



RESOLUTION ALLOCATING \$9,778,876 IN PROP K FUNDS, WITH CONDITIONS, AND APPROPRIATING \$120,800 IN PROP K FUNDS, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULES

WHEREAS, The Transportation Authority received fourteen requests for a total of \$9,999,676 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: 3rd Street Light Rail (Phase 1), Caltrain Capital Improvement Program (CIP), Caltrain Relocation of Paul Street to Oakdale, Caltrain Vehicles, Caltrain Facilities, Caltrain Guideways, Street Repair and Cleaning Equipment, Transportation Demand Management/Parking Management and Transportation / Land Use Coordination; and

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

WHEREAS, Eleven of the fourteen requests are consistent with the Prop K Strategic Plan and/or the 5YPPs for their respective categories; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for the 4th Street Bridge Settlement and the Peninsula Counties Joint Powers Board's (PCJPB's) request for the Los Gatos Creek Bridge Creek Replacement require Prop K Strategic Plan amendments to advance funds in the 3rd Street Light Rail (Phase 1) and the Caltrain Capital Improvement Program (CIP) categories, respectively, as detailed in the enclosed allocation request forms; and

WHEREAS, PCJPB's requests for the Los Gatos Creek Bridge Creek Replacement and



Systemwide Track Rehabilitation projects require 5YPP amendments as detailed in the enclosed allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$9,878,876 in Prop K funds, with conditions, and appropriating \$120,800 in Prop K funds for all fourteen projects; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2015/16 budget to cover the proposed actions; and

WHEREAS, At its September 2, 2015 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, On September 15, 2015, the Plans and Programs Committee reviewed the subject request and unanimously recommended approval of the staff recommendation; and

WHEREAS, At its September 22, 2015, at Commissioner Christensen's request, the Transportation Authority Board unanimously approved a motion amending the staff recommendation to defer SFMTA's Kearny Street Multimodal Implementation Plan [NTIP Planning] request to allow additional time for staff to revise the scope; now, therefore, be it

RESOLVED, That the Transportation Authority hereby allocates \$9,778,876 in Prop K funds, with conditions, and appropriates \$120,800 in Prop K funds, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

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



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

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

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

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

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

Attachments (4):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K 2015/16 Fiscal Year Cash Flow Distribution – Summary

Enclosure:

1. Prop K Allocation Request Forms (14)



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 22nd day of September, 2015, by the following votes:

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

Nays: (0)

Absent: Commissioner Mar (1)

Handwritten signature of Scott Wiener in black ink.

Scott Wiener

Chair

9/23/15 Date

ATTEST:

Handwritten signature of Tilly Chang in blue ink, dated 9/25/15.

Tilly Chang

Date

Executive Director

Attachment 1: Summary of Applications Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Prop K Leveraging		Phase(s) Requested	District
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	2	SFMTA	4th Street Bridge Settlement	\$ 2,029,582	\$ 16,610,671	23%	88%	Construction	6
Prop K	7	PCJPB	Los Gatos Creek Bridge Replacement	\$ 427,571	\$ 26,943,000	69%	98%	Construction	Citywide
Prop K	7	PCJPB	Tunnel #4 Track and Drainage Rehabilitation	\$ 259,200	\$ 1,728,000	69%	85%	Design	Citywide
Prop K	7	PCJPB	Marin Street and Napoleon Ave Bridge	\$ 152,800	\$ 1,364,000	69%	89%	Design	10
Prop K	7	PCJPB	FY16 Station Fiber Connectivity Implementation	\$ 598,000	\$ 2,505,000	69%	76%	Design	Citywide
Prop K	14	SFPW, SFCTA	Quint-Jerrold Connector Road	\$ 2,006,350	\$ 2,037,203	70%	2%	Environmental, Right of Way	10
Prop K	17P	PCJPB	FY16 Rolling Stock SOGR	\$ 1,673,197	\$ 4,000,000	84%	58%	Construction	Citywide
Prop K	20P	PCJPB	Train Departure Monitors at Terminal Stations (SF and Diridon)	\$ 172,000	\$ 1,530,000	90%	89%	Construction	6
Prop K	20P	PCJPB	Systemwide Station Improvements	\$ 318,989	\$ 1,800,000	90%	82%	Construction	6, 10
Prop K	22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,398,243	\$ 7,490,000	78%	81%	Construction	Citywide
Prop K	35	SFPW	Street Repair & Cleaning Equipment	\$ 738,072	\$ 738,072	29%	0%	Procurement	Citywide
Prop K	43	SFE	Commuter Benefits Ordinance Employer Outreach	\$ 79,872	\$ 79,872	54%	0%	Construction	Citywide
Prop K	43	SFCTA	San Francisco BART Travel Incentive Program	\$ 45,800	\$ 953,800	54%	95%	Construction	Citywide
Prop K	44	SFMTA	Kearny Street Multimodal Implementation Plan [NTIP Planning]	\$ 100,000	\$ 100,000	40%	0%	Planning	3
TOTAL				\$ 9,999,676	\$ 67,879,618	60%	85%		

Attachment 1: Summary of Applications Received

Footnotes

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

² Acronyms: PCJPB (Peninsula Corridor Joint Powers Board); SFCTA (San Francisco County Transportation Authority); SFE (San Francisco Department of the Environment); and SFMTA (San Francisco Municipal Transportation Agency).

³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
2	SFMTA	4th Street Bridge Settlement	\$ 2,029,582	\$ -	Requested funds will be used for the San Francisco Municipal Transportation Agency's share of settlement costs associated with the 4th Street Bridge seismic retrofit and rehabilitation project, also known as Segment A of Third Street Light Rail Phase I (Initial Operating Segment). The City and County of San Francisco and the Federal Highway Administration are also providing funding for the settlement costs.
7	PCJPB	Los Gatos Creek Bridge Replacement	\$ 427,571	\$ -	Funds will be used to construct a new three-track bridge with improved seismic performance to replace the existing two-track Los Gatos Creek Bridge, near Diridon Station in San Jose.
7	PCJPB	Tunnel #4 Track and Drainage Rehabilitation	\$ 259,200	\$ -	Prop K funds would be used for design of the Brisbane tunnel and track rehab project, which will rehabilitate the track structure and drainage system in Tunnel #4 in Brisbane.
7	PCJPB	Marin Street and Napoleon Ave Bridge	\$ 152,800	\$ -	Requested funds will be used for design phase to retrofit or replace the Marin Street and Napoleon Avenue bridges in San Francisco. These structures have reached the end of their useful lives and the area under them has become a security and safety concern. Design is expected to be complete by December 2016.
7	PCJPB	FY16 Station Fiber Connectivity Implementation	\$ 598,000	\$ -	Caltrain will use Prop K funds to design fiber-optic communication connections between the Positive Train Control project and existing Caltrain systems, as recommended by Caltrain's Fiber Connectivity Study.
14	SFPW, SFCTA	Quint-Jerrold Connector Road	\$ 2,006,350	\$ -	SFPW is requesting \$1,914,000 to purchase right of way, currently owned by the Union Pacific Railroad for construction of the new Quint-Jerrold Connector Road, and \$17,350 for regulatory staff support for additional archaeological investigation and ongoing design review. SFCTA is requesting \$75,000 to procure a consultant for the additional archaeological investigation.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
17P	PCJPB	FY16 Rolling Stock SOGR	\$ 1,673,197	\$ -	Prop K funds will be used to perform overhaul work on the Caltrain fleet of locomotives, Bombardier car and gallery rail car systems.
20P	PCJPB	Train Departure Monitors at Terminal Stations (SF and Diridon)	\$ 172,000	\$ -	Requested funds will be used to install train departure monitors at the San Francisco 4th & King and San Jose Diridon stations to provide real-time information to passengers. The project will be open for use by July 2017.
20P	PCJPB	Systemwide Station Improvements	\$ 318,989	\$ -	Funds will be used for the rehabilitation of various elements of passenger stations, including replacement of passenger shelters, replacing center track fences, etc.
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,398,243	\$ -	Requested funds will be used for work required to keep the Caltrain tracks in a state of good repair. Examples of work include replacement of rails, joints and ties.
35	SFPW	Street Repair & Cleaning Equipment	\$ 738,072	\$ -	SFPW is requesting Prop K funds to procure 1 flusher truck, two high pressure surface cleaning and water recovery systems, 1 bike path sweeper and 1 pothole patch truck. SFPW expects all equipment to be in use by May 2017.
43	SFE	Commuter Benefits Ordinance Employer Outreach	\$ 79,872	\$ -	Prop K funds will be used to administer and conduct outreach for the San Francisco Commuter Benefits Ordinance through September 2016, and implement steps to automate administration. The ordinance requires San Francisco employers to offer commuter benefits to encourage employees to walk, bike, take transit and rideshare. This project's scope includes administration of ordinance compliance such as updating and producing materials, outreach to employers, tracking program metrics, and updating the compliance process.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
43	SFCTA	San Francisco BART Travel Incentive Program	\$ 45,800	\$ -	We are requesting Prop K funds to leverage \$908,000 in federal grant and BART operating funds for a pilot program to mitigate congestion on BART by incentivizing riders to shift their travel to the shoulders of the peak period. The pilot will alleviate congestion on BART in the short-term while longer-term solutions are developed; support continued ridership growth; support implementation of the Bay Area vision for focused growth around transit; and demonstrate a successful proof-of-concept of providing direct incentives to shift travel behavior and mitigate congestion. Engagement with employers and commuters will occur over a 6- to 9-month period. Overall program length of 2.5 years includes marketing plan, development of incentives, and evaluation, and is scheduled for completion in spring 2018.
44	SFMTA	Kearny Street Multimodal Implementation Plan [NTIP Planning]	\$ 100,000	\$ -	Requested funds will be used to engage the community, the Supervisor's Office and other relevant stakeholders to plan and develop conceptual designs for Kearny and Montgomery Streets between Market and Broadway to increase pedestrian safety, enhance transit performance, and develop north- and south-bound bicycle facilities in the corridor. This project will build upon recommendations in the Transportation Authority's Chinatown Neighborhood Transportation Plan. SFMTA anticipates completing the final report by December 2016, including key findings, recommendations, next steps, and an implementation and funding strategy.
TOTAL			\$ 9,999,676	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendation
2	SFMTA	4th Street Bridge Settlement	\$ 2,029,582	\$ -	The Prop K Strategic Plan includes \$5.9 million in FY 2016/17 as the only remaining funds in the 3rd Street Light Rail (Phase 1) line item and by Board policy these funds are designated for the Southern Intermodal Terminal (Segment S). This policy was adopted recognizing that Segment S was part of the original approved scope of the Initial Operating Segment, but was deferred due to cost increases. Funding this request requires a Prop K Strategic Plan amendment to amend the aforementioned policy and advance \$2,029,582 of the \$5.9 million from FY 2016/17 to FY 2015/16. The 3rd Street Light Rail is a grandfathered project from Prop B (the predecessor to Prop K). Consistent with Strategic Plan policy, the cost of advancing funds for a grandfathered project is covered by the overall Prop K capital program. Advancing \$2,029,582 for the subject request results in an inconsequential \$10,000 increase in financing costs to the Prop K program. Our recommendation includes a Special Condition that the SFMTA's commitment (i.e. non-Prop K funds that SFMTA needs to contribute) to Segment S has increased over time and now totals \$12.8 million should the project move forward. See page 3 of the enclosed allocation request form for more details.
7	PCJPB	Los Gatos Creek Bridge Replacement	\$ 427,571	\$ -	[NOTE A]: Fully funding San Francisco's \$5 million member share of the FY 15/16 Caltrain capital budget contribution requires a Strategic Plan amendment to advance a total of \$223,756 in unprogrammed capacity from FY 33/34 to FY 15/16 in the Caltrain Capital Improvement Program (CIP) category. This amendment will slightly increase financing costs for the Caltrain CIP category by \$178,590, from \$3,172,413 to \$3,351,003, which we consider to be insignificant. This request also requires a corresponding 5YPP amendment , which includes programming \$150,000 in cumulative remaining capacity in FY 15/16.
7	PCJPB	Tunnel #4 Track and Drainage Rehabilitation	\$ 259,200	\$ -	See Note A.
7	PCJPB	Marin Street and Napoleon Ave Bridge	\$ 152,800	\$ -	See Note A.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendation
7	PCJPB	FY16 Station Fiber Connectivity Implementation	\$ 598,000	\$ -	See Note A.
14	SFPW, SFCTA	Quint-Jerrold Connector Road	\$ 2,006,350	\$ -	Our recommendation includes a Special Condition that if, after two years following the close of escrow, the SFCTA determines that the connector road is not advancing adequately toward project implementation (e.g. design is complete), the SFCTA may request that the City and County of San Francisco attempt to sell the right of way purchased with Prop K funds at its then-fair market value and return to the Transportation Authority the lesser of: the sales proceeds (net of the cost of the sale and City's cost of holding the property in the interim) or the original \$1,914,000 Prop K funds plus interest equal to the rate of the City's treasury pool.
17P	PCJPB	FY16 Rolling Stock SOGR	\$ 1,673,197	\$ -	Fully funding San Francisco's \$5 million member share of the FY 15/16 Caltrain capital budget contribution requires a Prop K Strategic Plan amendment to advance a total of \$564,088 in unprogrammed capacity from FY 33/34 to FY 15/16 in the Caltrain Vehicles category. This amendment will slightly increase financing costs for the Caltrain Vehicles category by \$338,192, from \$1,613,956 to \$1,952,147, which we consider to be insignificant. This requires a corresponding 5YPP amendment , which includes programming \$2,742 in cumulative remaining capacity in FY 15/16.
20P	PCJPB	Train Departure Monitors at Terminal Stations (SF and Diridon)	\$ 172,000	\$ -	-
20P	PCJPB	Systemwide Station Improvements	\$ 318,989	\$ -	-
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,398,243	\$ -	5YPP amendment: Our recommendation is contingent on a 5YPP amendment to program \$79,113 in cumulative remaining capacity in FY 15/16.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendation
35	SFPW	Street Repair & Cleaning Equipment	\$ 738,072	\$ -	Our recommendation is contingent on administrative amendment to a prior allocation for street repair and cleaning equipment to allow \$195,195 in unneeded funds to be used for the subject project.
43	SFE	Commuter Benefits Ordinance Employer Outreach	\$ 79,872	\$ -	-
43	SFCTA	San Francisco BART Travel Incentive Program	\$ 45,800	\$ -	-
44	SFMTA	Kearny Street Multimodal Implementation Plan [NTIP Planning]	\$ -	\$ -	Deferred per action at Board meeting
TOTAL			\$ 9,899,676	\$ -	

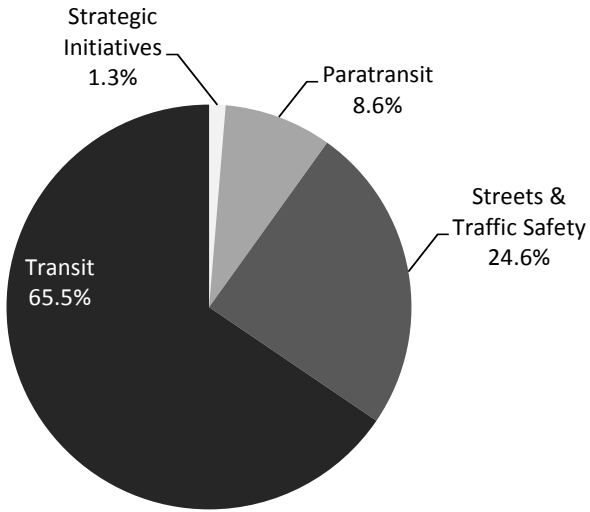
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2015/16**

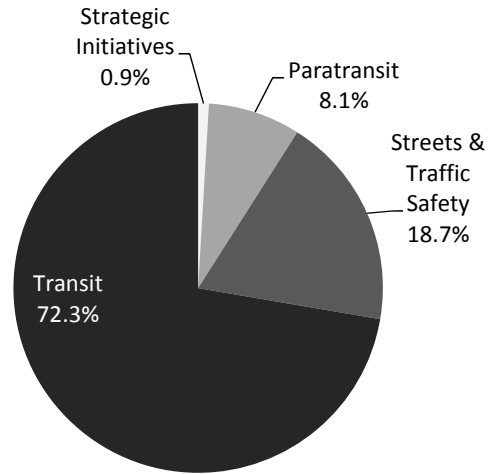
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	2019/20
Prior Allocations	\$ 113,698,638	\$ 88,412,614	\$ 24,536,024	\$ 750,000	\$ -	\$ -
Current Request(s)	\$ 9,899,676	\$ 6,766,659	\$ 3,117,903	\$ 15,114	\$ -	\$ -
New Total Allocations	\$ 123,598,314	\$ 95,179,273	\$ 27,653,927	\$ 765,114	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2015/16 allocations approved to date, along with the current recommended

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date



Prop K Grouped Allocation Requests
 September 2015 Board Action

Table of Contents

No.	Fund Source	Project Sponsor ¹	Expenditure Plan Line Item/ Category Description	Project Name	Phase	Funds Requested	Page No.
1	Prop K	SFMTA	3rd St. Light Rail	4th Street Bridge Settlement	Construction	\$2,029,582	1
2	Prop K	PCJPB	Caltrain Capital Improvement Program	Los Gatos Creek Bridge Replacement	Construction	\$427,571	15
3	Prop K	PCJPB	Caltrain Capital Improvement Program	Tunnel #4 Track and Drainage Rehabilitation	Design	\$259,200	25
4	Prop K	PCJPB	Caltrain Capital Improvement Program	Marin Street and Napoleon Ave Bridge	Design	\$152,800	35
5	Prop K	PCJPB	Caltrain Capital Improvement Program	FY16 Station Fiber Connectivity Implementation	Design	\$598,000	45
6	Prop K	SFPW, SFCTA	Relocation of Paul Street Caltrain Station to Oakdale Avenue	Quint-Jerrold Connector Road	Environmental, Right of Way	\$2,006,350	61
7	Prop K	PCJPB	Vehicles - Caltrain	FY16 Rolling Stock SOGR	Construction	\$1,673,197	77
8	Prop K	PCJPB	Facilities - Caltrain	Train Departure Monitors at Terminal Stations (SF and Diridon)	Construction	\$172,000	91
9	Prop K	PCJPB	Facilities - Caltrain	Systemwide Station Improvements	Construction	\$318,989	101
10	Prop K	PCJPB	Guideways - Caltrain	Systemwide Track Rehabilitation	Construction	\$1,398,243	111
11	Prop K	SFPW	Street Repair & Cleaning Equipment	Street Repair & Cleaning Equipment	Procurement	\$738,072	123
12	Prop K	SFE	TDM/ Parking Management	Commuter Benefits Ordinance Employer Outreach	Construction	\$79,872	133
13	Prop K	SFCTA	TDM/ Parking Management	San Francisco BART Travel Incentive Program	Construction	\$45,800	147
Total Requested						\$ 9,899,676	

¹ Acronyms include PCJPB (Peninsula Counties Joint Powers Board or Caltrain), SFCTA (San Francisco County Transportation Authority), SFE (San Francisco Environment), SFMTA (San Francisco Municipal Transportation Agency) and SFPW (San Francisco Public Works).



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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K Category:	<input type="text" value="A. Transit"/>	Gray cells will automatically be filled in.
Prop K Subcategory:	<input type="text" value="i. Major Capital Projects (transit)"/>	
Prop K EP Project/Program:	<input type="text" value="a.2 3rd Street Light Rail (Phase 1)"/>	
Prop K EP Line Number (Primary):	<input type="text" value="2"/>	Current Prop K Request: <input type="text" value="\$2,029,582"/>
Prop K Other EP Line Numbers:	<input type="text"/>	

Prop AA Category:

Current Prop AA Request:

Supervisorial District(s):

SCOPE

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

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

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

See the following pages for details.

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

The San Francisco Municipal Transportation Agency (SFMTA) is seeking \$2,029,582 from Proposition K for reimbursement to the City and County of San Francisco (CCSF) General Fund of expenses incurred during the 4th Street Bridge Seismic Retrofit and Rehabilitation Project, Segment A of Phase I (Initial Operating Segment) of the Third Street Light Rail project.

Introduction:

The location of this project is the 4th Street Bridge, which crosses the Mission Creek Channel between Berry and Channel Streets. The project location falls within Board of Supervisors District 6.

This request is for Prop K funds to cover the balance of SFMTA's non-participating share of a \$14.95 million construction settlement between Mitchell Engineering/Obayashi Corporation, JV (MEOC) and CCSF.

Background:

The 4th Street Bridge was designed in 1915 by Joseph B. Strauss's Strauss Bascule Bridge Company and constructed in 1917. In 1985, a seismic analysis performed on behalf of the Caltrans Division of Structures found major need for seismic retrofit.

In 2003, the San Francisco Department of Public Works contracted with MEOC to retrofit the 4th Street Bridge for seismic reasons, as well as to enable light rail vehicles to cross the bridge in conjunction with the Third Street Light Rail project. Due to the inclusion of this light rail component, SFMTA was a non-participating stakeholder in the construction contract.

Construction occurred between April 2003 and May 2006. MEOC's costs on the 4th Street Bridge Seismic Retrofit and Rehabilitation Project went significantly over budget (a claimed \$23,748,552 in additional project costs over a project budget of \$16.9 million). MEOC sought a settlement from the City and County of San Francisco (CCSF) for a portion of these cost overruns.

After two mediations and the use of a dispute review board, a settlement was reached in 2011 under which MEOC would receive \$14.95 million. SFMTA's non-participating share of this settlement amount was calculated as \$2,334,721. As of 2015, the 4th Street Bridge is operating as intended.

Need:

While CCSF initially paid the balance of the construction settlement to MEOC, the City Controller is seeking reimbursement from SFMTA and the Federal Highway Administration (FHWA) for these agencies' respective portions of the settlement amount (\$14.95 million) and associated expenses (\$1.66 million). In total, SFMTA's share is \$2,334,721, the CCSF share is \$2,855,090, and FHWA's share is \$11,420,360.

SFMTA staff has identified \$305,639 available for use toward this amount from a balance of State Transit Assistance funds previously allocated to the Third Street Light Rail Phase 1 project. The present allocation request, in the amount of \$2,029,582, accounts for the shortfall between that \$305,639 and the full \$2,334,721 owed by SFMTA to CCSF, plus \$500 to cover City Attorney Office review.

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

Strategic Plan Amendment:

The Prop K Strategic Plan includes \$5.9 million in FY 2016/17 as the only remaining funds in the 3rd Street Light Rail (Phase 1) line item and by Board policy these funds are designated for the Southern Intermodal Terminal (Segment S). This policy was adopted recognizing that Segment S was part of the original approved scope, but was deferred due to cost increases.

Fully funding the subject request requires an amendment to the Prop K Strategic Plan to amend the aforementioned policy and advance \$2,029,582 of the \$5.9 million from FY 2016/17 to FY 2015/16. The 3rd Street Light Rail is a grandfathered project from Prop B (the predecessor to Prop K). Consistent with Strategic Plan policy, the cost of advancing funds for a grandfathered project are covered by the overall Prop K capital program. Advancing \$2,029,582 for the subject request results in an inconsequential \$10,000 increase in financing costs to the Prop K program, effectively making the amendment cost-neutral.

Southern Terminal:

The Southern Terminal will be a loop track extension of the T Third from its current terminus at Bayshore Blvd and Sunnysdale Ave to the Bayshore Caltrain station at Tunnel and Visitacion Aves. The Southern Terminal project is awaiting the possible relocation of the Bayshore Caltrain station. That relocation is under consideration in the ongoing Bayshore Station Location Study being conducted by the San Francisco Planning Department. A Request for Proposals for the Bayshore Station Location Study was issued in May 2014; the study results are tentatively expected by December 2015.

