



RESOLUTION ALLOCATING \$14,114,500 IN PROP K FUNDS, WITH CONDITIONS, FOR FOURTEEN REQUESTS, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULES AND AMENDING THE RELEVANT 5-YEAR PRIORITIZATION PROGRAMS AND PROP K STRATEGIC PLAN

WHEREAS, The Transportation Authority received fourteen Prop K requests totaling \$20,888,900, 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: Downtown Extension to Rebuilt Transbay Terminal, Caltrain Electrification, Caltrain Capital Improvement Program, Vehicles – Caltrain, Facilities – Caltrain, Facilities – Muni, Guideways – Caltrain, Guideways – Muni, Signals & Signs and Traffic Calming; and

WHEREAS, As required by the voter-approved Expenditure Plan, the Transportation Authority Board has adopted a Prop K 5-Year Prioritization Program (5YPP) for all of the aforementioned Expenditure Plan programmatic categories and the named projects (such as Caltrain Electrification) have funds programmed to them in the Prop K Strategic Plan; and

WHEREAS, Seven of the fourteen requests are consistent with the relevant strategic plans and/or 5YPPs for their respective categories; and

WHEREAS, The Transbay Joint Powers Authority's (TJPA's) request for the Downtown Rail Extension (DTX) project requires a concurrent Prop K Strategic Plan amendment to advance \$4,150,503 programmed for the DTX in Fiscal Year (FY) 2033/34 and \$645,095 in cash flow from FY 2017/18 to FY 2016/17 in the Downtown Extension to Rebuilt Transbay Terminal category and to concurrently grant an exception to Strategic Plan policy setting aside all remaining funds not



already programmed to Phase 1 for construction of Phase 2 (DTX); and

WHEREAS, Caltrain's requests for the Early Investment Program – Electrification project requires a concurrent Prop K Strategic Plan amendment to program \$640,000 of unprogrammed capacity in the Caltrain Electrification category in FY 2016/17; and

WHEREAS, Caltrain's request for the F-40 Mid Life Overhaul project requires a concurrent Prop K Strategic Plan amendment to advance \$969,547 from FY 2022/23 to FY 2016/17 in the Vehicles – Caltrain category, with a corresponding amendment to the 5YPP; and

WHEREAS, The requested Strategic Plan amendments would result in a negligible increase (0.19%) to the amount of available funds spent on financing for the program as a whole; and

WHEREAS, The San Francisco Municipal Transportation Agency's request for the Eddy and Ellis Traffic Calming Improvement and the WalkFirst Rectangular Rapid Flashing Beacons projects require 5YPP amendments as detailed in the enclosed allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$20,888,900 in Prop K Funds, with conditions, for fourteen requests, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved FY 2016/17 budget to cover the proposed actions; and

WHEREAS, At its September 7, 2016 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 20, 2016, the Plans and Programs Committee reviewed the subject request and recommended approval of the staff recommendation; and

WHEREAS, At its September 27, 2016 meeting, after discussion on the item, the Transportation Authority Board approved a motion amending the staff recommendation to defer the TJPA's Downtown Rail Extension request and refer it back to the Plans and Programs Committee to allow time for additional information to be provided and additional discussion; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Caltrain Electrification category of the Prop K Strategic Plan to program \$640,000 of unprogrammed capacity in FY 2016/17, as summarized in the enclosed allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby amends the Vehicles – Caltrain category of the Prop K Strategic Plan to advance \$969,547 from FY 2022/23 to FY 2016/17, as summarized in the enclosed allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop K Guideways – Caltrain, Signals & Signs and Traffic Calming 5YPPs, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$14,114,500 in Prop K Funds, with conditions, for thirteen requests, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan, the 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 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 Allocation Summary – FY 2016/17

Enclosures (1):

Prop K/Prop AA 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 27th day of September, 2016, by the following votes:

Ayes: Commissioners Avalos, Breed, Campos, Farrell, Kim, Mar, Peskin, Tang and Wiener (9)

Nays: (0)

Absent: Commissioners Cohen and Yee (2)

Scott Wiener 10/3/16
Scott Wiener Date
Chair

ATTEST: Tilly Chang 10/11/16
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)	Leveraging		Phase(s) Requested	District
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	5	TJPA	Downtown Rail Extension	\$ 6,774,400	\$ 176,134,322	86%	96%	Design	6
Prop K	6	PCJPB	Caltrain Early Investment Program – Electrification	\$ 3,900,000	\$ 1,631,791,185	89%	100%	Construction	6, 10
Prop K	6	PCJPB	Caltrain Early Investment Program – CBOSS	\$ 140,000	\$ 164,128,819	89%	95%	Design, Construction	6, 10
Prop K	7	PCJPB	Los Gatos Creek Bridge Replacement	\$ 895,729	\$ 7,295,800	69%	88%	Construction	N/A
Prop K	7	PCJPB	Marin Street and Napoleon Street Bridges	\$ 200,000	\$ 1,000,000	69%	80%	Construction	10
Prop K	17P	PCJPB	F-40 Mid Life Overhaul	\$ 2,109,105	\$ 2,300,000	84%	8%	Construction	N/A
Prop K	20P	PCJPB	Station Enhancements and Renovations	\$ 436,462	\$ 600,000	90%	27%	Construction	6, 10
Prop K	20M	SFMTA	Muni Metro East (MME) Phase 2	\$ 1,500,000	\$ 1,500,000	90%	0%	Design	10
Prop K	22M	SFMTA	33-Stanyan Overhead Contact System Phase 2	\$ 1,365,500	\$ 6,810,500	78%	80%	Construction	8, 9
Prop K	22P	PCJPB	Santa Clara Grade Crossing Medians	\$ 758,704	\$ 1,097,000	78%	31%	Design, Construction	N/A
Prop K	22P	PCJPB	Systemwide Track Rehabilitation	\$ 600,000	\$ 3,000,000	78%	80%	Construction	6, 10
Prop K	33	SFMTA	Eddy and Ellis Traffic Calming Improvement	\$ 310,000	\$ 1,027,625	41%	70%	Construction	3, 6
Prop K	38	SFMTA	Traffic Calming Implementation (Prior Area-wide Plans)	\$ 1,500,000	\$ 1,500,000	51%	0%	Construction	5, 7, 8, 9
Prop K	38	SFMTA	WalkFirst Rectangular Rapid Flashing Beacons	\$ 399,000	\$ 557,400	51%	0% - project is fully funded with Prop K	Construction	9, 10, 11
TOTAL (excluding Downtown Rail Extension)				\$ 14,114,500	\$ 1,822,608,329	89%	99%		

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 or Caltrain), SFMTA (San Francisco Municipal Transportation Agency), TJPA (Transbay Joint Powers Authority)

Attachment 1: Summary of Applications Received

- 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 or non-Prop AA 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 Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
5	TJPA	Downtown Rail Extension	\$ 6,774,400	\$	<p>Requested funds will be used for preliminary engineering and cost estimate updates for the Downtown Rail Extension (DIX), which is Phase 2 of the Transbay Transit Center (TTC) Program. Phase 2 includes a 1.3 mile tunnel connecting the new TTC with the current Caltrain terminus at Fourth and King Streets. The updated design work and cost estimates will include new elements of the project (such as an Intercity Bus Facility, an underground BART/Muni pedestrian connector and a tunnel stub to allow a potential future underground approach by high speed rail) and modified elements (e.g. relocation of the 4th and Townsend underground station from under the Caltrain yard to under Townsend Street to allow for potential future development of the yard). Bringing the DIX up to 30% design and updating the cost estimate will better position the project to secure funding. The current cost estimate for right-of-way and construction is \$3.9 billion.</p>

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
6	PCJPB	Caltrain Early Investment Program – Electrification	\$ 3,900,000	\$ -	<p>Caltrain's Electrification project will convert its Peninsula Corridor service (San Jose to San Francisco) from diesel-hauled trains to electric trains consisting of individually powered electric multiple units. Diesel service will continue between San Jose and Gilroy. Electrification is part of Caltrain's Early Implementation Program (EIP), which also includes improved systems for signaling and train control. The full scope includes construction of an overhead contact system and related power and control infrastructure, procurement of electric rail cars to replace 75% of Caltrain's passenger cars, tunnel modifications to support electrification, and modifications to Caltrain's equipment maintenance facility. Vehicle procurement is scheduled to begin in Fall 2016 and infrastructure construction in Spring 2017. The new electrified service is scheduled to begin in Spring 2021. San Francisco's local contribution to the EIP, recently increased from \$60 million to \$80 million to address cost increases in Electrification. Requested funds will go toward the \$20 million increase. The City and SFTA are seeking to identify the remaining \$16.1 million, which could be covered by the transportation and homelessness charter amendment if approved by voters in November. The total cost is \$1.98 billion for Electrification, of which \$1.63 billion is construction .</p>

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
6	PCJPB	Caltrain Early Investment Program – CBOSS	\$ 140,000	\$ -	Requested funds will be used for construction of Caltrain's Communication Based Overlay Signal System/ Positive Train Control (CBOSS/PTC) project, which will construct improved systems for signaling and train control, including a back-up control center. The improvements are a requirement of the Federal Railroad Administration (FRA) and necessary for future shared use of Caltrain facilities by the California High Speed Rail. CBOSS/PTC is part of Caltrain's Early Implementation Program (EIP), along with Electrification (see above project). The current request is for the final \$140,000 in Prop K funds programmed for the EIP, and will bring Prop K support of CBOSS/PTC to a total of \$10.6 million. Total cost of the project is \$245.3 million, of which \$170.7 million is for construction. Construction began in Summer 2014 and the current schedule shows completion by the end of 2016, including FRA certification.
7	PCJPB	Los Gatos Creek Bridge Replacement	\$ 895,729	\$ -	Funds will be used to construct a new, widened bridge with improved seismic performance to replace the existing Los Gatos Creek Bridge, near Diridon Station in San Jose.
7	PCJPB	Marin Street and Napoleon Street Bridges	\$ 200,000	\$ -	Project addresses structural deficiencies by retrofitting or replacing bridge structural elements to extend the useful life of the structures. The project also addresses trespasser encampments and illegal dumping through additional fencing and potential installation of fill material that still allows access to the bridge superstructure for inspections and repairs. Design is underway. Construction is expected to start in Fall 2017 and be completed by Summer 2018.
17P	PCJPB	F-40 Mid Life Overhaul	\$ 2,109,105	\$ -	Requested funds will be used to perform midlife overhauls of five locomotives that will be part of a small diesel fleet used post-electrification. Work will take place between Spring 2017 and Spring 2019.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
20P	PCJPB	Station Enhancements and Renovations	\$ 436,462	\$ -	Funds will be used to keep Caltrain stations in a state of good repair. At the 4th and King Station, includes crew quarters and tower painting, restroom renovation, and a Station Building Corrosion Study and Plan. Project also includes installation of emergency electrical transfer switches at all San Francisco stations. Design is underway, with construction from Fall 2017 to Fall 2018.
20M	SFMTA	Muni Metro East (MME) Phase 2	\$ 1,500,000	\$ -	Project will extend five existing tracks into the southwest corner of the Muni Metro East (MME) facility to provide additional storage space for the SFMTA's growing fleet of light rail vehicles (LRVs). The original MME Phase 2 scope included a new paint and body shop, a new LRV maintenance and mid-life overhaul facility, and historic streetcar canopy and storage tracks. The SFMTA has determined that LRV mid-life overhauls are best performed by the vehicle manufacturers, and that continued use of the Cameron Beach Yard for maintenance of historic streetcars would be preferable to moving that function to MME. Paint and body work continues to be performed at various facilities across the city. The revised scope of work will extend the tracks into the space originally identified for the body repair and paint shop and later for the histories canopy. The design phase will primarily be done by SFMTA staff and be completed by March 2017.
22P	PCJPB	Santa Clara Grade Crossing Medians	\$ 758,704	\$ -	Requested funds will be used to construct medians at six at-grade crossings along the Caltrain line in Santa Clara County, per Federal Railroad Administration requirements.
22P	PCJPB	Systemwide Track Rehabilitation	\$ 600,000	\$ -	Annual program to keep Caltrain's railroad in a state of good repair, including replacing rails and other track related components. Work will take place between October 2016 and Spring 2018.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
22M	SFMTA	33-Stanyan Overhead Contact System Phase 2	\$ 1,365,500	\$ -	Requested funds will be used to replace the overhead contact system (OCS) for the 33-Stanyan trolleybus line on 18th Street between Castro and Mission Streets, including streetlight and traffic signal poles that support the OCS system. Curb ramps will be constructed at 18th and Lapidge, Oakwood, and Lexington streets. Construction impacts include diesel bus substitution on six weekends, temporary bus stop relocation, and temporary parking reduction. Construction will begin in October 2016 and the project will be open for use by December 2017.
33	SFMTA	Eddy and Ellis Traffic Calming Improvement	\$ 310,000	\$ -	This project will upgrade traffic signals at five intersections to enable the conversion of Eddy (between Leavenworth and Mason) and Ellis (between Jones and Cyril Magnin) to two-way operation. The project will reduce vehicular speeds and increase pedestrian safety on these Vision Zero High Injury Corridors. The scope includes pedestrian countdown signals, two corner bulb-outs at Eddy/Leavenworth, and curb ramps at Ellis/Taylor. Construction will start in January and be completed by September 2017.
38	SFMTA	Traffic Calming Implementation (Prior Area-wide Plans)	\$ 1,500,000	\$ -	This project will implement traffic calming measures recommended in the Dewey, Inner Sunset, North Bernal Heights, and Saint Francis Wood area-wide traffic calming plans, including construction of seven bulbouts and one pedestrian refuge island, as well as two curb ramps on Herbst Road near the SF Zoo. Construction will occur in January through December 2017. These measures represent a portion of the traffic calming backlog of recommendations from previously completed area-wide plans. In October 2016, SFMTA staff will be requesting another Prop K allocation for construction of the remaining backlog.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
38	SFMTA	WalkFirst Rectangular Rapid Flashing Beacons	\$ 399,000	\$ -	Funds will be used to supplement a prior Prop K allocation for construction of solar-powered Rectangular Rapid Flashing Beacons (RRFBs) to improve crosswalk safety at seven intersections on WalkFirst high-injury corridors. Construction costs are higher than originally estimated because the original budget did not include curb ramp and catch basin upgrades, pull box and conduit, and SFPW construction management. Construction is scheduled to begin in early 2017 and be completed by September 2017.
TOTAL			\$ 14,114,500	\$ -	

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
5	HJPA	Downtown Rail Extension	\$ 6,774,400	\$	<p>Strategic Plan Amendment: The recommended allocation is contingent upon a Prop K Strategic Plan amendment to the Caltrain Downtown Extension (DIX) to a Rebuilt Transbay Terminal category. The amendment would advance \$4,150,503 programmed for the DIX in FY 2033/34 and \$645,095 in cash flow from FY 2017/18 to FY 2016/17. It also requires an exception to the Strategic Plan policy setting aside all remaining funds not already programmed to Phase 1 for Phase 2 (DIX) construction. See attached Strategic Plan amendment for details.</p> <p>The recommendation also includes the condition that the HJPA agrees to the attached oversight protocol for Phases 1 and Phase 2. HJPA has agreed to the oversight protocol.</p> <p>As a third special condition, if the SFCIA Board acts to endorse an alternate alignment for the Downtown Rail Extension, the SFCIA reserves the right to pause the work funded by the current request.</p>
6	PCJPB	Caltrain Early Investment Program – Electrification	\$ 3,900,000	\$ -	<p>Strategic Plan Amendment: The recommended allocation is contingent upon a Prop K Strategic Plan amendment to program \$640,000 of unprogrammed capacity in the Prop K Caltrain Electrification category in FY 2016/17.</p> <p>The recommendation is also contingent upon a Caltrain staff commitment to continued compliance with the Funding Partners Oversight Protocol for Caltrain's Cal Mod Program (attached to the Allocation Request Form).</p> <p>The recommendation is contingent upon a Caltrain staff commitment to continued compliance with the Funding Partners Oversight Protocol for Caltrain's Cal Mod Program (attached to the Allocation Request Form).</p>
6	PCJPB	Caltrain Early Investment Program – CBOSS	\$ 140,000	\$ -	
7	PCJPB	Los Gatos Creek Bridge Replacement	\$ 895,729	\$ -	
7	PCJPB	Marin Street and Napoleon Street Bridges	\$ 200,000	\$ -	

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendation
17P	PCJPB	F-40 Mid Life Overhaul	\$ 2,109,105	\$ -	Strategic Plan Amendment: Approval of this request is contingent upon a Strategic Plan amendment to advance \$969,547 in programming from FY 22/23 to FY 16/17. See attached Strategic Plan amendment for details.
20P	PCJPB	Station Enhancements and Renovations	\$ 436,462	\$ -	
20M	SFMTA	Muni Metro East (MME) Phase 2	\$ 1,500,000	\$ -	
22P	PCJPB	Santa Clara Grade Crossing Medians	\$ 758,704	\$ -	
22P	PCJPB	Systemwide Track Rehabilitation	\$ 600,000	\$ -	
22M	SFMTA	33-Stanyan Overhead Contact System Phase 2	\$ 1,365,500	\$ -	The recommended allocation is contingent upon approval of a comprehensive 5YPP amendment and corresponding Strategic Plan amendment to the Muni Guideways category to advance \$5,898,500 in programming from FY 2033/34 to FYs 2016/17 - 2018/19 for various projects. These amendments are the subject of a previous item on this agenda.
33	SFMTA	Eddy and Ellis Traffic Calming Improvement	\$ 310,000	\$ -	5YPP Amendment: The recommended allocation is contingent upon a 5YPP amendment to the Signals and Signs category to reprogram \$167,729 from the Gough Corridor Signal Upgrade design phase, which is fully funded, to the subject project. See attached 5YPP amendment for details.
38	SFMTA	Traffic Calming Implementation (Prior Area-wide Plans)	\$ 1,500,000	\$ -	
38	SFMTA	WalkFirst Rectangular Rapid Flashing Beacons	\$ 399,000	\$ -	5YPP Amendment: The recommended allocation is contingent upon a 5YPP amendment to program \$399,000 in deobligated funds from projects completed under budget, to this project. See attached 5YPP amendment for details.
TOTAL			\$ 14,114,500	\$ -	

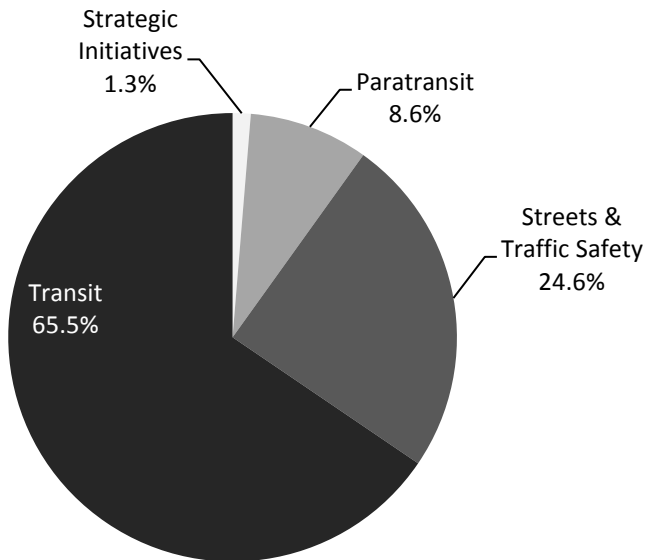
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2016/17**

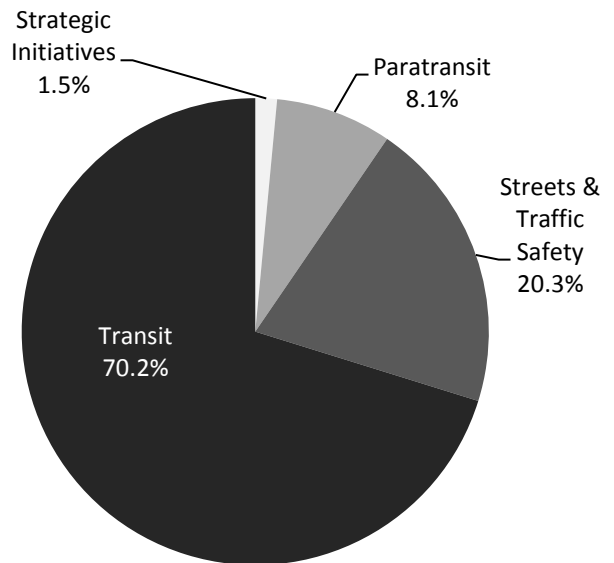
PROP K SALES TAX		CASH FLOW				
	Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Prior Allocations	\$ 51,496,707	\$ 30,187,798	\$ 12,162,933	\$ 9,145,976	\$ -	\$ -
Current Request(s)	\$ 14,114,500	\$ 8,270,775	\$ 5,000,083	\$ 843,642	\$ -	\$ -
New Total Allocations	\$ 65,611,207	\$ 38,458,573	\$ 17,163,016	\$ 9,989,618	\$ -	\$ -

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 2016 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	TJPA	Downtown Extension to Rebuilt Transbay Terminal²	Downtown Rail Extension	Design	\$ 6,774,400	1
2	Prop K	PCJPB	Electrification	Caltrain Early Investment Program – Electrification	Construction	\$ 3,900,000	23
3	Prop K	PCJPB	Electrification	Caltrain Early Investment Program – CBOSS	Design, Construction	\$ 140,000	39
4	Prop K	PCJPB	Caltrain Capital Improvement Program	Los Gatos Creek Bridge Replacement	Construction	\$ 895,729	53
5	Prop K	PCJPB	Caltrain Capital Improvement Program	Marin Street and Napoleon Street Bridges	Construction	\$ 200,000	63
6	Prop K	PCJPB	Vehicles - Caltrain	F-40 Mid Life Overhaul	Construction	\$ 2,109,105	73
7	Prop K	PCJPB	Facilities - Caltrain	Station Enhancements and Renovations	Construction	\$ 436,462	83
8	Prop K	SFMTA	Facilities - Muni	Muni Metro East (MME) Phase 2	Design	\$ 1,500,000	93
9	Prop K	SFMTA	Guideways - Muni	33-Stanyan Overhead Contact System Phase 2	Construction	\$ 1,365,500	105
10	Prop K	PCJPB	Guideways - Caltrain	Santa Clara Grade Crossing Medians	Design, Construction	\$ 758,704	117
11	Prop K	PCJPB	Guideways - Caltrain	Systemwide Track Rehabilitation	Construction	\$ 600,000	127
12	Prop K	SFMTA	Signals & Signs	Eddy and Ellis Traffic Calming Improvement	Construction	\$ 310,000	137
13	Prop K	SFMTA	Traffic Calming	Traffic Calming Implementation (Prior Areawide Plans)	Construction	\$ 1,500,000	151
14	Prop K	SFMTA	Traffic Calming	WalkFirst Rectangular Rapid Flashing Beacons	Construction	\$ 399,000	161
Total Requested						\$ 20,888,900	

¹ Acronyms: PCJPB (Peninsula Corridor Joint Powers Board or Caltrain), SFMTA (San Francisco Municipal Transportation Agency), TJPA (Transbay Joint Powers Authority)

² Note: At its September 27, 2016 meeting, the Transportation Authority Board deferred the Transbay Joint Powers Authority's Prop K allocation and Strategic Plan amendment requests for the Downtown Rail Extension project.



