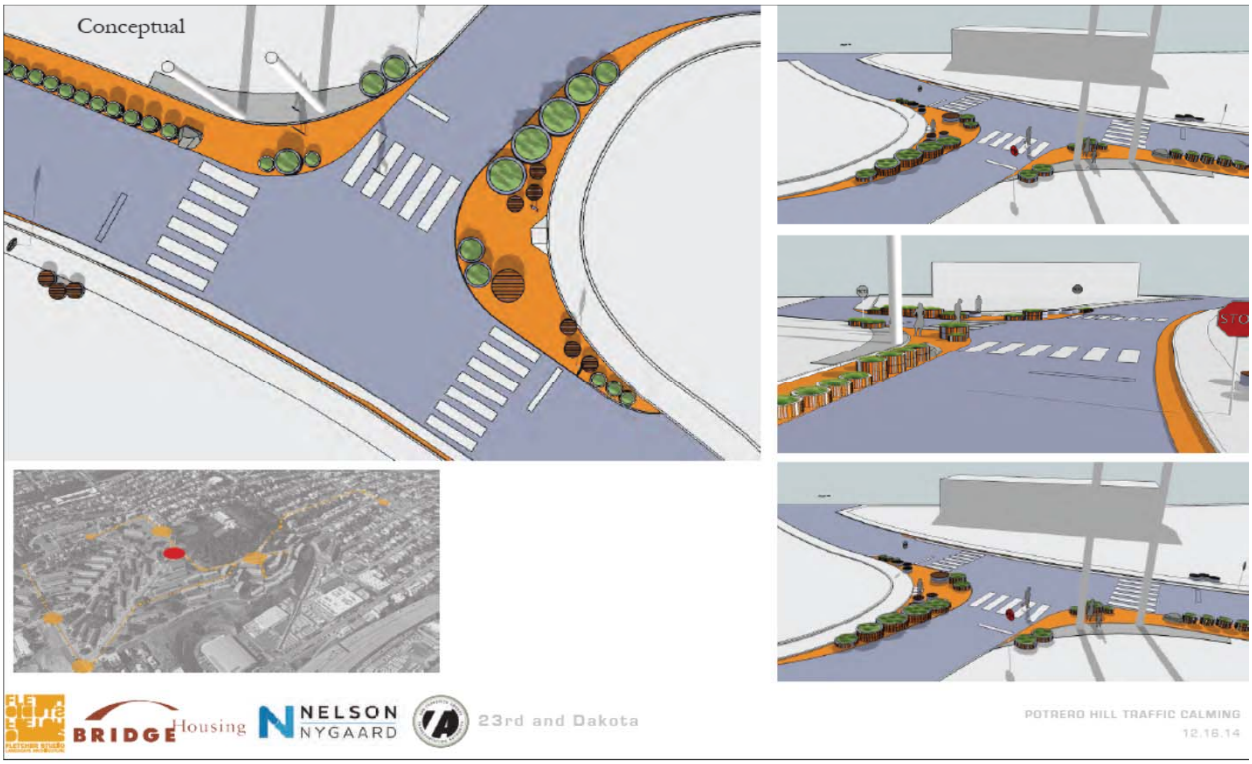
SFCTA Project Reviewer: P&PD **Project # from SGA:**

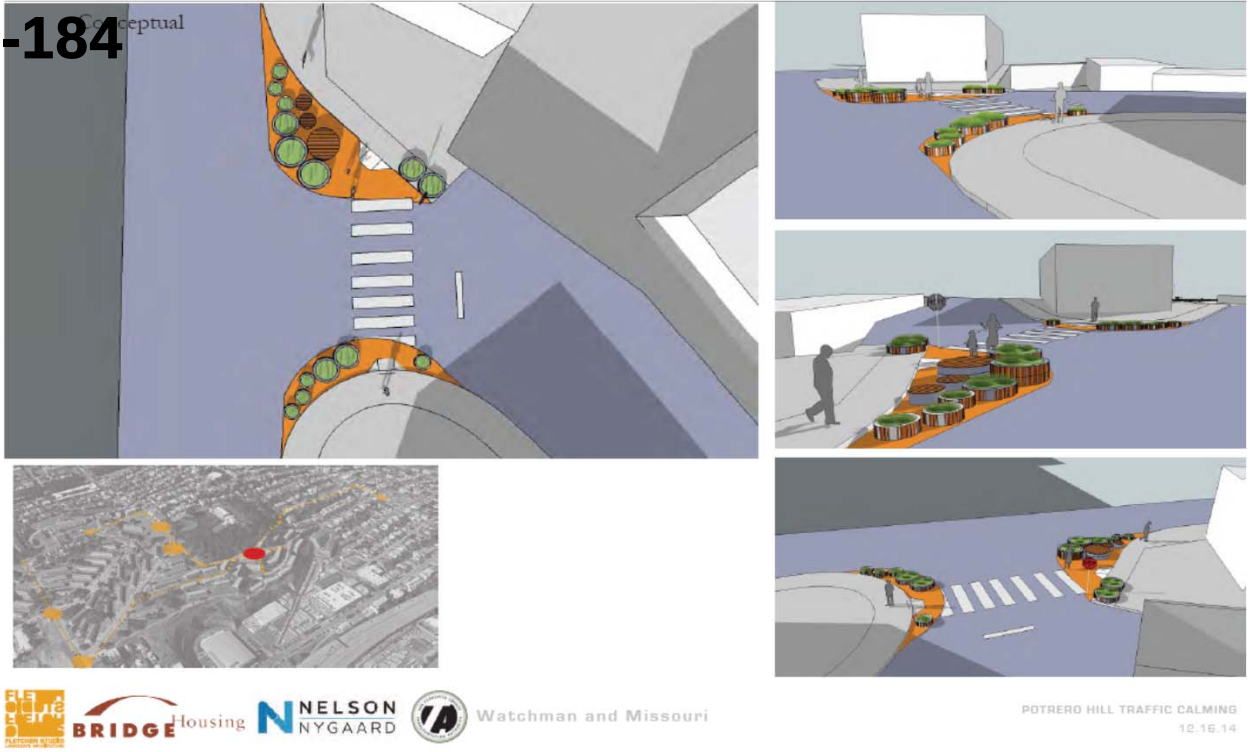


BRIDGE Housing NELSON NYGAARD 25th and Dakota

POTRERO HILL TRAFFIC CALMING
12.16.14


Conceptual
BRIDGE Housing
NELSON NYGAARD
23rd and Arkansas
POTRERO HILL TRAFFIC CALMING
12.16.14


Conceptual
BRIDGE Housing
NELSON NYGAARD
23rd and Dakota
POTRERO HILL TRAFFIC CALMING
12.16.14


Conceptual
BRIDGE Housing
NELSON NYGAARD
Watchman and Missouri
POTRERO HILL TRAFFIC CALMING
12.16.14


Conceptual
BRIDGE Housing
NELSON NYGAARD
25th and Connecticut
POTRERO HILL TRAFFIC CALMING
12.16.14

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

FY of Allocation Action:	2015/16	**Current Prop K Request:**	$ 60,000
		Current Prop AA Request:	$ -
Project Name:	Potrero Hill Pedestrian Safety and Transit Stop Improvements [NTIP Capital]		
Implementing Agency:	San Francisco Municipal Transportation Agency		

Signatures

	Project Manager	**Grants Section Contact**
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