There have been a series of loans of Prop K funds from Segment S in the 3rd Street Light Rail (Phase 1) line item. These include:

Loan to MME	\$1.4 million	Resolution 2006-006
Cost increase	\$9.4 million	Resolution 2004-060
Current request	<u>\$2.0 million</u>	
Total	\$12.8 million	

The SFMTA will identify a total of \$12.8 million to make the category whole at such time as the Southern Intermodal Terminal project approaches implementation.

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

FY 2015/16

Project Name: 4th Street Bridge Settlement

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

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

Status:

PROJECT DELIVERY MILESTONES

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering				1985/86
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)			2	1999/00
Prepare Bid Documents				
Advertise Construction				
Start Construction (e.g., Award Contract)			3	2002/03
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			1	2006/07
Project Closeout (i.e., final expenses incurred)			1	2011/12

SCHEDULE COORDINATION/NOTES

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

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

FY 2015/16

Project Name: 4th Street Bridge Settlement

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	\$ 16,610,671	\$ 2,029,582	
Procurement (e.g. rolling stock)				
		\$16,610,671	\$2,029,582	\$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	\$ 16,610,671	2011 CCSF/MEOC settlement and associated costs
Procurement (e.g. rolling stock)		
Total:	\$ 16,610,671	

% Complete of Design: 100 as of 08/31/06

Expected Useful Life: 99 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.

4th Street Bridge Settlement



SETTLEMENT REIMBURSEMENT

1	Construction Settlement with MEOC	\$14,950,000
2	Additional Costs Associated with Settlement	\$1,660,171
3	FHWA Share of Settlement	-\$11,420,360
4	CCSF Share of Settlement	-\$2,855,090
5	SFMTA Non-Participating Share of Settlement	\$2,334,721
6	Other Funds Available for Use	-\$305,639
7	City Attorney Fees \$250/hr x 2 hours	\$500
	Reimbursement Subtotal	\$2,029,582

TOTAL REQUEST \$ 2,029,582

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

FY 2015/16

Project Name: 4th Street Bridge Settlement

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$2,029,582
 Strategic Plan Amount for Requested FY: \$0

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested:
 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.

Fully funding the subject request requires an amendment to the Prop K Strategic Plan to amend the Board policy that designates all remaining funds in the 3rd Street Light Rail (Phase 1) line item for the Southern Intermodal Terminal (Segment S) and advance \$2,029,582 in Prop K funds from FY 2016/17 to FY 2015/16. See attached Strategic Plan amendment 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 sales tax - 3rd St Light Rail Phase I		\$2,029,582		\$2,029,582
State Transit Assistance			\$305,639	\$305,639
CCSF General Fund			\$2,855,090	\$2,855,090
Federal Highway Administration			\$11,420,360	\$11,420,360
Total:		\$2,029,582	\$14,581,089	\$16,610,671

Actual Prop K Leveraging - This Phase: 87.78%
 Expected Prop K Leveraging per Expenditure Plan: 22.70%

\$16,610,671
 Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
Total:		\$0	\$0	\$ -

Actual Prop K Leveraging - Entire Project:		
Expected Prop K Leveraging per Expenditure Plan:	22.70%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	NA	

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested: \$2,029,582

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$2,029,582	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$2,029,582		

Prop AA Funds Requested: \$0

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

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

AUTHORITY RECOMMENDATION

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

1.
2.

Special Conditions:

1.
2.
3.

Notes:

1.
2.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	12.22%
Prop AA proportion of expenditures - this phase:	NA

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

SFCTA Project Reviewer:

Project # from SGA:

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

4th Street Bridge Settlement Reimbursement



ID	Location	District
A	4th Street Bridge	6

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

FY of Allocation Action: 2015/16 Current Prop K Request: \$ 2,029,582
Current Prop AA Request: \$ -

Project Name: 4th Street Bridge Settlement

Implementing Agency: San Francisco Municipal Transportation Agency

Signatures

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

Project Manager

Name (typed): Drew Levitt

Title: Intern, Capital Procurement & Management

Phone: (415) 701-4479

Fax: _____

Email: Drew.Levitt@sfmta.com

Address: 1 South Van Ness, 8th floor San Francisco, CA 94103-5417

Signature: _____

Date: _____

Grants Section Contact

Joel C. Goldberg

Manager, Capital Procurement & Management

(415) 701-4499

Joel.Goldberg@sfmta.com

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

**Adopted and Proposed Amended Strategic Plan
4th Street Bridge Settlement**

EP #	EP Line Item	Total Available Funds	% of Available Funds Spent on Financing	FY2015/16	FY2016/17	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23
Total 30-year Programming & Finance Costs											

3rd Street Light Rail Phase 1

Adopted 2014 Prop K Strategic Plan											
2	3rd Street Light Rail (LRT)(Phase 1)	\$ 96,852,085	0.00%		\$ 5,919,731						
	Programming	\$ 96,795,276			\$ 5,919,731						
	Finance Costs	\$ -			\$ -						
	Total	\$ 96,795,276			\$ 5,919,731						

Proposed Amended 2014 Prop K Strategic Plan

2	3rd Street Light Rail (LRT)(Phase 1)	\$ 96,852,085	0.00%								
	Programming	\$ 96,795,276			\$ 3,890,149						
	Finance Costs	\$ -			\$ -						
	Total	\$ 96,795,276			\$ 3,890,149						

DIFFERENCE		\$ -	0.00%		\$ 2,029,582						
	Programming	\$ -			\$ 2,029,582						
	Finance Costs	\$ -			\$ -						
	Total	\$ -			\$ 2,029,582						

Prop K Total

Adopted 2014 Prop K Strategic Plan		
Prop K	\$ 2,922,211,533	8.35%
Programming	\$ 2,535,545,924	
Finance Costs	\$ 243,974,369	
Total	\$ 2,779,520,293	

Proposed Amended 2014 Prop K Strategic Plan

Prop K	\$ 2,922,179,615	8.35%
Programming	\$ 2,535,545,924	
Finance Costs	\$ 243,987,398	
Total	\$ 2,779,533,322	

DIFFERENCE	\$ (31,918)	0.00%
Programming	\$ 0	
Finance Costs	\$ 13,029	
Total	\$ 13,029	



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

FY of Allocation Action: 2015/16
Project Name: Los Gatos Creek Bridge Creek Replacement
Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program: b.3 Caltrain Capital Improvement Program

Prop K EP Line Number (Primary): 7 Current Prop K Request: \$ 427,571

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$ -

Supervisory 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.

This project includes the design and construction of a replacement Los Gatos Creek Bridge and new three track bridge while maintaining the current capacity of rail services across the bridge. This allocation request will help fund the construction of the new bridge.

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

FY	2015/16
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Project Name: Los Gatos Creek Bridge Creek Replacement

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

Type : Negative Declaration 06/30/15

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

SCHEDULE COORDINATION/NOTES

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

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

FY 2015/16

Project Name: Los Gatos Creek Bridge Creek Replacement

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

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

	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)	No			
R/W Activities/Acquisition				
Construction	Yes	\$ 26,943,000	\$ 427,571	
Procurement (e.g. rolling stock)				
		\$26,943,000	\$427,571	\$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)	\$ 4,880,000	JPB Capital Budget
R/W Activities/Acquisition		
Construction	\$ 26,943,000	JPB Capital Budget
Procurement (e.g. rolling stock)		
Total:	\$ 31,823,000	

% Complete of Design: 75 as of 7/1/15
 Expected Useful Life: 100 Years

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

MAJOR LINE ITEM BUDGET

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

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

i. SOGR - RIGHT OF WAY / SIGNAL & COMMUNICATION

PROJECT: Los Gatos Creek Bridge Replacement

Description/Justification: This project includes the design, and construction of a replacement Los Gatos Creek Bridge and new third track bridge. The proposed project consists of replacing the existing Los Gatos Creek Bridge while maintaining the current capacity of rail services across the bridge.

Project Cost Estimates:	Cost By Element	Original Est.	Revised Est.	Variance	Comments
	PE/Env/PSE	\$ 4,880,000	\$ -		
	Procurement/Construction	\$ 16,999,000	\$ -		
	Construction Management	\$ 3,111,000	\$ -		
	Staff/Administration	\$ 2,686,000	\$ -		
	Project Contingency	\$ 4,147,000	\$ -		
	TOTAL	\$ 31,823,000	\$ -		

Project Budget:	Prior Year Budgeted	FY 16 Budget Request	Future Budget	Total
	\$10,302,000	\$13,000,000	\$8,521,000	\$31,823,000

Project Milestones:	Milestones	Estimated Start	Estimated End	Comments
	Preliminary Engineering	11/1/2014	12/31/2014	
	Final Design	1/1/2015	11/1/2015	
	ROW	1/1/2015	5/31/2016	
	Bid and Award	8/1/2016	2/1/2017	
	Procurement	2/1/2017	6/1/2017	
	Construction	2/1/2017	12/31/2017	
	Closeout	3/1/2017	8/31/2017	

Funding Plan:	Funding Source	Proposed FY 16 Budget	Future Budget	Comments
	Federal	\$ 10,400,000		
	State	\$ -		
	Local Match JPB Member	\$ 2,600,000		
	<i>San Francisco</i>	\$ 427,571		
	<i>San Mateo</i>	\$ -		
	<i>Santa Clara</i>	\$ 2,172,429		
	Local Match County Specific			
	Regional/Other	\$ -		
	TOTAL	\$ 13,000,000		

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

FY 2015/16

Project Name: Los Gatos Creek Bridge Creek Replacement

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$427,571

5-Year Prioritization Program Amount: see below (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.

Fully funding this request requires an amendment to the Caltrain Capital Improvement Program 5YPP to program \$150,000 in cumulative remaining programming capacity to Fiscal Year 2015/16 of the 5YPP. Funding the Caltrain FY 2015/16 annual request (totaling \$5 million) requires a Strategic Plan amendment to increase programming in Fiscal Year 2015/16 by a total of \$223,756 in the Caltrain Capital Improvement Program category. This requires a corresponding amendment of the 5YPP. See attached Strategic Plan and 5YPP amendments for additional 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
Proposition K		\$427,571		\$427,571
JPB Member Agency Funds		\$2,172,429		\$2,172,429
FTA 5337		\$10,400,000		\$10,400,000
Prior year's budget			\$5,422,000	\$5,422,000
Future budget	\$8,521,000			\$8,521,000
				\$0
Total:	\$8,521,000	\$13,000,000	\$5,422,000	\$26,943,000

Actual Prop K Leveraging - This Phase: 98.41%

Expected Prop K Leveraging per Expenditure Plan 69.25%

\$26,943,000
Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$
FTA 5337	\$10,400,000	20.00%	\$2,600,000.00

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
Proposition K		\$427,571		\$427,571
Santa Clara		\$2,172,429		\$2,172,429
FTA 5337		\$10,400,000		\$10,400,000
Prior year's budget			\$10,302,000	\$10,302,000
Future budget	\$8,521,000			\$8,521,000
				\$0
				\$0
Total:	\$8,521,000	\$13,000,000	\$10,302,000	\$ 31,823,000

Actual Prop K Leveraging - Entire Project:	98.66%	\$ 31,823,000
Expected Prop K Leveraging per Expenditure Plan:	69.25%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	93.17%	

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: \$427,571

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2016/17	\$427,571	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$427,571		

Prop AA Funds Requested: \$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	\$427,571
		#DIV/0!	\$427,571
		#DIV/0!	\$427,571
Total:	\$0		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

	Action	Amount	Fiscal Year	Phase
Future Commitment to:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Trigger: <input style="width: 100%;" type="text"/>			

Deliverables:

1.
2.

Special Conditions:

1. Approval of this request is contingent upon Authority Board approval of a Strategic Plan amendment and a corresponding 5YPP Caltrain Capital Improvement Program amendment. See attached draft Strategic Plan and 5YPP amendments for additional details.
2. PCJPB may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$427,571) pending receipt of evidence of completion of design (e.g. copy of certifications page). This is also a required deliverable for the prior allocation approved through Resolution 12-14.

Notes:

1. In order to comply with Prop K Expenditure Plan category eligibility and maintain consistency with available funds, PCJPB has allowed San Francisco's 1/3 share to be distributed unevenly across individual projects as long as the total contribution is held constant. The FY 15/16 Caltrain capital match contribution is \$5,000,000 for each of the PCJPB entities or 1/3 of a total \$15,000,000.
2.

Supervisory District(s):	<input type="text" value="Citywide"/>	Prop K proportion of expenditures - this phase:	<input type="text" value="1.59%"/>
		Prop AA proportion of expenditures - this phase:	<input type="text" value="N/A"/>

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

SFCTA Project Reviewer: Project # from SGA:

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

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

Project Name:

Implementing Agency:

Signatures

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

Project Manager

Name (typed): Rafael Bolon

Title: Project Manager-Consultant

Phone: 650-508-7805

Fax: _____

Email: bolonr@samtrans.com

Address: 1250 San Carlos Ave
San Carlos, CA 94070

Signature: _____

Date: _____

Grants Section Contact

Peter Skinner

Senior Grants Analyst

650-622-7818

skinnerp@samtrans.com

1250 San Carlos Ave
San Carlos, CA 94070

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

FY of Allocation Action:

2015/16

Project Name:

Tunnel #4 Track and Drainage Rehabilitation

Implementing Agency:

Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:

b.3 Caltrain Capital Improvement Program

Prop K EP Line Number (Primary):

7

Current Prop K Request:

\$ 259,200

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.

This allocation request will provide additional funding for the design of the Brisbane tunnel and track rehab project, which will rehabilitate the track structure and drainage system in Tunnel #4 in Brisbane. The track structures in Tunnel #4 are at the end of it's useful life (poor tie conditions and fouled ballast) and the drainage system is ineffective. The project will design and install an effective drainage system, replace the fouled ballast, and rebuild the track.

A previous alloaction was provided in FY2014 to help fund the project (Resolution 14-29).

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

FY 2015/16

Project Name: Tunnel #4 Track and Drainage Rehabilitation

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

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

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

FY 2015/16

Project Name: Tunnel #4 Track and Drainage Rehabilitation

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)	Yes	\$ 1,728,000	\$ 259,200	
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$1,728,000	\$259,200	\$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)	\$ 1,728,000	JPB Capital Budget
R/W Activities/Acquisition		
Construction	\$ 6,772,000	JPB Capital Budget
Procurement (e.g. rolling stock)		
Total:	\$ 8,500,000	

% Complete of Design: 15 as of 7/1/15

Expected Useful Life: 70 Years

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

MAJOR LINE ITEM BUDGET

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

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

i. SOGR - RIGHT OF WAY / SIGNAL & COMMUNICATION

PROJECT: Tunnel #4 Track and Drainage Rehabilitation

Description/Justification: The track structures in Tunnel #4 are at the end of it's useful life (poor tie conditions and fouled ballast) and the drainage system is ineffective. The project will design and install an effective drainage system, replace the fouled ballast, and rebuild the track.

Project Cost Estimates:	<u>Cost By Element</u>	<u>Original Est.</u>	<u>Revised Est.</u>	<u>Variance</u>	<u>Comments</u>
	PE/Env/PSE	\$ 1,728,000	\$ -	\$ -	
	Procurement/Construction	\$ 4,965,000	\$ -	\$ -	
	Construction Management	\$ 220,000	\$ -	\$ -	
	Staff/Administration	\$ 822,000	\$ -	\$ -	
	Project Contingency	\$ 765,000	\$ -	\$ -	
	TOTAL	\$ 8,500,000	\$ -	\$ -	

Project Budget:	<u>Prior Year Budgeted</u>	<u>FY 16 Budget Request</u>	<u>Future Budget</u>	<u>Total</u>
	\$432,000	\$1,296,000	\$6,772,000	\$8,500,000

Project Milestones:	<u>Milestones</u>	<u>Estimated Start</u>	<u>Estimated End</u>	<u>Comments</u>
	Preliminary Engineering	4/15/2014	6/30/2015	
	Final Design	7/1/2015	9/1/2016	
	ROW Acquisition			
	Bid and Award	10/1/2016	2/28/2017	
	Procurement			
	Construction	3/1/2017	7/31/2017	
	Closeout	7/1/2017	12/31/2017	

Funding Plan:	<u>Funding Source</u>	<u>Proposed FY 16 Budget</u>	<u>Future Budget</u>	<u>Comments</u>
	Federal	\$ 1,036,800		
	State	\$ -		
	Local Match JPB Member	\$ 259,200		
	<i>San Francisco</i>	\$ 259,200		
	<i>San Mateo</i>	\$ -		
	<i>Santa Clara</i>	\$ -		
	Local Match County Specific	\$ -		
	Regional/Other	\$ -		
	TOTAL	\$ 1,296,000		

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

FY 2015/16

Project Name: Tunnel #4 Track and Drainage Rehabilitation

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$259,200

5-Year Prioritization Program Amount: see below (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.

Fully funding this request requires an amendment to the Caltrain Capital Improvement Program 5YPP to program \$150,000 in cumulative remaining programming capacity to Fiscal Year 2015/16 of the 5YPP. Funding the Caltrain FY 2015/16 annual request (totaling \$5 million) requires a Strategic Plan amendment to increase programming in Fiscal Year 2015/16 by a total of \$223,756 in the Caltrain Capital Improvement Program category. This requires a corresponding amendment of the 5YPP. See attached Strategic Plan and 5YPP amendments for additional 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
Proposition K		\$259,200		\$259,200
FTA 5337	\$1,036,800			\$1,036,800
Prior Budget			\$432,000	\$432,000
				\$0
				\$0
				\$0
Total:	\$1,036,800	\$259,200	\$432,000	\$1,728,000

Actual Prop K Leveraging - This Phase: 85.00%

Expected Prop K Leveraging per Expenditure Plan 69.25%

\$1,728,000

Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$
FTA 5337	\$1,036,800	20%	\$207,360.00

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
Proposition K		\$259,200		\$259,200
FTA 5337	\$1,036,800			\$1,036,800
Prior Budget			\$432,000	\$432,000
Future Budget	\$6,772,000			\$6,772,000
				\$0
				\$0
Total:	\$7,808,800	\$259,200	\$432,000	\$8,500,000

Actual Prop K Leveraging - Entire Project:	96.95%	<table border="1" style="display: inline-table;"> <tr> <td align="right" style="width: 20px;">\$</td> <td align="right">8,500,000</td> </tr> </table>	\$	8,500,000
\$	8,500,000			
Expected Prop K Leveraging per Expenditure Plan:	69.25%			
Actual Prop AA Leveraging - Entire Project:				

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: \$259,200

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$259,200	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$259,200		

Prop AA Funds Requested: \$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	\$259,200
		#DIV/0!	\$259,200
		#DIV/0!	\$259,200
Total:	\$0		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$259,200	Design Engineering (PS&E)
Total:	\$259,200		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 7	FY 2015/16	\$129,600	50.00%	\$129,600
Prop K EP 7	FY 2016/17	\$129,600	50.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$259,200	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 7	FY 2015/16	Design Engineering (PS&E)	\$129,600	50%	\$129,600
Prop K EP 7	FY 2016/17	Design Engineering (PS&E)	\$129,600	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$259,200		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Trigger:

Deliverables:

1.
2.

Special Conditions:

1.
2.

Notes:

1.
2.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	15.00%
Prop AA proportion of expenditures - this phase:	<input type="text"/>

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

SFCTA Project Reviewer:

Project # from SGA:

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

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

Project Name:

Implementing Agency:

Signatures

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

Project Manager

Name (typed): Rafael Bolon

Title: Project Manager/Consultant

Phone: 650-622-7805

Fax: _____

Email: bolonr@samtrans.com

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

Signature: _____

Date: _____

Grants Section Contact

Peter Skinner

Senior Grants Analyst

650-622-7818

skinnerp@samtrans.com

1250 San Carlos Ave, San Carlos,
CA 94070

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

FY of Allocation Action: 2015/16
Project Name: Marin Street and Napoleon Ave Bridge
Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program: b.3 Caltrain Capital Improvement Program

Prop K EP Line Number (Primary): 7 Current Prop K Request: \$ 152,800

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$ -

Supervisorial District(s): 10

SCOPE

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

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.

Marin Street and Napoleon Avenue are located at MP 2.35 and MP 2.45 respectively in the City and County of San Francisco. Both streets were closed to through traffic below the Caltrain Right-of-Way when the I-280 overhead viaduct was constructed to facilitate the construction of the Caesar Chavez (Army) Street off-ramp. Since that time the former roadway right-of-way below the bridge structures have become a security and safety nuisance and are frequently used as a dumping ground and trespasser encampment.

The overall project will address the deficiencies at Marin Street and Napoleon Ave by retrofitting or replacing bridge structural elements. The project will also mitigate the trespasser encampments and illegal dumping by adding high security fencing and filling in some of the underpass with lightweight fill material. Access for utility work and bridge inspections would be maintained where necessary.

This allocation request will help fund the design of these elements. Preliminary engineering/design was funded by a previous allocation request in FY 2013/14.

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

FY 2015/16

Project Name: Marin Street and Napoleon Ave Bridge

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

Type : 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	2	2014/15	4	2014/15
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)	3	2015/16	2	2016/17
Prepare Bid Documents	3	2016/17	3	2016/17
Advertise Construction	3	2016/17	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)	1	2018/19	2	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.

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

FY 2015/16

Project Name: Marin Street and Napoleon Ave Bridge

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)	Yes	\$1,364,000	\$152,800	
R/W Activities/Acquisition				
Construction	No			
Procurement (e.g. rolling stock)				
		\$1,364,000	\$152,800	\$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)	\$ 1,364,000	JPB Captial Budget
R/W Activities/Acquisition		
Construction	\$ 3,636,000	JPB Captial Budget
Procurement (e.g. rolling stock)		
Total:	\$ 5,000,000	

% Complete of Design: 15 as of 7/1/15
 Expected Useful Life: 75 Years

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

MAJOR LINE ITEM BUDGET

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

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

i. SOGR - RIGHT OF WAY / SIGNAL & COMMUNICATION

PROJECT: Marin Street and Napoleon Ave Bridge

Description/Justification: Marin Street and Napoleon Avenue are located at MP 2.35 and MP 2.45 respectively in the City and County of San Francisco. Both streets were closed to through traffic below the Caltrain Right-of-Way when the I-280 overhead viaduct was constructed to facilitate the construction of the Caesar Chavez (Army) Street off-ramp. Since that time the former roadway right-of-way below the bridge structures have become a security and safety nuisance and are used frequently as a dumping ground and trespasser encampment.

The overall project will address the deficiencies at Marin Street and Napoleon Ave by retrofitting or replacing bridge structural elements. The project will also and will also mitigate the tressasser encampments and illegal dumping.