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

FY of Allocation Action: 2016/17

Project Name: Downtown Rail Extension

Grant Recipient: Transbay Joint Powers Authority

EXPENDITURE PLAN INFORMATION

Prop K EP category: Caltrain Downtown Extension to a Rebuilt Transbay Terminal: (EP-5)

Prop K EP Line Number (Primary): 5 Current Prop K Request: \$ 6,774,400
Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisorial District(s): District 06

REQUEST

Brief Project Description (type below)

Phase 2 of the Transbay Transit Center Program is a 1.3 mile Downtown Rail Extension (DTX) tunnel that will extend Caltrain commuter rail from its current terminus at Fourth and King streets to the new Transbay Transit Center. The DTX will also provide the tracks and build-out of the below-grade train station facilities to deliver California High-Speed Rail Authority's (CHSRA) future high-speed service to the new transit center.

Detailed Scope, Project Benefits and Community Outreach (type below)

Following on the SEIR/SEIS, the proposed scope will bring design of the DTX to 30% for new elements of the project and bring modified elements back up to 30% design. Examples of new elements include an underground BART/Muni pedestrian connector, vent structures, an Intercity Bus Facility, and a tunnel box at the south end to receive a future underground approach by high-speed rail. Modified elements includes items such as a relocated underground station at 4th and Townsend which is now under Townsend rather than the Caltrain yard, allowing for potential future development of the yard. The scope also includes updating design of the tunnels and underpinning of structures, and developing staging plans and bottom-up cost estimates. The work is scheduled to be complete by June 2017 See attached Word document for details.

Project Location (type below)

First & Mission Streets, San Francisco, CA

Project Phase (select dropdown below)

Design Engineering (PS&E)

Map or Drawings Attached? Yes

Other Items Attached? Yes

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

5YPP/STRATEGIC PLAN INFORMATION

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

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

Prop K SP/5YPP Amount: \$ 2,623,898 Prop AA
Strategic Plan
Amount:

Please describe and justify the necessary amendment:

The Prop K Strategic Plan amendment to the Caltrain Downtown Extension to a Rebuilt Transbay Terminal category would advance \$4,150,503 programmed for the Caltrain Downtown Extension in FY 2033/34 and \$645,095 in cash flow from FY 2017/18 to FY 2016/17. The Strategic Plan establishes a policy requiring all remaining funds not currently programmed to Phase 1 to be spent on construction of Phase 2 (DTX) to reinforce the need to complete the DTX as soon as possible and to avoid using all of the Prop K funds on Phase 1. SFCTA staff supports the recommended request, which requires an exception to this policy, now that Phase 1 is fully funded and appears on track to be delivered within the revised budget. Further, the proposed scope will enable TJPA to bring all program elements to 30% design and develop a solid cost estimate, both of which will facilitate TJPA's ability to secure funding for DTX. Completion of the scope as scheduled is necessary to support a revenue service date of late 2025, a goal set by TJPA in order to receive high speed rail.

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

Background and Project Benefits

The Transbay Transit Center Program (Program) is an approximately \$6 billion program to replace the former Transbay Terminal at First and Mission streets in downtown San Francisco with a modern regional transit hub that will connect eight Bay Area counties and the State of California through eleven transit systems including Caltrain commuter rail and the future California High-Speed Rail system from San Francisco to Los Angeles.

The Program is being constructed in two phases. Phase 1 includes design and construction of the above-grade portion of the Transit Center, the core and shell of the two below-grade levels of the train station, a new bus ramp, a bus storage facility, and a temporary bus terminal. Phase 2 will complete the build-out of the below-grade train station facilities at the Transit Center and build the Downtown Rail Extension (DTX) tunnel, a new underground station along the DTX alignment, and an intercity bus facility.

Phase 2 will provide the following public benefits:

- Improve access to rail services and enhance San Francisco's accessibility to a local and regional workforce
- Enhance connectivity between Caltrain and other major transit services
- Create the northern terminus for the state's future high-speed rail system
- Build a new intercity bus station next to the Transit Center for Greyhound, Amtrak and other regional bus service providers
- Contribute to improved regional air quality by attracting thousands of new transit riders and reducing the number of vehicles on Highways 101 and 280

Current Request

Preliminary engineering (PE) (30% design level) for many components of Phase 2, including the Fourth and Townsend Street Station, was completed in July 2010. Subsequently, as a result of new requirements by the California High-Speed Rail Authority (CHSRA), as well as other factors, elements have been modified or added to Phase 2. These additions and modifications are included in a draft Supplemental Environmental Impact Statement/Environmental Impact Report (SEIS/EIR) released in December 2015 for public comment. Other factors that informed the SEIS/EIR include new code requirements – necessitating the emergency egress not be through hatches in the sidewalks, as well as requirements determined during the threat and vulnerability assessment. Additionally, requests from the City were honored by relocating the Fourth and Townsend Underground Station further into the public right-of-way to allow for potential future development at the Fourth and King rail yard, and the inclusion of a “tunnel stub” to allow for a future underground connection to the Downtown Rail Extension (including future grade separation) while minimizing operational impacts. Financial factors also informed the SEIS/EIR with the selection of the shortest BART/Muni Pedestrian Connector and the potential for event parking at the Bus Storage Facility. Further design work on these new or modified elements as outlined below will be required to return the full DTX design and bring all Phase 2 elements to the 30% PE level. At the TJPA's June 2016 Board of Directors meeting, the Board directed TJPA staff to move forward with the following next steps in support of Phase 2:

- Complete 30% PE drawings
- Update right-of-way estimate

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- Update ridership study
- Perform risk assessment
- Peer review funding plan
- Update Program cost estimate
- Peer review 2016 cost estimate
- Complete development of funding plan
- Select delivery method
- Update budget
- Continue coordination with the City on the Railyard Alternatives and I-280 Boulevard Feasibility Study, Caltrain and CHSRA

The current request would fund preliminary engineering, program management/program controls, financial and right-of-way consultants, and a TJPA staff person for these next steps for Phase 2, as described in detail below.

Preliminary Engineering (PE) *Parsons Transportation Group*

The Downtown Extension designer, Parsons Transportation Group, will continue preliminary engineering (PE) to full 30% level. This contract was renewed by the TJPA Board in 2014. Completion of the necessary tasks is estimated at \$5.7 million for FY2016-17; this request is for **\$5,029,000** as \$671,000 remains in Prop K Resolution 15-01. Tasks will include the following:

- A. Project Management
 1. Submission of monthly status report with each monthly invoice, indicating work performed on each of the approved tasks for which payment is being requested
 2. Project meetings (e.g., TJPA staff or Board meetings)
 3. Scheduling
 4. Quality Control and Quality Assurance
 5. Other Direct Costs as requested and/or agreed by TJPA
- B. Coordination with Transbay Transit Center (TTC) Designers and Train Operators
 1. Continue ongoing coordination with train operators:
 - a. Provide coordination with CHSRA and Caltrain including:
 - i. Coordination on operator criteria and programmatic requirements
 - ii. Support for the design by Caltrain of modifications to the existing Fourth and King Caltrain station
 2. Continue ongoing coordination with other TTC team members including:
 - a. Coordination of Phase 2 train systems provisions
 - b. Coordination of DTX/TTC structural interface
 - c. Other as-needed coordination

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3. Additional as-needed work could include:
 - a. Coordination meetings between project teams
 - b. Train operations planning, simulations and reviews
 - c. Analysis of Caltrain and CHSRA rolling stock impact to planned DTX infrastructure, including station platforms and clearances
 - d. Identification of recommended revisions for criteria including but not limited to applicable code updates, vehicle dynamic envelope and fire-life safety
 - e. Review and comment on design criteria changes with respect to project design, construction cost and schedule implications
4. Assistance to TJPA with financing alternatives including:
 - a. Performing additional estimates
 - b. Meeting with potential financing partners
 - c. Evaluation of feasibility of financing options
- C. Federal Transit Administration (FTA), Federal Railroad Administration (FRA), Bay Area Rapid Transit (BART), California Public Utilities Commission (CPUC), Other Utilities, & SEIS/EIR Study Coordination
 1. As-needed SEIS/EIR coordination with FTA and FRA
 2. Coordinate with BART on the BART/Muni Pedestrian Connector
 3. Support TJPA with coordination with CPUC on at-grade crossings
 4. Coordinate with private utilities as necessary
- D. Other Coordination with City and County of San Francisco (City)
 1. Continue ongoing coordination with the City Planning Department regarding accommodating proposed joint development at emergency ventilation/exit facility sites
 2. Continue ongoing coordination with San Francisco Public Utilities Commission (SFPUC) for proposed DTX sewer relocations and interface with new major SFPUC facilities in project area
 3. Coordination with San Francisco Municipal Transportation Agency (SFMTA) Muni Central Subway project for provisions for light rail crossing over future DTX cut-and-cover tunnel
 4. Coordinate reviews of DTX fire-life safety planning with San Francisco Fire Department and, if necessary, the State Fire Marshal
 5. Coordination with other City agencies, as needed
- E. Right-of-Way Support
 1. Continue ongoing coordination with adjacent property developments and, if necessary, the City Department of Building Inspection to protect DTX from adverse impacts along its alignment
 2. Continue ongoing coordination and engineering support for DTX right-of-way: Provide engineering support including structural engineering studies and cost estimates in support of TJPA property acquisition activities, including:
 -

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- a. Preparation of a conceptual design technical memorandum on underpinning constructability
 - b. Preparation of geotechnical baseline memoranda
 - c. Preparation of PE underpinning design plans
- F. Preliminary Engineering Design Work and Updates for DTX

As noted above, some elements of the Phase 2 design were previously at the 30% design level. Elements below that include an asterisk (*) are elements that have been modified since 2010 and that require updating to reach the 30% design level. Elements with a double asterisk (**) are new scope items, or items that were deferred in 2010, that require a greater design effort to achieve the 30% design level. One exception is the Fourth and Townsend Street Station, which was at the 30% design level in 2010 but requires a full redesign, due to changes in alignment and configuration at the request of the City and Caltrain.

1. ** Civil – Streetwork
 - a. Prepare technical memoranda on the City’s street improvement plans on Second Street
 - b. Prepare technical memoranda for at-grade street crossings at Mission Bay Drive and 16th Street
 - c. Prepare PE streetwork plans
2. * Civil – Utilities
 - a. Protection planning for AT&T manholes
 - b. Prepare technical memoranda to support PE cost estimate update
 - c. Support advance utility relocation package scoping
 - d. Update PE utility relocation plans
 - e. Define temporary utility relocations
3. * Civil – SFPUC Sewer Relocation
 - a. Support Fifth Street sewer relocation study
 - b. Prepare technical memoranda to summarize coordination with SFPUC
 - c. Update Sixth Street sewer relocation plans
 - d. As-needed development of Fifth Street sewer relocation plans
4. ** Civil – Traffic
 - a. As-needed traffic engineering support of TJPA coordination with the City and CPUC
 - b. Prepare technical memoranda for at-grade crossing traffic engineering
 - c. Prepare Traffic Management Plan
5. * Track Configuration
 - a. Update PE plans and profile reference files for realigned Fourth and Townsend Street Station
 - b. Update DTX crossover arrangements
 - c. Prepare conceptual alignment plan and profile of at-grade Caltrain track modifications including interlocking, maintenance-of-way tracks, and turnback tracks
 - d. Complete PE plan and profile including precise alignment control tables
6. * Mined Tunnel
 - a. As-needed support
 - b. Update PE construction staging plans

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7. * Structural – Throat Cut-and-Cover
 - a. Prepare conceptual level details for the TTC interface and update typical sections in the PE plans
 - b. Prepare technical memoranda and concept for support-in-place of major utilities
 - c. Complete details to PE level
8. * Structural – Cut-and-Cover East of Fourth and Townsend Street Station
 - a. Prepare technical memoranda to support PE cost estimate update
 - b. Update PE plans
9. * Fourth and Townsend Street Station
 - a. Complete structural and architectural PE design of underground station structure
 - b. Perform mezzanine sizing study to avoid Fifth Street sewer
 - c. Complete remaining details to PE level
10. * Structural – Cut-and-Cover West of Fourth and Townsend Street Station, U-wall, and Tunnel Stub
 - a. Complete conceptual engineering plan and profile
 - b. Prepare technical memoranda on cut-and-cover to support PE cost estimate update
 - c. Perform impact analysis for U-wall/tunnel stub adjacent to I-280 Sixth Street off-ramp foundations
 - d. Update/develop PE plans
11. ** Ventilation/Emergency Exit Structures
 - a. Prepare structural and architectural PE design plans for new site at 699 Third Street/180 Townsend Street
 - b. Prepare technical memoranda to support taller superstructure at Second and Harrison site
 - c. Update structural and architectural PE plans for Second and Harrison site
12. ** Structural – SFMTA Central Subway Bridging Structure
 - a. Prepare conceptual design and technical memoranda to support PE cost estimate update
 - b. Prepare PE plans
13. ** Fire-Life Safety (FLS)
 - a. Develop a mechanical PE design for 699 Third/180 Townsend emergency ventilation and Fourth and Townsend Street Station emergency ventilation
 - b. Perform computational fluid dynamics (CFD) FLS modeling for Fourth and Townsend Street Station
 - c. Perform SES FLS modeling for DTX tunnel
 - d. Perform pedestrian flow/exit analysis for Fourth and Townsend Street Station
 - e. Update mechanical PE design plans for Second and Harrison ventilation/ emergency exiting structure
 - f. Prepare technical memoranda on water/air mechanical systems to support the PE cost estimate update
 - g. Update water/air mechanical systems PE plans
14. * Systems – Tunnel Electrical
 - a. Prepare technical memoranda to support PE cost estimate update
 - b. Update PE plans

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15. * Systems – Overhead Catenary Systems (OCS)
 - a. Prepare technical memoranda to support PE cost estimate update
 - b. Update PE OCS plans
 - c. Complete PE design of TTC OCS
16. ** Systems - Signals
 - a. Update PE Phase 1 Conceptual Engineering single line schematic plans
 - b. Coordinate latest signal equipment space provisions with tunnel and Fourth and Townsend Street Station designs
 - c. Prepare technical memoranda to support PE cost estimate update
 - d. Prepare PE design double-line drawings
17. ** Systems – Communications
 - a. Prepare technical memoranda to support PE cost estimate update
 - b. Coordinate with Phase 2 planning
 - c. Prepare PE plans:
 - Intrusion Detection/Access Control Systems
 - CCTV Systems
 - Telephone System
 - Public Address/Variable Message Sign System
 - Radio System
 - SCADA System
 - Voice/Fire Alarm System
18. Preliminary Engineering Report
 - a. Update PE report and summarize technical memoranda
- G. Conceptual Engineering Design Work for BART/Muni Pedestrian Connector
 1. Prepare conceptual design memoranda to support cost estimate
 2. Prepare technical memoranda on streetwork, utilities, traffic, structural design, architectural design, and FLS to support cost estimate
 3. Prepare conceptual design plans of cut-and-cover structure and interface structure
 4. Prepare conceptual street reconstruction, utility relocation, structural (cut-and-cover and interface structure), and architectural (Connector, receiving structures, and mid-block emergency egress structure including electrical and lighting plans) plans
 5. Develop Traffic Management Plan
 6. Prepare geotechnical baseline memoranda
 7. Prepare programming document
 8. Perform code analysis
 9. Develop FLS and exiting strategy
 10. Perform pedestrian flow/exit analysis
 11. Perform CFD and SES FLS modeling
 12. Prepare Conceptual Engineering Report

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- a. Summarize technical memoranda in a report

H. DTX Preliminary Engineering Cost Estimate Update

1. Update the DTX cost estimate based on the rate refresh update prepared in June 2016 and new quantities based on new engineering, including BART/Muni Pedestrian Connector conceptual design

Exclusions:

1. Final Design
2. Technical Specifications
3. Design-Build Contract Documents (in the event that Design-Build is the chosen delivery method)

Program Management/Program Controls (PMPC) *AECOM (URS)*

The PMPC provides a variety of services and reports to augment TJPA staff in implementing the Transbay Transit Center Program. Specific tasks include program management services, program implementation and support, program controls management, quality assurance and control implementation, risk management program implementation, document control, administrative support, and project management for Phases 1 and 2 of the Program. The contract was awarded in 2013. This funding request is for **\$858,500** for the following tasks (total estimated cost \$1,290,000, but \$431,500 remains in Prop K Resolution 15-01):

A. Phase 2 Program Management

1. Program Management
 - a. Project meetings
 - b. Project controls support, including an update to the Phase 2 Budget
 - c. Program coordination support
 - d. Utility coordination support
2. DTX Project Management
 - a. Contribute to monthly PMPC status reports
 - b. Project meetings
 - c. Work with estimators, technical specialists and Program Controls Manager to validate scope and develop the project budget and schedule for Phase 2, including subprojects and project components. Maintain current and accurate information regarding project scope, schedule and budget
 - d. Maintain an issue-action tracking system to facilitate timely decision-making
 - e. Manage the DTX design consultant including, but not limited to, invoice reviews, submittal reviews, contract negotiations, coordination with TTC design consultant, and correspondence on technical project issues
 - f. Refine and validate design constraints, criteria, and standards with the engineering design team as requested by TJPA. Complete, maintain and update design criteria as necessary

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- g. Provide technical, project-specific assistance to TJPA, including preparation of letters and presentations
 - h. Provide support for supplemental environmental studies
 - i. Coordinate with train operators and outside agencies (i.e., SFPUC for sewer interfaces, SFMTA for Central Subway interface, City Planning and Office of Community Investment and Infrastructure for potential joint development parcels and the RAB Study, BART for BART/Muni Pedestrian Connector)
 - j. Coordinate with adjacent properties along the alignment to determine potential impacts to DTX and/or the properties
 - k. Manage interfaces between Phase 2 components and other component projects of the Program
3. Document Management and Administrative Support
- a. Record keeping and submittal logging
 - b. Document retrieval and issuance to support project or outside agency requests
 - c. Technical and editorial reviews of project documents, letters, and presentations
- B. Ridership Study (by Cambridge)
- a. Update the 2008 Cambridge Systematics ridership estimates
- C. Perform risk assessment (with Faithful and Gould)
- D. Update Phase 2 cost estimate (with TBD Consultants)
- E. Peer review 2016 cost estimate (with Saylor Consulting)
- F. Advise on and assist TJPA in selection of delivery method (with AECOM)

Right-of-Way ***TBD***

TJPA will be engaging a right-of-way consultant or an appraiser to update the Phase 2 right-of-way cost estimate. Estimated cost: **\$120,000**

Phase 2 Funding Plan ***Sperry Capital***

TJPA's financial consultants will assist TJPA staff in completing development of the Phase 2 funding plan. Estimated cost: **\$150,000**

Phase 2 ***TJPA Staff***

TJPA plans to hire one full-time staff person to manage Phase 2 work efforts. This would be a program manager level position, with a salary range of \$204,360 to \$257,920. TJPA's benefit rate is approximate 35% of salary. Estimated cost: \$218,000 salary plus \$76,300 benefits = **\$294,300**

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

Project Name: Downtown Rail Extension

ENVIRONMENTAL CLEARANCE

Environmental Type: EIR/EIS

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)		1995		2001
Environmental Studies (PA&ED)		2001	Oct-Dec	2016
Right-of-Way	Jul-Sep	2004	Oct-Dec	2019
Design Engineering (PS&E)	Jan-Mar	2005	Jul-Sep	2019
Advertise Construction	Jul-Sep	2018		
Start Construction (e.g. Award Contract)	Oct-Dec	2018		
Operations (i.e., paratransit)				
Open for Use			Oct-Dec	2025
Project Completion (means last eligible expenditure)			Oct-Dec	2025

SCHEDULE DETAILS

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

The schedule presented above is based on the Phase 2 schedule presented to the TJPA Board of Directors in June 2016, at which the Board provided direction to complete Phase 2 preliminary engineering as proposed in this request.

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

Project Name: Downtown Rail Extension

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 4,150,503	\$ 2,623,898	\$ -	\$ 6,774,400
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 4,150,503	\$ 2,623,898	\$ -	\$ 6,774,400

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -			\$ -
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	See attached		\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		Completed by Caltrain
Environmental Studies (PA&ED)	\$ 34,184,166	\$ -		Included in 2016 Phase 2 Cost Estimate (Programwide)
Right-of-Way	\$ 266,200,000	\$ -		2016 Phase 2 cost estimate
Design Engineering (PS&E)	\$ 130,297,416	\$ 6,774,400	\$ -	TJPA Approved Budget for Phase 2
Construction (CON)	\$ 3,504,369,982	\$ -	\$ -	2016 Phase 2 cost estimate - see attached detailed estimate
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 3,935,051,564	\$ 6,774,400	\$ -	

% Complete of Design: 58% as of 5/31/2016
 Expected Useful Life: 70 Years

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 6,774,400	\$ -	\$ -	\$ -	\$ -	\$ 6,774,400
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**San Francisco County Transportation Authority
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General Instructions

- Sponsor may attach budget details in sponsor agency format (Excel), which includes all required information (per phase) detailed below.
- Contingencies should be called out in each phase.

For Design Engineering Phase:

- Provide total labor cost by agency, consultant costs, other direct costs, contract procurement(s), and contingency.