Project Cost Estimates:	Cost By Element	Original Est.	Revised Est.	Variance	Comments
	PE/Env/PSE	1,364,000			
	Procurement/Construction	2,405,000			
	Construction Management	350,000			
	Staff/Administration	471,000	-		
	Project Contingency	410,000			
	TOTAL	5,000,000	\$ -		

Project Budget:	Prior Year Budgeted	FY 16 Budget Request	Future Budget	Total
	\$600,000	\$764,000	\$3,636,000	\$5,000,000

Project Milestones:	Milestones	Estimated Start	Estimated End	Comments
	Preliminary Engineering	December-14	May-15	
	Final Design	January-16	December-16	
	ROW Acquisition			
	Bid and Award	January-17	June-17	
	Procurement	-----	-----	
	Construction	July-17	June-18	
	Closeout	July-18	December-18	

Funding Plan:	Funding Source	Proposed FY 16 Budget	Future Budget	Comments
	Federal	\$ 611,200	FTA	
	State			
	Local Match JPB Member	\$ 152,800		
	<i>San Francisco</i>	\$ 152,800		
	<i>San Mateo</i>	\$ -		
	<i>Santa Clara</i>	\$ -		
	Local Match County Specific			
	Regional/Other	\$ -		
	TOTAL	\$764,000		

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

FY 2015/16

Project Name: Marin Street and Napoleon Ave Bridge

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$152,800

5-Year Prioritization Program Amount: see below (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.

Fully funding this request requires an amendment to the Caltrain Capital Improvement Program 5YPP to program \$150,000 in cumulative remaining programming capacity to Fiscal Year 2015/16 of the 5YPP. Funding the Caltrain FY 2015/16 annual request (totaling \$5 million) requires a Strategic Plan amendment to increase programming in Fiscal Year 2015/16 by a total of \$223,756 in the Caltrain Capital Improvement Program category. This requires a corresponding amendment of the 5YPP. See attached Strategic Plan and 5YPP amendments for additional 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
Proposition K		\$152,800		\$152,800
FTA 5337		\$611,200		\$611,200
Prior Budget			\$600,000	\$600,000
				\$0
				\$0
				\$0
Total:	\$0	\$764,000	\$600,000	\$1,364,000

Actual Prop K Leveraging - This Phase: 88.80%

Expected Prop K Leveraging per Expenditure Plan 69.25%

\$1,364,000
Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$
FTA 5337	\$611,200	20.00%	\$152,800.00

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
Proposition K		\$152,800		\$152,800
FTA 5337		\$611,200		\$611,200
Prior Budget			\$600,000	\$600,000
Future Budget	\$3,636,000			\$3,636,000
				\$0
				\$0
				\$0
Total:	\$3,636,000	\$764,000	\$600,000	\$ 5,000,000

Actual Prop K Leveraging - Entire Project:	96.94%	Total from Cost worksheet
Expected Prop K Leveraging per Expenditure Plan:	69.25%	
Actual Prop AA Leveraging - Entire Project:		

\$ 5,000,000

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: \$152,800

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$152,800	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$152,800		

Prop AA Funds Requested: \$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	\$152,800
		#DIV/0!	\$152,800
		#DIV/0!	\$152,800
Total:	\$0		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$152,800	Design Engineering (PS&E)
Total:	\$152,800		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 7	FY 2015/16	\$76,400	50.00%	\$76,400
Prop K EP 7	FY 2016/17	\$76,400	50.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$152,800	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 7	FY 2015/16	Design Engineering (PS&E)	\$76,400	50%	\$76,400
Prop K EP 7	FY 2016/17	Design Engineering (PS&E)	\$76,400	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$152,800		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

1.

Special Conditions:

1.

Notes:

1.
2.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	<input type="text" value="11.20%"/>
Prop AA proportion of expenditures - this phase:	<input type="text"/>

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

SFCTA Project Reviewer:

Project # from SGA:

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

FY of Allocation Action:

2015/16

Current Prop K Request:

\$ 152,800

Current Prop AA Request:

\$ -

Project Name:

Marin Street and Napoleon Ave Bridge

Implementing Agency:

Peninsula Corridor Joint Powers Board (Caltrain)

Signatures

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

Project Manager

Grants Section Contact

Name (typed): Patrick Kitto

Peter Skinner

Title: Engineer

Senior Grants Analyst

Phone: 650-508-7798

650-622-7818

Fax: _____

Email: kittop@samtrans.com

skinnerp@samtrans.com

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

1250 San Carlos Ave, San Carlos,
CA 94070

Signature: _____

Date: _____

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

FY of Allocation Action: 2015/16
Project Name: FY16 Station Fiber Connectivity Implementation
Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program: b.3 Caltrain Capital Improvement Program

Prop K EP Line Number (Primary): 7 Current Prop K Request: \$ 598,000

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.

This project will implement the recommendations from the Fiber Connectivity Study to leverage the fiber backbone from the PTC/CBOSS project to communicate to existing Caltrain systems. This project will develop a detailed design for the connectivity to the fiber backbone. Funding from this allocation request will help fund the final design for the project.

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

FY 2015/16

Project Name: FY16 Station Fiber Connectivity Implementation

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

Type : 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)	2	2015/16	2	2016/17
Prepare Bid Documents	2	2016/17	2	2016/17
Advertise Construction	2	2016/17	4	2016/17
Start Construction (e.g., Award Contract)	1	2017/18		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			1	2018/19
Project Closeout (i.e., final expenses incurred)	1	2018/19	2	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.

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

FY 2015/16

Project Name: FY16 Station Fiber Connectivity Implementation

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)	Yes	\$ 598,000	\$ 598,000	
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$598,000	\$598,000	\$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)	\$ 598,000	JPB Capital Budget
R/W Activities/Acquisition		
Construction	\$ 1,907,000	JPB Capital Budget
Procurement (e.g. rolling stock)		
Total:	\$ 2,505,000	

% Complete of Design: 0 as of 7/1/2015
 Expected Useful Life: 20 Years

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

MAJOR LINE ITEM BUDGET

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

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

iv. OPERATIONAL IMPROVEMENTS / ENHANCEMENTS

PROJECT: FY16 Station Fiber Connectivity Implementation

Description/Justification: This project will implement the recommendations from the Fiber Connectivity Study to leverage the fiber backbone from the PTC/CBOSS project to communicate to existing systems. This project will take the conceptual design from the study and develop a detailed design for the connectivity of the selected systems to the fiber backbone. A competitive procurement will be used to select the contractor to construct, implement and test the communications to the systems.

Project Cost Estimates:	Cost By Element	Original Est.	Revised Est.	Variance	Comments
	PE/Env/PSE	\$ 598,000	\$ -		
	Procurement/Construction	\$ 1,442,000	\$ -		
	Construction Management	\$ 75,000	\$ -		
	Staff/Administration	\$ 189,000	\$ -		
	Project Contingency	\$ 201,000	\$ -		
	TOTAL	\$ 2,505,000	\$ -		

Project Budget:	Prior Year Budgeted	FY 16 Budget Request	Future Budget	Total
	\$0	\$598,000	\$1,907,000	\$2,505,000

Project Milestones:	Milestones	Estimated Start	Estimated End	Comments
	Preliminary Engineering	-----	-----	
	Final Design	12/1/2015	12/30/2016	
	ROW	-----	-----	
	Bid and Award	1/1/2017	6/30/2017	
	Procurement	-----	-----	
	Construction	8/1/2017	8/1/2018	
	Closeout	9/1/2018	12/31/2018	

Funding Plan:	Funding Source	Proposed FY 16 Budget	Future Budget	Comments
	Federal	\$ -		
	State	\$ -		
	Local Match JPB Member	\$ 598,000		
	<i>San Francisco</i>	\$ 598,000		
	<i>San Mateo</i>	\$ -		
	<i>Santa Clara</i>	\$ -		
	Local Match County Specific			
	Regional/Other	\$ -		
	TOTAL	\$ 598,000		

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

FY 2015/16

Project Name: FY16 Station Fiber Connectivity Implementation

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$598,000

5-Year Prioritization Program Amount: see below (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.

Fully funding this request requires an amendment to the Caltrain Capital Improvement Program 5YPP to program \$150,000 in cumulative remaining programming capacity to Fiscal Year 2015/16 of the 5YPP. Funding the Caltrain FY 2015/16 annual request (totaling \$5 million) requires a Strategic Plan amendment to increase programming in Fiscal Year 2015/16 by a total of \$223,756 in the Caltrain Capital Improvement Program category. This requires a corresponding amendment of the 5YPP. See attached Strategic Plan and 5YPP amendments for additional 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
Proposition K		\$598,000		\$598,000
				\$0
				\$0
				\$0
				\$0
				\$0
Total:	\$0	\$598,000	\$0	\$598,000

Actual Prop K Leveraging - This Phase: 0.00%

Expected Prop K Leveraging per Expenditure Plan 69.25%

\$598,000
Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)				
Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.				
Fund Source	Planned	Programmed	Allocated	Total
Proposition K		\$598,000		\$598,000
JPB Member Funds	\$1,907,000			\$1,907,000
				\$0
				\$0
				\$0
				\$0
				\$0
Total:	\$1,907,000	\$598,000	\$0	\$ 2,505,000

Actual Prop K Leveraging - Entire Project:	76.13%	\$ 2,505,000
Expected Prop K Leveraging per Expenditure Plan:	69.25%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:		

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

Prop K Funds Requested: \$598,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$598,000	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$598,000		

Prop AA Funds Requested: \$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	\$598,000
		#DIV/0!	\$598,000
		#DIV/0!	\$598,000
Total:	\$0		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$598,000	Design Engineering (PS&E)
Total:	\$598,000		

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 7	FY 2015/16	\$299,000	50.00%	\$299,000
Prop K EP 7	FY 2016/17	\$299,000	50.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$598,000	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 7	FY 2015/16	Design Engineering (PS&E)	\$299,000	50%	\$299,000
Prop K EP 7	FY 2016/17	Design Engineering (PS&E)	\$299,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$598,000		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 8/25/2015 Resolution No. Res. Date:

Project Name: FY16 Station Fiber Connectivity Implementation

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				
	Trigger:			

Deliverables:

- Upon project completion, provide evidence of completion of 100% design (e.g. copy of certifications page).
-

Special Conditions:

- Approval of this request is contingent upon Authority Board approval of a Strategic Plan amendment and a corresponding 5YPP Caltrain Capital Improvement Program amendment. See attached draft Strategic Plan and 5YPP amendments for additional details.
-

Notes:

- In order to comply with Prop K Expenditure Plan category eligibility and maintain consistency with available funds, PCJPB has allowed San Francisco's 1/3 share to be distributed unevenly across individual projects as long as the total contribution is held constant. The FY 15/16 Caltrain capital match contribution is \$5,000,000 for each of the PCJPB entities or 1/3 of a total \$15,000,000.
- The Transportation Authority may reimburse Caltrain at a higher rate than the approved Fiscal Year Cash Flow Distribution Schedule if at the end of the Fiscal Year there is sufficient capacity remaining to avoid increasing financing costs in the Caltrain Capital Improvement Program category of the Prop K Strategic Plan.

Supervisory District(s): Citywide

Prop K proportion of expenditures - this phase:	100.00%
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

FY of Allocation Action: 2015/16 Current Prop K Request: \$ 598,000
Current Prop AA Request: \$ -

Project Name: FY16 Station Fiber Connectivity Implementation

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

Signatures

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

Project Manager

Name (typed): Robert Tam

Title: Technology R&D Manager

Phone: 650-508-7969

Fax: _____

Email: tamr@samtrans.com

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

Signature: _____

Date: _____

Grants Section Contact

Peter Skinner

Senior Grants Analyst

650-622-7818

skinnerp@samtrans.com

1250 San Carlos Ave, San Carlos,
CA 94070

Adopted and Proposed Amended Strategic Plan
Caltrain Fiscal Year 2015/16 Annual Request

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	FY2015/16 ¹	FY2016/17	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23
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Adopted 2014 Prop K Strategic Plan

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	FY2015/16 ¹	FY2016/17	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23
7	Caltrain Capital Improvement Program	\$ 25,011,644	12.68%	\$ 1,063,815	\$ 1,095,729	\$ 1,128,601	\$ 1,162,459	\$ 1,247,332	\$ 1,283,252	\$ 1,320,250	\$ 1,358,357
	Finance Costs	\$ 3,172,413		\$ 8,498	\$ 29,330	\$ 133,182	\$ 115,692	\$ 114,902	\$ 277,463	\$ 295,119	\$ 329,735
	Total	\$ 23,348,743		\$ 1,072,313	\$ 1,125,059	\$ 1,261,783	\$ 1,278,151	\$ 1,362,234	\$ 1,560,715	\$ 1,615,369	\$ 1,688,092
17P	Vehicles	\$ 25,465,548	6.34%	\$ 1,106,367	\$ 1,139,558	\$ 1,173,745	\$ 1,208,957	\$ 1,295,226	\$ 1,332,583	\$ 1,371,060	\$ 1,410,692
	Finance Costs	\$ 1,613,956		\$ 3,561	\$ 13,933	\$ 70,004	\$ 65,465	\$ 69,156	\$ 176,629	\$ 196,480	\$ 227,871
	Total	\$ 20,074,326		\$ 1,109,928	\$ 1,153,491	\$ 1,243,749	\$ 1,274,422	\$ 1,364,382	\$ 1,509,212	\$ 1,567,540	\$ 1,638,563
20P	Facilities	\$ 8,559,261	15.14%	\$ 382,989	\$ 394,462	\$ 406,296	\$ 418,485	\$ 241,040	\$ 248,271	\$ 255,719	\$ 263,391
	Finance Costs	\$ 1,295,930		\$ 4,086	\$ 13,891	\$ 62,166	\$ 53,411	\$ 50,449	\$ 111,653	\$ 109,569	\$ 113,554
	Total	\$ 7,867,812		\$ 387,075	\$ 408,353	\$ 468,462	\$ 471,896	\$ 291,489	\$ 359,924	\$ 365,289	\$ 376,944
22P	Guideways	\$ 30,878,320	13.57%	\$ 1,319,130	\$ 1,358,704	\$ 1,399,465	\$ 1,441,449	\$ 1,534,693	\$ 1,579,234	\$ 1,625,111	\$ 1,672,364
	Finance Costs	\$ 4,190,031		\$ 11,344	\$ 38,945	\$ 175,973	\$ 152,277	\$ 150,593	\$ 361,868	\$ 383,319	\$ 426,770
	Total	\$ 29,575,311		\$ 1,330,474	\$ 1,397,649	\$ 1,575,438	\$ 1,593,726	\$ 1,685,286	\$ 1,941,102	\$ 2,008,430	\$ 2,099,134
TOTAL				\$ 3,872,301	\$ 3,988,453	\$ 4,108,107	\$ 4,231,350	\$ 4,318,291	\$ 4,443,340	\$ 4,572,140	\$ 4,704,804
	Programming	\$ 70,593,861		\$ 27,490	\$ 96,099	\$ 441,325	\$ 386,844	\$ 385,101	\$ 927,613	\$ 984,487	\$ 1,097,930
	Finance Costs	\$ 10,272,330	11.42%	\$ 3,899,791	\$ 4,084,552	\$ 4,549,432	\$ 4,618,194	\$ 4,703,392	\$ 5,370,953	\$ 5,556,627	\$ 5,802,734
	Total	\$ 80,866,191									

Proposed Amended 2014 Prop K Strategic Plan

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	FY2015/16 ¹	FY2016/17	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23
7	Caltrain Capital Improvement Program AMENDED	\$ 25,011,305	13.40%	\$ 1,287,571	\$ 1,095,729	\$ 1,128,601	\$ 1,162,459	\$ 1,247,332	\$ 1,283,252	\$ 1,320,250	\$ 1,358,357
	Finance Costs	\$ 3,351,003		\$ 8,774	\$ 30,965	\$ 139,349	\$ 120,581	\$ 119,333	\$ 287,960	\$ 305,517	\$ 340,656
	Total	\$ 23,751,088		\$ 1,296,345	\$ 1,126,694	\$ 1,267,950	\$ 1,283,040	\$ 1,366,665	\$ 1,571,212	\$ 1,625,767	\$ 1,699,013
17P	Vehicles - AMENDED	\$ 25,465,204	7.67%	\$ 1,670,455	\$ 1,139,558	\$ 1,173,745	\$ 1,208,957	\$ 1,295,226	\$ 1,332,583	\$ 1,371,060	\$ 1,410,692
	Finance Costs	\$ 1,952,147		\$ 4,184	\$ 17,824	\$ 85,821	\$ 78,157	\$ 80,817	\$ 203,110	\$ 222,748	\$ 255,418
	Total	\$ 20,976,606		\$ 1,674,639	\$ 1,157,382	\$ 1,259,566	\$ 1,287,114	\$ 1,376,043	\$ 1,535,693	\$ 1,593,808	\$ 1,666,110
20P	Facilities	\$ 8,559,261	15.14%	\$ 382,989	\$ 394,462	\$ 406,296	\$ 418,485	\$ 241,040	\$ 248,271	\$ 255,719	\$ 263,391
	Finance Costs	\$ 1,295,930		\$ 4,086	\$ 13,891	\$ 62,166	\$ 53,411	\$ 50,449	\$ 111,653	\$ 109,569	\$ 113,554
	Total	\$ 7,867,812		\$ 387,075	\$ 408,353	\$ 468,462	\$ 471,896	\$ 291,489	\$ 359,924	\$ 365,289	\$ 376,944
22P	Guideways	\$ 30,878,320	13.57%	\$ 1,319,130	\$ 1,358,704	\$ 1,399,465	\$ 1,441,449	\$ 1,534,693	\$ 1,579,234	\$ 1,625,111	\$ 1,672,364
	Finance Costs	\$ 4,190,031		\$ 11,344	\$ 38,945	\$ 175,973	\$ 152,277	\$ 150,593	\$ 361,868	\$ 383,319	\$ 426,770
	Total	\$ 29,575,311		\$ 1,330,474	\$ 1,397,649	\$ 1,575,438	\$ 1,593,726	\$ 1,685,286	\$ 1,941,102	\$ 2,008,430	\$ 2,099,134
TOTAL				\$ 4,660,145	\$ 3,988,453	\$ 4,108,107	\$ 4,231,350	\$ 4,318,291	\$ 4,443,340	\$ 4,572,140	\$ 4,704,804
	Programming	\$ 71,381,705		\$ 28,388	\$ 101,626	\$ 463,310	\$ 404,426	\$ 401,192	\$ 964,591	\$ 1,021,154	\$ 1,136,598
	Finance Costs	\$ 10,789,112	12.00%	\$ 4,688,533	\$ 4,090,079	\$ 4,571,417	\$ 4,635,776	\$ 4,719,483	\$ 5,407,931	\$ 5,593,295	\$ 5,841,202
	Total	\$ 82,170,817									

Adopted and Proposed Amended Strategic Plan Caltrain Fiscal Year 2015/16 Annual Request

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total 30-year Programming & Finance Costs	FY2015/16 ¹	FY2016/17	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23
7	Caltrain Capital Improvement Program	\$ (338)	0.71%	Programming \$ 223,756 Finance Costs \$ 178,590 Total \$ 402,346	\$ 223,756	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17P	Vehicles	\$ (344)	1.33%	Programming \$ 564,088 Finance Costs \$ 338,192 Total \$ 902,280	\$ 276	\$ 1,635	\$ 6,167	\$ 4,889	\$ 4,431	\$ 10,497	\$ 10,399	\$ 10,921
					\$ 224,032	\$ 1,635	\$ 6,167	\$ 4,889	\$ 4,431	\$ 10,497	\$ 10,399	\$ 10,921
					\$ 564,088	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ 623	\$ 3,891	\$ 15,817	\$ 12,693	\$ 11,661	\$ 26,481	\$ 26,269	\$ 27,547
					\$ 564,711	\$ 3,891	\$ 15,817	\$ 12,693	\$ 11,661	\$ 26,481	\$ 26,269	\$ 27,547

DIFFERENCE

¹San Francisco's FY 15/16 Caltrain capital match contribution is from: 1) \$3,872,301 in the adopted 2014 Strategic Plan; 2) \$787,844 available through the proposed Strategic Plan amendment to increase funds programmed in the Caltrain Capital Improvement Program and Vehicles categories; and 3) \$381,585 available from Fiscal Year 2014/15 programming capacity.

**5-Year Project List (FY 2014/15 - FY 2018/19)
Caltrain Capital Improvement Program (EP 7)
Programming and Allocations to Date**

Pending 9.22.2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
PCJPB	Railroad Bridge Load Rating	PS&E	Allocated	\$382,347					\$382,347
PCJPB	Rail Grinding	CON	Allocated	\$620,400					\$620,400
PCJPB	Local Capital Match Placeholder ¹	Any Eligible	Programmed		\$0				\$0
PCJPB	Los Gatos Creek Bridge Creek Replacement ¹	CON	Pending		\$427,571				\$427,571
PCJPB	Tunnel #4 Track and Drainage Rehabilitation ¹	PS&E	Pending		\$259,200				\$259,200
PCJPB	Marin Street and Napoleon Ave Bridge Closure ¹	PS&E	Pending		\$152,800				\$152,800
PCJPB	FY16 Station Fiber Connectivity Implementation ¹	PS&E	Pending		\$598,000				\$598,000
PCJPB	Local Capital Match Placeholder	Any Eligible	Programmed			\$1,095,729			\$1,095,729
PCJPB	Local Capital Match Placeholder	Any Eligible	Programmed				\$1,128,601		\$1,128,601
PCJPB	Local Capital Match Placeholder	Any Eligible	Programmed					\$1,162,459	\$1,162,459
Total Programmed in 5YPP				\$1,002,747	\$1,437,571	\$1,095,729	\$1,128,601	\$1,162,459	\$5,827,107
Total Allocated and Pending in 5YPP				\$1,002,747	\$1,437,571	\$0	\$0	\$0	\$2,440,318
Total Deobligated in 5YPP				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPP				\$0	\$0	\$1,095,729	\$1,128,601	\$1,162,459	\$3,386,789
Total Programmed in 2014 Strategic Plan				\$1,002,747	\$1,287,571	\$1,095,729	\$1,128,601	\$1,162,459	\$5,677,107
Deobligated from Prior 5YPP Cycles **				\$150,000					\$150,000
Cumulative Remaining Programming Capacity				\$150,000	\$0	\$0	\$0	\$0	\$0

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

**5-Year Project List (FY 2014/15 - FY 2018/19)
Caltrain Capital Improvement Program (EP 7)
Programming and Allocations to Date**

Pending 9.22.2015

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

Footnotes

¹ To accommodate allocation of \$1,437,571 for Los Gatos Creek Bridge Creek Replacement; Tunnel #4 Track and Drainage Rehabilitation; Marin Street and Napoleon Ave Bridge Closure; and FY16 Station Fiber Connectivity Implementation:

Strategic Plan amendment to increase programming by \$223,756 in FY 2015/16

5YPP amendment to decrease cumulative remaining programming capacity from \$150,000 to \$0.

Reduced placeholder for Local Capital Match from \$1,213,815 in FY 2015/16 to \$0.

Added Los Gatos Creek Bridge Creek Replacement with \$427,571 in FY 2015/16 construction funds.

Added Tunnel #4 Track and Drainage Rehabilitation with \$259,200 in FY 2015/16 design funds.

Added Marin Street and Napoleon Ave Bridge Closure with \$152,800 in FY 2015/16 design funds.

Added FY16 Station Fiber Connectivity Implementation with \$598,000 in FY 2015/16 design funds.

**5-Year Project List (FY 2014/15 - FY 2018/19)
Caltrain Capital Improvement Program (EP 7)
Cash Flow (\$) Maximum Annual Reimbursement**

Pending 9.22.2015

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Railroad Bridge Load Rating	PS&E	\$191,174	\$191,173					\$382,347
Rail Grinding	CON	\$310,200	\$310,200					\$620,400
Local Capital Match Placeholder1	Any Eligible		\$0	\$0				\$0
Los Gatos Creek Bridge Creek Replacement1	CON		\$213,786	\$213,785				\$427,571
Tunnel #4 Track and Drainage Rehabilitation1	PS&E		\$129,600	\$129,600				\$259,200
Main Street and Napoleon Ave Bridge Closure1	PS&E		\$76,400	\$76,400				\$152,800
FY16 Station Fiber Connectivity Implementation1	PS&E		\$299,000	\$299,000				\$598,000
Local Capital Match Placeholder	Any Eligible			\$547,865	\$547,865			\$1,095,729
Local Capital Match Placeholder	Any Eligible				\$564,301	\$564,301		\$1,128,601
Local Capital Match Placeholder	Any Eligible					\$581,230	\$581,230	\$1,162,459
Cash Flow Programmed in 5YPP		\$501,374	\$1,220,159	\$1,266,650	\$1,112,165	\$1,145,530	\$581,230	\$5,827,107
Total Cash Flow Allocated		\$501,374	\$1,220,159	\$718,785	\$0	\$0	\$0	\$2,440,318
Total Cash Flow Deobligated		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Cash Flow Unallocated		\$0	\$0	\$547,865	\$1,112,165	\$1,145,530	\$581,230	\$3,386,789
Cash Flow Programmed in 2014 Strategic Plan		\$501,374	\$1,220,159	\$1,266,650	\$1,112,165	\$1,145,530	\$581,230	\$5,827,108
Deobligated from Prior 5YPP Cycles **		\$150,000						\$150,000
Cumulative Remaining Cash Flow Capacity		\$150,000	\$150,000	\$150,001	\$150,001	\$150,001	\$150,001	\$150,001
Programmed								
Pending Allocation/Appropriation								
Board Approved Allocation/Appropriation								

5-Year Project List (FY 2014/15 - FY 2018/19)
Caltrain Capital Improvement Program (EP 7)
Cash Flow (\$) Maximum Annual Reimbursement

Pending 9.22.2015

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

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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:

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

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request:

Supervisorial District(s):

SCOPE

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

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.

San Francisco Public Works (SFPW) is requesting allocation of \$1,914,000 in Prop K funds for the acquisition of Parcel 5281 010, currently owned by the Union Pacific Railroad (UPRR) for the purpose of constructing the new Quint-Jerrold Connector Road, and \$17,350 for regulatory staff support for additional archaeological investigation and ongoing design review. The Transportation Authority is also requesting appropriation of \$75,000 in Prop K funds to procure a consultant for additional archaeological investigation. The Project will be environmentally cleared under the California Environmental Quality Act (CEQA) with a Mitigated Negative Declaration prepared by the San Francisco Planning Department (SF Planning), anticipated to be completed in September 2015.

The City has negotiated the purchase price with UPRR and is finalizing the non-fiduciary terms of the Purchase and Sale Agreement for the property. Prior to the close of escrow, the City will conduct due diligence review of the title report, existing property agreements, and environmental investigations (site investigations for hazardous materials and archaeological resources).

See attached for project background and next steps.

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

SCOPE OF WORK

Quint-Jerrold Connector Road Property Acquisition

August 13, 2015

The City and County of San Francisco (City or CCSF) plans to construct a new street between Oakdale and Jerrold Avenues in the Bayview neighborhood that would run along the west side of the Caltrain tracks and connect from Quint Street just south of where it currently crosses under the Caltrain tracks to Jerrold Avenue just west of the tracks and east of the intersection with Innes Avenue and Rankin Street. The Connector Road is intended to serve area land uses, facilitate a potential future Caltrain station at Oakdale Avenue, and provide an alternate route between Quint Street and Jerrold Avenue. As a separate project, Caltrain is replacing its rail bridge over Quint Street with a berm, which will close through access on Quint Street under the tracks. The City needs to purchase a tract of land adjacent to the Caltrain property in order to construct the new road, which is the primary subject of this appropriation request.

Background

Caltrain is working to replace its aging rail bridge over Quint Street with a new, safe structure and has \$25 million programmed for the project from a mix of Federal, State, and local sources. The Transportation Authority coordinated with Caltrain, City agencies, and community members to select an option for the replacement while meeting local goals for the area: to facilitate development of a potential future Caltrain station at Oakdale Avenue, maintain local through access across the tracks, and enhance access to local land uses. In March 2012 the Transportation Authority appropriated \$74,000 in Prop K funds to fund planning, design, and outreach work to vet Caltrain's bridge replacement options and also develop a preliminary Quint-Jerrold Connector Road design concept.

In December 2012, the Transportation Authority allocated an additional \$352,184 in Prop K funds for San Francisco Public Works (Public Works) to conduct conceptual design and for the San Francisco Planning Department (SF Planning) to conduct environmental review for the Connector Road; and appropriated \$49,843 in Prop K funds for interagency coordination, planning, outreach, and development of a local business outreach strategy. This funding request was intended to resolve remaining questions members of the community had raised concerning the feasibility and design of the Connector Road, scheduling of the bridge and road projects, and potential involvement of local and disadvantaged businesses in contracting opportunities, as well as to advance the road project through the conceptual design and environmental phases of work.

In July 2013, following detailed evaluation of possible alternatives, three rounds of public outreach, and agency commitments to address key community questions, the Transportation Authority adopted a policy action recommending implementation of the Connector Road in coordination with a separate Caltrain project to replace the rail bridge over Quint Street with a berm, which would close through-access on the existing Quint Street. In March, 2014, the Transportation Authority allocated \$89,433 to Public Works and appropriated \$34,539 for further conceptual design and environmental review work.

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

Throughout multiple rounds of outreach, community members consistently expressed the importance of ensuring that opportunities are available for local workers and businesses to participate in project development and construction. In June 2014, the Transportation Authority appropriated \$89,000 for contractor and workforce development outreach efforts. One round of this outreach occurred in September 2014; the second round will occur during the final design of the Connector Road.

Purpose of this Request

This request includes additional funding for (scope revisions are detailed below):

1. Right of Way Acquisition
2. Archaeological investigation required by the CEQA findings.

Scope of Services

Task 1: Right of Way Acquisition

The San Francisco Real Estate Office (SFREO) has been in negotiations with Union Pacific Railroad (UPRR) to purchase the property since early 2013. A Purchase and Sale Agreement (PSA) has been drafted and undergone multiple rounds of review by UPRR, the SFREO, and the San Francisco City Attorney's Office (CAO). Staff-level concurrence on the PSA is anticipated to occur in September 2015. Both UPRR and CCSF will then seek executive approval for the PSA. For the CCSF, such approval is in the form of a Board of Supervisors (BOS) Resolution. In order for the BOS to act, the City Controller must show available funds. The purpose of this allocation is to provide the funds to Public Works, who will in turn authorize the SFREO to move forward with securing BOS approval for the PSA once staff-level agreement has been reached.

Task	Description	Deliverable	Lead Agency
1	Right of Way Acquisition	Approved Purchase and Sale Agreement	San Francisco Real Estate Office (via SF Public Works)

Task 2: Archaeological Investigation

The San Francisco Planning Department prepared a Preliminary Mitigated Negative Declaration and issued it for public review and comment on August 5, 2015. Input for the archaeological resources section was provided by the Archaeological Testing Plan (ATP) prepared in December 2014. Approval of the PSA is considered the Approval Action for the CEQA determination. The City will not have the right to enter the property to perform due diligence investigations, including soil testing for hazardous materials and archaeological resources, until the PSA is approved by both UPRR and CCSF. Because of the known presence of a pre-historic shell midden within the project area that is also a potential tribal cultural resource, archaeological soil testing and geo-archaeological research are required to determine the presence or absence of this or other buried cultural resources and assess whether the project construction activities or the operation of the roadway would adversely affect any located cultural resources.

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

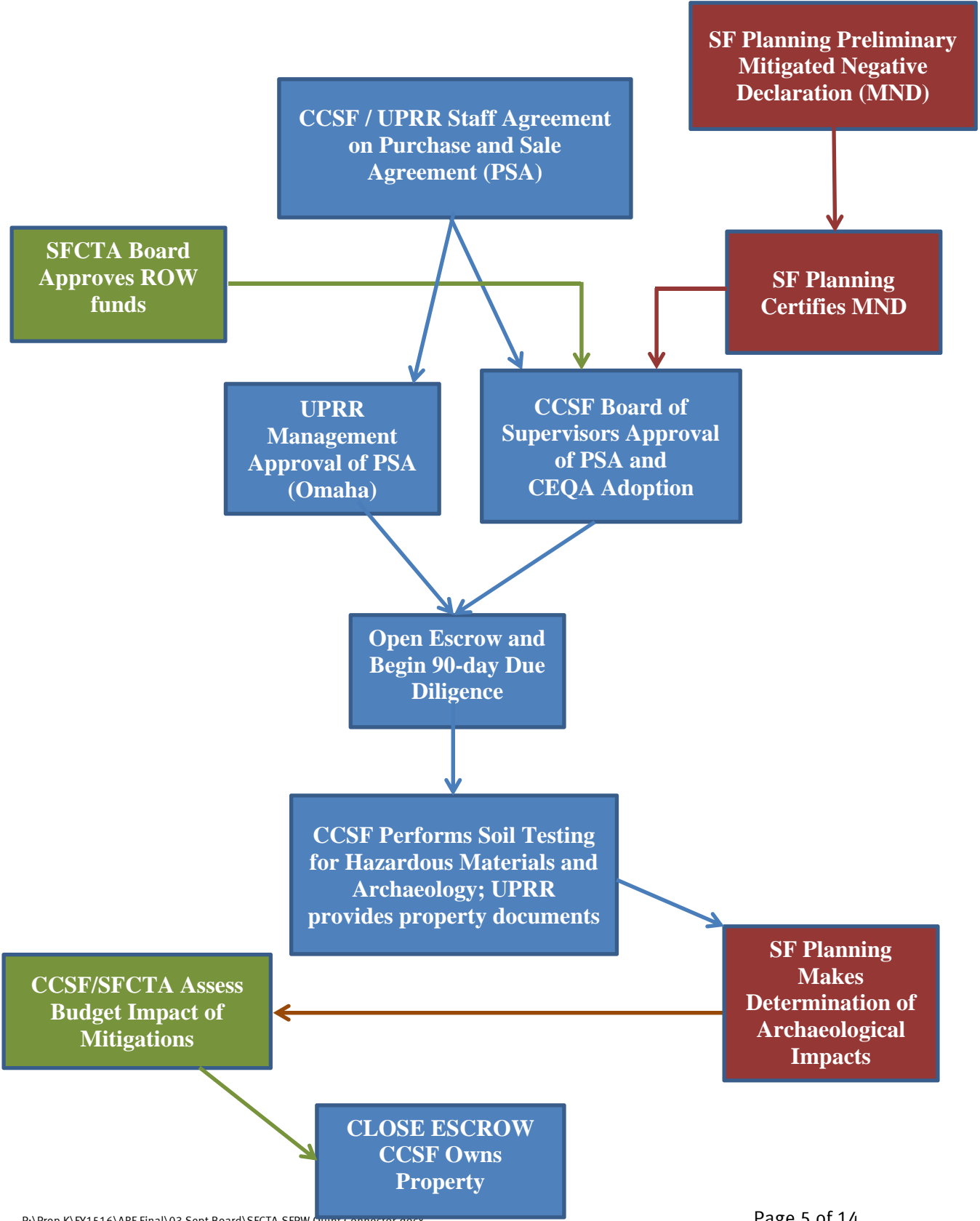
The Transportation Authority will procure an archaeological consultant having expertise in geo-archaeology to perform this work. The consultant will:

- Prepare an archaeological research and investigation design (ARID) document, which may amend the scope of the ATP. This will be reviewed and approved by the SF Planning Department’s Environmental Review Officer (ERO)
- Conduct the research and testing outlined in the approved ATP-ARID to determine to the extent possible the presence or absence of archaeological resources and to identify and evaluate whether any archaeological resource encountered on the site constitutes an historical resource under CEQA.
- Submit a written report of findings to the ERO.
- Prepare, if necessary, an Archaeological Resource Preservation Plan (ARPP).
- Prepare, if necessary, an Archaeological Data Recovery Plan (ADRP).

Public Works staff will assist Transportation Authority staff in the review of the consultant proposal, ARID, and final report, as well as the ARPP or ADRP if needed.

Task	Description	Deliverable	Lead Agency
2	Archaeological Investigation	ARID Final Report ARPP (if needed) ARDP (if needed)	Transportation Authority

QUINT-JERROLD CONNECTOR ROAD ROW Acquisition Sequence of Events



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

FY	2015/16
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Project Name: Quint-Jerrold Connector Road

Implementing Agency: Department of Public Works

ENVIRONMENTAL CLEARANCE

Type : Mitigated Negative Declaration

Status: anticipated October 2015

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	FY 2011/12	3	FY 2015/16
Environmental Studies (PA&ED)	3	FY 2012/13	1	FY 2015/16
R/W Activities/Acquisition	3	FY 2012/13	3	FY 2015/16
Design Engineering (PS&E)	3	FY 2015/16	1	FY 2016/17
Prepare Bid Documents	1	FY 2016/17	2	FY 2016/17
Advertise Construction	2	FY 2016/17	3	FY 2016/17
Start Construction (e.g., Award Contract)	3	FY 2016/17		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			2	FY 2017/18
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 schedule may change based on the outcome of the archaeological site investigation, which will determine the level of mitigation necessary (if any) due to the presence of Ohlone shell deposits within the project area. Currently, SF Planning is anticipated to issue the Mitigated Negative Declaration in September 2015, with Board of Supervisors adoption anticipated in October 2015.

The Connector Road construction will follow Caltrain's Quint Street Bridge Replacement Project, currently planned for construction from November 2015 thru June 2016.

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

FY 2015/16

Project Name: Quint-Jerrold Connector Road

Implementing Agency: Department of Public Works

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	No			
Environmental Studies (PA&ED)	Yes	\$183,209	\$92,350	
Design Engineering (PS&E)	No			
R/W Activities/Acquisition	Yes	\$1,914,000	\$1,914,000	
Construction	No			
Procurement (e.g. rolling stock)	No			
		\$2,097,209	\$2,006,350	\$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	\$ 600,239	Costs incurred and agency estimates for remainder.
Environmental Studies (PA&ED)	\$ 183,209	Costs incurred and agency estimates for remainder.
Design Engineering (PS&E)	\$ 483,000	Agency estimates based on similar work.
R/W Activities/Acquisition	\$1,914,000	Negotiated price
Construction	\$ 6,860,000	Agency estimates based on similar work.
Procurement (e.g. rolling stock)		
Total:	\$ 10,040,448	

% Complete of Design: 20 as of 7/1/2015
 Expected Useful Life: 20 Years

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

MAJOR LINE ITEM BUDGET

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

EXISTING BUDGET AND CURRENT REQUEST SUMMARY

	Agency	Project Management and Coordination	30% Design	Environmental Review	Outreach	ROW Acquisition	TOTAL
Existing Total Project Budget	SFCTA	\$ 72,458	\$ 7,642	\$ 12,216	\$ 81,065		\$ 173,381
	SFPW		\$ 349,338	\$ 24,643			\$ 373,981
	SFPUC		\$ 3,713				\$ 3,713
	SF Planning			\$ 54,000			\$ 54,000
	SFMTA		\$ 9,923				\$ 9,923
Total Current	\$ 72,458	\$ 370,616	\$ 90,859	\$ 81,065			\$ 614,998
Current Request	SFCTA			\$ 75,000		\$ 1,914,000	\$ 75,000
	SFPW			\$ 17,350			\$ 1,931,350
	Total Request			\$ 92,350		\$ 1,914,000	\$ 2,006,350
Total Proposed Budget for Requested Phases	SFCTA	\$ 72,458	\$ 7,642	\$ 87,216	\$ 81,065		\$ 248,381
	SFPW		\$ 349,338	\$ 41,993		\$ 1,914,000	\$ 2,305,331
	SFPUC		\$ 3,713				\$ 3,713
	SF Planning			\$ 54,000			\$ 54,000
	SFMTA		\$ 9,923				\$ 9,923
Total Proposed	\$ 72,458	\$ 370,616	\$ 183,209	\$ 81,065		\$ 1,914,000	\$ 2,621,348

CURRENT REQUEST DETAIL

	Hourly Rate	Fully Burdened	Project Management and Coordination	30% Design	Environmental Review	Outreach	ROW Acquisition	TOTAL COST
			Hours	Hours	Hours	Hours	Cost	
SFCTA								
Archaeology Consultant					\$ 75,000			\$ 75,000
SFPW								
ROW Acquisition Manager III (0931)	\$ 67.50	\$ 184		95	\$ 17,350		\$ 1,914,000	\$ 1,914,000
TOTAL				\$ 92,350	\$ -	\$ -	\$ 1,914,000	\$ 2,006,350

Request Total: \$ 2,006,350

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

FY 2015/16

Project Name: Quint-Jerrold Connector Road

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$2,006,350

5-Year Prioritization Program Amount: \$2,478,300 (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.

Empty space for justification text.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$2,006,350	\$90,859	\$2,097,209
				\$0
				\$0
				\$0
				\$0
Total:	\$2,006,350	\$90,859	\$90,859	\$2,097,209

Actual Prop K Leveraging - This Phase: 0.00%

Expected Prop K Leveraging per Expenditure Plan: 70.02%

\$2,097,209
 Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)				
Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.				
Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$2,944,861	\$688,998	\$3,633,859
Caltrain	\$4,000,000		\$2,100	\$4,002,100
TBD (e.g. Public Utilities Commission, etc.)	\$2,404,489			\$2,404,489
				\$0
				\$0
				\$0
				\$0
Total:	\$6,404,489	\$2,944,861	\$691,098	\$10,040,448

Actual Prop K Leveraging - Entire Project:	63.81%	\$ 10,040,448
Expected Prop K Leveraging per Expenditure Plan:	70.02%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	NA	

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

Prop K Funds Requested: \$2,006,350

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$2,006,350	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$2,006,350		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution. No. Res. Date:

Project Name:

Implementing Agency:

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

Trigger:

Deliverables:

1. With the first quarterly progress report following adoption of the Mitigated Negative Declaration by the Board of Supervisors (anticipated by October, 2015), provide evidence of environmental clearance and the date escrow is scheduled to close.
2. Immediately on issuance by the SF Planning Department (at least 10 days prior to close of escrow), provide the Determination of Archeological Impacts.

Special Conditions:

1. The Transportation Authority will deposit \$1,914,000 in Prop K funds for the right-of-way acquisition into an escrow account at least five days prior to the close of escrow (anticipated February 2, 2016). Any funds remaining in escrow at the close of the escrow period will be returned to the Transportation Authority.
2. If after two years following the close of excrow the SFCTA determines that the Quint-Jerrold connector road is not advancing adequately toward project implementation (e.g. design is not complete), the SFCTA may request that the City and County of San Francisco attempt to sell the right-of-way purchased with Prop K funds at its then-fair market value, and SFPW will work with the Department of Real Estate, on behalf of the City and County of San Francisco, to accomplish such sale and thereafter to return to the Transportation Authority the lesser of: the sales proceeds (net of the cost of the sale and City's cost of holding the property in the interim) or the original \$1,914,000 Prop K funds plus interest equal to the rate of the City's treasury pool.

Notes:

1.

Supervisorial District(s):

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

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

SFCTA Project Reviewer:

Project # from SGA:

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution. No. Res. Date:

Project Name:

Implementing Agency:

SUB-PROJECT DETAIL

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

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 14	FY 2015/16	Environmental Studies (PA&ED)	\$17,350	100%	\$0
				0%	\$0
				0%	\$0
Total:			\$17,350		

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

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

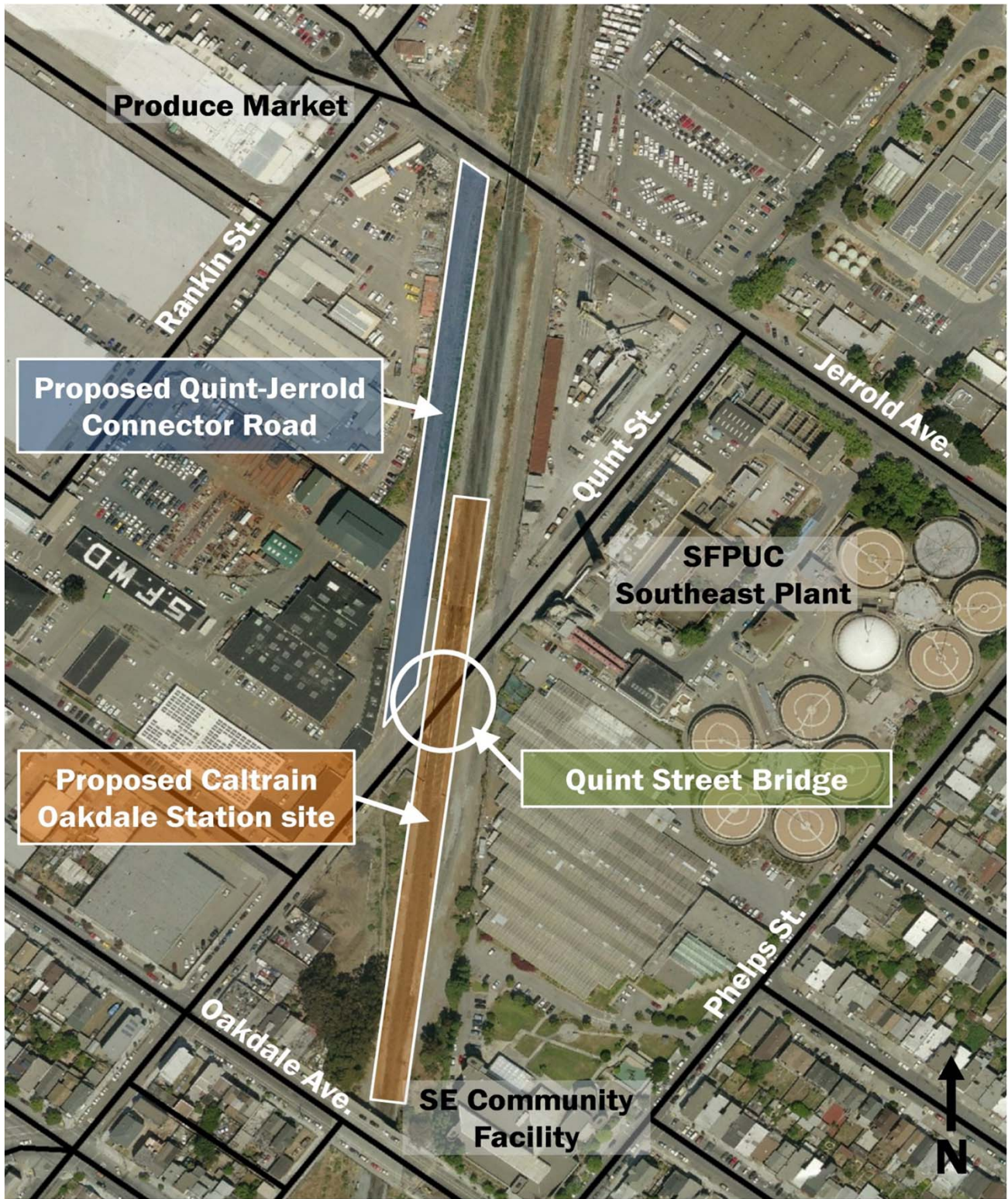
Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 14	FY 2015/16	Environmental Studies (PA&ED)	\$75,000	100%	\$0
				0%	\$0
				0%	\$0
				0%	\$0
Total:			\$75,000		

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

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

EP Line	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 14	FY 2015/16	R/W Activities/Acquisition	\$1,914,000	100%	\$0
				0%	\$0
				0%	\$0
Total:			\$1,914,000		

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: \$ 2,006,350
Current Prop AA Request: \$ -

Project Name: Quint-Jerrold Connector Road

Implementing Agency: Department of Public Works

Project Manager

Grants Section Contact

Name (typed): Fernando Cisneros

Rachel Alonso

Title: Acting Deputy Division Manager

Transportation Finance Analyst

Phone: 415.554.8264

415.558.4034

Fax: _____

Email: fernando.cisneros@sfdpw.org

rachel.alonso@sfdpw.org

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

30 Van Ness, 5th floor
San Francisco, CA 94102

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: FY16 Rolling Stock SOGR
Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program: a.1 Vehicles-Transit vehicle replacement and renovation

Prop K EP Line Number (Primary): 17 Current Prop K Request: \$ 1,673,197

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 Caltrain rolling stock state of good repair program performs overhaul work on the JPB's fleet of locomotives, Bombardier car and gallery rail car systems. Work may include but is not limited to:

F40 Locomotives - Battery replacement and overhaul of cab components, toilet replacement, control replacement and head end power gear box and alternator.