Project Name: Downtown Rail Extension

PROJECT BUDGET - DESIGN

BUDGET SUMMARY		
Agency/Consultant	Total	% of Total
Parsons (Designer)	\$ 5,029,000	74.2%
AECOM (PMPC)	\$ 858,500	12.7%
Financial Consultant	\$ 150,000	2.2%
ROW Consultant	\$ 120,000	1.8%
TJPA Staff	\$ 294,300	4.3%
Contingency	\$ 322,600	4.8%
Total	\$ 6,774,400	100.0%

DETAILED LABOR COST ESTIMATE - BY AGENCY						
TJPA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Senior Program Manager (Ph II)	2,080	\$ 104.80	1.35	\$ 141.48	1	\$ 294,278
Total	2,080	\$ 105	1	\$ 141	1	\$ 294,278

2016 Phase 2 Cost Estimate (in year of expenditure dollars)

	Direct Costs	Design Contingency	Total Cost
Phase 2			
DTX			\$1,467,777,900
Segment 10 Fourth and King Surface Station and Yard Upgrade	\$0		\$0
Segment 9 At Grade Trackway	\$707,000		\$707,000
Segment 8 U-Wall Segment	\$57,906,000		\$57,906,000
Segment 7 Cut and Cover West of Fifth St	\$92,220,000		\$92,220,000
Segment 6 Cut and Cover Fourth & Townsend Underground Station	\$123,721,000		\$123,721,000
Segment 5 Cut and Cover East of Fourth St	\$82,069,000		\$82,069,000
Segment 4 NATM Mined Tunnel	\$387,981,000		\$387,981,000
Segment 3 Cut and Cover Throat Structure	\$151,037,000		\$151,037,000
Segment 2 Transit Center	\$889,000		\$889,000
Trackworks	\$82,775,000		\$82,775,000
Systems	\$92,662,000		\$92,662,000
Allowances	\$90,162,000		\$90,162,000
Design Contingency		\$199,551,900	\$199,551,900
Allowance for Properties Demolition	\$3,000,000		\$3,000,000
Tunnel Stub Box	\$99,876,000	included	\$99,876,000
DTX Vent Structures (heighting of structures)	\$3,222,000	included	\$3,222,000
Transit Center Building (TCB)			\$247,203,907
Transit Center Fit Out	\$150,255,780	\$7,512,576	\$157,768,356
Allowance for RVA for above at 5%	\$7,512,789		\$7,512,789
Train Box Extension	\$55,631,840	\$2,782,176	\$58,414,016
Allowance for RVA for above at 5%	\$2,781,592	\$514,738	\$3,296,330
IBF - PCPA 95% CD Estimate item 2.3 plus 16.8% for escalation to 2016	\$12,582,864	\$629,552	\$13,212,416
Allowance for IBF Escalator and Elevator from Beale street to Below Grade Train Box	\$5,000,000		\$5,000,000
Allowance for Main Street Utility Relocation	\$2,000,000		\$2,000,000
Subtotal DTX and TCB Construction excluding escalation	\$1,503,991,865	\$210,990,942	\$1,714,981,807
DTX and TCB Construction Escalation at 5% to mid construction (2023)			\$583,257,836
Subtotal DTX and TCB Construction including escalation			\$2,298,239,643
ROW**			\$266,200,000
Programwide @ 22.5% of above excluding ROW			\$517,103,920
Subtotal Program Costs			\$3,081,543,562
Construction Contingency @ 10%			\$229,823,964
Program Reserve @ 15% of Subtotal Program Costs			\$462,231,534
Total Program Cost excluding BART/Muni Pedestrian Connector			\$3,773,599,061
BART/Muni Pedestrian Connector - Direct Construction Cost	\$109,525,767	included	\$109,525,767
BART/Muni Pedestrian Connector - Escalation			\$37,249,236
BART/Muni Pedestrian Connector - Construction Contingency			\$14,677,500
BART/Muni Pedestrian Connector Total Cost			\$161,452,503
Total Program Cost including BART/Muni Pedestrian Connector	\$1,613,517,632	\$210,990,942	\$3,935,051,564

* Total Contingency/Reserves is \$903 million or 29.3% of Total Program Costs excluding BART/Muni Pedestrian Connector

** ROW number was last updated with the 2013 Phase 2 cost estimate

Phase 2 Funding

Phase 2 Potential Funding (<i>in \$ millions</i>)	Total Funds	Net Proceeds after Debt Financing
Committed Transportation Authority Sales Tax (Prop K)	\$83	\$83
Committed San Mateo County Sales Tax	\$19	\$19
Committed MTC/BATA Bridge Tolls	\$7	\$7
Committed Regional Transportation Improvement Program	\$18	\$18
Transit Center District Plan-Mello Roos*	\$275 - \$375	\$275-\$375
Tax Increment Residual (After TIFIA repayment)	\$665 - \$735	\$200 - \$340
FTA New Starts	\$650	\$650
New MTC/BATA Bridge Tolls	\$300	\$300
Future San Francisco Sales Tax	\$350	\$350
Future California High-Speed Rail Funds	\$557	\$557
Land Sales (Block 4)	\$45	\$45
Passenger Facility Charges **or Maintenance Contribution	\$2,510 - \$8,025	\$865 - \$1,920
TOTAL POTENTIAL FUNDS	\$5,479 - \$11,164	\$3,369 - \$4,664

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/15/2016 Res. No: _____ Res. Date: _____

Project Name: Downtown Rail Extension

Grant Recipient: Transbay Joint Powers Authority

		Action	Amount	Phase
Funding Recommended:	Prop K Allocation		\$ 6,774,400	Design Engineering (PS&E)
	Total:		\$ 6,774,400	

Total Prop K Funds: \$ 6,774,400 Total Prop AA Funds: \$ -

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

Fund Expiration Date: 12/31/2017 Eligible expenses must be incurred prior to this date.

Future Commitment:		Action	Amount	Fiscal Year	Phase

Trigger: _____

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/15/2016 Res. No: Res. Date:

Project Name: Downtown Rail Extension

Grant Recipient: Transbay Joint Powers Authority

Deliverables:

- 1. Provide monthly report detailing cost and progress by task. The monthly report shall include a summary of all contracts and agreements, including agency work, showing the budgeted versus actual amounts.
- 2.
- 3.
- 4.
- 5.

Special Conditions:

- 1. The recommended allocation is contingent upon a Prop K Strategic Plan amendment to the Caltrain Downtown Extension (DTX) to a Rebuilt Transbay Terminal category. The amendment would advance \$4,150,503 programmed for the DTX in FY 2033/34 and \$645,095 in cash flow from FY 2017/18 to FY 2016/17. Further, the recommended action requires an exception to the Strategic Plan policy that sets aside all remaining funds not already programmed to Phase 1 for Phase 2 (DTX) construction. See attached Strategic Plan amendment for details.
- 2. As a condition of this allocation, the TJPA will agree to the attached oversight protocol for Phase 1 and Phase 2 of the Caltrain Downtown Extension to a Rebuilt Transbay Terminal project.
- 3. One of the scope components of the Planning Department's Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB) involves reviewing construction methods and rail alignment configurations for the DTX, and seeking opportunities to fund and build the project more cost effectively. If the SFCTA Board acts to endorse an alternate alignment for the Downtown Rail Extension, the SFCTA reserves the right to pause the work funded by the current request in order to meet with TJPA, the Planning Department and the Mayor's Office to discuss any needed modifications to the scope of work, including potentially ceasing work on certain scope elements.
- 4.

Notes:

- 1.
- 2.

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/15/2016 Res. No: Res. Date:

Project Name: Downtown Rail Extension

Grant Recipient: Transbay Joint Powers Authority

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

SFCTA Project
 Reviewer: CP

SGA PROJECT NUMBER

Sponsor: Transbay Joint Powers Authority

SGA Project Number: 105-914xxx Name: Downtown Rail Extension

Phase: Fund Share: 100.00%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$6,774,400					\$6,774,400

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

E7A-19

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 6,774,400

Current Prop AA Request: \$ -

Project Name: Downtown Rail Extension

Grant Recipient: Transbay Joint Powers Authority

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

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

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Brian Dykes

Sara DeBord

Title: Principal Engineer

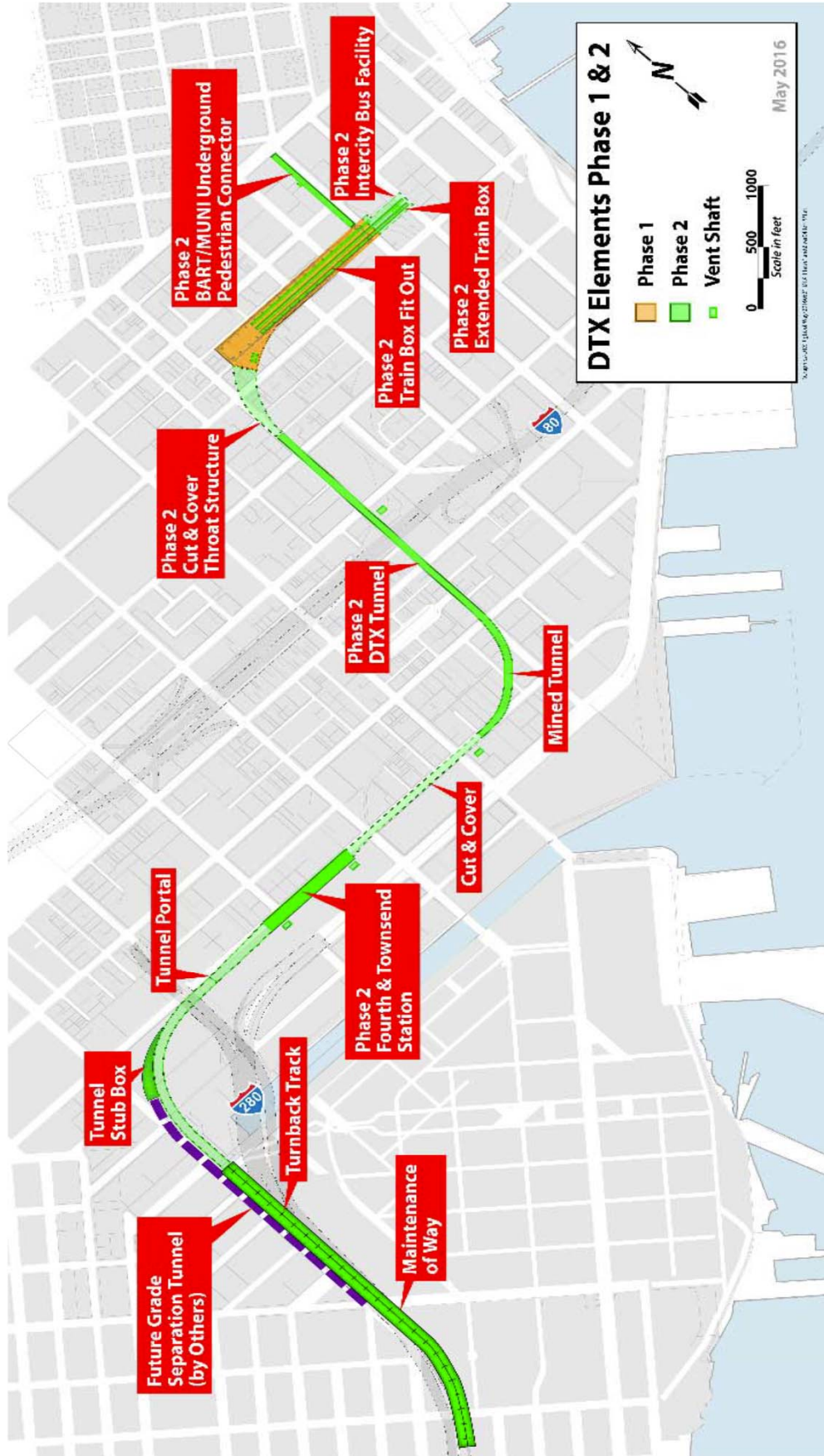
Chief Financial Officer

Phone: 415.597.4617

415.597.4039

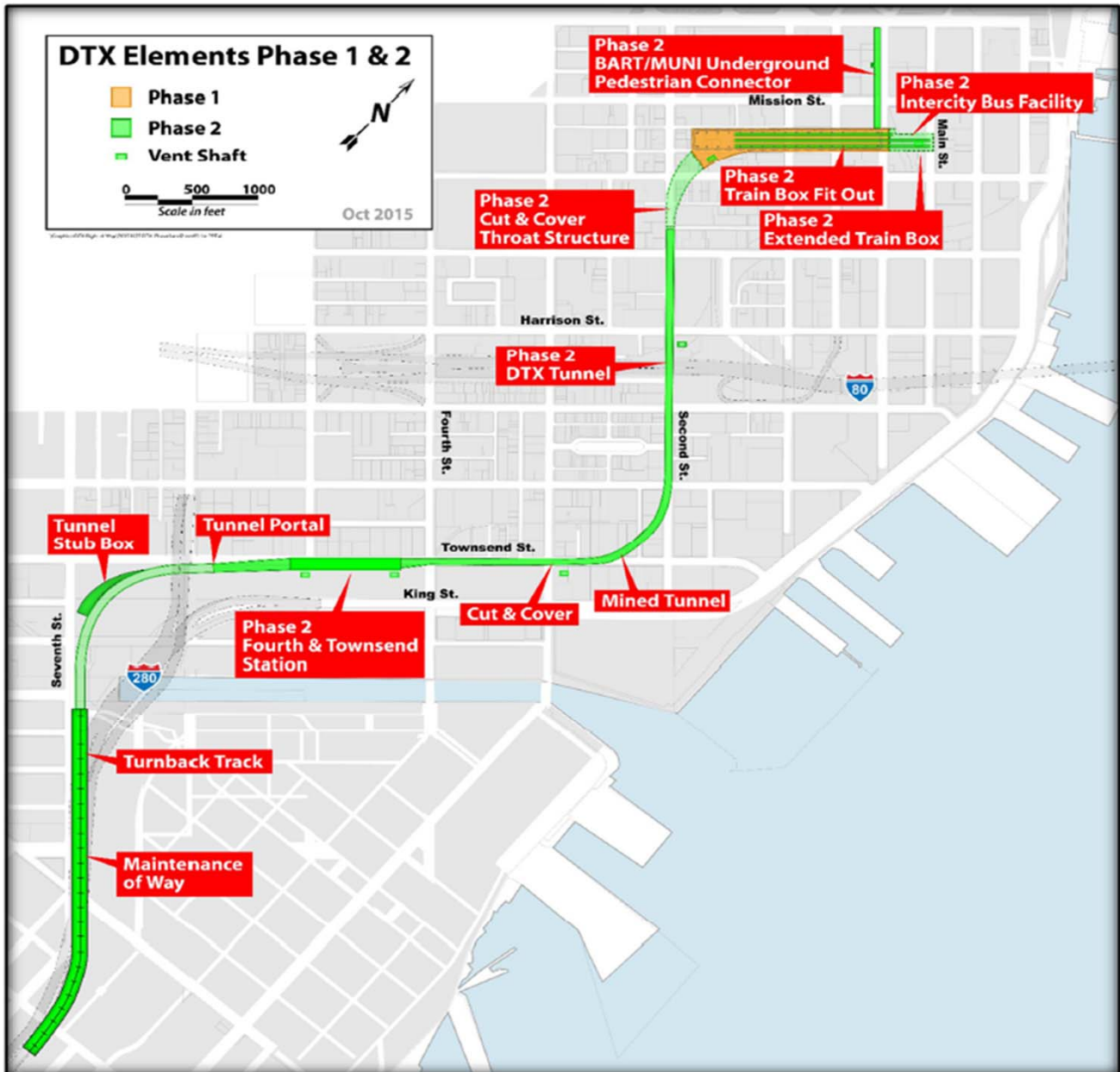
Email: bdykes@transbaycenter.org

sdebord@transbaycenter.org



Please see T JPA Board Report from June 9, 2016 at:

http://transbaycenter.org/uploads/2016/06/Item13_DTX-Phase-2.pdf



**SFCTA OVERSIGHT PROTOCOL FOR
THE TRANSBAY TRANSIT CENTER AND CALTRAIN DOWNTOWN EXTENSION**

This oversight protocol sets the framework for a partnership between the Transbay Joint Powers Authority (TJPA) and the San Francisco County Transportation Authority (SFCTA) for the purpose of achieving the shared goal of on time and on budget delivery of a quality project for both the Transbay Transit Center (TTC) and the Caltrain Downtown Extension (DTX). The intent is to integrate the SFCTA Project Management Oversight representative (SFCTA PMO) into the TJPA Project Management Team's (TPMT) processes and protocols to serve as a resource to the team in addition to performing a traditional oversight role. In order to add value to this partnership, the SFCTA agrees that its PMO will have the appropriate technical, project management skills, and background to perform its duties. All SFCTA costs related to the PMO services will be borne by the SFCTA.

1. The TJPA Project Management Team (TPMT) will have an open door policy and work closely with the SFCTA PMO, who will have access to project Section Managers and available information through TJPA staff. The SFCTA understands that some information will be confidential and commits to honor that confidentiality by not sharing or divulging any information so defined.
2. The SFCTA PMO will attend all appropriate progress meetings with the TPMT, to stay abreast of all project activities and when warranted, may also attend, as observer, partnering sessions and progress meetings with the contractor. The TPMT will provide a list of current and anticipated regularly scheduled meetings, and the SFCTA PMO and TPMT will jointly determine the meetings that would be most useful.
3. Subject to FTA and FRA concurrence, the SFCTA PMO will also attend meetings with the FTA and FRA and its PMOCs.
4. The TPMT will make available to the SFCTA PMO all project deliverables, reports, plans, procedures, and progress and cost reports for review and comment, which will be performed within the stipulated review period and submitted to the TPMT for consideration. Should the SFCTA PMO not provide comments by the due date, the TPMT may assume that they are not forthcoming.
5. The SFCTA PMO will review progress and cost reports and provide comments.
6. The SFCTA PMO will participate as an observer in consultant selection panels and proposal/bid reviews.
7. The SFCTA PMO will monitor quality through regular discussions with the TPMT and the TJPA Quality Assurance Manager.
8. The SFCTA PMO will be a member of the Risk Management team and participate in all Risk Management meetings and receive copies of the original risk register, its monthly updates, and reports.
9. For the DTX, the TPMT will institute a Configuration Management Board (CMB), with the SFCTA PMO as voting member, to review all proposed changes, regardless of whether they are owner, designer, or contractor originated, to determine merit, agree on quantum, and ultimately authorize all changes for the project. The SFCTA agrees that its PMO will have the appropriate technical and Project Management background and will not have veto power. Recognizing that the TTC construction is well underway, and in lieu of establishing a new body for the TTC, voting participation by the SFCTA PMO in the existing change order review group will fulfil this requirement.
10. The SFCTA PMO will provide support to the TPMT on funding and financing issues, including proactively identifying grants and other funding opportunities.
11. The SFCTA PMO will review and approve project invoices submitted to the SFCTA and assure that they are processed in a timely manner.
12. The SFCTA PMO will assist the TPMT with development of grant amendments and funding requests which are submitted to the SFCTA for approval

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

E7A-23

FY of Allocation Action: 2016/17

Project Name: Caltrain Early Investment Program - Electrification

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

Prop K EP category: Caltrain Electrification: (EP-6)

Prop K EP Line Number (Primary): 6 Current Prop K Request: \$ 3,900,000

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisorial District(s): District 06, District 10

REQUEST

Brief Project Description (type below)

The Peninsula Corridor Electrification Project will convert Caltrain from a diesel-hauled commuter rail service to one that uses electrically powered trains consisting of high-performance electric multiple units for service between San Francisco (Fourth and King Street Station) and San Jose (Tamien Station). It will result in faster, more frequent service; reduce pollutants; and support Caltrain's long-term financial sustainability.

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

Detailed Scope, Project Benefits and Community Outreach (type below)

Background

The PCEP is a key component of Caltrain's Early Investment Program (EIP). The EIP consists of three inter-related projects: the Caltrain Communications Based Overlay Signal System/Positive Train Control (CBOSS/PTC) with a budget of \$245.3 million, the PCEP with a \$1.25 billion budget, and replacement of 75% of Caltrain's rail car fleet with electric-multiple unit (EMU) vehicles, with a \$734.5 million budget. Caltrain will continue Gilroy service with diesel powered trains. Together, these projects will modernize the corridor, reduce train related emissions by up to 90 percent, provide faster and more frequent service to more stations, and will prepare the Caltrain system for shared use with the California High Speed Rail system.

Benefits of electrification over the existing diesel traction system:

- Improved train performance
- Accommodate blended service with inter-regional high speed rail
- Increased ridership capacity, speed and frequency of service
- Reduced engine noise
- Improved regional air quality and reduced greenhouse gas emissions

Each of the three Joint Powers Board member counties (San Francisco, San Mateo, Santa Clara) are providing \$80 million toward the EIP. The local contribution was recently increased from \$60 million to \$80 million based on a Supplemental Memorandum of Understanding (MOU) approved by the funding partners. In San Francisco both the Transportation Authority and the City are responsible for covering the \$20 million increase. Prop K has \$3.9 million remaining in the electrification line item, which is the subject of this request. The Transportation Authority and City are seeking to identify the remaining \$16.1 million. If the transportation and homeless charter amendment is approved by San Francisco voters in November 2016, it should provide the remaining funds.

Scope of Subject Request: PCEP

- Electrification of Caltrain's Peninsula Corridor
e.g. construction of an overhead contact system (OCS)
- Procurement of Electric Multiple Units rail cars
- Tunnel Modifications
- Centralized Equipment Maintenance & Operations Facility (CEMOF) Modifications
- Electric power infrastructure upgrades

Project Location (type below)

Systemwide

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached? Yes

Other Items Attached? Yes

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

E7A-25

5YPP/STRATEGIC PLAN INFORMATION

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

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

Prop K 5YPP Amount: \$ 3,400,000 Prop AA
Strategic Plan
Amount:

Please describe and justify the necessary amendment:

Consistent with the supplemental MOU approved by the Transportation Authority in June 2016, Caltrain requests \$3.9 million in Prop K funds to cover San Francisco's FY2016/17 contribution toward the Electrification project. Prop K funds programmed to the project that are available for allocation total \$3.4 million. Therefore Caltrain requests a Strategic Plan amendment to program \$640,000 of unprogrammed capacity in the Prop K Caltrain Electrification category in FY2016/17.

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

Project Name: Caltrain Early Investment Program - Electrification

ENVIRONMENTAL CLEARANCE

Environmental Type: EIR/EIS

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Sep	2012	Jul-Sep	2014
Environmental Studies (PA&ED)	Jul-Sep	2012	Jul-Sep	2014
Right-of-Way	Jul-Sep	2013	Apr-Jun	2019
Design Engineering (PS&E)	Jul-Sep	2014	Jan-Mar	2015
Advertise Construction	Jan-Mar	2015		
Start Construction (e.g. Award Contract)	Jul-Sep	2016		
Operations (i.e., paratransit)				
Open for Use			Apr-Jun	2021
Project Completion (means last eligible expenditure)			Oct-Dec	2021

SCHEDULE DETAILS

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

Caltrain has created several standing meetings to facilitate effective stakeholder collaboration and gather important local feedback on the project.

- **Local Policy Makers Group (LPMG):** The LPMG is comprised of elected officials from the 17 cities and three counties along the Caltrain Corridor. Caltrain hosts the public bi-monthly meeting to provide timely updates on the CalMod program.
- **Peninsula Corridor Working Group (PCWG):** The PCWG meets monthly to discuss the status of CalMod projects and is comprised of senior staff from the local fiduciary parties that are signatories to the March 2012 MOU - Metropolitan Transportation Commission, Peninsula Corridor Joint Powers Board, San Francisco County Transportation Authority, San Mateo County Transportation Authority, Santa Clara Valley Transportation Authority, City of San Jose, City/County of San Francisco, Transbay Joint Powers Authority, and the California High-Speed Rail Authority.
- **City and County Staff Coordination Group (CSCG):** The CSCG is comprised of the technical staff from the 17 cities and three counties along the Caltrain Corridor. Caltrain hosts a monthly meeting with the CSCG to go over technical details of the project and answer jurisdiction specific questions.
- **California High-Speed Rail Authority/Caltrain:** The CalMod team meets bi-weekly on key coordination issues with the California High-Speed Rail Authority staff to ensure that all CalMod projects are compatible with future high-speed rail on the corridor.

In addition to these standing meetings, the CalMod team provides monthly updates to the Caltrain Board. On a regular base the CalMod team provides update for the Caltrain Advisory Committees (Citizen, Bicycle, CEMOF, Access Accessibility); community organizations such as Friends of Caltrain; regional transportation boards and their citizen advisory committees such as the SFCTA; City Councils; rail tenant partners; State and Federal delegation; environmental and labor groups; chambers, and monthly updates with the Caltrain Commuter Coalition that is comprised of business associations such as the Silicon Valley Leadership Group (SVLG), San Mateo County Economic Development Association (SAMCEDA), the Bay Area Council (BAC), Facebook, Stanford and Genentech.

MASTER CPM SCHEDULE C14.04		FOR INTERNAL USE ONLY																																													
		05/27/16 08:03																																													
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MASTER CPM SCHEDULE C14.04																																															
1	MILESTONES	2001d	05/01/14 A	12/30/21																																											
2	PLANNING / APPROVALS PHASE	1946d	05/01/14 A	12/30/21																																											
3	ENVIRONMENTAL	925d	05/01/14 A	11/22/17																																											
4	DESIGN/BUILDER PROCUREMENT	466d	05/01/14 A	02/11/16 A																																											
5	AGENCY COORDINATION / APPROVALS	572d	05/01/14 A	08/01/16																																											
6	PERMITS	561d	10/01/14 A	12/15/16																																											
7	RIGHT-OF-WAY	465d	12/01/14 A	07/01/16																																											
8	SCADA	732d	02/02/15 A	11/22/17																																											
9	DESIGN / ENGINEERING PHASE	481d	03/30/15 A	02/17/17																																											
10	ELECTRIFICATION (D/B)	960d	10/01/14 A	07/12/18																																											
11	P&E INFRASTRUCTURE	410d	08/02/16	03/14/18																																											
12	TUNNEL MODIFICATION	511d	07/08/16	07/12/18																																											
13	CEMOF	802d	10/31/14 A	12/29/17																																											
14	VEHICLES PHASE	799d	10/01/14 A	11/21/17																																											
15	SPECIFICATION	1877d	05/01/14 A	07/09/21																																											
16	PROCUREMENT	134d	07/01/14 A	01/12/15 A																																											
17	DETAILED DESIGN (CTR)	587d	05/01/14 A	08/01/16																																											
18	PROCUREMENT (MATERIAL & EQUIPMENT) (CTR)	364d	08/01/16	01/08/18																																											
19	MOCK-UPS (CTR)	416d	12/01/16	07/20/18																																											
20	ELECTRIC LOCO	170d	11/01/17	07/03/18																																											
21	MANUFACTURING, TESTING, & TAKE OVER (CTR)	675d	07/01/16	02/28/19																																											
22	CONSTRUCTION / INSTALLATION PHASE	953d	10/09/17	07/09/21																																											
23	PERMITS (D/B)	1049d	08/30/16	09/04/20																																											
24	PROCUREMENT (D/B)	506d	08/30/16	08/29/18																																											
25	CONSTRUCTION / INSTALLATION (D/B)	321d	11/28/16	03/02/18																																											
26	SEGMENT 4	639d	03/20/17	09/23/19																																											
27	SEGMENT 2	475d	03/20/17	02/07/19																																											
28	SEGMENT 1	388d	11/29/17	08/07/19																																											
29	SEGMENT 3	465d	11/22/17	09/23/19																																											
30	P&E INFRASTRUCTURE	547d	07/13/18	09/04/20																																											
31	TUNNEL MODIFICATION	281d	01/02/18	02/07/19																																											
32	SCADA	696d	02/17/17	11/13/19																																											
33	UTILITY RELOCATION	323d	01/02/18	03/29/19																																											
34	CEMOF	106d	11/22/17	04/27/18																																											
35	TESTING / STARTUP PHASE	957d	03/26/18	12/30/21																																											
36	PRE-REVENUE OPERATIONS	418d	03/26/18	11/13/19																																											
37	REVENUE OPERATIONS	64d	09/09/20	12/09/20																																											
38	RISK CONTINGENCY	149d	12/09/20	07/12/21																																											
39	OPERATIONAL READINESS PHASE	539d	11/14/19	12/30/21																																											
40	OPERATIONS & MAINTENANCE STAFFING	673d	07/31/17	03/24/20																																											
41	NON-REVENUE EQUIPMENT	543d	07/31/17	09/18/19																																											
42	SPARES	256d	03/20/19	03/24/20																																											
43	OPERATIONS & MAINTENANCE TRAINING	258d	01/16/19	01/21/20																																											
44	LOCAL AGENCY TRAINING	255d	07/31/17	07/31/18																																											
45		64d	04/23/18	07/23/18																																											
46																																															

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

Project Name: Caltrain Early Investment Program - Electrification

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 640,000	\$ 3,260,000	\$ -	\$ 3,900,000
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 640,000	\$ 3,260,000	\$ -	\$ 3,900,000

See funding details,
next page

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 640,000	\$ 3,260,000	\$ 6,400,000	\$ 10,300,000
Prop AA	\$ -	\$ -	\$ -	\$ -
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Total:	\$ 640,000	\$ 3,260,000	\$ 6,400,000	\$ 10,300,000

See funding details,
next page

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

E7A-29

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 23,356,065	\$ -		Actual cost
Environmental Studies (PA&ED)	\$ 45,429,773	\$ -		Actual cost
Right-of-Way	\$ 28,385,456	\$ -		Actual cost
Design Engineering (PS&E)	\$ 251,287,521	\$ -	\$ -	Actuals to date + cost to complete
Construction (CON)	\$ 1,631,791,185	\$ 3,900,000	\$ -	Actuals to date + cost to complete
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 1,980,250,000	\$ 3,900,000	\$ -	

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 3,900,000	\$ -	\$ -	\$ -	\$ -	\$ 3,900,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Source	Type	Status	Amount	TOTAL
FHWA and FTA Prior Funding	Federal	Allocated	\$15,680,000	\$15,680,000
		Programmed	\$0	
		Planned	\$0	
FTA Formula Funds (Caltrain)	Federal	Allocated	\$5,230,000	\$315,000,000
		Programmed	\$309,770,000	
		Planned	\$0	
Congestion Mitigation and Air Quality	Federal	Allocated	\$4,000,000	\$4,000,000
		Programmed	\$0	
		Planned	\$0	
FTA Core Capacity	Federal	Allocated	\$72,900,000	\$647,000,000
		Programmed	\$0	
		Planned	\$574,100,000	
Prop 1A High Speed Rail Bonds	State	Allocated	\$0	\$600,000,000
		Programmed	\$0	
		Planned	\$600,000,000	
High Speed Rail Cap & Trade/ Other	State	Allocated	\$0	\$113,000,000
		Programmed	\$0	
		Planned	\$113,000,000	
Non Prop 1A including Transit and Intercity Rail Program	State	Allocated	\$20,000,000	\$20,000,000
		Programmed		
		Planned		
Prop 1B-Caltrain	State	Allocated	\$8,000,000	\$8,000,000
		Programmed	\$0	
		Planned	\$0	
Caltrain Low Carbon Transportation Operations Program	State	Allocated	\$1,940,000	\$9,000,000
		Programmed	\$7,060,000	
		Planned	\$0	
Bridge Tolls	Regional	Allocated	\$39,400,000	\$39,400,000
		Programmed	\$0	
		Planned	\$0	
Carl Moyer Program	Regional	Allocated	\$20,000,000	\$20,000,000
		Programmed	\$0	
		Planned	\$0	
VTA	Local	Allocated	\$21,730,000	\$60,970,000
		Programmed	\$19,240,000	
		Planned	\$20,000,000	
SMCTA	Local	Allocated	\$21,730,000	\$59,540,000
		Programmed	\$17,810,000	
		Planned	\$20,000,000	
Prop K	Local	Allocated	\$6,400,000	\$10,300,000
		Programmed	\$3,260,000	
		Planned	\$640,000	
San Francisco	Local	Allocated	\$0	\$16,100,000
		Programmed	\$0	
		Planned	\$16,100,000	
SF General Obligation Bonds	Local	Allocated	\$0	\$31,240,000
		Programmed	\$31,240,000	
		Planned		
Previous Local Commitment	Local	Allocated	\$11,020,000	\$11,020,000
		Programmed	\$0	
		Planned	\$0	
Totals	Totals	Allocated	\$221,630,000	\$1,980,250,000
		Programmed	\$385,120,000	
		Planned	\$1,343,200,000	

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

E7A-31

Project Name: Caltrain Early Investment Program - Electrification

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Description of Work	Current Budget	Incurred as of 5/31/16	Estimate At Completion
ELECTRIFICATION			
Electrification	\$ 704,070,706	\$ -	\$ 704,070,706
Tunnel Notching	\$ 11,189,500	\$ -	\$ 11,189,500
Real Estate	\$ 28,385,456	\$ 3,601,015	\$ 28,385,456
Private Utilities	\$ 10,525,750	\$ 2,279,705	\$ 10,525,750
Executive Management	\$ 7,259,333	\$ 1,963,125	\$ 7,259,333
Planning	\$ 5,446,503	\$ 4,803,623	\$ 5,446,503
Community Relations	\$ 1,925,759	\$ 790,017	\$ 1,925,759
Safety & Security	\$ 2,350,737	\$ 398,805	\$ 2,350,737
Project Management Services	\$ 11,589,801	\$ 5,857,868	\$ 11,589,801
Engineering & Construction	\$ 11,617,031	\$ 1,673,054	\$ 11,617,031
Electrification Eng. & Management	\$ 40,886,474	\$ 12,809,274	\$ 40,886,474
IT Support	\$ 1,032,731	\$ 256,419	\$ 1,032,731
Operations Support	\$ 2,405,948	\$ 185,559	\$ 2,405,948
General Support	\$ 3,712,291	\$ 1,117,527	\$ 3,712,291
Budget / Grants / Finance	\$ 849,677	\$ 315,132	\$ 849,677
Legal	\$ 2,445,755	\$ 1,417,450	\$ 2,445,755
Other Direct Costs	\$ 4,441,493	\$ 1,206,503	\$ 4,441,493
Prior Costs 2002 - 2013	\$ 25,538,712	\$ 25,538,647	\$ 25,538,712
TASI Support	\$ 52,775,084	\$ 277,447	\$ 52,775,084
RRP Insurance	\$ 5,831,824	\$ -	\$ 5,831,824
Environmental Mitigations	\$ 17,686,958	\$ 80,100	\$ 17,686,958
Required Projects	\$ 17,340,000	\$ 497,378	\$ 17,340,000
Maintenance Training	\$ 1,021,808	\$ -	\$ 1,021,808
Finance Charges	\$ 3,168,200	\$ -	\$ 3,168,200
Contingency	\$ 272,263,732	\$ -	\$ 272,263,732
ELECTRIFICATION SUBTOTAL	\$ 1,245,761,262	\$ 65,068,647	\$ 1,245,761,262
Management Oversight - Electrification	\$ 121,502,245	\$ 58,333,003	\$ 121,502,245
EMU Procurement			
EMU	\$ 618,141,135	\$ -	\$ 618,141,135
CEMOF Modifications	\$ 1,344,000	\$ -	\$ 1,344,000
Executive Management	\$ 7,663,992	\$ 1,291,786	\$ 7,663,992
Community Relations	\$ 2,533,108	\$ 137,162	\$ 2,533,108
Safety & Security	\$ 570,000	\$ 140,563	\$ 570,000
Project Management Services	\$ 8,157,600	\$ 2,490,611	\$ 8,157,600
Engineering & Construction	\$ 89,113	\$ -	\$ 89,113
EMU Engineering & Management	\$ 30,799,200	\$ 5,725,477	\$ 30,799,200
IT Support	\$ 632,964	\$ 157,160	\$ 632,964
Operations Support	\$ 2,331,447	\$ 189,168	\$ 2,331,447
General Support	\$ 3,483,207	\$ 425,004	\$ 3,483,207
Budget / Grants / Finance	\$ 897,041	\$ 52,679	\$ 897,041
Legal	\$ 1,207,500	\$ 347,950	\$ 1,207,500
Other Direct Costs	\$ 4,689,286	\$ 739,469	\$ 4,689,286
TASI Support	\$ 2,740,000	\$ -	\$ 2,740,000
Required Projects	\$ 4,000,000	\$ -	\$ 4,000,000
Finance Charges	\$ 1,941,800	\$ -	\$ 1,941,800
Contingency	\$ 43,269,879	\$ -	\$ 43,269,879
EMU SUBTOTAL	\$ 734,491,271	\$ 11,697,031	\$ 734,491,271
Management Oversight - EMUs	\$ 63,054,456	\$ 11,697,031	\$ 63,054,456
PCEP TOTAL	\$ 1,980,252,533	\$ 76,765,678	\$ 1,980,252,533
Management Oversight - Total	\$ 184,556,701	\$ 70,030,034	\$ 184,556,701

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/7/2016 Res. No: _____ Res. Date: _____

Project Name: Caltrain Early Investment Program - Electrification

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$ 3,900,000	Construction (CON)
	Total:	\$ 3,900,000	

Total Prop K Funds: \$ 3,900,000 Total Prop AA Funds: \$ -

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

Fund Expiration Date: 6/30/2018 Eligible expenses must be incurred prior to this date.

Future Commitment:	Action	Amount	Fiscal Year	Phase

Trigger: _____

Deliverables:

- Caltrain will provide progress reports monthly via the Transportation Authority's online Portal. Progress reports may be uploaded to the Portal in lieu of completing the narrative section of the Portal form, and will detail accomplishments, challenges, and expenditures to date. Progress reports will also provide percent complete of the overall project as well as individual percents complete for the Design/Build and EMU procurement scope elements. Monthly progress reports shall include two to three digital photos of work in progress.
- Upon project completion, 2-3 digital photos of the completed project.
-
-
-

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/7/2016 **Res. No.:** _____ **Res. Date:** _____

Project Name: Caltrain Early Investment Program - Electrification

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

Special Conditions:

1. The recommended allocation is contingent upon a Prop K Strategic Plan amendment to program \$640,000 of unprogrammed capacity in the Prop K Caltrain Electrification category in FY2016/17.
2. The recommended allocation is contingent upon a Caltrain staff commitment to continued compliance with the Funding Partners Oversight Protocol for Caltrain's Cal Mod Program (attached).
- 3.

Notes:

- 1.

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

SFCTA Project

Reviewer: CP

SGA PROJECT NUMBER

Sponsor: Peninsula Corridor Joint Powers Board (Caltrain)

SGA Project Number: 106-xxxxxx **Name:** Caltrain Early Investment Program - Electrification

Phase: _____ **Fund Share:** 100.00%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$3,900,000					\$3,900,000

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 3,900,000

Current Prop AA Request: \$ -

Project Name: Caltrain Early Investment Program - Electrification

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement
PS

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: April Chan

Peter Skinner

Title: Chief Officer, Planning, Grants, & TA

Manager, Grants & Fund Programming

Phone: 650-508-6228

650-622-7818

Email: chana@samtrans.com

skinnerp@samtrans.com

FUNDING PARTNERS OVERSIGHT PROTOCOL FOR CALTRAIN'S CAL MOD PROGRAM
(Electrification, Vehicles, CBOSS "Project")

1. The Caltrain Project Management staff (CPMT) will have an open door policy with the Funding Partners' oversight representatives (Partners), who will have access to project Section Managers and available information. The Partners understand that some information will be confidential and commit to honor that confidentiality by not sharing or divulging any information so defined by CPMT in writing
2. Any of the Partners may attend any and all progress meetings with the CPMT, to stay abreast of all project activities and when warranted, may also attend, as observers, partnering sessions and progress meetings with the contractor. The CPMT will provide a list of current and anticipated regularly scheduled meetings.
3. The Partners may also attend meetings with the FTA and its PMO. The CPMT will provide a list of current and anticipated regularly scheduled meetings. It will be the responsibility of the Partners to secure FTA's agreement to such participation. The CPMT will make the first approach to the FTA.
4. The CPMT will make available to the Partners all project deliverables, reports, plans, procedures, and progress and cost reports for review and comment, which will be performed within a stipulated review period to be agreed upon with the Partners that is consistent with and assures compliance with all applicable contractual requirements. Should the Partners not provide comments by the due date, the CPMT may assume that they are not forthcoming.
5. The Partners may review progress and cost reports and provide comments. CPMT will ensure that Partners have adequate time to review and comment.
6. CPMT shall provide to the partners a quarterly progress report on each defined project, with an Executive Summary not exceeding 3-5 pages, including provisions in item 9. At a minimum, the report will document the progress to date against the baseline and forecast outcomes for all major project components, and shall clearly identify any significant deviations in scope, schedule and budget that the CPMT can identify. Where the deviations are significant, CPMT shall provide a plan for resolving the deviation. The report shall also define all significant risks known to successful completion of the project and measures being taken to minimize those risks. CPMT and the Partners will also develop an agreed set of "dashboard" indicators based on the above report for use in informing senior management and policymakers of project status.
7. The Partners may participate in consultant selection panels and proposal/bid reviews. CPMT will advise the Partners of upcoming panels so the Partners have adequate time to determine whether they will participate.
8. The Partners may monitor quality through regular discussions with the Quality Assurance Manager.
9. The Partners will be members of the Risk Management team, and participate in all Risk Management meetings, and receive copies of the original risk register, its monthly updates, and reports. CPMT will notify the Partners within 10 business days of any issues that arise that result in additional costs exceeding \$250,000 with any aspect of the Project that creates additional risk.
10. The CPMT will institute a Configuration Management Board (CMB), with one representative each from San Francisco, the California High Speed Rail Authority, and the Valley Transportation Authority as voting members, to review all proposed changes, regardless of whether they are originated by the owner, designer, or contractor, to determine merit, agree on quantum, and ultimately authorize all changes for the project. The Partners agree that their representative to the CMB will have the appropriate technical and Project Management background. No member of the CMB will have veto power.
11. The Partners will provide support to the CPMT on funding and financing issues, subject to each respective governing board's willingness and authority to appropriate funding.

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12. CPMT will ensure appropriate and required documentation is provided to the Partners so that the Partners can review and approve project invoices submitted to their respective agencies and assure that they are processed on a timely manner.
13. The Partners will assist CPMT with development of grant amendments and funding requests that are submitted to their respective agencies for approval.
14. The Director of Caltrain will present at the Board of Supervisors twice a year on the Cal Mod Program and answer questions regarding the status of the project.
15. The Partners can request a meeting with CPMT at any time in addition to the meetings above to receive additional information related to any aspect of the Project.
16. The CPMT agrees that one or more of the Partners can request an audit and/or review of any of the Project information at any time provided that the requesting Partner(s) cover any additional costs of the audit or review. CPMT agrees to comply with supporting information to comply with all request within 30 days.

Ben Tripousis
California High Speed Rail Authority

Edward D. Reiskin
City and County of San Francisco

Anne Richman
Metropolitan Transportation Commission

Liria Larano
Peninsula Corridor Joint Powers Board

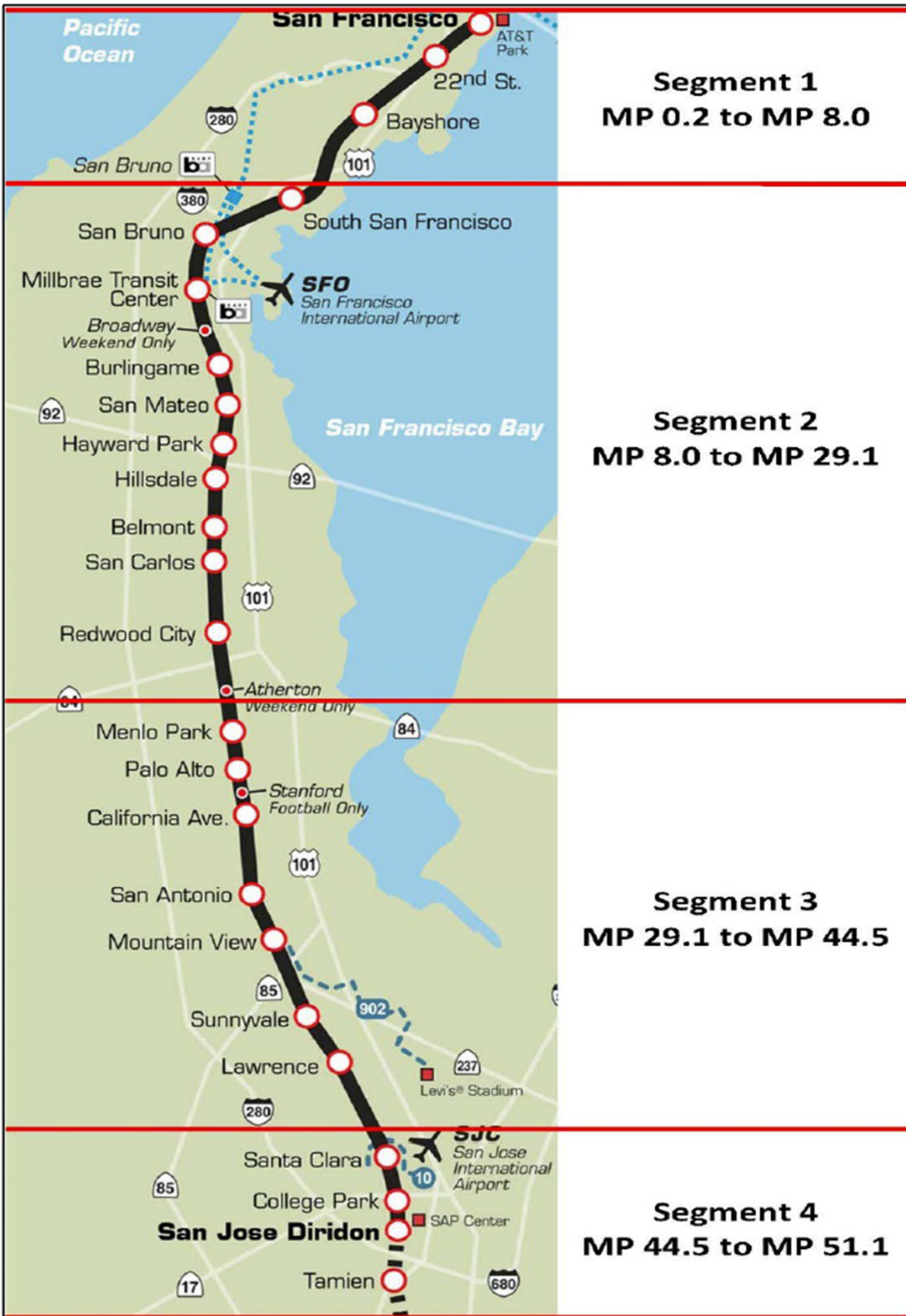
Maria Lombardo
San Francisco County Transportation Authority

April Chan
San Mateo County Transportation Authority

Jim Lawson
Valley Transportation Authority

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

MAPS AND DRAWINGS





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

FY of Allocation Action: 2016/17

Project Name: Caltrain Early Investment Program – CBOSS

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

Prop K EP category: Caltrain Electrification: (EP-6)

Prop K EP Line Number (Primary): 6 Current Prop K Request: \$ 140,000

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisorial District(s): District 06, District 10

REQUEST

Brief Project Description (type below)

This project implements a Communication Based Overlay Signal System (CBOSS)/Positive Train Control (PTC) as required by the Federal Railroad Administration. CBOSS/PTC will track train locations and prevent unsafe movement. CBOSS/PTC will be integrated with Caltrain's electrified traction system and the California High Speed Rail system as they are implemented.