Gallery Car - Replacement power cables, HVAC components, exterior striping, windows, stair components, carpet, exterior signage, Batteries, wheelchair lifts, door systems, toilets, and cab car refurbishment.

Bombardier Car - Replacement of seat cushions, stairway components, batteries, passenger communications components, and operator cab refurbishment.

Miscellaneous parts may also be replaced as needed including but not limited to: exterior lights, M36 Nose refurbishment, vacuum cleaners, carpet cleaning equipment, steam cleaning equipment, and storage systems for parts and equipment.

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

FY 2015/16

Project Name: FY16 Rolling Stock SOGR

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

Type : 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)	2	2015/16		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			4	2016/17
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.

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

FY 2015/16

Project Name: FY16 Rolling Stock SOGR

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

COST SUMMARY BY PHASE - CURRENT REQUEST

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$ 4,000,000	\$ 1,673,197	
Procurement (e.g. rolling stock)				
		\$4,000,000	\$1,673,197	\$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	\$ 4,000,000	JPB Capital Budget
Procurement (e.g. rolling stock)		
Total:	\$ 4,000,000	

% Complete of Design: 100 as of 7/15/2015
 Expected Useful Life: 15 Years

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

MAJOR LINE ITEM BUDGET

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

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

i. SOGR - ROLLING STOCK

PROJECT: FY16 Rolling Stock SOGR

Description/Justification:	<p>The Caltrain rolling stock state of good repair program performs overhaul work on the JPB's fleet of locomotives, Bombardier car and gallery rail car systems. Work may include but is not limited to:</p> <p>F40 Locomotives - Battery replacement and overhaul of cab components, toilet replacement, control replacement and head end power gear box and alternator.</p> <p>Gallery Car - Replacement power cables, HVAC components, exterior striping, windows, stair components, carpet, exterior signage, Batteries, wheelchair lifts, door systems, toilets, and cab car refurbishment.</p> <p>Bombardier Car - Replacement of Seat Cushions, stairway components, batteries, passenger communications components, and operator cab refurbishment.</p> <p>Miscellaneous parts may also be replaced as needed including but not limited to: exterior lights, M36 Nose refurbishment, vacuum cleaners, carpet cleaning equipment, steam cleaning equipment, and storage systems for parts and equipment.</p>
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Project Cost Estimates:	Cost By Element	Original Est.	Revised Est.	Variance	Comments
	PE/Env/PSE	\$ -	\$ -	-	
	Procurement/Construction	\$ 6,257,537	\$ 4,000,000	\$(2,257,537)	
	Construction Management	\$ -	\$ -	-	
	Staff/Administration	\$ -	\$ -	-	
	Project Contingency	\$ -	\$ -	-	
	TOTAL	\$ 6,257,537	\$ 4,000,000	\$ -	

Project Budget:	Prior Year Budgeted	FY 16 Budget Request	Future Budget	Total
	\$0	\$4,000,000	\$0	\$4,000,000

Project Milestones:	Milestones	Estimated Start	Estimated End	Comments
	Study			
	Preliminary Design			
	PS&E			
	Environmental			
	Right of Way			
	Procurement			
	Construction	July-15	June-16	

Funding Plan:	Funding Source	Proposed FY16 Budget	Future Budget	Comments
	Federal	\$ 160,000	ADA	
	State			
	Local Match JPB Member	\$ 3,840,000		
	<i>San Francisco</i>	\$ 1,673,197		
	<i>San Mateo</i>	\$ 939,232		
	<i>Santa Clara</i>	\$ 1,227,571		
	Local Match County SC	\$ -		
	Regional/Other	\$ -		
	TOTAL	\$ 4,000,000		

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

FY 2015/16

Project Name: FY16 Rolling Stock SOGR

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$1,673,197

5-Year Prioritization Program Amount: see below (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.

Fully funding this request requires an amendment to the Caltrain Vehicles 5YPP to program \$2,742 in cumulative remaining programming capacity for the FY16 Rolling Stock SOGR. Funding the Caltrain FY 2015/16 annual request (totaling \$5 million) requires a Strategic Plan amendment to increase programming in Fiscal Year 2015/16 by a total of \$564,058 in the Caltrain Vehicles category. See attached Strategic Plan and 5YPP amendments 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
Proposition K		\$1,673,197		\$1,673,197
JPB Member Agency Funds			\$2,166,803	\$2,166,803
FTA 5307		\$160,000		\$160,000
				\$0
				\$0
Total:	\$0	\$1,833,197	\$2,166,803	\$4,000,000

Actual Prop K Leveraging - This Phase: 58.17%

Expected Prop K Leveraging per Expenditure Plan 83.73%

\$4,000,000
Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$
FTA 5307	\$160,000	20.00%	\$40,000

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Proposition K		\$1,673,197		\$1,673,197
JPB Member Agency Funds			\$2,166,803	\$2,166,803
FTA 5307		\$160,000		\$160,000
				\$0
				\$0
				\$0
Total:	\$0	\$1,833,197	\$2,166,803	\$ 4,000,000

Actual Prop K Leveraging - Entire Project:	58.17%	\$ 4,000,000 Total from Cost worksheet
Expected Prop K Leveraging per Expenditure Plan:	83.73%	
Actual Prop AA Leveraging - Entire Project:	N/A	

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested: \$1,673,197

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$1,673,197	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$1,673,197		

Prop AA Funds Requested: \$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	\$1,673,197
		#DIV/0!	\$1,673,197
		#DIV/0!	\$1,673,197
Total:	\$0		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$1,673,197	Construction
Total:	\$1,673,197		

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 17	FY 2015/16	\$836,599	50.00%	\$836,599
Prop K EP 17	FY 2016/17	\$836,599	50.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$1,673,197	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 17	FY 2015/16	Construction	\$836,599	50%	\$836,599
Prop K EP 17	FY 2015/16	Construction	\$836,599	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$1,673,197		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

1.
2.
3.

Special Conditions:

1.

Notes:

1.
2.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	41.83%
Prop AA proportion of expenditures - this phase:	N/A

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

SFCTA Project Reviewer:

Project # from SGA:

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

FY of Allocation Action: 2015/16 Current Prop K Request: \$ 1,673,197
Current Prop AA Request: \$ -

Project Name: FY16 Rolling Stock SOGR

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

Signatures

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

Project Manager

Name (typed): Steve Coleman

Title: Mgr Maintenance Rail Equipment

Phone: 408-793-5440

Fax: _____

Email: colemans@samtrans.com

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

Signature: _____

Date: _____

Grants Section Contact

Peter Skinner

Senior Grants Analyst

650-622-7818

skinnerp@samtrans.com

1250 San Carlos Ave, San Carlos,
CA 94070

Adopted and Proposed Amended Strategic Plan
Caltrain Fiscal Year 2015/16 Annual Request

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	FY2015/16 ¹	FY2016/17	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23
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Adopted 2014 Prop K Strategic Plan

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	FY2015/16 ¹	FY2016/17	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23
7	Caltrain Capital Improvement Program	\$ 25,011,644	12.68%	\$ 1,063,815	\$ 1,095,729	\$ 1,128,601	\$ 1,162,459	\$ 1,247,332	\$ 1,283,252	\$ 1,320,250	\$ 1,358,357
	Finance Costs	\$ 3,172,413		\$ 8,498	\$ 29,330	\$ 133,182	\$ 115,692	\$ 114,902	\$ 277,463	\$ 295,119	\$ 329,735
	Total	\$ 23,348,743		\$ 1,072,313	\$ 1,125,059	\$ 1,261,783	\$ 1,278,151	\$ 1,362,234	\$ 1,560,715	\$ 1,615,369	\$ 1,688,092
17P	Vehicles	\$ 25,465,548	6.34%	\$ 1,106,367	\$ 1,139,558	\$ 1,173,745	\$ 1,208,957	\$ 1,295,226	\$ 1,332,583	\$ 1,371,060	\$ 1,410,692
	Finance Costs	\$ 1,613,956		\$ 3,561	\$ 13,933	\$ 70,004	\$ 65,465	\$ 69,156	\$ 176,629	\$ 196,480	\$ 227,871
	Total	\$ 20,074,326		\$ 1,109,928	\$ 1,153,491	\$ 1,243,749	\$ 1,274,422	\$ 1,364,382	\$ 1,509,212	\$ 1,567,540	\$ 1,638,563
20P	Facilities	\$ 8,559,261	15.14%	\$ 382,989	\$ 394,462	\$ 406,296	\$ 418,485	\$ 241,040	\$ 248,271	\$ 255,719	\$ 263,391
	Finance Costs	\$ 1,295,930		\$ 4,086	\$ 13,891	\$ 62,166	\$ 53,411	\$ 50,449	\$ 111,653	\$ 109,569	\$ 113,554
	Total	\$ 7,867,812		\$ 387,075	\$ 408,353	\$ 468,462	\$ 471,896	\$ 291,489	\$ 359,924	\$ 365,289	\$ 376,944
22P	Guideways	\$ 30,878,320	13.57%	\$ 1,319,130	\$ 1,358,704	\$ 1,399,465	\$ 1,441,449	\$ 1,534,693	\$ 1,579,234	\$ 1,625,111	\$ 1,672,364
	Finance Costs	\$ 4,190,031		\$ 11,344	\$ 38,945	\$ 175,973	\$ 152,277	\$ 150,593	\$ 361,868	\$ 383,319	\$ 426,770
	Total	\$ 29,575,311		\$ 1,330,474	\$ 1,397,649	\$ 1,575,438	\$ 1,593,726	\$ 1,685,286	\$ 1,941,102	\$ 2,008,430	\$ 2,099,134
TOTAL				\$ 3,872,301	\$ 3,988,453	\$ 4,108,107	\$ 4,231,350	\$ 4,318,291	\$ 4,443,340	\$ 4,572,140	\$ 4,704,804
	Programming	\$ 70,593,861		\$ 27,490	\$ 96,099	\$ 441,325	\$ 386,844	\$ 385,101	\$ 927,613	\$ 984,487	\$ 1,097,930
	Finance Costs	\$ 10,272,330	11.42%	\$ 3,899,791	\$ 4,084,552	\$ 4,549,432	\$ 4,618,194	\$ 4,703,392	\$ 5,370,953	\$ 5,556,627	\$ 5,802,734
	Total	\$ 80,866,191									

Proposed Amended 2014 Prop K Strategic Plan

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	FY2015/16 ¹	FY2016/17	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23
7	Caltrain Capital Improvement Program AMENDED	\$ 25,011,305	13.40%	\$ 1,287,571	\$ 1,095,729	\$ 1,128,601	\$ 1,162,459	\$ 1,247,332	\$ 1,283,252	\$ 1,320,250	\$ 1,358,357
	Finance Costs	\$ 3,351,003		\$ 8,774	\$ 30,965	\$ 139,349	\$ 120,581	\$ 119,333	\$ 287,960	\$ 305,517	\$ 340,656
	Total	\$ 23,751,088		\$ 1,296,345	\$ 1,126,694	\$ 1,267,950	\$ 1,283,040	\$ 1,366,665	\$ 1,571,212	\$ 1,625,767	\$ 1,699,013
17P	Vehicles - AMENDED	\$ 25,465,204	7.67%	\$ 1,670,455	\$ 1,139,558	\$ 1,173,745	\$ 1,208,957	\$ 1,295,226	\$ 1,332,583	\$ 1,371,060	\$ 1,410,692
	Finance Costs	\$ 1,952,147		\$ 4,184	\$ 17,824	\$ 85,821	\$ 78,157	\$ 80,817	\$ 203,110	\$ 222,748	\$ 255,418
	Total	\$ 20,976,606		\$ 1,674,639	\$ 1,157,382	\$ 1,259,566	\$ 1,287,114	\$ 1,376,043	\$ 1,535,693	\$ 1,593,808	\$ 1,666,110
20P	Facilities	\$ 8,559,261	15.14%	\$ 382,989	\$ 394,462	\$ 406,296	\$ 418,485	\$ 241,040	\$ 248,271	\$ 255,719	\$ 263,391
	Finance Costs	\$ 1,295,930		\$ 4,086	\$ 13,891	\$ 62,166	\$ 53,411	\$ 50,449	\$ 111,653	\$ 109,569	\$ 113,554
	Total	\$ 7,867,812		\$ 387,075	\$ 408,353	\$ 468,462	\$ 471,896	\$ 291,489	\$ 359,924	\$ 365,289	\$ 376,944
22P	Guideways	\$ 30,878,320	13.57%	\$ 1,319,130	\$ 1,358,704	\$ 1,399,465	\$ 1,441,449	\$ 1,534,693	\$ 1,579,234	\$ 1,625,111	\$ 1,672,364
	Finance Costs	\$ 4,190,031		\$ 11,344	\$ 38,945	\$ 175,973	\$ 152,277	\$ 150,593	\$ 361,868	\$ 383,319	\$ 426,770
	Total	\$ 29,575,311		\$ 1,330,474	\$ 1,397,649	\$ 1,575,438	\$ 1,593,726	\$ 1,685,286	\$ 1,941,102	\$ 2,008,430	\$ 2,099,134
TOTAL				\$ 4,660,145	\$ 3,988,453	\$ 4,108,107	\$ 4,231,350	\$ 4,318,291	\$ 4,443,340	\$ 4,572,140	\$ 4,704,804
	Programming	\$ 71,381,705		\$ 28,388	\$ 101,626	\$ 463,310	\$ 404,426	\$ 401,192	\$ 964,591	\$ 1,021,154	\$ 1,136,598
	Finance Costs	\$ 10,789,112	12.00%	\$ 4,688,533	\$ 4,090,079	\$ 4,571,417	\$ 4,635,776	\$ 4,719,483	\$ 5,407,931	\$ 5,593,295	\$ 5,841,202
	Total	\$ 82,170,817									

Adopted and Proposed Amended Strategic Plan Caltrain Fiscal Year 2015/16 Annual Request

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total 30-year Programming & Finance Costs	FY2015/16 ¹	FY2016/17	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23																																						
7	Caltrain Capital Improvement Program	\$ (338)	0.71%	<table border="1"> <tr> <td>Programming</td> <td>\$ 223,756</td> </tr> <tr> <td>Finance Costs</td> <td>\$ 178,590</td> </tr> <tr> <td>Total</td> <td>\$ 402,346</td> </tr> </table>	Programming	\$ 223,756	Finance Costs	\$ 178,590	Total	\$ 402,346	<table border="1"> <tr> <td>\$ 223,756</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> </tr> <tr> <td>\$ 276</td> <td>\$ 1,635</td> <td>\$ 6,167</td> <td>\$ 4,889</td> <td>\$ 4,431</td> <td>\$ 10,497</td> <td>\$ 10,399</td> <td>\$ 10,497</td> <td>\$ 10,399</td> <td>\$ 10,497</td> <td>\$ 10,497</td> <td>\$ 10,399</td> <td>\$ 10,921</td> </tr> <tr> <td>\$ 224,032</td> <td>\$ 1,635</td> <td>\$ 6,167</td> <td>\$ 4,889</td> <td>\$ 4,431</td> <td>\$ 10,497</td> <td>\$ 10,399</td> <td>\$ 10,497</td> <td>\$ 10,399</td> <td>\$ 10,497</td> <td>\$ 10,497</td> <td>\$ 10,399</td> <td>\$ 10,921</td> </tr> </table>	\$ 223,756	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 276	\$ 1,635	\$ 6,167	\$ 4,889	\$ 4,431	\$ 10,497	\$ 10,399	\$ 10,497	\$ 10,399	\$ 10,497	\$ 10,497	\$ 10,399	\$ 10,921	\$ 224,032	\$ 1,635	\$ 6,167	\$ 4,889	\$ 4,431	\$ 10,497	\$ 10,399	\$ 10,497	\$ 10,399	\$ 10,497	\$ 10,497	\$ 10,399	\$ 10,921
Programming	\$ 223,756																																																	
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\$ 276	\$ 1,635	\$ 6,167	\$ 4,889	\$ 4,431	\$ 10,497	\$ 10,399	\$ 10,497	\$ 10,399	\$ 10,497	\$ 10,497	\$ 10,399	\$ 10,921																																						
\$ 224,032	\$ 1,635	\$ 6,167	\$ 4,889	\$ 4,431	\$ 10,497	\$ 10,399	\$ 10,497	\$ 10,399	\$ 10,497	\$ 10,497	\$ 10,399	\$ 10,921																																						
17P	Vehicles	\$ (344)	1.33%	<table border="1"> <tr> <td>Programming</td> <td>\$ 564,088</td> </tr> <tr> <td>Finance Costs</td> <td>\$ 338,192</td> </tr> <tr> <td>Total</td> <td>\$ 902,280</td> </tr> </table>	Programming	\$ 564,088	Finance Costs	\$ 338,192	Total	\$ 902,280	<table border="1"> <tr> <td>\$ 564,088</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> </tr> <tr> <td>\$ 623</td> <td>\$ 3,891</td> <td>\$ 15,817</td> <td>\$ 12,693</td> <td>\$ 11,661</td> <td>\$ 26,481</td> <td>\$ 26,269</td> <td>\$ 26,481</td> <td>\$ 26,269</td> <td>\$ 11,661</td> <td>\$ 26,481</td> <td>\$ 26,269</td> <td>\$ 27,547</td> </tr> <tr> <td>\$ 564,711</td> <td>\$ 3,891</td> <td>\$ 15,817</td> <td>\$ 12,693</td> <td>\$ 11,661</td> <td>\$ 26,481</td> <td>\$ 26,269</td> <td>\$ 26,481</td> <td>\$ 26,269</td> <td>\$ 11,661</td> <td>\$ 26,481</td> <td>\$ 26,269</td> <td>\$ 27,547</td> </tr> </table>	\$ 564,088	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 623	\$ 3,891	\$ 15,817	\$ 12,693	\$ 11,661	\$ 26,481	\$ 26,269	\$ 26,481	\$ 26,269	\$ 11,661	\$ 26,481	\$ 26,269	\$ 27,547	\$ 564,711	\$ 3,891	\$ 15,817	\$ 12,693	\$ 11,661	\$ 26,481	\$ 26,269	\$ 26,481	\$ 26,269	\$ 11,661	\$ 26,481	\$ 26,269	\$ 27,547
Programming	\$ 564,088																																																	
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\$ 564,088	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -																																						
\$ 623	\$ 3,891	\$ 15,817	\$ 12,693	\$ 11,661	\$ 26,481	\$ 26,269	\$ 26,481	\$ 26,269	\$ 11,661	\$ 26,481	\$ 26,269	\$ 27,547																																						
\$ 564,711	\$ 3,891	\$ 15,817	\$ 12,693	\$ 11,661	\$ 26,481	\$ 26,269	\$ 26,481	\$ 26,269	\$ 11,661	\$ 26,481	\$ 26,269	\$ 27,547																																						

DIFFERENCE

¹San Francisco's FY 15/16 Caltrain capital match contribution is from: 1) \$3,872,301 in the adopted 2014 Strategic Plan; 2) \$787,844 available through the proposed Strategic Plan amendment to increase funds programmed in the Caltrain Capital Improvement Program and Vehicles categories; and 3) \$381,585 available from Fiscal Year 2014/15 programming capacity.

5-Year Project List
New and Renovated Vehicles - PCJPB (EP 17P)
Programming and Allocations to Date
 Pending Board Approval 9.22.2015

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2014/15	2015/16	2016/17	2017/18	
PCJPB	F40 Locomotive Mid-Life Overhaul	CON	Allocated	\$1,042,857				\$1,042,857
PCJPB	Local Capital Match Placeholder	Any Eligible	Programmed		\$0			\$0
PCJPB	FY16 Rolling Stock SOGR	CON	Pending		\$1,673,197			\$1,673,197
PCJPB	Local Capital Match Placeholder	Any Eligible	Programmed			\$1,139,558		\$1,139,558
PCJPB	Local Capital Match Placeholder	Any Eligible	Programmed				\$1,173,745	\$1,173,745
PCJPB	Local Capital Match Placeholder	Any Eligible	Programmed				\$1,208,957	\$1,208,957
Total Programmed in 5YPP				\$1,042,857	\$1,673,197	\$1,139,558	\$1,173,745	\$1,208,957
Total Allocated and Pending in 5YPP				\$1,042,857	\$1,673,197	\$0	\$0	\$2,716,054
Total Deobligated in 5YPP				\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPP				\$0	\$0	\$1,139,558	\$1,173,745	\$3,522,260
Total Programmed in 2014 Strategic Plan				\$1,042,857	\$1,670,455	\$1,139,558	\$1,173,745	\$6,235,572
Deobligated from Prior 5YPP Cycles **				\$2,742				\$2,742
Cumulative Remaining Programming Capacity				\$2,742	\$0	\$0	\$0	\$0

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

- ¹ To accommodate allocation of \$1,673,197 for FY16 Rolling Stock SOGR:
 - Strategic Plan Amendment to increase programming by \$564,088 in FY 2015/16
 - 5YPP amendment to decrease cumulative remaining programming capacity from \$2,742 to \$0.
 - Reduced placeholder for Local Capital Match from \$1,106,367 in FY 2015/16 to \$0.
 - Added FY16 Rolling Stock SOGR with \$1,673,197 in FY 2015/16 construction funds.



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

FY of Allocation Action: 2015/16

Project Name: Train Departure Monitors at Terminal Stations (SF and Diridon)

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

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

Prop K EP Line Number (Primary): 20 Current Prop K Request: \$ 172,000

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.

This allocation request will help fund the installation of train departure monitors at terminal stations in San Jose and San Francisco. The design of the monitors is complete and was funded in part by a Proposition K allocation.

Train departure monitors will be installed at the San Francisco 4th & King and San Jose Diridon stations to provide better train departure information to the passengers. The train departure monitors will be a series of large electronic display boards or monitors which will display the train ID, destination, track number and departure time in real time. Any changes to the train information such as departure time will automatically come from the Predictive Arrival/Departure System (PADS) and be displayed on the monitors at the terminal station. The train departure monitors will replace the existing wooden "dog bone" signs and station stop posters at the doors to the San Francisco platforms. For the San Jose Diridon station, the monitors will be installed at the station lobby and in the pedestrian underpass. It will replace the track departure posters at the Diridon station to provide real-time, clear information to the passengers to find the correct departure track.

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

FY 2015/16

Project Name: Train Departure Monitors at Terminal Stations (SF and Diridon)

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

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

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

FY 2015/16

Project Name: Train Departure Monitors at Terminal Stations (SF and Diridon)

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$ 1,530,000	\$ 172,000	
Procurement (e.g. rolling stock)				
		\$1,530,000	\$172,000	\$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)	\$ 672,000	JPB Capital Budget
R/W Activities/Acquisition		
Construction	\$ 1,530,000	JPB Capital Budget
Procurement (e.g. rolling stock)		
Total:	\$ 2,202,000	

% Complete of Design: 100 as of 6/30/2015
 Expected Useful Life: 10 Years

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

MAJOR LINE ITEM BUDGET

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

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

iv. OPERATIONAL IMPROVEMENTS / ENHANCEMENTS

PROJECT: Train Departure Monitors @ Terminal Stations (SF & Diridon)

Description/Justification: Train departure monitors will be installed at the San Francisco 4th & King and San Jose Diridon stations to provide better train departure information to the passengers. The train departure monitors will be a series of large electronic display boards or monitors which will display the train ID, destination, track number and departure time in real time. Any changes to the train information such as departure time will automatically come from the Predictive Arrival/Departure System (PADS) and be displayed on the monitors at the terminal station. The train departure monitors will replace the existing wooden “dog bone” signs and station stop posters at the doors to the San Francisco platforms. For the San Jose Diridon station, the monitors will be installed at the station lobby and in the pedestrian underpass. It will replace the track departure posters at the Diridon station to provide real-time, clear information to the passengers to find the correct departure track.

Projected useful life of the departure monitors: 10 years

Project Cost Estimates:	Cost By Element	Original Est.	Revised Est.	Variance	Comments
	PE/Env/PSE	\$ 672,000	\$ -	-	
	Procurement/Construction	\$ 1,081,000	\$ -	-	
	Construction Management	\$ -	\$ -	-	
	Staff/Administration	\$ 329,000	\$ -	-	
	Project Contingency	\$ 120,000	\$ -	-	
	TOTAL	\$ 2,202,000	\$ -	-	

Project Budget:	Prior Year Budgeted	FY 16 Budget Request	Future Budget	Total
	\$1,257,000	\$822,000	\$123,000	\$2,202,000

Project Milestones:	Milestones	Estimated Start	Estimated End	Comments
	Preliminary Engineering	1/1/2014	4/30/2014	
	Final Design	5/1/2014	6/30/2015	
	ROW			
	Bid and Award	8/1/2015	3/1/2016	
	Procurement			
	Construction	4/1/2016	6/30/2017	
	Closeout	7/1/2017	12/31/2017	

Funding Plan:	Funding Source	Proposed FY 16 Budget	Future Budget	Comments
	Federal			
	State			
	Local Match JPB Member	\$ 172,000		
	<i>San Francisco</i>	\$ 172,000		
	<i>San Mateo</i>	\$ -		
	<i>Santa Clara</i>	\$ -		
	Local Match County Specific			
	Regional/Other	\$ 650,000		Prior FY project savings
	TOTAL	\$ 822,000		

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

FY 2015/16

Project Name: Train Departure Monitors at Terminal Stations (SF and Diridon)

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$172,000

5-Year Prioritization Program Amount: \$172,000 (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.

Fully funding this request requires programming \$150,000 in Fiscal Year 2014/15 Local Capital Match placeholder funds to Fiscal Year 15/16 in the Caltrain Facilities 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
Proposition K		\$172,000		\$172,000
Prior Year Budget			\$1,358,000	\$1,358,000
				\$0
				\$0
Total:	\$0	\$172,000	\$1,358,000	\$1,530,000

Actual Prop K Leveraging - This Phase: 88.76%

Expected Prop K Leveraging per Expenditure Plan 89.66%

\$1,530,000
Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Proposition K		\$172,000	\$585,000	\$757,000
Prior Year Budget			\$1,322,000	\$1,322,000
Future Budget	\$123,000			\$123,000
				\$0
				\$0
Total:	\$123,000	\$172,000	\$1,907,000	\$2,202,000

Actual Prop K Leveraging - Entire Project:	65.62%	<table border="1"> <tr> <td align="right" style="padding-right: 5px;">\$</td> <td align="right" style="padding-right: 5px;">2,202,000</td> </tr> </table>	\$	2,202,000
\$	2,202,000			
Expected Prop K Leveraging per Expenditure Plan:	89.66%			
Actual Prop AA Leveraging - Entire Project:				

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: \$172,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$172,000	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$172,000		

Prop AA Funds Requested: \$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	\$172,000
		#DIV/0!	\$172,000
		#DIV/0!	\$172,000
Total:	\$0		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$172,000	Construction
Total:	\$172,000		

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 20	FY 2015/16	\$86,000	50.00%	\$86,000
Prop K EP 20	FY 2016/17	\$86,000	50.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$172,000	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 20	FY 2015/16	Construction	\$86,000	50%	\$86,000
Prop K EP 20	FY 2016/17	Construction	\$86,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$172,000		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

-
-

Special Conditions:

-
-

Notes:

- In order to comply with Prop K Expenditure Plan category eligibility and maintain consistency with available funds, PCJPB has allowed San Francisco's 1/3 share to be distributed unevenly across individual projects as long as the total contribution is held constant. The FY 15/16 Caltrain capital match contribution is \$5,000,000 for each of the PCJPB entities or 1/3 of a total \$5,000,000.
- The Transportation Authority may reimburse Caltrain at a higher rate than the approved Fiscal Year Cash Flow Distribution Schedule if at the end of the Fiscal Year there is sufficient capacity remaining to avoid increasing financing costs in the Caltrain Capital Improvement Program category of the Prop K Strategic Plan.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	11.24%
Prop AA proportion of expenditures - this phase:	N/A

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

SFCTA Project Reviewer:

Project # from SGA:

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

FY of Allocation Action:

2015/16

Current Prop K Request:

\$ 172,000

Current Prop AA Request:

\$ -

Project Name:

Train Departure Monitors at Terminal Stations (SF and Diridon)

Implementing Agency:

Peninsula Corridor Joint Powers Board (Caltrain)

Signatures

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

Project Manager

Grants Section Contact

Name (typed): Robert Tam

Peter Skinner

Title: Manager of Technology R&D

Capital Grants Analyst

Phone: 650-508-7969

650-622-7818

Fax:

Email: tamr@samtrans.com

skinnerp@samtrans.com

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

1250 San Carlos Ave, San Carlos,
CA 94070

Signature:

Date:

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

FY of Allocation Action:
 Project Name:
 Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:

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

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request:

Supervisorial District(s):

SCOPE

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

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 systemwide station improvements program rehabilitates various elements of passenger stations along the Caltrain right of way. This project is divided into modules to allow for timely construction of the rehabilitation work. This work is primarily performed by the JPB's contract operator, TASI. Activity to be funded through this allocation request may include but are not limited to: replacing passenger shelters; convert metal shelter panels to glass; install information display cases; replace center track fence; repainting station amenities and pavement markings; rust treatment, undercoating and repainting steel structures at stations along the Caltrain right-of-way, including repainting of the Bayshore station; installing new signage; and minor station building maintenance.

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

FY 2015/16

Project Name: Systemwide Station Improvements

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

Type : 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)	3	2015/16		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			4	2016/17
Project Closeout (i.e., final expenses incurred)	1	2017/18	2	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.

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

FY 2015/16

Project Name: Systemwide Station Improvements

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

COST SUMMARY BY PHASE - CURRENT REQUEST

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$ 1,800,000	\$ 318,989	
Procurement (e.g. rolling stock)				
		\$1,800,000	\$318,989	\$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	\$ 1,800,000	JPB Capital Budget
Procurement (e.g. rolling stock)		
Total:	\$ 1,800,000	

% Complete of Design: 100 as of 7/1/15
 Expected Useful Life: 20 Years

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

MAJOR LINE ITEM BUDGET

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

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

i. SOGR - STATIONS & INTERMODAL ACCESS

PROJECT: System Wide Station SOGR

Description/Justification: The systemwide station improvements program rehabilitates various elements of passenger stations along the Caltrain right of way. This project is divided into modules to allow for timely construction of the rehabilitation work. This work is primarily performed by the JPB's contract operator, TASI. Activity to be funded through this allocation request may include but are not limited to: replacing passenger shelters; convert metal shelter panels to glass; install information display cases; replace center track fence; repainting station amenities and pavement markings; rust treatment, undercoating and repainting steel structures at stations along the Caltrain line including the Bayshore station; installing new signage; and minor station building maintenance.

Project Cost Estimates:	Cost By Element	Original Est.	Revised Est.	Variance	Comments
	PE/Env/PSE	\$ -	\$ -	\$ -	
	Procurement/Construction	\$ 1,800,000		\$ -	
	Construction Management	\$ -		\$ -	
	Staff/Administration	\$ -		\$ -	
	Project Contingency	\$ -		\$ -	
	TOTAL	\$ 1,800,000		\$ -	

Project Budget:	Prior Year Budgeted	FY 16 Budget Request	Future Budget	Total
	\$875,000	\$925,000	\$0	\$1,800,000

Project Milestones:	Milestones	Estimated Start	Estimated End	Comments
	Preliminary Engineering	-----	-----	
	Final Design	-----	-----	
	ROW Acquisition	-----	-----	
	Bid and Award	-----	-----	
	Procurement	-----	-----	
	Construction	April-16	June-17	
	Closeout	July-17	December-17	

Funding Plan:	Funding Source	Proposed FY 16 Budget	Future Budget	Comments
	Federal	\$ -		
	State	\$ -		
	Local Match JPB Member	\$ 925,000		
	<i>San Francisco</i>	\$ 318,989		
	<i>San Mateo</i>	\$ 606,011		
	<i>Santa Clara</i>	\$ -		
	Local Match County Specific	\$ -		
	Regional/Other	\$ -		
	TOTAL	\$ 925,000		

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

FY 2015/16

Project Name: Systemwide Station Improvements

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$318,989

5-Year Prioritization Program Amount: \$382,989 (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.

Fully funding this request requires programming \$150,000 in Fiscal Year 2014/15 Local Capital Match placeholder funds to Fiscal Year 15/16 in the Caltrain Facilities 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
Proposition K		\$300,000		\$300,000
JPB Member Agency Funds			\$1,500,000	\$1,500,000
				\$0
				\$0
				\$0
				\$0
Total:	\$0	\$300,000	\$1,500,000	\$1,800,000

Actual Prop K Leveraging - This Phase: 83.33%
 Expected Prop K Leveraging per Expenditure Plan 89.66%

\$1,800,000
Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Proposition K		\$300,000		\$300,000
JPB Member Agency Funds			\$1,500,000	\$1,500,000
				\$0
				\$0
				\$0
				\$0
				\$0
Total:		\$300,000	\$1,500,000	\$ 1,800,000

Actual Prop K Leveraging - Entire Project:	83.33%	\$ 1,800,000 Total from Cost worksheet
Expected Prop K Leveraging per Expenditure Plan:	89.66%	
Actual Prop AA Leveraging - Entire Project:		

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested:

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$318,989	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$318,989		

Prop AA Funds Requested:

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	\$318,989
		#DIV/0!	\$318,989
		#DIV/0!	\$318,989
Total:	\$0		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

-
-

Special Conditions:

-

Notes:

- In order to comply with Prop K Expenditure Plan category eligibility and maintain consistency with available funds, PCJPB has allowed San Francisco's 1/3 share to be distributed unevenly across individual projects as long as the total contribution is held constant. The FY 15/16 Caltrain capital match contribution is \$5,000,000 for each of the PCJPB entities or 1/3 of a total \$15,000,000.
- The Transportation Authority may reimburse Caltrain at a higher rate than the approved Fiscal Year Cash Flow Distribution Schedule if at the end of the Fiscal Year there is sufficient capacity remaining to avoid increasing financing costs in the Caltrain Facilities category of the Prop K Strategic Plan.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	17.72%
Prop AA proportion of expenditures - this phase:	<input type="text"/>

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

SFCTA Project Reviewer:

Project # from SGA:

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

FY of Allocation Action:

2015/16

Current Prop K Request:

\$ 318,989

Current Prop AA Request:

\$ -

Project Name:

Systemwide Station Improvements

Implementing Agency:

Peninsula Corridor Joint Powers Board (Caltrain)

Signatures

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

Project Manager

Name (typed): Robert Scarpino

Title: Program Manager

Phone: 650-508-7780

Fax: _____

Email: scarpinor@samtrans.com

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

Signature: _____

Date: _____

Grants Section Contact

Peter Skinner

Senior Grants Analyst

650-622-7818

skinnerp@samtrans.com

1250 San Carlos Ave, San Carlos,
CA 94070

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

FY of Allocation Action: 2015/16
Project Name: Systemwide Track Rehabilitation
Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program: c.1 Guideways

Prop K EP Line Number (Primary): 22 Current Prop K Request: \$ 1,398,243

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 System Wide Track Rehabilitation Program covers the work required to keep the Caltrain railroad in a state of good repair. The type and scope of work scheduled for each fiscal year is based upon the condition of the railroad as reflected in Caltrain's State of Good Repair database.

The scope of work to be funded through this allocation request includes but is not limited to the following: replace stock rails and points on an as-needed basis; production rail joint replacements; remove old or bonded over insulated joints; replacement of standard ties and switch ties; upgrade rail lubricators; minor repairs to bridges, culverts and structures; geometry inspections; weed abatement; fence repairs and graffiti removal.

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

FY 2015/16

Project Name: Systemwide Track Rehabilitation

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

Type : 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)	2	2015/16		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			4	2016/17
Project Closeout (i.e., final expenses incurred)	1	2017/18	2	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.

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

FY 2015/16

Project Name: Systemwide Track Rehabilitation

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

COST SUMMARY BY PHASE - CURRENT REQUEST

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$ 7,490,000	\$ 1,398,243	
Procurement (e.g. rolling stock)				
		\$7,490,000	\$1,398,243	\$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	\$ 7,490,000	JPB Capital Budget
Procurement (e.g. rolling stock)		
Total:	\$ 7,490,000	

% Complete of Design: 100 as of 7/1/15
 Expected Useful Life: 70 Years

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

MAJOR LINE ITEM BUDGET

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

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

i. SOGR - RIGHT OF WAY / SIGNAL & COMMUNICATION

PROJECT: FY16 System Wide Track Rehab SOGR

Description/Justification: The System Wide Track Rehabilitation Program covers the work required to keep the Caltrain railroad in a state of good repair. The type and scope of work scheduled for each fiscal year is based upon the condition of the railroad as reflected in Caltrain's State of Good Repair database.

The scope of work includes but is not limited to the following: replace stock rails and points on an as-needed basis; production rail joint replacements; remove old or bonded over insulated joints; replacement of standard ties and switch ties; upgrade rail lubricators; minor repairs to bridges, culverts and structures; geometry inspections; weed abatement; fence repairs and graffiti removal.

Project Cost Estimates:	Cost By Element	Original Est.	Revised Est.	Variance	Comments
	PE/Env/PSE	-	\$ -		
	Procurement/Construction	7,490,000	\$ -		
	Construction Management	-	\$ -		
	Staff/Administration	-	\$ -		
	Project Contingency	-	\$ -		
	TOTAL	7,490,000	\$ -		

Project Budget:	Prior Year Budgeted	FY 16 Budget Request	Future Budget	Total
	\$0	\$7,490,000	\$0	\$7,490,000

Project Milestones:	Milestones	Estimated Start	Estimated End	Comments
	Preliminary Engineering			
	Final Design			
	ROW			
	Bid and Award			
	Procurement			
	Construction	12/1/2016	6/30/2017	
	Closeout	7/1/2017	12/31/2017	

Funding Plan:	Funding Source	Proposed FY 16 Budget	Future Budget	Comments
	Federal	\$ 5,992,000		
	State	\$ -		
	Local Match JPB Member	\$ 1,498,000		
	<i>San Francisco</i>	\$ 1,398,243		
	<i>San Mateo</i>	\$ 99,757		
	<i>Santa Clara</i>	\$ -		
	Local Match County Specific			
	Regional/Other	\$ -		
	TOTAL	\$ 7,490,000		

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

FY 2015/16

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

 Prop K Funds Requested: \$1,398,243

 5-Year Prioritization Program Amount: see below (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.

Fully funding this request requires an amendment to the Caltrain Guideways 5YPP to program \$79,113 in cumulative remaining programming capacity to Fiscal Year 2015/16. See 5YPP amendment for additional 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
FTA 5337		\$5,992,000		\$5,992,000
Prop K		\$1,398,243		\$1,398,243
JPB Member Agency funds			\$99,757	\$99,757
				\$0
				\$0
				\$0
Total:	\$0	\$7,390,243	\$99,757	\$7,490,000

Actual Prop K Leveraging - This Phase:	20.00%
Expected Prop K Leveraging per Expenditure Plan	77.72%

\$7,490,000
Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$
FTA 5337	\$5,992,000	20.00%	\$1,198,400.00

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 5337		\$5,992,000		\$5,992,000
Prop K		\$1,398,243		\$1,398,243
JPB Member Agency funds			\$99,757	\$99,757
				\$0
				\$0
				\$0
				\$0
Total:		\$7,390,243	\$99,757	\$ 7,490,000

Actual Prop K Leveraging - Entire Project:	20.00%	
Expected Prop K Leveraging per Expenditure Plan:	77.72%	\$ 7,490,000
Actual Prop AA Leveraging - Entire Project:		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: \$1,398,243

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$1,398,243	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$1,398,243		

Prop AA Funds Requested: \$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	\$1,398,243
		#DIV/0!	\$1,398,243
		#DIV/0!	\$1,398,243
Total:	\$0		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$1,398,243	Construction
Total:	\$1,398,243		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 22	FY 2015/16	\$699,122	50.00%	\$699,121
Prop K EP 22	FY 2016/17	\$699,121	50.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$1,398,243	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 22	FY 2015/16	Construction	\$699,122	50%	\$699,121
Prop K EP 22	FY 2016/17	Construction	\$699,121	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$1,398,243		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

-
-

Special Conditions:

-

Notes:

-
-

Supervisorial District(s):

Prop K proportion of expenditures - this phase:	<input type="text" value="18.67%"/>
Prop AA proportion of expenditures - this phase:	<input type="text"/>

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

SFCTA Project Reviewer:

Project # from SGA:

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

FY of Allocation Action: 2015/16 Current Prop K Request: \$ 1,398,243
Current Prop AA Request: \$ -

Project Name: Systemwide Track Rehabilitation

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

Signatures

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

Project Manager

Name (typed): Pedro C. Gutierrez

Title: Manager Maintenance of Way

Phone: 650-508-7793

Fax: _____

Email: Gutierrezp@samtrans.com

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

Signature: _____

Date: _____

Grants Section Contact

Peter Skinner

Senior Grants Analyst

650-622-7818

skinnerp@samtrans.com

1250 San Carlos Ave, San Carlos,
CA 94070

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

Pending 09.22.15

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
PCJPB	Systemwide Track Rehabilitation	CON	Allocated	\$1,243,407					\$1,243,407
PCJPB	Quint Street Bridge Replacement ¹	CON	Allocated	\$303,066					\$303,066
PCJPB	Local Capital Match Placeholder ²	Any Eligible	Programmed		\$0				\$0
PCJPB	Systemwide Track Rehabilitation ²	CON	Pending		\$1,398,243				\$1,398,243
PCJPB	Local Capital Match Placeholder	Any Eligible	Programmed			\$1,358,704			\$1,358,704
PCJPB	Local Capital Match Placeholder	Any Eligible	Programmed				\$1,399,465		\$1,399,465
PCJPB	Local Capital Match Placeholder	Any Eligible	Programmed					\$1,441,449	\$1,441,449
Total Programmed in 5YPP				\$1,546,473	\$1,398,243	\$1,358,704	\$1,399,465	\$1,441,449	\$7,144,334
Total Allocated and Pending in 5YPP				\$1,546,473	\$1,398,243	\$0	\$0	\$0	\$2,944,716
Total Deobligated in 5YPP				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPP				\$0	\$0	\$1,358,704	\$1,399,465	\$1,441,449	\$4,199,618
Total Programmed in 2014 Strategic Plan				\$1,243,407	\$1,319,130	\$1,358,704	\$1,399,465	\$1,441,449	\$6,762,155
Deobligated from Prior 5YPP Cycles **				\$400,551					\$400,551
Cumulative Remaining Programming Capacity				\$97,485	\$18,372	\$18,372	\$18,372	\$18,372	\$18,372

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

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

Pending 09.22.15

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

Footnotes

- 1 To accommodate funding of Quint Street Bridge Replacement:
 5YPP amendment to reprogram \$303,066 in funds from cumulative remaining programming capacity.
 Quint Street Bridge Replacement added with \$303,066 in Fiscal Year 2014/15 construction funds.
- 2 To accommodate funding of Systemwide Track Rehabilitation:
 5YPP amendment to decrease cumulative remaining programming capacity from \$97,485 to \$18,372.
 Local Capital Match Placeholder reduced from \$1,319,130 in FY 2015/16 to \$0.
 Systemwide Track Rehabilitation added with \$1,398,243 in Fiscal Year 2015/16 construction funds.

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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:

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

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

SCOPE

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

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.

San Francisco Public Works (SFPW) is requesting \$738,072 to purchase 4 pieces of street cleaning equipment:

Scope
 SFPW requests Prop K funds for:
 > 1 flusher truck,
 > 2 high pressure surface cleaning and water recovery systems,
 > 1 bike path sweeper and
 > 1 Pothole patch truck

Benefits
 All of the new vehicles will meet or exceed the current clean air standards and will help SFPW more efficiently run its street cleaning operations. All pieces of equipment to be replaced have exceeded their useful lives.

Implementation
 SFPW expects to compile specifications for the equipment by December 2015 and complete procurement by May 2017.

San Francisco Public Works will use the requested funds consistent with the Prop K Expenditure Plan description of the Street Repair and Cleaning Equipment category: "Replacement of street repair and cleaning equipment, according to industry standards such as, but not limited to asphalt pavers, dump trucks, street sweepers, garbage trucks etc. Includes capital costs only."

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

FY 2015/16

Project Name: Street Repair and Cleaning Equipment

Implementing Agency: Department of Public Works

ENVIRONMENTAL CLEARANCE

Type : N/A

Status:

PROJECT DELIVERY MILESTONES

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

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

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

FY 2015/16

Project Name: Street Repair and Cleaning Equipment

Implementing Agency: Department of Public Works

COST SUMMARY BY PHASE - CURRENT REQUEST

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)	Yes	\$ 933,267	\$ 738,072	
		\$933,267	\$738,072	\$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		
Procurement (e.g. rolling stock)	\$ 933,267	Estimated cost from Vendors
Total:	\$ 933,267	

% Complete of Design: NA as of
 Expected Useful Life: 10 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.

Total budget:

FY 2015-16 - Current Request	\$ 738,072
Resolution 2014-039, Project 135.908012 - cost savings	\$ 195,195
	\$ 933,267

Description	Each Cost	Quantity	Total Cost	Alternatively fueled ⁽¹⁾	Program	FY 2015-16 cost	135.908012
Flusher truck	\$250,000	1	\$250,000	Yes	Street Cleaning	\$250,000	\$0
High Pressure Surface Cleaner	\$175,000	2	\$350,000	Yes	Street Cleaning	\$350,000	\$0
Bike path sweeper	\$143,267	1	\$143,267	Yes	Street Cleaning	\$138,072	\$5,195
Pothole patch truck	\$190,000	1	\$190,000	Yes	Street Cleaning	\$0	\$190,000
Total		5	\$933,267			\$738,072	\$195,195

(1) The new equipment will exceed the current air quality standards for the region.