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

Detailed Scope, Project Benefits and Community Outreach (type below)

Background

This funding will provide the remainder of San Francisco's share of its \$60 million commitment to the Caltrain Early Investment Program (EIP) based on the original Memorandum of Understanding between the project partners (executed in 2012). The EIP consists of three inter-related projects including: the Caltrain Communications Based Overlay Signal System/Positive Train Control (CBOSS/PTC) with a budget of \$245.3 million, the Peninsula Corridor Electrification Project (PCEP) with a \$1.25 billion budget, and the replacement of 75% of Caltrain's rail car fleet with electric-multiple unit (EMU) vehicles, with a \$734.5 million budget. Together, these projects will modernize the corridor, reduce train related emissions by up to 90 percent, provide faster and more frequent service to more stations, and will prepare the Caltrain system for shared use with the California High Speed Rail system.

CBOSS/ PTC

CBOSS/ PTC is a network of interactive information gathered from signals, sensors, train tracking technology, on-board and wayside computers, handheld field computers, and other wayside devices. The purpose of the system is to prevent train-to-train collisions, enforce civil speed, prevent intrusion into work zones, prevent train movement over mis-aligned switches, reduce gate down time, enforce adherence to the schedule and to accommodate capacity for future high speed rail. The system is also fully interoperable for tenant railroads as required by the FRA mandate.

Scope of Subject Request

Requested funds will be used for the following scope elements of CBOSS/PTC:

- subsystem installation, subsystem and system testing
- training, safety certification
- completion of the back-up control center facility (BCCF)
- commissioning and system acceptance

Project Location (type below)

Systemwide

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached? No

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

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

Is the requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?

Prop K 5YPP Amount: \$ 3,400,000 Prop AA Strategic Plan Amount: _____

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

Project Name: Caltrain Early Investment Program – CBOSS

ENVIRONMENTAL CLEARANCE

Environmental Type: EIR/EIS

PROJECT DELIVERY MILESTONES

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

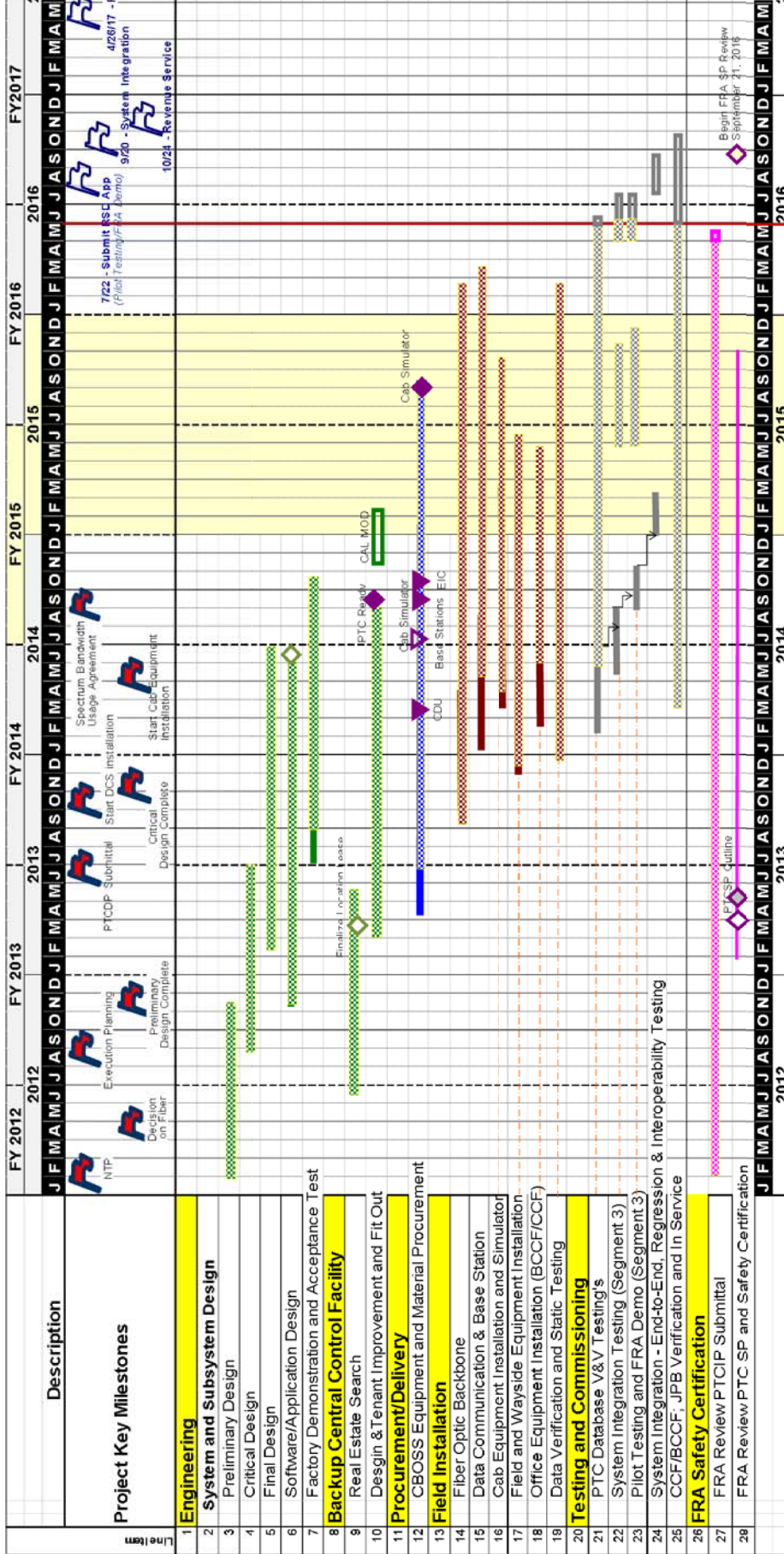
Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)	Jul-Sep	2009	Jul-Sep	2009
Right-of-Way				
Design Engineering (PS&E)	Apr-Jun	2010	Jul-Sep	2013
Advertise Construction	Oct-Dec	2011		
Start Construction (e.g. Award Contract)	Jul-Sep	2014		
Operations (i.e., paratransit)				
Open for Use			Oct-Dec	2016
Project Completion (means last eligible expenditure)			Apr-Jun	2017

SCHEDULE DETAILS

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

There are no planned community outreach activities for Caltrain's CBOSS PTC work. However, information on the project itself and weekly maintenance activities are provided on Caltrain's website. Additionally, any neighboring property owners are notified of work that may cause excessive noise or dust.

SCHEDULE
Summary Schedule **



Line Item	Description	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
1	Engineering						
2	System and Subsystem Design						
3	Preliminary Design						
4	Critical Design						
5	Final Design						
6	Software/Application Design						
7	Factory Demonstration and Acceptance Test						
8	Backup Central Control Facility						
9	Real Estate Search						
10	Design & Tenant Improvement and Fit Out						
11	Procurement/Delivery						
12	CBOSS Equipment and Material Procurement						
13	Field Installation						
14	Fiber Optic Backbone						
15	Data Communication & Base Station						
16	Cab Equipment Installation and Simulator						
17	Field and Wayside Equipment Installation						
18	Office Equipment Installation (BCCF/CCF)						
19	Data Verification and Static Testing						
20	Testing and Commissioning						
21	PTC Database V&V Testings						
22	System Integration Testing (Segment 3)						
23	Pilot Testing and FRA Demo (Segment 3)						
24	System Integration - End-to-End, Regression & Interoperability Testing						
25	CCF/BCCF, JPB Verification and In Service						
26	FRA Safety Certification						
27	FRA Review PTCIP Submittal						
28	FRA Review PTC SP and Safety Certification						



**Note: Project is in the process of re-baseline effort and it will complete by the 2nd quarter of 2016.

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

Project Name: Caltrain Early Investment Program – CBOSS

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 140,000	\$ -	\$ 140,000
Prop AA	\$ -	\$ -	\$ -	\$ -
				\$ -
				\$ -
				\$ -
				\$ -
Total:	\$ -	\$ 140,000	\$ -	\$ 140,000

**See funding details,
next page**

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 140,000	\$ 10,460,000	\$ 10,600,000
Prop AA	\$ -	\$ -	\$ -	\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
Total:	\$ -	\$ 140,000	\$ 10,460,000	\$ 10,600,000

**See funding details,
next page**

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

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ 27,370,622	\$ -		Actual cost
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 53,810,339	\$ -	\$ -	Actual cost
Construction (CON)	\$ 164,128,819	\$ 140,000	\$ -	Actuals to date + cost to complete
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 245,309,780	\$ 140,000	\$ -	

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 140,000	\$ -	\$ -	\$ -	\$ -	\$ 140,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Communications-Based Overlay Signal System Funding Plan
Updated August 2016

E7A-45

Source	Type	Status	Project Phases			Total by Status	TOTAL ³
			PE	PS&E	CON		
FRA	Federal	Allocated	\$17,250,000	\$0	\$0	\$17,250,000	\$17,250,000
		Programmed	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	
FHWA	Federal	Allocated	\$0	\$0	\$2,830,000	\$2,830,000	\$2,830,000
		Programmed	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	
FTA Formula Funds	Federal	Allocated	\$0	\$0	\$27,433,269	\$27,433,269	\$27,433,269
		Programmed	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	
Prop 1A High Speed Rail Connectivity	State	Allocated	\$0	\$39,840,000	\$65,605,000	\$105,445,000	\$105,445,000
		Programmed	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	
Prop 1B-PTMISEA	State	Allocated	\$4,230,000	\$0	\$12,223,838	\$16,453,838	\$22,453,838
		Programmed	\$0	\$0	\$6,000,000	\$6,000,000	
		Planned	\$0	\$0	\$0	\$0	
Prop 1B-SLPP ¹	State	Allocated	\$0	\$0	\$6,300,000	\$6,300,000	\$6,300,000
		Programmed	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	
Previous Local Commitments ²	Local	Allocated	\$4,240,000	\$0	\$0	\$4,240,000	\$4,240,000
		Programmed	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	
Prop K	Local	Allocated	\$3,000,000	\$0	\$7,460,000	\$10,460,000	\$10,600,000
		Programmed	\$0	\$0	\$140,000	\$140,000	
		Planned	\$0	\$0	\$0	\$0	
San Francisco General Obligation Bonds	Local	Allocated	\$0	\$0	\$7,760,000	\$7,760,000	\$7,760,000
		Programmed	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	
SMCTA	Local	Allocated	\$3,000,000	\$0	\$14,369,555	\$17,369,555	\$17,369,555
		Programmed	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	
VTA	Local	Allocated	\$3,000,000	\$0	\$14,369,555	\$17,369,555	\$17,369,555
		Programmed	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	
TBD ⁴	Local	Allocated	\$0	\$0	\$0	\$0	\$6,258,573
		Programmed	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$6,258,573	\$6,258,573	
Totals		Allocated	\$34,720,000	\$39,840,000	\$158,351,217	\$232,911,217	\$245,309,790
		Programmed	\$0	\$0	\$6,140,000	\$6,140,000	
		Planned	\$0	\$0	\$6,258,573	\$6,258,573	
			\$34,720,000	\$39,840,000	\$170,749,790	\$245,309,790	

¹The State Local Partnership Program (SLPP) funds includes \$3.8 million toward the San Mateo County Share

² Previous local commitments from PCJPB members split one-third each.

³ The approved CBOSS budget is \$230.8 million. In its agency capital budget Caltrain has included an additional \$14.5 million in anticipation of increased agency costs. The primary cause is attributed to an extended project schedule. Additional costs related to the contractor, if any, are yet to be determined.

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

Project Name: Caltrain Early Investment Program – CBOSS

MAJOR LINE ITEM BUDGET

CBOSS PROJECT BUDGET *

SUMMARY BY MAJOR LINE ITEM							
Phase	Description	Project Schedule	Contractor	PCJPB	Options, Allowances, Contingencies	Cost	% of Total
0	Specification Development in Through FY11	Jan 2008 -June 2011		\$ 3,403,119		\$ 3,403,119	1%
0	Specification Development in FY12	July 2011 -Dec 2011		\$ 1,227,863		\$ 1,227,863	1%
1	Base - NTP through Critical Design	Jan 2012 -May 2013	\$ 16,342,402	\$ 6,397,239		\$ 22,739,641	9%
2	Final Design, FAT and data communication subsystem with Fiber	May 2013 -Dec 2014	\$ 35,253,855	\$ 15,966,412	\$ 2,590,072	\$ 53,810,339	22%
3 & 4	Remaining subsystem procurement, installation and testing, training, certifications, acceptance, 1 year warranty	Aug 2013 -May 2018	\$ 94,673,404	\$ 52,729,719	\$ 16,725,705	\$ 164,128,828	67%
	Total **		\$ 146,269,661	\$ 79,724,352	\$ 19,315,777	\$ 245,309,790	

* The PCJPB Board approved the Total Installed Cost (TIC) of \$231 million in October 2011 for the implementation of CBOSS/ PTC System. The TIC includes the cost of the Contractor, Owner's Oversight, Optional and Allowance and the Contingency. The project team monitors the expenditures, performs cost forecasts and evaluates the TIC regularly.

** The approved CBOSS budget is \$230.8 million. In it's agency capital budget Caltrain has included an additional \$14.5 million in anticipation of increased agency costs. The primary cause is attributed to an extended project schedule. Additional costs related to the contractor, if any, are yet to be determined.

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 8/16/2016 Res. No: _____ Res. Date: _____

Project Name: Caltrain Early Investment Program – CBOSS

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

		Action	Amount	Phase
Funding Recommended:		Prop K Allocation	\$ 140,000	Construction (CON)
		Total:	\$ 140,000	

Total Prop K Funds: \$ 140,000 Total Prop AA Funds: \$ -

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

Fund Expiration Date: 12/31/2017 Eligible expenses must be incurred prior to this date.

		Action	Amount	Fiscal Year	Phase
Future Commitment:					

Trigger:

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/7/2016 Res. No: _____ Res. Date: _____

Project Name: Caltrain Early Investment Program – CBOSS

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

Deliverables:

1. Caltrain will provide progress reports monthly via the Transportation Authority's online Portal. Progress reports may be uploaded to the Portal in lieu of completing the narrative section of the Portal form, and will detail accomplishments, challenges, and expenditures to date. Progress reports will also provide percent complete of the overall project as well as individual percents complete for the Design/Build and EMU procurement scope elements.
2. Upon project completion, two to three digital photos of the completed project (if applicable).
3. _____
4. _____
5. _____

Special Conditions:

1. _____
2. _____
3. _____

Notes:

1. _____
2. _____

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

SFCTA Project

Reviewer: CP

SGA PROJECT NUMBER

Sponsor: Peninsula Corridor Joint Powers Board (Caltrain)

SGA Project Number: 106-911xxx Name: Caltrain Early Investment Program – CBOSS

Phase: _____ Fund Share: 100.00%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$140,000					\$140,000

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

E7A-49

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 140,000

Current Prop AA Request: \$ -

Project Name: Caltrain Early Investment Program – CBOSS

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement
PS

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: April Chan

Peter Skinner

Title: Chief Officer, Planning, Grants, & TA

Manager, Grants & Fund Programming

Phone: 650-508-6228

650-622-7818

Email: chana@samtrans.com

skinnerp@samtrans.com

FUNDING PARTNERS OVERSIGHT PROTOCOL FOR CALTRAIN'S CAL MOD PROGRAM
(Electrification, Vehicles, CBOSS "Project")

1. The Caltrain Project Management staff (CPMT) will have an open door policy with the Funding Partners' oversight representatives (Partners), who will have access to project Section Managers and available information. The Partners understand that some information will be confidential and commit to honor that confidentiality by not sharing or divulging any information so defined by CPMT in writing
2. Any of the Partners may attend any and all progress meetings with the CPMT, to stay abreast of all project activities and when warranted, may also attend, as observers, partnering sessions and progress meetings with the contractor. The CPMT will provide a list of current and anticipated regularly scheduled meetings.
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4. The CPMT will make available to the Partners all project deliverables, reports, plans, procedures, and progress and cost reports for review and comment, which will be performed within a stipulated review period to be agreed upon with the Partners that is consistent with and assures compliance with all applicable contractual requirements. Should the Partners not provide comments by the due date, the CPMT may assume that they are not forthcoming.
5. The Partners may review progress and cost reports and provide comments. CPMT will ensure that Partners have adequate time to review and comment.
6. CPMT shall provide to the partners a quarterly progress report on each defined project, with an Executive Summary not exceeding 3-5 pages, including provisions in item 9. At a minimum, the report will document the progress to date against the baseline and forecast outcomes for all major project components, and shall clearly identify any significant deviations in scope, schedule and budget that the CPMT can identify. Where the deviations are significant, CPMT shall provide a plan for resolving the deviation. The report shall also define all significant risks known to successful completion of the project and measures being taken to minimize those risks. CPMT and the Partners will also develop an agreed set of "dashboard" indicators based on the above report for use in informing senior management and policymakers of project status.
7. The Partners may participate in consultant selection panels and proposal/bid reviews. CPMT will advise the Partners of upcoming panels so the Partners have adequate time to determine whether they will participate.
8. The Partners may monitor quality through regular discussions with the Quality Assurance Manager.
9. The Partners will be members of the Risk Management team, and participate in all Risk Management meetings, and receive copies of the original risk register, its monthly updates, and reports. CPMT will notify the Partners within 10 business days of any issues that arise that result in additional costs exceeding \$250,000 with any aspect of the Project that creates additional risk.
10. The CPMT will institute a Configuration Management Board (CMB), with one representative each from San Francisco, the California High Speed Rail Authority, and the Valley Transportation Authority as voting members, to review all proposed changes, regardless of whether they are originated by the owner, designer, or contractor, to determine merit, agree on quantum, and ultimately authorize all changes for the project. The Partners agree that their representative to the CMB will have the appropriate technical and Project Management background. No member of the CMB will have veto power.
11. The Partners will provide support to the CPMT on funding and financing issues, subject to each respective governing board's willingness and authority to appropriate funding.

- 12. CPMT will ensure appropriate and required documentation is provided to the Partners so that the Partners can review and approve project invoices submitted to their respective agencies and assure that they are processed on a timely manner.
- 13. The Partners will assist CPMT with development of grant amendments and funding requests that are submitted to their respective agencies for approval.
- 14. The Director of Caltrain will present at the Board of Supervisors twice a year on the Cal Mod Program and answer questions regarding the status of the project.
- 15. The Partners can request a meeting with CPMT at any time in addition to the meetings above to receive additional information related to any aspect of the Project.
- 16. The CPMT agrees that one or more of the Partners can request an audit and/or review of any of the Project information at any time provided that the requesting Partner(s) cover any additional costs of the audit or review. CPMT agrees to comply with supporting information to comply with all request within 30 days.

Ben Tripousis
California High Speed Rail Authority

Edward D. Reiskin
City and County of San Francisco

Anne Richman
Metropolitan Transportation Commission

Liria Larano
Peninsula Corridor Joint Powers Board

Maria Lombardo
San Francisco County Transportation Authority

April Chan
San Mateo County Transportation Authority

Jim Lawson
Valley Transportation Authority



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

FY of Allocation Action: 2016/17

Project Name: Los Gatos Creek Bridge Replacement

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

Prop K EP category: Caltrain Capital Improvement Program: (EP-7)

Prop K EP Line Number (Primary): 7 **Current Prop K Request:** \$ 895,729

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisory District(s): _____

REQUEST

Brief Project Description (type below)

This project will replace the Los Gatos Creek Bridge with a new, widened bridge while maintaining the current capacity of rail services across the bridge.

Detailed Scope, Project Benefits and Community Outreach (type below)

The Los Gatos Creek bridge has reached and exceeded the 75-year useful life for which it was designed. Due to its increasing age, the compromised condition of the southerly trestle approach spans as a result of a fire, failure of the bridge to meet current and projected service loads, and vulnerability in the event of a significant earthquake, the Los Gatos Creek Bridge needs to be replaced with a new structure. The project will remove the Los Gatos Creek Bridge, including abutments, and replace it with a new railroad bridge and a tail track to the west of the existing bridge. The track structure will be reconstructed with new alignments and a profile similar to the existing tracks. Construction of the new railroad bridge may require protection or relocation of the underground utilities in the right-of-way and/or attached to the existing bridge. The bridge construction needs to not preclude the City of San Jose's Trail Project. The project will also mitigate creek impacts within the project limits.

Project Location (type below)

Site of Current Los Gatos Creek Bridge in San Jose, CA

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached? No

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K
5YPP/Prop AA Strategic Plan? Project Drawn From Placeholder

Is the requested amount greater
than the amount programmed in
the relevant 5YPP or Strategic
Plan? Less than or Equal to Programmed Amount

Prop K 5YPP Amount: \$ 1,095,729 Prop AA
Strategic Plan
Amount:

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

Project Name: Los Gatos Creek Bridge Replacement

ENVIRONMENTAL CLEARANCE

Environmental Type: EIR/EIS

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Dec	2008	Oct-Dec	2014
Environmental Studies (PA&ED)	Oct-Dec	2008	Oct-Dec	2014
Right-of-Way	Jan-Mar	2015	Jul-Sep	2017
Design Engineering (PS&E)	Jan-Mar	2015	Jan-Mar	2016
Advertise Construction	Apr-Jun	2016		
Start Construction (e.g. Award Contract)	Oct-Dec	2017		
Operations (i.e., paratransit)				
Open for Use			Jan-Mar	2019
Project Completion (means last eligible expenditure)			Jan-Mar	2019

SCHEDULE DETAILS

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

Meetings are held regularly with the City of San Jose and various community groups such as the Los Gatos Bike Group and surrounding home owners associations. Targeted public presentations are scheduled for August and December. A hotline is set up for residents to call for information regarding the project. Mailers will also be sent to the surrounding residents of the bridge. In addition to all of this, information on weekly maintenance activities are provided on Caltrain's website and neighboring property owners are notified of work that may cause excessive noise or dust.

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

Project Name: Los Gatos Creek Bridge Replacement

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$ 895,729	\$ -	\$ 895,729
Prop AA	\$ -	\$ -	\$ -	\$ -
FTA Sec 5337	\$ -	\$ 5,836,640		\$ 5,836,640
JPB Member Agency Funds	\$ -	\$ -	\$ 563,431	\$ 563,431
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ 6,732,369	\$ 563,431	\$ 7,295,800

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$ 895,729	\$ 1,560,904	\$ 2,456,633
Prop AA	\$ -	\$ -	\$ -	\$ -
FTA 5337 Grant		\$ 5,836,640	\$ 21,241,600	\$ 27,078,240
JBP Member Funds		\$ -	\$ 4,312,927	\$ 4,312,927
Total:	\$ -	\$ 6,732,369	\$ 27,115,431	\$ 33,847,800

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

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 1,122,000	\$ -		JPB Capital Budget FY 2017
Environmental Studies (PA&ED)	\$ 3,308,000	\$ -		JPB Capital Budget FY 2017
Right-of-Way	\$ 305,000	\$ -		JPB Capital Budget FY 2017
Design Engineering (PS&E)	\$ 2,906,000	\$ -	\$ -	JPB Capital Budget FY 2017
Construction (CON)	\$ 26,206,800	\$ 895,729	\$ -	JPB Capital Budget FY 2017
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 33,847,800	\$ 895,729	\$ -	

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ -	\$ 895,729	\$ -	\$ -	\$ -	\$ 895,729
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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 of the Los Gatos Creek Bridge with a 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.

The Los Gatos Creek bridge has reached and exceeded the 75-year useful life for which it was designed. Due to its increasing age, the compromised condition of the southerly trestle approach spans as a result of a fire, failure of the bridge to meet current and projected service loads, and vulnerability in the event of a significant earthquake, the Los Gatos Creek Bridge needs to be replaced with a new structure. The project will remove the Los Gatos Creek Bridge, including abutments, and replace it with a new railroad bridge and a tail track to the west of the existing bridge. The track structure will be reconstructed with new alignments and a profile similar to the existing tracks. Construction of the new railroad bridge may require protection or relocation of the underground utilities in the right-of-way and/or attached to the existing bridge. The bridge construction needs to not preclude the City of San Jose's Trail Project. The project will also mitigate creek impacts within the project limits.

The projected useful life of project is one hundred (100) years.

Project Cost	Project Phase	Original Estimate	Revised Estimate
	11 Planning/CD/Env	\$1,122,000	\$1,122,000
	12 PE/Env/PSE	\$3,308,000	\$3,308,000
	13 Final Design	\$2,290,000	\$2,461,000
	14 ROW Acq/Utilities Relo.	\$265,000	\$305,000
	15 Procurement	\$394,000	\$445,000
	16 Construction & Closeout	\$23,224,000	\$26,206,800
	TOTAL	\$30,603,000	\$33,847,800

Milestones	Project Phase	Expected Start	Expected Finish
	Planning/Conceptual Design	11/01/08	12/31/14
	Preliminary Engineering	11/01/08	12/31/14
	Final Design	01/01/15	04/15/16
	ROW Acquisition/Utilities Relo.	01/01/15	08/01/17
	Bid and Award	04/18/16	12/31/16
	Procurement	N/A	N/A
	Construction	10/01/17	03/31/19
	Closeout	11/30/18	03/31/19

Total Budget	FY2017	Prior Year	Future Budget	Total Request
	\$7,295,800	\$26,552,000	\$0	\$33,847,800

FY17 Funding Plan	Funding Source	Proposed
	Federal	\$5,836,640
	State	\$0
	Local Match JPB Member:	\$1,459,160
	<i>San Francisco</i>	\$895,729
	<i>San Mateo</i>	
	<i>Santa Clara</i>	\$563,431
	Local Match County Specific	\$0
	Regional/Other	\$0
	TOTAL	\$7,295,800

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 8/15/2016 Res. No: _____ Res. Date: _____

Project Name: Los Gatos Creek Bridge Replacement

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

		Action	Amount	Phase
Funding Recommended:	Prop K Allocation		\$ 895,729	Construction (CON)
	Total:		\$ 895,729	

Total Prop K Funds: \$ 895,729 Total Prop AA Funds: \$ -

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

Fund Expiration Date: 3/31/2020 Eligible expenses must be incurred prior to this date.

		Action	Amount	Fiscal Year	Phase
Future Commitment:					
	Trigger:				

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 8/15/2016 Res. No: _____ Res. Date: _____

Project Name: Los Gatos Creek Bridge Replacement

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

Deliverables:

1. Upon project completion, provide 2-3 digital photos of completed project.
2. _____
3. _____
4. _____
5. _____

Special Conditions:

1. PCJPB may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$895,729) 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.
2. _____
3. _____

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 16/17 Caltrain capital match contribution is \$5,000,000 for each of the PCJPB entities or 1/3 of a total \$15,000,000.
2. _____

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	87.72%	No Prop AA
Actual Leveraging - This Project	92.74%	No Prop AA

SFCTA Project P&PD
 Reviewer: _____

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 8/15/2016 Res. No: _____ Res. Date: _____

Project Name: Los Gatos Creek Bridge Replacement

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

SGA PROJECT NUMBER

Sponsor: Peninsula Corridor Joint Powers Board (Caltrain)

SGA Project Number: 107-911xxx Name: Los Gatos Creek Bridge Replacement - construction

Phase: Construction (CON) Fund Share: 12.28%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K		\$895,729				\$895,729

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 895,729

Current Prop AA Request: \$ -

Project Name: Los Gatos Creek Bridge Replacement

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement
PS

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Rafael Bolon

Peter Skinner

Title: Program Manager/Consultant

Manager, Grants & Fund Programming

Phone: 650-622-7805

650-622-7818

Email: bolonr@samtrans.com

skinnerp@samtrans.com

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

FY of Allocation Action: 2016/17

Project Name: Marin Street and Napoleon Street Bridges

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

Prop K EP category: Caltrain Capital Improvement Program: (EP-7)

Prop K EP Line Number (Primary): 7 **Current Prop K Request:** \$ 200,000

Prop K Other EP Line Numbers: _____

Supervisorial District(s): District 10

REQUEST

Brief Project Description (type below)

Project addresses structural deficiencies by retrofitting or replacing bridge structural elements to extend the useful life of the structures. The project also addresses trespasser encampments and illegal dumping through additional fencing and potential installation of fill material that still allows access to the bridge superstructure for inspections and repairs.

Detailed Scope, Project Benefits and Community Outreach (type below)

Marin Street and Napoleon Street 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 deficiencies at Marin Street and Napoleon Street 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 construction of these elements. Preliminary engineering/design was funded by a previous allocation request in FY 2013/14.

Project Location (type below)

Marin Street and Napoleon Street between Evans Avenue and Islais Creek Channel

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached? No

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K
5YPP/Prop AA Strategic Plan? Project Drawn From Placeholder

Is the requested amount greater
than the amount programmed in
the relevant 5YPP or Strategic
Plan? Less than or Equal to Programmed Amount

Prop K 5YPP Amount: \$ 1,095,729 Prop AA
Strategic Plan
Amount:

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

Project Name: Marin Street and Napoleon Street Bridges

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Dec	2015	Jan-Mar	2016
Environmental Studies (PA&ED)				
Right-of-Way	Jan-Mar	2016	Oct-Dec	2016
Design Engineering (PS&E)	Oct-Dec	2015	Jan-Mar	2017
Advertise Construction	Apr-Jun	2017		
Start Construction (e.g. Award Contract)	Oct-Dec	2017		
Operations (i.e., paratransit)				
Open for Use			Jul-Sep	2018
Project Completion (means last eligible expenditure)			Oct-Dec	2018

SCHEDULE DETAILS

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

There are no planned community outreach activities for Caltrain's Marin and Napoleon Street bridges work. However, information on weekly maintenance activities are provided on Caltrain's website. Additionally, any neighboring property owners are notified of work that may cause excessive noise or dust.

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

Project Name: Marin Street and Napoleon Street Bridges

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$ 200,000	\$ -	\$ 200,000
Prop AA	\$ -	\$ -	\$ -	\$ -
FTA Sec 5337		\$ 800,000		\$ 800,000
	\$ -	\$ -		\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 636,000	\$ 200,000	\$ 272,800	\$ 1,108,800
FTA Sec 5337	\$ 800,000	\$ -	\$ 1,091,200	\$ 1,891,200
Total:	\$ 1,436,000	\$ 200,000	\$ 1,364,000	\$ 3,000,000

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ 381,000	\$ -		JPB Capital Budget FY 2017
Right-of-Way	\$ 161,000	\$ -		JPB Capital Budget FY 2017
Design Engineering (PS&E)	\$ 439,000	\$ -	\$ -	JPB Capital Budget FY 2017
Construction (CON)	\$ 2,019,000	\$ 200,000	\$ -	JPB Capital Budget FY 2017
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 3,000,000	\$ 200,000	\$ -	

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

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

E7A-67

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K		\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

i. SOGR - Right of Way / Signal & Communication

PROJECT: Marin St. Bridge Rehabilitation and Napoleon St. Bridge Replacement**Description/
Justification**

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 trespasser encampments and illegal dumping.

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.

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.

The useful life is about 30 years for Marin St. Bridge and 100 years for Napoleon St. Bridge.

Project Cost	Project Phase	Original Estimate	Revised Estimate
	11 Planning/CD/Env	\$0	\$0
	12 PE/Env/PSE	\$708,000	\$381,000
	13 Final Design	\$623,000	\$369,000
	14 ROW Acq/Utilities Relo.	\$129,000	\$161,000
	15 Procurement	\$210,000	\$70,000
	16 Construction & Closeout	\$3,255,000	\$2,019,000
	TOTAL	\$4,925,000	\$3,000,000

Milestones	Project Phase	Expected Start	Expected Finish
	Planning/Conceptual Design	10/01/15	01/31/16
	Preliminary Engineering	02/01/16	04/30/16
	Final Design	05/01/16	03/31/17
	ROW Acquisition/Utilities Relo.	02/01/16	10/31/16
	Bid and Award	04/01/17	9/31/2017
	Procurement	N/A	N/A
	Construction	10/01/17	09/30/18
	Closeout	10/01/18	12/31/18

Total Budget	FY2017	Prior Year	Future Budget	Total Request
	\$1,000,000	\$1,364,000	\$636,000	\$3,000,000

FY17 Funding Plan	Funding Source	Proposed
	Federal	\$800,000
	State	\$0
	Local Match JPB Member:	\$200,000
	<i>San Francisco</i>	\$200,000
	<i>San Mateo</i>	\$0
	<i>Santa Clara</i>	\$0
	Local Match County Specific	\$0
	Regional/Other	
	TOTAL	\$1,000,000

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 8/15/2016 Res. No: _____ Res. Date: _____

Project Name: Marin Street and Napoleon Street Bridges

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

		Action	Amount	Phase
Funding Recommended:	Prop K Allocation		\$ 200,000	Construction (CON)
	Total:		\$ 200,000	

Total Prop K Funds: \$ 200,000 Total Prop AA Funds: \$ -

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

Fund Expiration Date: 9/30/2019 Eligible expenses must be incurred prior to this date.

		Action	Amount	Fiscal Year	Phase
Future Commitment:					
	Trigger:				

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 8/15/2016 Res. No: _____ Res. Date: _____

Project Name: Marin Street and Napoleon Street Bridges

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

Deliverables:

1. Upon project completion, provide 2-3 digital photos of completed project.
2. _____
3. _____
4. _____
5. _____

Special Conditions:

1. PCJPB may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$200,000) 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 2016-12.
2. _____
3. _____

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 16/17 Caltrain capital match contribution is \$5,000,000 for each of the PCJPB entities or 1/3 of a total \$15,000,000.
2. _____

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	80.00%	No Prop AA
Actual Leveraging - This Project	63.04%	No Prop AA

SFCTA Project P&PD
 Reviewer: _____

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 8/15/2016 **Res. No.:** _____ **Res. Date:** _____

Project Name: Marin Street and Napoleon Street Bridges

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

SGA PROJECT NUMBER

Sponsor: Peninsula Corridor Joint Powers Board (Caltrain)

SGA Project Number: 107-911xxx **Name:** Marin St. & Napoleon St. Bridges

Phase: Construction (CON) **Fund Share:** 20.00%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K		\$200,000				\$200,000

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 200,000

Current Prop AA Request: \$ -

Project Name: Marin Street and Napoleon Street Bridges

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement
PS

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Bin Zhang

Peter Skinner

Title: Engineer

Manager, Grants & Fund Programming

Phone: 650-508-7999

650-622-7818

Email: zhangb@samtrans.com

skinnerp@samtrans.com

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

E7A-73

FY of Allocation Action: 2016/17

Project Name: F-40 Mid Life Overhaul

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

Prop K EP category: Vehicles-Transit vehicle replacement and renovation: (EP-17)

Prop K EP Line Number (Primary): 17 Current Prop K Request: \$ 2,109,105

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisory District(s): _____

REQUEST

Brief Project Description (type below)

This project will perform midlife overhauls of five locomotives that will be part of a small diesel fleet used post-electrification.

Detailed Scope, Project Benefits and Community Outreach (type below)

Post electrification of Caltrain, a small diesel powered locomotive fleet will be required. Five (5) F40 locomotives are selected to become part of the remaining diesel fleet. Mid-life overhaul of the entire locomotive is required to improve reliability and extend their useful life. The Mid-life overhaul of the locomotives may include, but is not limited to, complete disassembly of the main diesel engine, overhauling by reconditioning re-usable main frame components and re-assembly with new engine components. The overhaul may also include replacement of the Separate Head-End Power (SEP-HEP) unit and all electrical components of the SEP-HEP compartment. All areas of the locomotive carbody, trucks, wheels and electrical components will be reconditioned to like-new condition or replaced with new material. The intent is to overhaul the locomotive to a condition that will be as close to new condition as possible when delivered back to revenue service from the overhaul. The scope of work is too extensive to be performed at Caltrain facilities. The project work will be conducted at the successful bidder's facility.

Project Location (type below)

Systemwide

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached? No

Other Items Attached? Yes

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

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K
5YPP/Prop AA Strategic Plan? Project Drawn From Placeholder

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

Prop K 5YPP Amount: \$ 1,139,558 Prop AA
Strategic Plan
Amount:

Please describe and justify the necessary amendment:

Fully funding this request will require a Prop K Strategic Plan amendment to advance \$969,547 in programming in the New and Renovated Vehicles category from Fiscal Year 2022/23 to Fiscal Year 2016/17.

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

Project Name: F-40 Mid Life Overhaul

ENVIRONMENTAL CLEARANCE

Environmental Type: N/A

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right-of-Way				
Design Engineering (PS&E)				
Advertise Construction	Oct-Dec	2016		
Start Construction (e.g. Award Contract)	Apr-Jun	2017		
Operations (i.e., paratransit)				
Open for Use			Apr-Jun	2019
Project Completion (means last eligible expenditure)			Apr-Jun	2019

SCHEDULE DETAILS

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

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

Project Name: F-40 Mid Life Overhaul

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 2,109,105		\$ -	\$ 2,109,105
JPB Member Agency Funds		\$ -	\$ 190,895	\$ 190,895
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 2,109,105	\$ -	\$ 190,895	\$ 2,300,000

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 2,109,105		\$ 1,042,857	\$ 3,151,962
FTA 5307	\$ -	\$ -	\$ 960,000	\$ 960,000
JPB Member Agency Funds	\$ -	\$ -	\$2,188,038	\$ 2,188,038
Prop 1B	\$ -	\$ -	\$ 140,000	\$ 140,000
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 2,109,105	\$ -	\$ 4,190,895	\$ 6,300,000

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction (CON)	\$ 6,300,000	\$ 2,109,105	\$ -	JPB Capital Budget 2017
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 6,300,000	\$ 2,109,105	\$ -	

% Complete of Design: 100% as of 7/1/2016
 Expected Useful Life: 15 Years

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$421,821	\$843,642	\$843,642	\$ -	\$ -	\$ 2,109,105
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

i. SOGR - Rolling Stock

PROJECT: F-40 Mid Life Overhaul**Description/
Justification**

This project will perform Mid-Life Overhauls of three (3) each F40PH2C & two (2) each F40PH-2CAT locomotives. The locomotive overhauls will be conducted at an off Caltrain property location at the successful bidding contractor's location.

Post electrification of Caltrain there is a requirement for a small diesel powered locomotive fleet. These five (5) F40 locomotives are selected to become part of the remaining diesel fleet. Mid-life overhaul of the entire locomotive is required to sustain reliability and extend useful life. The Mid-life overhaul of the locomotives may include, but is not limited to, complete disassembly of the main diesel engine, overhauling by reconditioning re-usable main frame components and re-assembly with new engine components. The overhaul may also include replacement of the Separate Head-End Power (SEP-HEP) unit and all electrical components of the SEP-HEP compartment. All areas of the locomotive carbody, trucks, wheels and electrical components will be reconditioned to like-new condition or replaced with new material. The intent is to overhaul the locomotive to a condition that will be as close to new condition as possible when delivered back to revenue service from the overhaul. The scope of work is too extensive to be performed at Caltrain facilities. The project work will be conducted at the successful bidder's facility.

The projected useful life of the project is Fifteen (15) years.

Project Cost	Project Phase	Original Estimate	Revised Estimate
	11 Planning/CD/Env	\$0	\$0
	12 PE/Env/PSE	\$0	\$0
	13 Final Design	\$0	\$0
	14 ROW Acq/Utilities Relo.	\$0	\$0
	15 Procurement	\$0	\$0
	16 Construction	\$0	\$6,300,000
	19 Closeout	\$0	\$0
	TOTAL	\$0	\$6,300,000

Milestones	Project Phase	Expected Start	Expected Finish
	Planning/Conceptual Design	N/A	N/A
	Preliminary Engineering	N/A	N/A
	Final Design	N/A	N/A
	ROW Acquisition/Utilities Relo.	N/A	N/A
	Bid and Award	N/A	N/A
	Procurement	N/A	N/A
	Construction	04/01/17	06/30/19
	Closeout	N/A	N/A

Total Budget	FY2017	Prior Year	Future Budget	Total Request
	\$2,300,000	\$4,000,000	\$0	\$6,300,000

FY17 Funding:	Funding Source	Proposed
	Federal	\$0
	State	\$0
	Local Match JPB Member:	\$2,300,000
	<i>San Francisco</i>	<i>\$2,109,105</i>
	<i>San Mateo</i>	<i>\$0</i>
	<i>Santa Clara</i>	<i>\$190,895</i>
	Local Match County Specific	\$0
	Regional/Other	\$0
	TOTAL	\$2,300,000

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 8/15/2016 Res. No: _____ Res. Date: _____

Project Name: F-40 Mid Life Overhaul

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

		Action	Amount	Phase
Funding Recommended:		Prop K Allocation	\$ 2,109,105	Construction (CON)
		Total:	\$ 2,109,105	

Total Prop K Funds: \$ 2,109,105 Total Prop AA Funds: \$ -

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

Fund Expiration Date: 6/30/2020 Eligible expenses must be incurred prior to this date.

Future Commitment:

Action	Amount	Fiscal Year	Phase

Trigger:

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 8/15/2016 Res. No: _____ Res. Date: _____

Project Name: F-40 Mid Life Overhaul

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

Deliverables:

1. Upon project completion, provide 2-3 digital photos of completed project.
2. _____

Special Conditions:

1. Approval of this request is contingent upon a Strategic Plan amendment to advance \$969,547 in programming from FY 22/23 to the subject project in FY 16/17. See attached Strategic Plan amendment for details.
2. _____

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 16/17 Caltrain capital match contribution is \$5,000,000 for each of the PCJPB entities or 1/3 of a total \$15,000,000.
2. _____

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	8.30%	No Prop AA
Actual Leveraging - This Project	49.97%	No Prop AA

SFCTA Project P&PD
 Reviewer: _____

SGA PROJECT NUMBER

Sponsor: Peninsula Corridor Joint Powers Board (Caltrain)
 SGA Project Number: 117-911xxx Name: F-40 Mid Life Overhaul

Phase: Construction (CON) Fund Share: 91.70%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$421,821	\$843,642	\$ 843,642			\$2,109,105

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

E7A-81

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 2,109,105

Current Prop AA Request: \$ -

Project Name: F-40 Mid Life Overhaul

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement
PS

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Dave Bennett

Peter Skinner

Title: Assoc Manager Rail Equipment

Manager, Grants & Fund Programming

Phone: 408-793-5441

650-622-7818

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skinnerp@samtrans.com



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

FY of Allocation Action: 2016/17

Project Name: Station Enhancements and Renovations

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

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

Prop K EP Line Number (Primary): 20 **Current Prop K Request:** \$ 436,462

Prop K Other EP Line Numbers: _____

Supervisorial District(s): District 06

REQUEST

Brief Project Description (type below)

The purpose of this project is to keep Caltrain Stations along the corridor in a state of good repair. The project will include work at 4th and King station in San Francisco.

Detailed Scope, Project Benefits and Community Outreach (type below)

The project will include, but is not limited to, the following elements of work. San Francisco Crew Quarters and Tower Painting: The exterior of the San Francisco crew quarters and the adjacent control tower and roof are in need of paint and superficial repairs due to environmental corrosion and neglect. The work will take place at the 4th and King Station. San Francisco Restroom Renovation: The San Francisco station restrooms have been subject to many years of abuse and vandalism. The project would include, but not be limited to, a full restoration of the restrooms with modern vandal resistant fixtures and finishes. The work will take place at the 4th and King Station. Emergency Transfer Switches at Stations: The Caltrain Stations are regularly subject to planned electrical service interruptions by PG&E. These interruptions are frequently disruptive to regular service hours. Installing transfer switches would allow for emergency generators to be delivered on site and safely connected to the existing main electrical panels. The generator would support lighting, fare equipment and other stations amenities. The temporary power source would ease the notification and internal resources needed to support the station when there is a lack of electrical power. The work will take place systemwide, including at all stations within SF County. San Francisco Station Building Corrosion Study and Plan: The station structure and external metal work is rusting. The condition requires a professional assessment and recommendations to arrest the problem and make required repairs. The work will take place at the 4th and King Station.