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

E8-127

FY 2015/16

Project Name: Street Repair and Cleaning Equipment

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$738,072

5-Year Prioritization Program Amount: \$738,072 (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		\$738,072	\$195,195	\$933,267
				\$0
				\$0
				\$0
				\$0
Total:	\$738,072	\$195,195	\$195,195	\$933,267

Actual Prop K Leveraging - This Phase: 0.00%

Expected Prop K Leveraging per Expenditure Plan: 28.85%

\$933,267
Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)				
Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.				
Fund Source	Planned	Programmed	Allocated	Total
				\$0
				\$0
				\$0
				\$0
Total:		\$0	\$0	\$ -

Actual Prop K Leveraging - Entire Project:

Expected Prop K Leveraging per Expenditure Plan: Total from Cost worksheet

Actual Prop AA Leveraging - Entire Project:

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

Prop K Funds Requested: \$738,072

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$369,036	50.00%	\$369,036
FY 2016/17	\$369,036	50.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$738,072		

Prop AA Funds Requested: \$0

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$738,072	Procurement (e.g. rolling stock)
Total:	\$738,072		

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 35	FY 2015/16	\$369,036	50.00%	\$369,036
Prop K EP 35	FY 2016/17	\$369,036	50.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$738,072	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 35	FY 2015/16	Procurement (e.g. rolling stock)	\$369,036	50%	\$369,036
Prop K EP 35	FY 2016/17	Procurement (e.g. rolling stock)	\$369,036	100%	\$0
				100%	\$0
				100%	\$0
Total:			\$738,072		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

1. Quarterly progress reports shall identify the types and number of pieces of equipment received and/or placed into service during the previous quarter.
2. Upon project completion provide a digital photo of each type of equipment purchased as part of the subject project (i.e. bike path sweeper, flusher truck and high pressure surface cleaners).
3.

Special Conditions:

1. The recommended allocation is contingent on Transportation Authority approval of an administrative amendment to the scope of Resolution 2014-039, Project 135.908012 to allow \$195,195 in unneeded funds to be used for the subject scope.

Notes:

1. Reminder: Prop K decals should be affixed to each new vehicle according to the placement instructions in the Standard Grant Agreement (Section II., H. Attribution and Signage).
2. Reminder: Proceeds from sale of equipment of vehicles purchased with this grant shall be returned to the Transportation Authority in proportion to Prop K's share of the original purchase price (See Standard Grant Agreement, Section III, F.)

Supervisory District(s):

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

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

SFCTA Project Reviewer:

Project # from SGA:

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

FY of Allocation Action:

2015/16

Current Prop K Request:

\$ 738,072

Current Prop AA Request:

\$ -

Project Name:

Street Repair and Cleaning Equipment

Implementing Agency:

Department of Public Works

Project Manager

Grants Section Contact

Name (typed): John Leal

Rachel Alonso

Heavy Equipment Operations
Title: Supervisor

Transportation Finance Analyst

Phone: 415-695-2133

415.558.4034

Fax:

Email: John.Leal@swfdpw.org

rachel.alonso@sfdpw.org

2323 Cesar Chavez Street,
Address: San Francisco, CA 94124

30 Van Ness, 5th floor
San Francisco, CA 94102

Signature:

Date:



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

FY of Allocation Action:
 Project Name:
 Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:
 Prop K EP Line Number (Primary): Current Prop K Request: \$
 Prop K Other EP Line Numbers:

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

SCOPE

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

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 Department of the Environment (SFE) is requesting \$79,649 in Prop K funds for Fiscal Year 2015/16 to administer and conduct outreach for the San Francisco Commuter Benefits Ordinance, and implement steps to automate administration.

SFE is dedicated to improving, enhancing and preserving the environment and promoting San Francisco's long-term environmental well being. The department includes the Clean Transportation Program to improve air quality in San Francisco which focuses on two areas: 1) encouraging the use of sustainable modes to single occupancy vehicles (referred to as transportation demand management, or TDM) and 2) promoting adoption of clean fuels and vehicles.

The TDM division, called CommuteSmart, of the Clean Transportation Program provides programs to three stakeholder groups: City and County of San Francisco (CCSF) employees, San Francisco businesses and San Francisco commuters.

San Francisco County Transportation Authority Fiscal Year 2015-2016 Proposition K Sales Tax Program Allocation Request Form

SUMMARY

The San Francisco Department of the Environment (SFE) is requesting \$79,649 in Prop K funds for Fiscal Year 2015/16 to administer and conduct outreach for the San Francisco Commuter Benefits Ordinance, and implement steps to automate administration.

SFE is dedicated to improving, enhancing and preserving the environment and promoting San Francisco's sustainability. The department includes the Clean Transportation Program to improve air quality in San Francisco which focuses on two areas: 1) encouraging the use of sustainable modes to single occupancy vehicles (referred to as transportation demand management, or TDM) and 2) promoting adoption of clean fuels and vehicles.

The TDM division, called CommuteSmart, of the Clean Transportation Program provides programs to three stakeholder groups: City and County of San Francisco (CCSF) employees, San Francisco businesses and San Francisco commuters.

The program scope for the administration of the Commuter Benefits Ordinance is described in the following section, along with tasks, goals and deliverables.

SF ENVIRONMENT'S CLEAN TRANSPORTATION PROGRAM GOALS

SFE's goal is to reduce greenhouse gas emissions attributed to the transportation sector in San Francisco to 80 percent below 1990 levels by 2050, while also working towards the city and state's longer term emission reduction goals. Additionally, SFE aims to enhance the city's livability by improving the environmental conditions and experience of San Francisco residents, commuters, businesses and visitors by promoting clean transportation programs that reduce congestion, advance safety for all modes of mobility, improve air quality and encourage healthy travel.

To achieve these goals, SFE's Clean Transportation Program engages in projects to encourage a shift to energy efficient transportation modes. This requires a focus on behavioral changes, encouraging shifts in the transportation modes people choose, and vehicle fleet and clean fuel technology adoption. The CommuteSmart sub-program area focuses on shifting routine trips from single occupancy vehicles to much greater use of walking, biking, transit, ridesharing and telecommuting. The programs save users money, and reduce vehicle miles traveled and greenhouse gas emissions.

COMMUTER BENEFITS ORDINANCE

Background

To reduce the number of commuters driving alone to San Francisco and the amount of greenhouse gas emissions from the transportation sector, former Supervisor Mirkarimi introduced the Commuter Benefits Ordinance as an amendment to the San Francisco Environment Code, Section 4.¹ The Ordinance requires San Francisco employers to offer commuter benefits to encourage employees to walk, bike, take transit and rideshare. The mandate passed with support from the San Francisco business community, including the Chamber of Commerce and the Building Owners and

¹ City of San Francisco, "San Francisco Environment Code Chapter 4: Healthy Air and Clean Transportation Program," March 13, 2013. [http://www.amlegal.com/nxt/gateway.dll/California/environment/environmentcode?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:sanfrancisco_ca\\$sync=1](http://www.amlegal.com/nxt/gateway.dll/California/environment/environmentcode?f=templates$fn=default.htm$3.0$vid=amlegal:sanfrancisco_ca$sync=1)

San Francisco County Transportation Authority
Fiscal Year 2014-2015 Proposition K Sales Tax Program Allocation Request Form

Managers Association of San Francisco (BOMA).² The SF Board of Supervisors passed the San Francisco Commuter Benefits Ordinance on the first reading with eleven votes and zero dissents on August 8, 2008. The Ordinance became effective on January 19, 2009 and applies to businesses with 20 or more employees nationwide and a location in San Francisco.

The overarching goal of the Ordinance is to decrease GHG emissions by focusing on a reduction in single occupancy vehicle commute trips. The law accomplishes this by encouraging commuters to walk, bike, take transit and rideshare to work. The Ordinance furthers San Francisco's Transit First Policy³ and is part of the Healthy Air and Clean Transportation Ordinance.⁴

The data collected from the 2013 compliance cycle shows that close to 40 percent of the employers who responded implemented a commuter benefits program due to the ordinance. Two-thirds of these businesses offer the benefit to all employees nationwide, demonstrating the strength of the ordinance beyond the City of San Francisco. These results confirm the Ordinance does have significant impact on incentivizing commuters to use modes other than the single occupancy vehicle.

Ordinance Requirements

Businesses subject to the Commuter Benefits Ordinance must have a location in San Francisco and 20 or more employees nationwide. Employees eligible to receive commuter benefits must perform an average of at least ten hours of work per week for compensation in San Francisco for the same employer within the previous calendar month.

The Commuter Benefits Ordinance requires covered employers to provide at least one of the following transportation benefit programs to covered employees:

- **Employee-Paid Pre-Tax Deduction:** Employees have the option to set aside pre-tax funds from their paycheck each month for transit, vanpool, or parking expenses. Effective January 1, 2014, the IRS pre-tax limit is \$130 per month for transit and vanpool expenses and \$250 per month for parking expenses.⁵
- **Employer-Paid Transportation Subsidy:** This benefit allows employers to subsidize employee transit or vanpool costs. Subsidies are typically provided to employees in the form of a transit card or voucher. The monthly subsidy for transportation expenses must be equivalent to the price of the San Francisco MUNI Fast Pass 'A', currently \$83 per month, and may not exceed the current IRS pre-tax spending limits. Employers may also choose to provide a bike benefit of up to \$20 per month for employees.
- **Employer-Provided Transportation:** Employers may provide a transportation service using a dedicated bus or van, or paying into a shared bus service, between employee residential areas or transit stations and their office location(s).

² Association of Bay Area Governments (ABAG), "Model Ordinance – Commuter Benefits," March 13, 2013.
http://www.abag.ca.gov/abag/events/agendas/111909a-ABAG_Model_Ordinance-Commuter_Benefits.pdf

³ City of San Francisco, "Transit First Policy," June 29, 2012.

[http://www.amlegal.com/nxt/gateway.dll/California/charter_sf/articleviiiathemunicipaltransportationag?f=templates\\$fn=altmain-nf.htm\\$3.0?f=templates\\$fn=altmain-nf.htm\\$3.0#JD_8A.115](http://www.amlegal.com/nxt/gateway.dll/California/charter_sf/articleviiiathemunicipaltransportationag?f=templates$fn=altmain-nf.htm$3.0?f=templates$fn=altmain-nf.htm$3.0#JD_8A.115)

⁴ City of San Francisco, "Healthy Air and Clean Transportation Ordinance," June 29, 2012.

http://www.amlegal.com/nxt/gateway.dll/California/environment/chapter1precautionaryprinciplepolicystat?f=templates&fn=default.htm&3_0=&vi d=amlegal%3Asanfrancisco_ca

⁵ The American Taxpayer Relief Act of 2012 expired on December 31, 2013, changing the monthly pre-tax spending limit for transit and vanpools from \$245 to \$130 per month and parking from \$245 to \$250 per month.

**San Francisco County Transportation Authority
Fiscal Year 2014-2015 Proposition K Sales Tax Program Allocation Request Form**

Ordinance Administration

Oversight of the Commuter Benefits Ordinance involves on-going program management, monitoring and business support.

CommuteSmart offers assistance and support to employers throughout the year via an email and telephone hotline. Staff will respond to inquiries regarding enrollment, program rules and assistance for implementation. Staff will also investigate anonymous notifications of noncompliant businesses.

The CommuteSmart team undertakes many efforts to inform employers about the Ordinance and requirements through a variety of channels. In previous years this has been limited to one direct mailing to employers, general information on the SF Environment website and emails to businesses, CommuteSmart has also increased the visibility of the program by including information in internal and external newsletters, postings via organizations catering to businesses and on social media platforms, including Twitter and Facebook. The goal of diversifying the outreach effort is to reach employers and expand knowledge and education of the Ordinance.

Of the companies initiating a commuter benefits program to comply with the Ordinance, over 2,300 businesses reported offering these benefits to all employees nationwide. Although this Ordinance only applies to businesses located in San Francisco, it continues to demonstrate the ability to reach and enhance employee benefits beyond the city.

As of September 30, 2014, Bay Area employers with 50 or more full-time employees within the Bay Area Air Quality Management District (Air District) geographic boundaries are required to register and offer commuter benefits to their employees in order to comply with Air District Regulation 14, Rule 1, also known as the Bay Area Commuter Benefits Program.

To better coordinate the Bay Area Program's and the San Francisco Ordinance efforts, and reduce reporting burden on employers, employers with 50 or more employees in San Francisco now report directly to the Bay Area Program. Those with 20-49 employees continue to report to SFE. CommuteSmart staff continue to provide consultations and assistance to all San Francisco employers regardless of the reporting procedures.

Additionally in 2014, CommuteSmart did not require employers who had already completed a compliance form previously to complete one in 2014. Only those employers who had not shown compliance were asked to complete the form. This again was an attempt to reduce reporting burden on employers.

2015-2016 ORDINANCE ADMINISTRATION SCOPE OF WORK

SFE will continue to promote and administer the Commuter Benefits Ordinance to employers:

Offering Consultations and Other Support Services. CommuteSmart staff provide one-on-one assistance to businesses by phone or through in-person meetings. Consultation topics vary according to business needs and interests though generally include assistance on steps to implementing a commuter benefits program, IRS rules and vendor options. Staff also provide

San Francisco County Transportation Authority
Fiscal Year 2014-2015 Proposition K Sales Tax Program Allocation Request Form

information on related programs to create a fully supportive package of traveling options to, from and during work, including Emergency Ride Home, ridesharing, biking and car sharing.

Staff work with businesses and the Metropolitan Transportation Commission's 511 Rideshare program to administer an employee commute survey, provide GIS mapping services (for employers who are interested in shuttle programs or promoting rideshare matching) and 511 Rideshare custom websites to incorporate the company's logo and messaging.

Staff will also provide consultation support to employers falling under the purview of the Bay Area Commuter Benefits Program.

Conducting Outreach. CommuteSmart staff engage in outreach and promotion of the commuter benefits. Staff table at business association events to speak directly to businesses and set up times for consultations. Presentations are also provided if appropriate to meeting venue.

Maintaining Communication Networks. CommuteSmart staff engage with business associations, local and regional agencies and public-private commuter program partnerships (Spare the Air committees) on a regular basis to provide commuter program information.

Additionally, staff send business focused newsletters and regularly post to social media outlets. The CommuteSmart newsletter is distributed to over 3,300 businesses that opted to receive it. Commuter brochures are provided at all tabling events. All program content is maintained on the SF Environment website, www.sfenvironment.org/CommuterSmart.

Tracking Program Metrics. CommuteSmart staff use compliance form data to track growth in the number of business and employees with a commuter benefit. Other data, including reduction in greenhouse gas emissions, type of program offered and size of business, are detailed in annual reports on the SF Environment website (SFEnvironment.org/CommuterBenefits).

Providing Best Practice Information. The San Francisco Commuter Benefit Ordinance was the first type of legislation to require employers to provide a transportation benefit in the United States. Since the Ordinance was implemented in 2009, CommuteSmart staff gained a number of years of experience with administration and outreach to provide lessons learned to other agencies looking to implement a similar ordinance.

Maintaining the CommuteSmart Hotline. Employers are able to connect with CommuteSmart staff through a dedicated phone and email hotline. Staff assist with explaining the options for program setup and offer assistance with implementation and communications.

Updating materials. Activities include updating flyers, employer toolkits and presentations to stay abreast of the frequent changes to the federal pre-tax limits and transit fare increases. Staff also revise materials based on lessons learned from presentations and consultations.

Updating compliance process. Over the next year, staff will implement measures and procedures to reduce the reporting burden on employers. This includes increasing compliance rates by focusing on businesses that do not yet have a commuter benefits program implemented.

**San Francisco County Transportation Authority
Fiscal Year 2014-2015 Proposition K Sales Tax Program Allocation Request Form**

Prop K Goals (to be attained by September/October 2016)

The goals have been updated to provide more accurate and meaningful metrics. Goals also reflect best practice research and recommendations from the TCRP Report, Analyzing the Effectiveness of Commuter Benefits Programs.⁶

- 1) Provide Assistance to Increase Participation In and Awareness of Programs:
 - Promote the Commuter Benefits Ordinance to San Francisco employers at 90 outreach events, meetings, consultations and campaigns. Additionally, CommuteSmart staff will, at least once a month, use social media, newsletters and emails to promote programs to businesses and commuters (in Fiscal Year 2014/15, CommuteSmart promoted this program at over 80 outreach events, meetings, consultations and campaigns).
- 2) Become the Source for All Commuter Benefit Information:
 - Track the number of phone/email inquiries on the CommuteSmart hotline for both CCSF and businesses/commuters. In Fiscal Year 2014/2015, over 500 inquiries to CommuteSmart hotline and email were received.
- 3) Increase Number of Forms Received:
 - Increase number of Commuter Benefits Ordinance compliance forms received by 360 (estimated number of noncompliant businesses that fall under the purview of the San Francisco Commuter Benefits Ordinance). Since the remaining businesses have not been compliant for a number of years, we expect that more extensive assistance will need to be provided. This proved to be the case when with the outreach conducted for last fiscal year to reduce 2,000 noncompliant businesses to 400. In the past fiscal year, CommuteSmart reduced the number of noncompliant businesses from 2,000 at the start of the cycle, to just over 400.
- 4) Reduce GHG Emissions:
 - Decrease greenhouse gas emissions by 60,000 metric tons.

Prop K Deliverables:

1. Updated marketing materials
2. Social media, newsletter and email activity
3. Annual Commuter Benefits Ordinance Reports

⁶ Transportation Research Board, Transit Cooperative Research Program. Analyzing the Effectiveness of Commuter Benefits Programs. Report 107. 2005. http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_107.pdf (accessed March 2013).

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

FY 2015/16

Project Name: Commuter Benefits Ordinance Employer Outreach

Implementing Agency: Department of the Environment

ENVIRONMENTAL CLEARANCE

Type : N/A

Status: N/A

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

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

[Empty text box for providing project delivery milestones and coordination notes]

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

FY 2015/16

Project Name: Commuter Benefits Ordinance Employer Outreach

Implementing Agency: Department of the Environment

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	<input type="text"/>				
Environmental Studies (PA&ED)	<input type="text"/>				
Design Engineering (PS&E)	<input type="text"/>				
R/W Activities/Acquisition	<input type="text"/>				
Construction	Yes	\$ 79,872	\$ 79,872	\$ -	
Procurement (e.g. rolling stock)	<input type="text"/>				
		\$79,872	\$79,872	\$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	<input type="text"/>	<input type="text"/>
Environmental Studies (PA&ED)	<input type="text"/>	<input type="text"/>
Design Engineering (PS&E)	<input type="text"/>	<input type="text"/>
R/W Activities/Acquisition	<input type="text"/>	<input type="text"/>
Construction	\$ 79,872	Prior year program budget.
Procurement (e.g. rolling stock)	<input type="text"/>	<input type="text"/>
Total:	\$ 79,872	

% Complete of Design: n/a as of n/a

Expected Useful Life: n/a Years

MAJOR LINE ITEM BUDGET

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

**TDM Program - Commuter Benefits Ordinance Outreach and Administration
SF Environment**

Task	SFE - Project Supervision			SFE - Project Oversight			SFE - Project Staff			SFE Project Assistant				
	Hours	Base Rate	Fully Burdened Cost	Hours	Base Rate	Fully Burdened Cost	Hours	Base Rate	Fully Burdened Cost	Hours	Base Rate	Fully Burdened Cost	Direct Costs*	Total
Commuter Benefits Ordinance and Administration - Prop K														
1. CBO Compliance and Outreach	16	\$ 71	\$ 2,760.35	80	\$ 62	\$ 12,098.06	150	\$ 54	\$ 19,500.36	200	\$ 35	\$ 17,128.76	\$ 6,000	\$ 57,488
2. Tracking Metrics	16	\$ 71	\$ 2,760.35	40	\$ 62	\$ 6,049.03	50	\$ 54	\$ 6,500.12	80	\$ 35	\$ 6,851.50	\$ -	\$ 22,161
Subtotals	32	\$	\$ 5,521	120	\$	\$ 18,147	200	\$	\$ 26,000	280	\$	\$ 23,980	\$ 6,000	\$ 79,649
FTE Totals	0.015			0.058			0.096			0.135				\$ 79,649

* Printing and Business Listing

SFE Staff Rates		
	Base Salary	Fully Burdened Rate
Project Supervision	\$ 71.29	\$ 172.52
Project Oversight	\$ 62.49	\$ 151.23
Project Staff	\$ 53.72	\$ 130.00
Project Assistant	\$ 35.39	\$ 85.64
Multiplier for SFE Staff	2.42	

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

FY 2015/16

Project Name: Commuter Benefits Ordinance Employer Outreach

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$79,872

5-Year Prioritization Program Amount: \$79,872 (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		\$79,872		\$79,872
				\$0
				\$0
				\$0
				\$0
				\$0
Total:	\$79,872	\$0	\$0	\$79,872

Actual Prop K Leveraging - This Phase: 0.00%

Expected Prop K Leveraging per Expenditure Plan 54.33%

\$79,872
Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$79,872		\$79,872
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
Total:		\$79,872	\$79,872	\$ 79,872

Actual Prop K Leveraging - Entire Project:
 Expected Prop K Leveraging per Expenditure Plan: Total from Cost worksheet

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested:

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$79,872	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$79,872		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$79,872	Construction
Total:	\$79,872		

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	\$59,904	75%	\$19,968
Prop K EP 43	FY 2016/17	\$19,968	25%	\$0
			0%	\$0
			0%	\$0
			0%	\$0
Total:		\$79,872	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	\$59,904	75%	\$19,968
Prop K EP 43	FY 2016/17	Construction	\$19,968	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$79,872		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 08.24.15 Resolution No. Res. Date:

Project Name: Commuter Benefits Ordinance Employer Outreach

Implementing Agency: Department of the Environment

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				
	Trigger:			

Deliverables:

- Quarterly reports shall include: Rate of San Francisco businesses with programs; number of outreach events and campaigns targeting SF employers; and electronic copies of new outreach materials developed/updated during that quarter (e.g., marketing materials, compliance forms, newsletters, other campaign materials).
- Upon completion of project, SFE will provide Annual Commuter Benefits Ordinance Report.
-

Special Conditions:

-

Notes:

-

Supervisorial District(s): Citywide

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:

\$ 79,872

Current Prop AA Request:

\$ -

Project Name:

Commuter Benefits Ordinance Employer Outreach

Implementing Agency:

Department of the Environment

Signatures

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

Project Manager

Name (typed): Krute Singa

Title: CommuteSmart Program Manager

Phone: 415-355-3734

Fax: _____

Email: krute.singa@sfgov.org

Address: 1455 Market Street, 1200, San Francisco, CA 94102

Signature: _____

Date: _____

Grants Section Contact

Shawn Rosenmoss

Grants Manager

415-355-3746

shawn.rosenmoss@sfgov.org

1455 Market Street, 1200, San Francisco, CA 94102

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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:

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

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

SCOPE

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

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

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

A full scope of work begins on next page.