Project Location (type below)

San Francisco (4th and King) station & systemwide

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached? No

Other Items Attached? Yes

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

5YPP/STRATEGIC PLAN INFORMATION

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

Project Drawn From Placeholder

Is the requested amount greater
than the amount programmed in
the relevant 5YPP or Strategic
Plan?

Less than or Equal to Programmed Amount

Prop K 5YPP Amount: \$ 436,462

Prop AA
Strategic Plan
Amount:

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

Project Name: Station Enhancements and Renovations

ENVIRONMENTAL CLEARANCE

Environmental Type: N/A

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right-of-Way				
Design Engineering (PS&E)	Oct-Dec	2016	Jul-Sep	2017
Advertise Construction				
Start Construction (e.g. Award Contract)	Oct-Dec	2017		
Operations (i.e., paratransit)				
Open for Use			Oct-Dec	2018
Project Completion (means last eligible expenditure)			Oct-Dec	2018

SCHEDULE DETAILS

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

There are no planned community outreach activities for Caltrain's annual station enhancements and renovations work. However, information on weekly maintenance activities are provided on Caltrain's website. Additionally, any neighboring property owners are notified of work that may cause excessive noise or dust.

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

Project Name: Station Enhancements and Renovations

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$ 436,462	\$ -	\$ 436,462
JPB Member Agency Funds	\$ -	\$ -	\$ 163,538	\$ 163,538
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ 436,462	\$ 163,538	\$ 600,000

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$ 436,462	\$ -	\$ 436,462
JPB Member Agency Funds	\$ -	\$ -	\$ 163,538	\$ 163,538
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ 436,462	\$ 163,538	\$ 600,000

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 28,000	\$ -	\$ -	JPB Capital Budget FY 17
Construction (CON)	\$ 572,000	\$ 436,462	\$ -	JPB Capital Budget FY 17
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 600,000	\$ 436,462	\$ -	

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

E7A-87

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 436,462	\$ -	\$ -	\$ -	\$ -	\$ 436,462
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

i. SOGR - Stations & Intermodal Access

PROJECT: Station Enhancements and Renovations**Description/
Justification**

This project will include, but not limited to, the following elements of work:

- San Francisco Crew Quarters and Tower Painting: The exterior of the San Francisco crew quarters and the adjacent control tower and roof are in need of paint and superficial repairs due to environmental corrosion and neglect. The work will take place at the 4th and King Station.

- San Francisco Restroom Renovation: The San Francisco Station restrooms have been subject to many years of abuse and vandalism. The project would include, but not limited to, a full restoration of the restrooms with modern vandal resistant fixtures and finishes. The work will take place at the 4th and King Station.

- Emergency Transfer Switches at Stations: The Caltrain Stations are regularly subject to planned electrical service interruptions by PG&E. These interruptions are frequently disruptive to regular service hours. Installing transfer switches would allow for emergency generators to be delivered on site and safely connected to the existing main electrical panels. The generator would support lighting, fare equipment and other station amenities. The temporary power source would ease the notification and internal resources needed to support the station when there is a lack of electrical power. The work will take place systemwide, including all stations within SF County.

- San Francisco Station Building Corrosion Study and Plan: The station structure and external metal work is rusting. The condition requires a professional assessment and recommendations to arrest the problem and make required repairs. The work will take place at the 4th and King Station.

The projected useful life is ten to twenty (10 to 20) years.

Project Cost	Project Phase	Original Estimate	Revised Estimate
	11 Planning/CD/Env	\$0	\$0
	12 PE/Env/PSE	\$0	\$0
	13 Final Design	\$0	\$15,000
	14 ROW Acq/Utilities Relo.	\$0	\$0
	15 Procurement	\$0	\$13,000
	16 Construction & Closeout	\$0	\$572,000
	TOTAL	\$0	\$600,000

Milestones	Project Phase	Expected Start	Expected Finish
	Planning/Conceptual Design	N/A	N/A
	Preliminary Engineering	N/A	N/A
	Final Design	10/1/2016	9/30/2017
	ROW Acquisition/Utilities Relo.	N/A	N/A
	Bid and Award	N/A	N/A
	Procurement	N/A	N/A
	Construction	10/1/2017	5/31/2018
	Closeout	6/1/2018	12/31/2018

Total Budget	FY2017	Prior Year	Future Budget	Total Request
	\$600,000	\$0	\$0	\$600,000

FY17 Funding Plan	Funding Source	Proposed
	Federal	\$0
	State	\$0
	Local Match JPB Member:	\$600,000
	<i>San Francisco</i>	<i>\$436,462</i>
	<i>San Mateo</i>	<i>\$163,538</i>
	<i>Santa Clara</i>	<i>\$0</i>
	Local Match County Specific	\$0
	Regional/Other	\$0
	TOTAL	\$600,000

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 8/15/2016 Res. No: _____ Res. Date: _____

Project Name: Station Enhancements and Renovations

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

		Action	Amount	Phase
Funding Recommended:		Prop K Allocation	\$ 436,462	Construction (CON)
		Total:	\$ 436,462	

Total Prop K Funds: \$ 436,462 Total Prop AA Funds: \$ -

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

Fund Expiration Date: 12/31/2019 Eligible expenses must be incurred prior to this date.

		Action	Amount	Fiscal Year	Phase
Future Commitment:					

Trigger:

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 8/15/2016 Res. No: _____ Res. Date: _____

Project Name: Station Enhancements and Renovations

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

Deliverables:

1. Upon project completion, provide 2-3 digital photos of completed project.
2. _____
3. _____
4. _____
5. _____

Special Conditions:

1. _____
2. _____
3. _____

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 16/17 Caltrain capital match contribution is \$5,000,000 for each of the PCJPB entities or 1/3 of a total \$15,000,000.
2. _____

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	27.26%	No Prop AA
Actual Leveraging - This Project	27.26%	No Prop AA

SFCTA Project P&PD
 Reviewer: _____

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 8/15/2016 Res. No: _____ Res. Date: _____

Project Name: Station Enhancements and Renovations

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

SGA PROJECT NUMBER

Sponsor: Peninsula Corridor Joint Powers Board (Caltrain)

SGA Project Number: 120-911xxx Name: Station Enhancements and Renovations

Phase: Construction (CON) Fund Share: 72.74%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K		\$436,462				\$436,462

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 436,462

Current Prop AA Request: \$ -

Project Name: Station Enhancements and Renovations

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement
PS

CONTACT INFORMATION

Project Manager

Name: Rob Scarpino

Title: Program Manager

Phone: 650-508-7780

Email: scarpinor@samtrans.com

Grants Section Contact

Peter Skinner

Manager, Grants & Fund Programming

650-622-7818

skinnerp@samtrans.com

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

FY of Allocation Action: 2016/17

Project Name: Muni Metro East (MME) Phase II

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

EXPENDITURE PLAN INFORMATION

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

Prop K EP Line Number (Primary): 20 **Current Prop K Request:** \$ 1,500,000

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisorial District(s): District 10

REQUEST

Brief Project Description:

The project will extend five existing tracks into the southwest corner of the MUNI Metro East (MME) facility to provide additional space for storage of SFMTA's growing fleet of light rail vehicles.

Detailed Scope, Project Benefits and Community Outreach:

Extension of five existing tracks on-site for additional vehicle storage at the southwest corner of the MUNI Metro East (MME) Facility. As part of the work, the project will:

- Address soil settlement issues beneath the proposed trackway extension,
- Furnish and install new ballast, ties, rail,
- Modify the existing overhead contact system (OCS) and install additional OCS infrastructure,
- Related additions to the traction power system (disconnect switches, light indicators),
- General electrical work (site illumination, convenience outlets and relocation of existing infrastructure in conflict with the proposed track alignment),
- General site work including surface drainage and water spigots.
- Perform additional geotechnical investigation work to determine the strength of the soil in order to evaluate settlement issue at the existing MME site and to establish design parameters for soil improvement work.

See attached background and scope for details.

Project Location:

The location of the work is bounded by Cesar Chavez Street on the south, Illinois Street on the west, 25th Street on the north, and Maryland Street on the east.

Project Phase:

Design Engineering (PS&E)

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

Map or Drawings Attached? Yes

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

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

Is the requested amount greater
than the amount programmed in
the relevant 5YPP or Strategic
Plan? Less than or Equal to Programmed Amount

Prop K 5YPP Amount: \$ 3,428,500 Prop AA
Strategic Plan Amount: _____

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

Muni Metro East (MME) Phase II

Project Background

On January 17, 2012, the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors (Board) adopted Resolution 2012-012, authorizing the Director of Transportation to execute an agreement with Parsons Brinkerhoff to develop the *SFMTA Real Estate and Facilities Vision for the 21st Century Report* (Vision Report). The Vision Report was presented to the SFMTA Board on January 29, 2013. The Vision Report is intended to be a roadmap to explore ways to reconfigure, consolidate, or expand existing facilities to best meet operational needs, while identifying cost savings and revenue-generating opportunities. The presentation detailed SFMTA's real estate and facilities maintenance, operations, and ongoing improvement needs. The SFMTA Board received the Report and accepted the findings described in it. On July 15, 2014, the SFMTA Board received an Addendum to the Vision Report, which provided an updated approach to SFMTA motor coach facility improvements based on the most recent Fleet Plan. Based on the Addendum findings, facility improvements now fall into two major categories: 1) improvements needed to accommodate near-term motor and trolley coach fleet growth, and 2) improvements needed to rebuild facilities at the end of their useful lives, to accommodate long-term fleet needs, or to allow for joint development.

Shops and yards that fall into Category 1 include the following facilities: Marin, Islais Creek, Burke, Muni Metro East (MME) Paint and Body Shop and Historic Streetcar Canopy and Storage Tracks, Woods, and a new site to provide additional maintenance and storage capacity. Shops and yards in Category 2 include Flynn, Presidio, Potrero, and Overhead Lines (Bryant Street) facilities.

Original Scope – Muni Metro East (MME) Phase II

In 2015, the Transportation Authority allocated Prop K funds to the SFMTA to perform environmental review and preliminary engineering required for the construction of the Vehicle Maintenance and Mid-life Overhaul Facility and Historic Streetcar Canopy and Storage Tracks. While the scope for each of these project elements are distinct, SFMTA carried out environmental review and preliminary engineering on a joint schedule, to best adhere to the intent of the California Environmental Quality Act (CEQA) and to take advantage of cost efficiency by analyzing the full site at this early project stage.

MME Phase I – Paint and Body Shop

As part of MME Phase I, a paint and body shop was designed by Gannett Fleming in 2001. However, due to budget constraints and cost increases, the work was removed from the scope of MME Contracts MR-1182R (MME bid documents in 2002) and MR-1182R1 (MME bid documents in 2005). The original intent of the paint and body shop was to only service the Light Rail Vehicles housed in the MME facility. At present, body repair and paint functions are accomplished at various facilities in the system (Woods, Green, Cameron Beach, Flynn, and Potrero). All of the body repair and paint functions at these facilities are in need of upgrades to meet current safety code, environmental requirements and modern working conditions. With decentralized Body Repair and Paint functions, the specialized staffs for these functions are spread across the system, making it difficult to properly schedule and maximize staff productivity. In addition, each facility is restricted to work on certain modes in the fleet.

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

Mid-life Overhaul Needs

The MME site is a strategic and critical location for storage and maintenance of Light Rail Vehicles (LRV). In 2015, the SFMTA envisioned the need to construct a new Overhaul Facility that will enable Muni maintenance staff to deliver important overhaul functions in an efficient and timely manner. The SFMTA is investing over \$2 billion dollars to upgrade, replace, and expand the entire LRV and rubber tire fleet. Completing vehicle mid-life overhauls will extend the life of the new vehicles.

Historic Streetcar Canopy and Storage Tracks

It was proposed at one point that the entire historic streetcar operation is to be moved to and consolidated at MME, with a new canopy structure constructed in the southwest corner of the MME site, in the space originally identified in 2001 for the Body Repair and Paint facility. A significant amount of ongoing work on the historic vehicles involves body repair and paint. Locating the historic streetcars at the same facility with the centralized Body Repair and Paint facility would improve productivity and efficiency in maintenance, operations, and storage functions.

General Site Improvement

The approved funding also included the costs to perform additional geotechnical investigation work, sample, off-haul, and dispose existing stockpiled concrete on the undeveloped four-acre site adjacent to the existing MME Facility. Removing the concrete was critical to allow for future development of the four-acre site, whether that will be for more vehicle storage or a possible rail maintenance building.

Revised Scope – Muni Metro East (MME) Phase II

In FY2015/16 the SFMTA reviewed the need to provide mid-life overhaul and additional vehicle maintenance function by in-house staff. It was determined that the SFMTA is not geared up to take on additional vehicle maintenance work at this time and the vehicle manufacturers will be better equipped to handle the work. The SFMTA also determined that the Cameron Beach Yard would be the more strategic location to house and maintain the historic streetcars. Due to limited funding available and competing needs for facility upgrades within the Facility Program, the SFMTA decided not to pursue a Vehicle Maintenance and Mid-Life Overhaul Facility and Historic Streetcar Canopy at this time.

Five-Track Extension

In order to provide more storage space for the new LRVs that are currently under procurement, additional rail trackway inside the MME site is required. The proposed additional storage tracks will allow up to ten spaces for LRV storage. Project team will work with the San Francisco Fire Department to see if an existing fire lane can be relocated to the south end of the facility in order to provide more storage space. Proper storage of the new vehicles will preserve their useful lives to ensure the fleet is safe, reliable, and able to deliver service to Muni customers. The SFMTA proposes that the existing five tracks will be extended at the southwest corner of the MME site, in the space originally identified in 2001 for the Body Repair and Paint facility and more recently planned as the site for storage tracks for LRVs.

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

Project BenefitsFive-Track Extension

Extending the five tracks will allow more storage space for the new vehicles which will preserve their useful life. Making sure that the fleet is safe, reliable, and is able to deliver service to Muni customers is one of the key objectives stated in the Agency's strategic goal.

Scope of Project

The scope of work includes extension of five existing tracks on-site for additional vehicle storage at the southwest corner of the MUNI Metro East (MME) Facility. As part of the work, the project will:

- Address soil settlement issues beneath the proposed trackway extension,
- Furnish and install new ballast, ties, rail,
- Modify the existing Overhead Contact System (OCS) and install additional OCS infrastructure,
- Related additions to the traction power system (disconnect switches, light indicators),
- General electrical work (site illumination, convenience outlets and relocation of existing infrastructure in conflict with the proposed track alignment),
- General site work including surface drainage and water spigots.
- Perform additional geotechnical investigation work to determine the strength of the soil in order to evaluate settlement issue at the existing MME site and to establish design parameters for soil improvement work.

Scope of Requested Phase

The SFMTA will obtain necessary permits from regulatory agencies, continue with environmental review, and prepare design bid documents for the extension of the five existing tracks described above. SFMTA staff will lead the Detailed Design Phase with support services from City Planning and Public Works.

Prioritization

The MME Phase II project is critical to start the implementation of the SFMTA Real Estate Vision Report recommendations. The Real Estate Vision Report includes a connected chain of interdependent projects, known to SFMTA staff as "the shuffle," which must occur in orderly sequence to allow the next project in the chain to commence. MME was one of the critical Phase I projects, and continuing to expand the scope and function of the MME facility with the extension of five tracks must move forward efficiently.

The SFMTA is in the process of acquiring new LRVs to replace and expand the current fleet, and the extended tracks will be needed to provide additional storage space for the new LRV fleet.

The project is included in the SFMTA 2015-2019 Facilities Capital Improvement Program (CIP), reflecting their urgency to the Agency's overall work plan and Capital Program. The CIP is managed by the Transportation Capital Committee (TCC), a group of SFMTA staff from all levels of the organization. TCC meets every month to review and update the Capital Program.

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

Project Name: Muni Metro East (MME) Phase II

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-Jun	2016	Jul-Sep	2016
Environmental Studies (PA&ED)			Jul-Sep	2016
Right-of-Way				
Design Engineering (PS&E)	Jul-Sep	2016	Jan-Mar	2017
Advertise Construction	Jan-Mar	2017		
Start Construction (e.g. Award Contract)	Jul-Sep	2017		
Operations (i.e., paratransit)				
Open for Use			Jul-Sep	2018
Project Completion (means last eligible expenditure)			Apr-Jun	2019

SCHEDULE DETAILS

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

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

Project Name: Muni Metro East (MME) Phase II

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000
Total:	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 1,500,000	\$ 2,098,500	\$ 3,598,500
SFMTA Revenue Bond and/or GO Bond	\$ 12,877,000	\$ -	\$ -	\$ 12,877,000
Operating Funds	\$ -	\$ -	\$ 75,000	\$ 75,000
Total:	\$ 12,877,000	\$ 1,500,000	\$ 2,173,500	\$ 16,550,500

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 182,000	\$ -		Actual costs
Environmental Studies (PA&ED)	\$ 1,991,500	\$ -		Engineer's estimate
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 1,500,000	\$ 1,500,000	\$ -	Engineer's estimate
Construction (CON)	\$ 12,877,000	\$ -	\$ -	Engineer's estimate
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 16,550,500	\$ 1,500,000	\$ -	

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000

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

Project Name: Muni Metro East (MME) Phase II

MAJOR LINE ITEM BUDGET

MME PHASE II PROJECT BUDGET - DESIGN

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 1,150,000	77%
2. Testing/Permit	\$ 100,000	7%
3. Other Direct Costs *	\$ 50,000	3%
4. Contingency	\$ 200,000	13%
TOTAL PHASE	\$ 1,500,000	

* e.g. printing, outreach, mailing

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 1,000,000
SFPW	\$ 150,000
TOTAL	\$ 1,150,000

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 8/25/2016 Res. No: _____ Res. Date: _____

Project Name: Muni Metro East (MME) Phase II

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$ 1,500,000	Design Engineering (PS&E)
	Total:	\$ 1,500,000	

Total Prop K Funds: \$ 1,500,000 Total Prop AA Funds: \$ -

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

Fund Expiration Date: 09/30/2017 Eligible expenses must be incurred prior to this date.

Future Commitment:	Action	Amount	Fiscal Year	Phase

Trigger: _____

Deliverables:

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

Special Conditions:

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

Notes:

-
-

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 8/25/2016 Res. No: _____ Res. Date: _____

Project Name: Muni Metro East (MME) Phase II

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.00%	No Prop AA
Actual Leveraging - This Project	78.26%	No Prop AA

SFCTA Project

Reviewer: CP

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - MUNI

SGA Project Number: 120-910xxx Name: Muni Metro East (MME) Phase II

Phase: Design Engineering (PS&E) Fund Share: 100.00%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$1,500,000					\$1,500,000

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

E7A-103

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 1,500,000

Current Prop AA Request: \$ -

Project Name: Muni Metro East (MME) Phase II

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement
TM

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Lisa Chow

Elias Girma

Title: Project Manager

Principal Analyst

Phone: 1.415.701.4310

1.415.701-4634

Email: lisa.chow@sfmta.com

joel.goldberg@sfmta.com

Overall Muni Metro East (MME) Site



MME Five Track Extension at the Southwest Corner of the Site



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

E7A-105

FY of Allocation Action: 2016/17

Project Name: 33-Stanyan Overhead Contact System Phase 2

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

EXPENDITURE PLAN INFORMATION

Prop K EP category: Guideways: (EP-22)

Prop K EP Line Number (Primary): 22 Current Prop K Request: \$ 1,365,500
Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: _____

Supervisorial District(s): District 08, District 09

REQUEST

Brief Project Description (type below)

Replace existing traffic signals, streetlights, trolley poles and overhead contact system (OCS) along part of the route of the 33 Stanyan trolleybus line.

Detailed Scope, Project Benefits and Community Outreach (type below)

The first phase of the project is the replacement of OCS wires on Potrero Avenue between 25th and 16th Streets which is being constructed as part of the Potrero Streetscape project. The current request has two main portions. First, it will replace the aging overhead contact system on 18th Street between Castro and Mission streets. This will consist of removing and installing new poles and wires along the aforementioned stretch, as well as an additional pole within Harvey Milk Plaza. The project will also remove and install a new overhead-fed traction power system on 18th Street between Market and Church streets. Second, the project will provide street improvements to this stretch of 18th Street. Improvements will include replacement of streetlights and traffic signals as well as construction of new concrete curb ramps with detectable surface tile at various locations along the street. These improvements are appropriate for the subject project because most of the support poles are also for traffic signals and street lights. The improvements will ensure that infrastructure is in a state of good repair, maximize its longevity and improve the reliability of the services that use it.

Project Location (type below)

18th Street between Castro and Mission streets.

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached? Yes

Other Items Attached? Yes

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

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K
5YPP/Prop AA Strategic Plan? Project Drawn From Placeholder

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

Prop K 5YPP Amount: \$ 353,930 Prop AA
Strategic Plan
Amount:

Please describe and justify the necessary amendment:

The original local match to the FTA grants that was to be funding this project was revenue bonds. However, due to project delays, the current revenue bonds that have been issued for the Fixed Guideway capital program are no longer an option because the funds must be spent by November 2016 - significantly sooner than when the funds will be spent for this project - and there is no capacity in the next revenue bond series to cover this project. Therefore, we are looking to switch our source of local funding to Prop K funds.

The request includes Prop K Strategic Plan and 5YPP amendments to the Prop K Guideways – Muni category to advance funds from FY2033/34 funds to FY2016/17 for the subject project.

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

Project Name: 33-Stanyan Overhead Contact System Phase 2

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Mar	2013	Oct-Dec	2013
Environmental Studies (PA&ED)			Jan-Mar	2014
Right-of-Way				
Design Engineering (PS&E)	Jan-Mar	2014	Oct-Dec	2016
Advertise Construction	Apr-Jun	2016		
Start Construction (e.g. Award Contract)	Oct-Dec	2016		
Operations (i.e., paratransit)				
Open for Use			Oct-Dec	2017
Project Completion (means last eligible expenditure)			Apr-Jun	2018

SCHEDULE DETAILS

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

Categorical Exemption was issued on 1/17/2014.

As the SFMTA is replacing existing infrastructure, the outreach is to inform the public of the commencement of the construction work. SFMTA and the Contractor will outreach to various neighborhood organizations in writing and verbally at the beginning of the construction phase.