TRAVEL INCENTIVES PROGRAM - SCOPE OF WORK

1. Summary

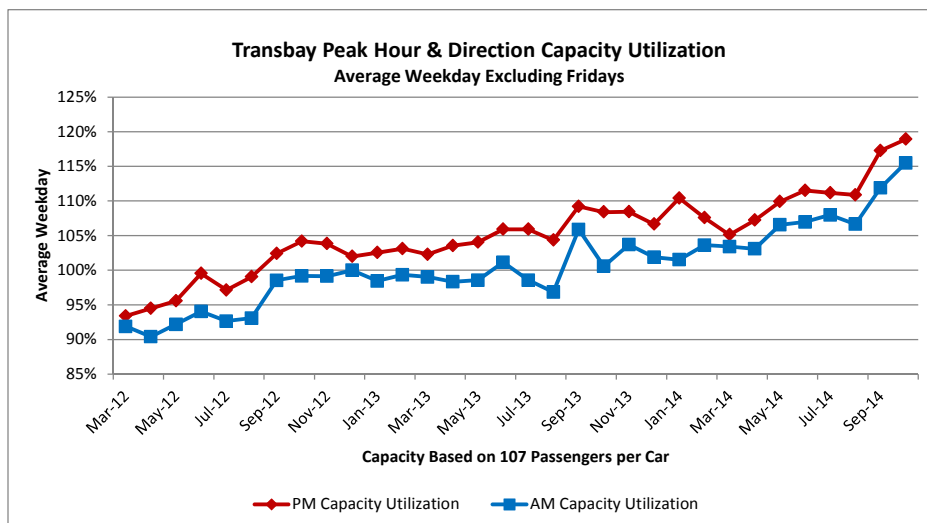
The San Francisco County Transportation Authority (SFCTA), in partnership with the Bay Area Rapid Transit District (BART), seeks to undertake a pilot program to mitigate congestion on BART by incentivizing riders to shift their travel to the shoulders of the peak period. The pilot purpose is to alleviate congestion on BART in the short-term while longer-term solutions are developed; support continued ridership growth; support implementation of the Bay Area vision for focused growth around transit; and demonstrate a successful proof-of-concept of providing direct incentives to shift travel behavior and mitigate congestion.

2. Introduction

2.1 | Purpose and Need

Crowding on the Bay Area Rapid Transit (BART) system has reached unacceptable levels, especially in the packed Transbay market connecting the East Bay with downtown San Francisco. Figure 1 illustrates the recent ridership growth in this market, and shows that trains have been operating above 100% capacity since 2012. This growth is expected to continue – BART’s ridership projections predict continued growth at between 2 and 6 percent per year through 2040.

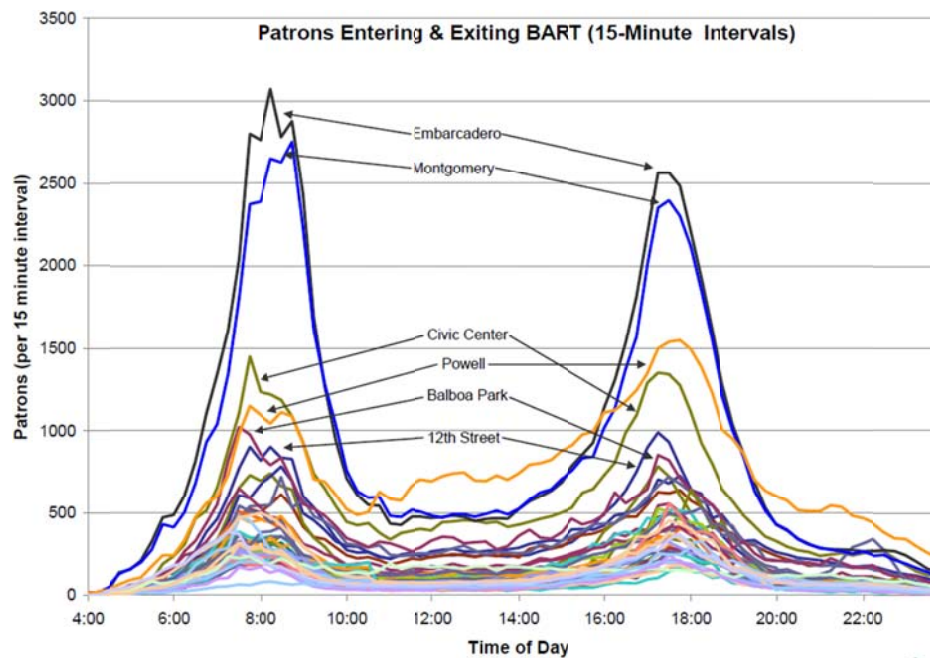
Figure 1. Transbay BART Service - Peak Hour & Direction Capacity Utilization



Source: BART Weekday Peak Capacity Report

No where is BART's crowding problem more acute than around the downtown San Francisco stations at Embarcadero and Montgomery stations (Figure 2). BART has been forced to shut faregates at these stations multiple times in recent months to avoid unsafe conditions on station platforms. The situation is likely only to get worse as major new development in the vicinity of these stations comes online. Between 2010 and 2013, the city added about 70,000 jobs, and 90,000 more are planned by 2040; roughly 20 percent of this growth will be located around the downtown's most crowded transit stations. BART's capacity limitation is a critical constraint on this ambitious transit oriented development plan.

Figure 2. Passenger Volumes by Station and Time of Day

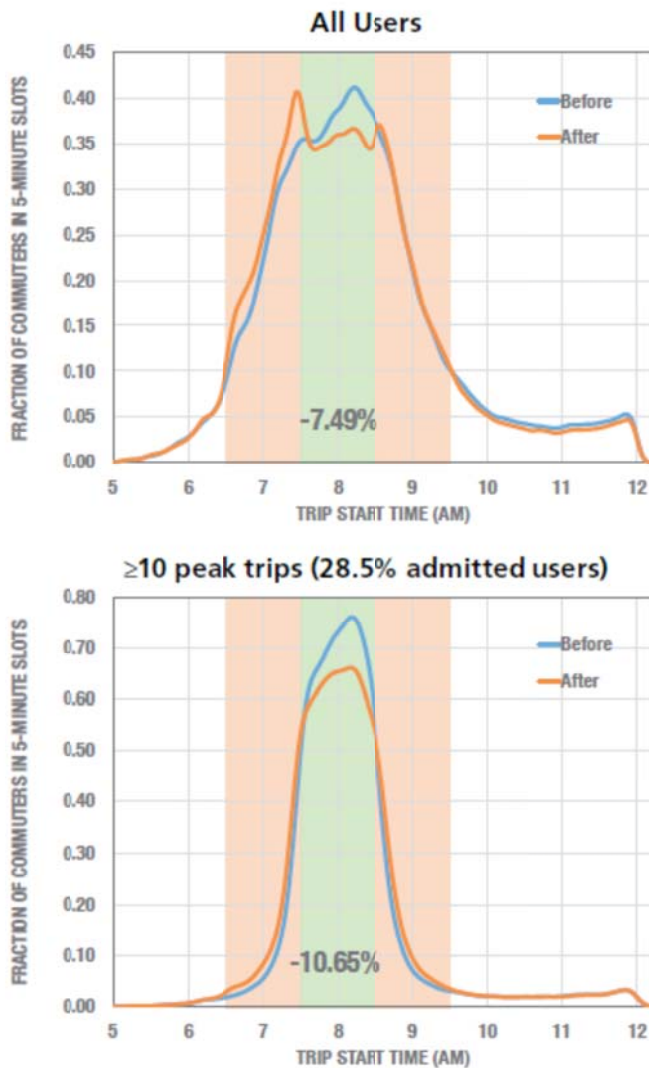


Source: BART - Embarcadero and Montgomery Capacity Implementation Plan, August 2014 Presentation to Technical Advisory Committee.

BART is working on a number of capacity enhancing solutions, but all will take several years to come online. For example, BART directors are considering expanding the capacity of the Embarcadero and Montgomery stations at an estimated cost of \$900 million. In the meantime, a short-term, low-cost solution is needed to alleviate capacity constraints.

Such a solution has already been successfully piloted in Singapore, where transit riders were directly incentivized to shift their arrival and departure times to the shoulders of the peak period. This approach spreads peak travel to reduce the worst crowded conditions and provide some additional peak-of-peak capacity for those who need it the most. Figure 3 shows the results of the Singapore pilot, which resulted in an overall 7.5 percent reduction in travel during the highest peaked period. Given this success, the pilot has now been made into a permanent program, Travel Smart Rewards, funded jointly by the transit agency and the Singapore Finance Ministry.

Figure 3. Travel shifts resulting from Singapore pilot.



Source: Pluntke and Prabhakar, 2013. Insync: A Platform for Managing Peak Demand in Public Transit. Journeys, Sept 2013.

2.1.1 | PROGRAM GOALS AND OBJECTIVES

The objective of the proposed pilot program is to shift five to ten percent of demand from the peak-of-peak period (approximately 7:45 to 8:45 AM) to the shoulders of the peak period in the trains entering the two most crowded BART stations (Embarcadero and Montgomery); this would require about 2,000 BART users to shift. This objective supports several goals including:

- Improve BART rider's satisfaction by alleviating congestion.
- Support continued growth in BART ridership while more permanent capacity increases are brought online.
- Provide Bay Area residents and decision-makers with additional confidence that pro-active action is being taken to address what many consider an untenable situation, and bolster the case that San Francisco's plans for focusing growth around transit are feasible.

- Demonstrate a successful proof-of-concept of the approach of providing direct incentives to shift travel behavior and mitigate congestion.

The program would serve multiple additional goals including:

- **Livability:** BART rider's travel experience would improve due to peak crowding reduction.
- **Sustainability and encouraging alternative mode use:** By spreading peak demand, BART capacity is used more effectively and can ultimately serve more riders. Currently, some commuters may be deterred from using BART because of the crowded conditions and may be selecting less sustainable modes.
- **Equity:** The program would be available to all BART riders on a voluntary basis and would provide them with an opportunity to win additional income in the form of cash rewards or transit value. The program would be more equitable than peak pricing, which compels all riders, regardless of income, to pay more to travel at certain time periods.
- **Congestion reduction:** The program supports congestion reduction on transit by shifting travel to off-peak period. The program has potential to be expanded to address roadway congestion as well.
- **Safety:** The program could help reduce crowding on station platforms, which is in some cases severe enough that no further entry to the station is permitted due to safety risks.

3. Project Tasks, including Monitoring and Evaluation

The following presents the proposed pilot scope of work, including a discussion of how the program will be monitored and evaluated.

3.1 | Task 1 - Project Kickoff

CONVENE PROJECT MANAGEMENT TEAM AND ADVISORY COMMITTEE

The project management team for this work will consist of SFCTA and BART Planning staff. A project advisory committee will also be convened, likely to consist of representatives from the regional government (Metropolitan Transportation Commission), the Bay Area Council (a business-sponsored, public policy advocacy organization in the Bay Area); and other transit agencies including the San Francisco Municipal Transportation Agency and AC Transit. We expect to develop an interagency project charter to document roles and responsibilities.

REFINE PROGRAM GOALS AND OBJECTIVES

After the advisory committee is convened, the committee will review and refine the proposed pilot program goals, objectives, and performance measures.

Deliverables:

- Interagency project charter
- Memorandum documenting goals, objectives, and performance measures

3.2 | Task 2 - Evaluation, Incentives, and Marketing Plan Development

In this task, the team will develop detailed plans for how the program will be marketed and evaluated, and will determine in detail what incentives will be provided.

EVALUATION PLAN

The team will confirm the approach and metrics to be used in the pilot evaluation so that appropriate pre-pilot data can be collected and analyzed.

MARKETING PLAN AND MATERIALS

The team will develop a detailed plan for marketing the pilot, including developing marketing messages and materials and defining marketing channels and outreach strategies. The project will be advertised through: (1) employers in the vicinity of the Embarcadero and Montgomery Stations (2) direct marketing in the stations themselves, and (3) social network integration, whereby program participants are given incentives to refer friends through social media.

We expect to establish a mechanism for formalizing employer participation – in Singapore employees of participating companies were provided with additional rewards relative to regular riders. This approach, along with social media integration, proved very successful in recruiting new program participants.

INCENTIVES PLAN

The team will confirm the approach to provision of incentives, including:

- The type of incentives offered (e.g. Clipper value, cash rewards, or other), and how they will be targeted. The Singapore pilot provided participants with a choice between cashing in points or using points to play a game that would allow them to win greater rewards, and we would expect to replicate this approach.
- The budget for incentives.
- The mechanisms for providing incentives to users (e.g. method for returning value to the card, or completing a cash transfer).

Deliverables

- Evaluation, marketing, and incentives plan

3.3 | Task 3 - Software Development and Customization

The team will work with the advisory committee to determine the specific software needs for the incentives program. We would then procure a consultant to develop the software and web or mobile interface for the program. The consultant will develop and test the software application to ensure quality results. Figure 4 below shows an example of the web user interface for the Singapore Travel Smart Rewards program.

Deliverables:

- Customized software and web interface

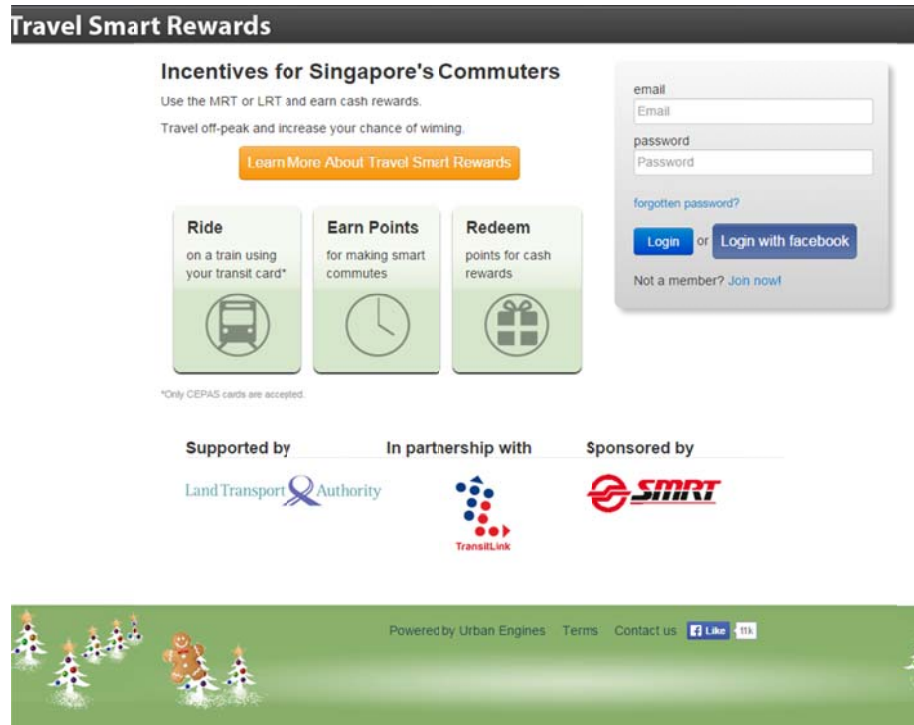


Figure 4. Singapore's Travel Smart Rewards Program - Web Interface Login Screen

3.4 | Task 4 - Employer Engagement and Program Launch

EMPLOYER ENGAGEMENT

Prior to pilot launch, we will conduct meetings with selected major employers in the vicinity of the Embarcadero and Montgomery stations, where we will ask for their participation and willingness to advertise the program to their employees. We will also inquire about barriers to allowing flexible work schedules or telework at their offices, and will provide information about overcoming these barriers and creating a flexible work schedule policy.

PROGRAM LAUNCH

The team will activate the web site and mobile interface and launch the marketing strategy by advertising the program through employer partners, at BART stations, and through traditional and social media. The pilot will run for six to nine months.

3.5 | Task 5 - Program Evaluation

The program will be evaluated by comparing each user's Clipper card records before, during, and after the trial, with the anonymized records of Clipper users who did not participate. This will indicate the share of all riders who shifted their travel patterns. We will also evaluate related performance metrics such as rider satisfaction, overall ridership, etc.

Deliverables:

- Memorandum documenting before-and-after results.

3.6 | | Task 6 - Communicate Program Results and Define Closeout or Expansion Plan

This final task will consist of compiling and sharing findings from the pilot, and preparing recommendations for whether to continue, expand, or cancel the pilot program. The final report will also address several key policy considerations including:

- Cost-effectiveness of the pilot program relative to other options for managing short-term transit demand. This will take into account the degree to which travel behavior shifts persist after initial incentives have been offered.
- Options for sustainable sources of funding for incentives associated with the program.
- Social equity issues raised by the program, if any, such as options for reaching out to riders who lack smartphones and Clipper cards. We expect to conduct a Title VI analysis to explore these implications.
- Options for expanding the program to other applications such as encouraging mode shift (rail to bus, rail to carpool, private vehicle to carpool), etc. Applications for managing peak roadway demand using incentives are also promising. A pilot recently completed at Stanford University demonstrated that incentives successfully reduced peak automobile arrivals to the Campus by about 20 percent. Automobiles were tracked using RFID tags placed on vehicles.¹ This kind of program could potentially be expanded on a larger scale to manage roadway congestion in San Francisco.

Deliverables:

- Final report

¹ Source: Chenguang, Zhu, Jia Shuo Yue, Chinmoy V. Mandayam, Deepak Merugu, Hossein Karkeh Abadi, Balaji Prabhakar, Stanford University, Urban Engines. *Reducing Road Congestion Through Incentives: A Case Study*. Draft Presentation for the 2015 Meeting of the Transportation Research Board.

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

FY 2015/16

Project Name: San Francisco BART Travel Incentive Program

Implementing Agency: San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Type : TBD

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

Q1	FY 15/16			FY 16/17				FY 17/18		
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Task 1 - Project Kickoff										
Task 2 - Evaluation, Incentives and Marketing Plan Development										
Task 3 - Software Development and Customization										
Task 4 - Program Marketing and Launch										
Task 5 - Program Evaluation										
Task 6 - Communicate Program Results										

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

FY 2015/16

Project Name: San Francisco BART Travel Incentive Program

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	
	Yes	Total Cost Prop K - Current Request Prop AA - Current Request
Planning/Conceptual Engineering	Yes	
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		\$953,800 \$ 45,800
Procurement (e.g. rolling stock)		
		\$953,800 \$45,800 \$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	\$953,800	Previous similar work
Procurement (e.g. rolling stock)		
Total:	\$ 953,800	

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

Expected Useful Life: N/A Years

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

MAJOR LINE ITEM BUDGET

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

FEASIBILITY STUDY (PHASE 1) - SUMMARY BY TASK						
Task	Totals	SFCTA	BART	Other Direct Costs	Consultant	% of Project
1. Technical partners, project management and advisory committee	\$ 18,000	\$ 18,000				2%
2. Develop evaluation, incentives, marketing, and outreach plan	\$ 37,000	\$ 37,000				4%
3. Develop and deploy branding and messaging	\$ 87,000	\$ 17,000			\$ 70,000	9%
4. Software development and customization	\$ 35,000	\$ 5,000	\$ 30,000			4%
5. Outreach and program launch	\$ 640,000	\$ 27,000	\$ 270,000	\$ 318,000	\$ 25,000	67%
6. Evaluation and final report	\$ 74,000	\$ 24,000			\$ 50,000	8%
7. Contingency for pilot extension/incentives augmentation	\$ 62,800	\$ 2,000	\$ 30,000	\$ 30,800		7%
TOTAL	\$ 953,800	\$ 130,000	\$ 330,000	\$ 348,800	\$ 145,000	

Staff Hours							
Task	Deputy		Senior Planner		Planner		Total
	Hours	Fully Burdened Cost	Hours	Fully Burdened Cost	Hours	Fully Burdened Cost	
1. Technical partners, project management and advisory committee	24	\$ 5,256	100	\$ 13,000		\$ -	\$ 18,256
2. Develop evaluation, incentives, marketing, and outreach plan	16	\$ 3,504	160	\$ 20,800	110	\$ 12,320	\$ 36,624
3. Develop and deploy branding and messaging	8	\$ 1,752	80	\$ 10,400	40	\$ 4,480	\$ 16,632
4. Software development and customization	8	\$ 1,752	24	\$ 3,120		\$ -	\$ 4,872
5. Outreach and program launch	8	\$ 1,752	160	\$ 20,800	40	\$ 4,480	\$ 27,032
6. Evaluation and final report	32	\$ 7,008	80	\$ 10,400	60	\$ 6,720	\$ 24,128
7. Contingency for pilot extension/incentives augmentation		\$ -	16	\$ 2,080		\$ -	\$ 2,080
Subtotals	96	\$ 21,024	620	\$ 80,600	250	\$ 28,000	\$ 129,624

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

FY 2015/16

Project Name: San Francisco BART Travel Incentive Program

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$45,800

5-Year Prioritization Program Amount: \$200,000 (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 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2015/16 from the Congestion/Trip Management Plan placeholder in the Transportation Demand Management/Parking Management 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
Prop K		\$45,800		\$45,800
BART Operating Revenues			\$400,000	\$400,000
Federal Value Pricing Program Award			\$508,000	\$508,000
				\$0
Total:		\$45,800	\$908,000	\$953,800

Actual Prop K Leveraging - This Phase: 95.20%

Expected Prop K Leveraging per Expenditure Plan: 54.33%

\$953,800
Total from Cost worksheet

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

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

Yes - Prop K

Fund Source	\$ Amount	Required Local Match	
		%	\$
Federal Value Pricing Program Award	\$508,000	20.00%	\$127,000.00

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
Prop K		\$45,800		\$45,800
BART Operating Revenues			\$400,000	\$400,000
Federal Value Pricing Program Award			\$508,000	\$508,000
				\$0
Total:		\$45,800	\$908,000	\$ 953,800

Actual Prop K Leveraging - Entire Project:

95.20%

\$ 953,800

Expected Prop K Leveraging per Expenditure Plan:

54.33%

Total from Cost worksheet

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

Prop K Funds Requested:

\$45,800

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$45,800	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$45,800		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Appropriation	\$45,800	Construction
Total:	\$45,800		

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	Reimbursement	% Reimbursable	Balance
Prop K EP 43	FY 2015/16	\$15,572	34.00%	\$30,228
Prop K EP 43	FY 2016/17	\$15,114	33.00%	\$15,114
Prop K EP 43	FY 2018/19	\$15,114	33.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$45,800	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	\$15,572	34%	\$30,228
Prop K EP 43	FY 2016/17	Construction	\$15,114	67%	\$15,114
Prop K EP 43	FY 2017/18	Construction	\$15,114	100%	\$0
				100%	\$0
				100%	\$0
Total:			\$45,800		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

1. Quarterly progress reports shall contain a percent complete by task and the percent complete for the overall project.
2. With completion of Task 1 (anticipated December 2015), submit project charter and memo documenting goals, objectives, and performance measures.
3. With completion of Task 2 (anticipated March 2016), submit evaluation, marketing, and incentives plan.
4. With completion of Task 5 (anticipated September 2018), submit memo documenting before-and-after results.
5. With completion of Task 6 (anticipated March 2019), submit final report.

Special Conditions:

1.

Notes:

1. A memorandum of agreement between BART and SFCTA will be established for the project.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	4.80%
Prop AA proportion of expenditures - this phase:	NA

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

SFCTA Project Reviewer:

Project # from SGA:

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

FY of Allocation Action:

2015/16

Current Prop K Request:

\$ 45,800

Current Prop AA Request:

\$ -

Project Name:

San Francisco BART Travel Incentive Program

Implementing Agency:

San Francisco County Transportation Authority

Project Manager

Grants Section Contact

Name (typed): Ryan Greene-Roesel

Anna LaForte

Title: Senior Planner

Deputy Director

Phone: 415-522-4808

415-522-4805

Email: ryan@sfcta.org

anna.laforte@sfcta.org

Address: 1455 Market Street Floor 22
San Francisco, CA 94103

1455 Market Street Floor 22
San Francisco, CA 94103