The project will temporarily remove on street parking and temporarily relocate transit stops. On six weekends the project will require diesel bus substitution of the 33 Stanyan service.

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

Project Name: 33-Stanyan Overhead Contact System Phase 2

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 1,365,500	\$ -	\$ -	\$ 1,365,500
Prop AA	\$ -	\$ -	\$ -	\$ -
FTA Formula Funds	\$ -	\$ -	\$ 5,445,000	\$ 5,445,000
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 1,365,500	\$ -	\$ 5,445,000	\$ 6,810,500

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 1,365,500	\$ -	\$ -	\$ 1,365,500
Prop AA	\$ -	\$ -	\$ -	\$ -
AB664 Regional Bridge Toll Funds	\$ -	\$ -	\$ 149,600	\$ 149,600
FTA Formula Funds	\$ -	\$ -	\$ 5,920,000	\$ 5,920,000
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 1,365,500	\$ -	\$ 6,069,600	\$ 7,435,100

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -	\$ -	Costs covered as part of another phase of the project.
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	Costs covered as part of another phase of the project.
Right-of-Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 624,600	\$ -	\$ -	Actuals plus cost to complete
Construction (CON)	\$ 6,810,500	\$ 1,365,500	\$ -	Based on 90% design
Operations (Paratransit)	\$ -	\$ -	\$ -	
Total:	\$ 7,435,100	\$ 1,365,500	\$ -	

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 750,000	\$ 615,500	\$ -	\$ -	\$ -	\$ 1,365,500
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Project Name: 33-Stanyan Overhead Contact System Phase 2

MAJOR LINE ITEM BUDGET

PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Budget Line Item	Totals	% of contract	SFMTA	Contractor
1. Contract				
Task 1: Demolition - Streetlights	\$ 450,000			\$ 450,000
Task 2: Concrete - Traction Power	\$ 1,000,000			\$ 1,000,000
Task 3: Traffic signals	\$ 75,000			\$ 75,000
Task 4: Civil Work	\$ 75,000			\$ 75,000
Task 5: OCS replacement	\$ 3,000,000			\$ 3,000,000
Task 6: Other - Mob/Demob, permits, traffic routing	\$ 500,000			\$ 500,000
<i>Subtotal</i>	\$ 5,100,000			\$ 5,100,000
2. Construction Support*	\$ 1,200,000	24%	\$ 1,200,000	
3. Contingency	\$ 510,000	10%		\$ 510,000
4. City Attorney Fees	\$ 500		\$ 500	
TOTAL CONSTRUCTION PHASE	\$ 6,810,500		\$ 1,200,000	\$ 5,610,000

* e.g. SFMTA project support such as Outreach, Inspection, Management, Engineering, Contract Admin, Transit

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/1/2016 Res. No: _____ Res. Date: _____

Project Name: 33-Stanyan Overhead Contact System Phase 2

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$ 1,365,500	Construction (CON)
	Total:	\$ 1,365,500	

Total Prop K Funds: \$ 1,365,500 Total Prop AA Funds: \$ -

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

Fund Expiration Date: 12/31/2018 Eligible expenses must be incurred prior to this date.

Future Commitment:	Action	Amount	Fiscal Year	Phase

Trigger: _____

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/1/2016 **Res. No.:** _____ **Res. Date:** _____

Project Name: 33-Stanyan Overhead Contact System Phase 2

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

Deliverables:

1. Please provide two to three digital photos of work in progress and completed project.

Special Conditions:

1. The recommended allocation is contingent upon approval of a comprehensive 5YPP amendment and corresponding Strategic Plan amendment to the Muni Guideways category to advance a total of \$5,898,500 in programming from FY 2033/34 to FYs 2016/17 - 2018/19 for various projects. See prior item on this meeting agenda for details.
2. SFMTA may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$1,365,500) pending receipt of evidence of completion of design (e.g. copy of certifications page).
3. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
- 4.

Notes:

- 1.
- 2.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	79.95%	No Prop AA
Actual Leveraging - This Project	81.63%	No Prop AA

SFCTA Project
Reviewer: P&PD

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/1/2016 Res. No: _____ Res. Date: _____

Project Name: 33-Stanyan Overhead Contact System Phase 2

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - MUNI

SGA Project Number: 122-910xxx Name: 33-Stanyan Phase 2 Overhead Contact System

Phase: Construction (CON) Fund Share: 20.05%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$750,000	\$615,500				\$1,365,500

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

E7A-113

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 1,365,500
Current Prop AA Request: \$ -

Project Name: 33-Stanyan Overhead Contact System Phase 2

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement
JG

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Cathal Hennessy

Joel C. Goldberg

Title: Project Manager

Manager, Capital Procurement and Management

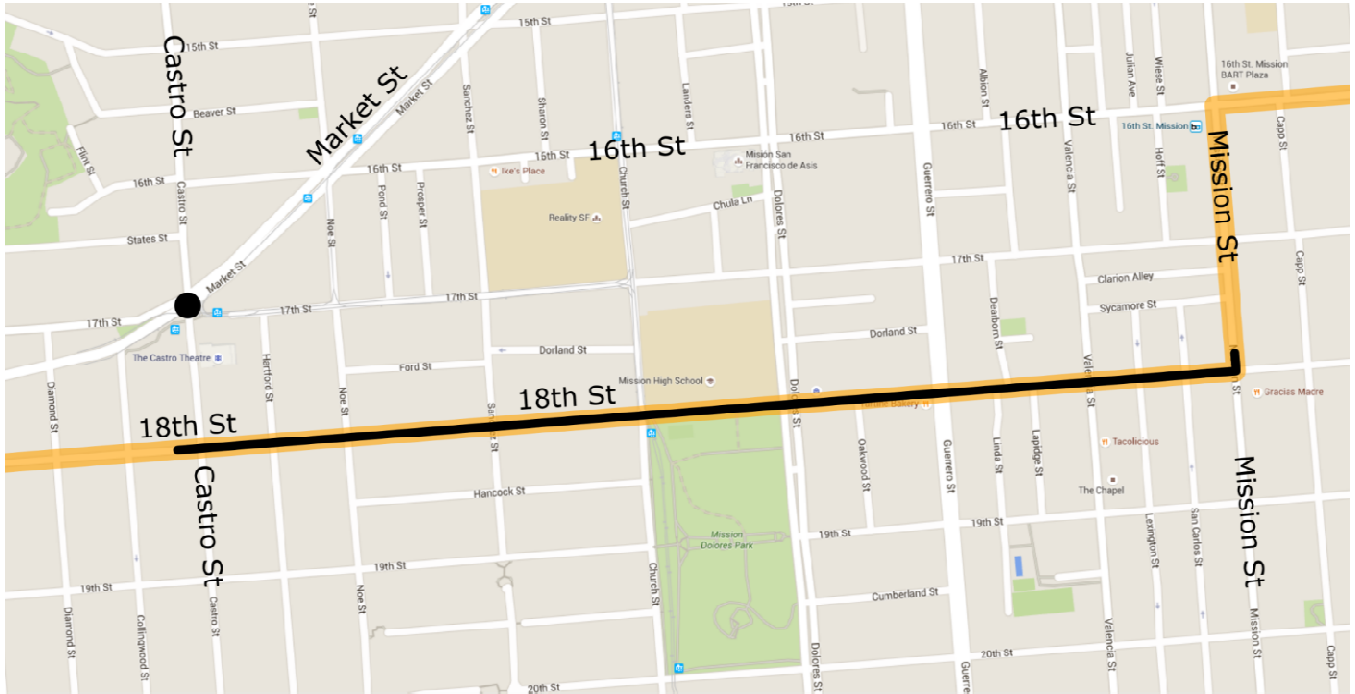
Phone: (415) 701-4548

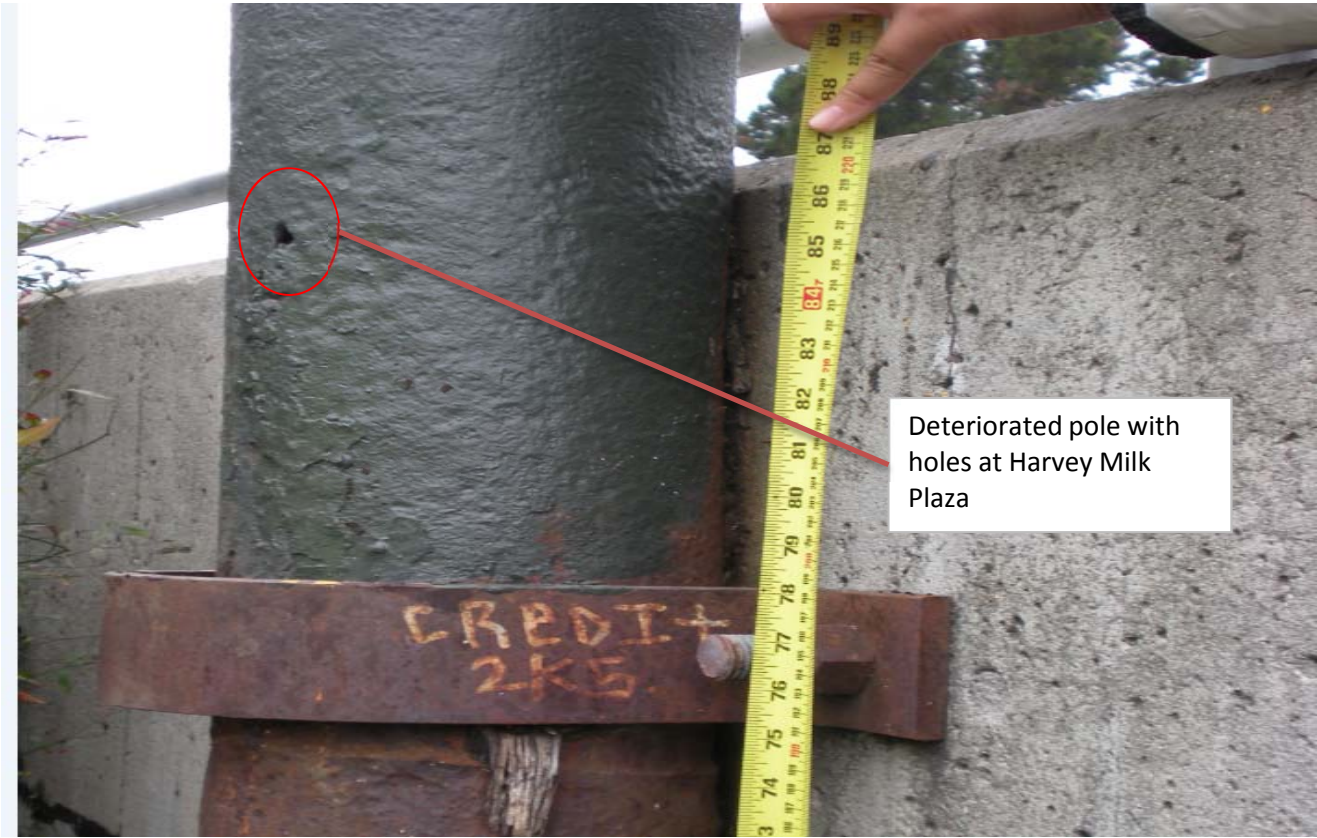
(415) 701-4499

Email: cathal.hennessy@sfmta.com

joel.goldberg@sfmta.com

Yellow: 33 line route
Black: Project location







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

E7A-117

FY of Allocation Action: 2016/17

Project Name: Santa Clara Grade Crossing Medians

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

Prop K EP category: Guideways: (EP-22)

Prop K EP Line Number (Primary): 22

Current Prop K Request: \$ 758,704

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisorial District(s): _____

REQUEST

Brief Project Description (type below)

This project will construct grade crossing medians at six (6) locations in Santa Clara County

Detailed Scope, Project Benefits and Community Outreach (type below)

This project will construct medians at six (6) at-grade crossings along the Caltrain line in Santa Clara County. Per the terms of the equipment waiver to allow the JPB to run Electric Multiple Units (EMUs) post-electrification of the railroad, the Federal Railroad Administration (FRA) is requiring the JPB construct grade crossing medians at all locations where "median needed" is indicated in the grade crossing inventory checklist provided to the FRA. This request will help fund final design & construction of these medians.

Project Location (type below)

Santa Clara County

Project Phase (select dropdown below)

Multiple Phases

Map or Drawings Attached? No

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K
5YPP/Prop AA Strategic Plan? Project Drawn From Placeholder

Is the requested amount greater
than the amount programmed in
the relevant 5YPP or Strategic
Plan? Less than or Equal to Programmed Amount

Prop K 5YPP Amount: \$ 1,358,704 Prop AA
Strategic Plan Amount: _____

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

E7A-119

Project Name: Santa Clara Grade Crossing Medians

ENVIRONMENTAL CLEARANCE

Environmental Type: N/A

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right-of-Way				
Design Engineering (PS&E)	Oct-Dec	2016	Apr-Jun	2017
Advertise Construction	Jul-Sep	2017		
Start Construction (e.g. Award Contract)	Jan-Mar	2018		
Operations (i.e., paratransit)				
Open for Use			Oct-Dec	2018
Project Completion (means last eligible expenditure)			Oct-Dec	2018

SCHEDULE DETAILS

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

There are no planned community outreach activities for Caltrain's Santa Clara Grade Crossing Medians work. However, information on weekly maintenance activities are provided on Caltrain's website. Additionally, any neighboring property owners are notified of work that may cause excessive noise or dust.

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

Project Name: Santa Clara Grade Crossing Medians

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$ 758,704	\$ -	\$ 758,704
FY2016 and 2017 JPB Member Agency Funds	\$ -	\$ -	\$ 338,296	\$ 338,296
Total:	\$ -	\$ 758,704	\$ 338,296	\$ 1,097,000

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 348,000	\$ 9,704	\$ -	JPB Capital Budget FY2017
Construction (CON)	\$ 749,000	\$ 749,000	\$ -	JPB Capital Budget FY2017
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 1,097,000	\$ 758,704	\$ -	

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

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

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

Phase:

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 9,704		\$ -	\$ -	\$ -	\$ 9,704

Phase:

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ -	\$ 749,000	\$ -	\$ -	\$ -	\$ 749,000

iv. OPERATIONAL IMPROVEMENTS / ENHANCEMENTS

PROJECT: Santa Clara Grade Crossing Medians - FY17**Description/
Justification**

This project will construct grade crossing medians at six (6) locations in Santa Clara County

This project will construct grade crossing medians at 6 at-grade crossings along the Caltrain line in Santa Clara County. The Federal Railroad Administration (FRA) has required, per the terms of the equipment waiver to allow the JPB to run Electric Multiple Units (EMUs) post-electrification of the railroad, the JPB construct grade crossing medians at all locations where "median needed" is indicated in the grade crossing inventory checklist provided to the FRA. This request will help fund final design & construction.

The projected life is 15 years.

Project Cost	Project Phase	Original Estimate	Revised Estimate
	11 Planning/CD/Env	\$0	\$0
	12 PE/Env/PSE	\$101,000	\$0
	13 Final Design	\$138,000	\$229,000
	14 ROW Acq/Utilities Relo.	\$0	\$0
	15 Procurement	\$60,000	\$119,000
	16 Construction & Closeout	\$916,000	\$749,000
	TOTAL	\$1,215,000	\$1,097,000

Milestones	Project Phase	Expected Start	Expected Finish
	Planning/Conceptual Design	N/A	N/A
	Preliminary Engineering	N/A	N/A
	Final Design	10/31/16	06/30/17
	ROW Acquisition/Utilities Relo.	N/A	N/A
	Bid and Award	07/01/17	12/31/17
	Procurement	N/A	N/A
	Construction	01/01/18	10/01/18
	Closeout	10/02/18	12/31/18

Total Budget	FY2017	Prior Year	Future Budget	Total Request
	\$868,000	\$229,000	\$0	\$1,097,000

FY17 Funding Plan	Funding Source	Proposed
	Federal	\$0
	State	\$0
	Local Match JPB Member:	\$868,000
	<i>San Francisco</i>	<i>\$758,704</i>
	<i>San Mateo</i>	<i>\$0</i>
	<i>Santa Clara</i>	<i>\$109,296</i>
	Local Match County Specific	\$0
	Regional/Other	\$0
	TOTAL	\$868,000

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 8/24/2016 Res. No: _____ Res. Date: _____

Project Name: Santa Clara Grade Crossing Medians

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

		Action	Amount	Phase
Funding Recommended:	Prop K Allocation		\$ 758,704	Construction (CON)
	Total:		\$ 758,704	

Total Prop K Funds: \$ 758,704 Total Prop AA Funds: \$ -

Justification for multi-phase recommendations and notes for multi-sponsor recommendations: Multi-phase allocation is recommended given the short duration of the design phase.

Fund Expiration Date: 12/31/2019 Eligible expenses must be incurred prior to this date.

Future Commitment:

Action	Amount	Fiscal Year	Phase

Trigger:

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 8/24/2016 Res. No: _____ Res. Date: _____

Project Name: Santa Clara Grade Crossing Medians

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

Deliverables:

1. Upon project completion, provide 2-3 digital photos of completed project.
2. _____
3. _____
4. _____
5. _____

Special Conditions:

1. _____
2. _____
3. _____

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 16/17 Caltrain capital match contribution is \$5,000,000 for each of the PCJPB entities or 1/3 of a total \$15,000,000.
2. _____

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	30.84%	No Prop AA
Actual Leveraging - This Project	30.84%	No Prop AA

SFCTA Project P&PD
 Reviewer: _____

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 8/24/2016 Res. No: _____ Res. Date: _____

Project Name: Santa Clara Grade Crossing Medians

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

SGA PROJECT NUMBER

Sponsor: Peninsula Corridor Joint Powers Board (Caltrain)

SGA Project Number: 122-911xxx Name: Santa Clara Grade Crossing Medians - FY17 - PS&E

Phase: Design Engineering (PS&E) Fund Share: 69.16%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$9,704					\$9,704

Sponsor: Peninsula Corridor Joint Powers Board (Caltrain)

SGA Project Number: 122-911xxx Name: Santa Clara Grade Crossing Medians - FY17 - CON

Phase: Construction (CON) Fund Share: 69.16%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K		\$749,000				\$749,000

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

E7A-125

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 749,000

Current Prop AA Request: \$ -

Project Name: Santa Clara Grade Crossing Medians

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement
PS

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Robert Tam

Peter Skinner

Title: Mgr. Technology Research & Dev.

Manager, Grants & Fund Programming

Phone: 650-508-7969

650-622-7818

Email: tamr@samtrans.com

skinnerp@samtrans.com



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

E7A-127

FY of Allocation Action: 2016/17

Project Name: Systemwide Track Rehabilitation

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

Prop K EP category: Guideways: (EP-22)

Prop K EP Line Number (Primary): 22 Current Prop K Request: \$ 600,000

Prop K Other EP Line Numbers: _____

Supervisorial District(s): District 06, District 10

REQUEST

Brief Project Description (type below)

The Systemwide Track Rehabilitation Program is an ongoing annual project to keep the Caltrain railroad in a state of good repair. Each fiscal year, funding is provided to cover the track and structures work performed that year.

Detailed Scope, Project Benefits and Community Outreach (type below)

The System Track Rehabilitation Program covers the work required to keep the Caltrain railroad in a state of good repair (SOGR). The type and scope of work is based upon the condition of the railroad as reflected in Caltrain's SOGR database. This database is updated regularly with input from track inspections and tests that are performed throughout the year. The scope of the project may include, but is not limited to, the following:

- Replace rails and points on an as-needed basis
- Add balast to tracks
- Replace rail joints
- Replace at-grade rail crossing pannels
- Surface track and turnouts
- Replace worn ties and insulators
- Minor repairs to bridges, culverts and structures
- Upgrade rail lubricators
- Perform annual weed abatement and vegetation trimming
- Purchasing tools and equipment required for track maintenance activities
- Changes to the projected work components may occur as field conditions warrant.

Project Location (type below)

Systemwide throughout the Caltrain Corridor from San Francisco (4th & King Station) to San Jose (Tamien Station)

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached? No

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K
5YPP/Prop AA Strategic Plan? Project Drawn From Placeholder

Is the requested amount greater
than the amount programmed in
the relevant 5YPP or Strategic
Plan? Less than or Equal to Programmed Amount

Prop K 5YPP Amount:	\$	1,358,704	Prop AA Strategic Plan Amount:	
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**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

E7A-129

Project Name: Systemwide Track Rehabilitation

ENVIRONMENTAL CLEARANCE

Environmental Type: N/A

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right-of-Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Oct-Dec	2016		
Operations (i.e., paratransit)				
Open for Use			Apr-Jun	2018
Project Completion (means last eligible expenditure)			Oct-Dec	2018

SCHEDULE DETAILS

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

There are no planned community outreach activities for Caltrain's annual track maintenance work. However, information on weekly maintenance activities are provided on Caltrain's website. Additionally, any neighboring property owners are notified of work that may cause excessive noise or dust.

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

Project Name: Systemwide Track Rehabilitation

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$ 600,000		\$ 600,000
FTA Sec 5337		\$ 2,400,000		\$ 2,400,000
		\$ -		\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction (CON)	\$ 3,000,000	\$ 600,000	\$ -	JPB Capital Budget FY 2017
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 3,000,000	\$ 600,000	\$ -	

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ -	\$ 600,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

i. SOGR - Right of Way / Signal & Communication

PROJECT: Track SOGR - FY17**Description/
Justification**

The System Track Rehabilitation Program is an ongoing annual project to keep the Caltrain railroad in a state of good repair (SOGR). Each fiscal year, funding is provided to cover the track and structures work performed that year.

The System Track Rehabilitation Program covers the work required to keep the Caltrain railroad in a state of good repair (SOGR). The type and scope of work scheduled for each fiscal year is based upon the condition of the railroad as reflected in Caltrain's SOGR database. This database is updated regularly with input from track inspections and tests that are performed throughout the year. Each fiscal year, a new project is set up to cover the track work performed that year. The scope of the project covers system wide track rehabilitation for Fiscal Year 2017 and may include, but is not limited to, the following:

- Replace rails and points on an as-needed basis
- Add balast to tracks
- Replace rail joints
- Replace at-grade rail crossing pannels
- Surface track and turnouts
- Replace worn ties and insulators
- Minor repairs to bridges, culverts and structures
- Upgrade rail lubricators
- Perform annual weed abatement and vegetation trimming
- Purchasing tools and equipment required for track maintenance activities
- Changes to the projected work components may occur as field conditions warrant.

Projected useful life varies depending on project.

Project Cost

Project Phase	Original Estimate	Revised Estimate
11 Planning/CD/Env	\$0	\$0
12 PE/Env/PSE	\$0	\$0
13 Final Design	\$0	\$0
14 ROW Acq/Utilities Relo.	\$0	\$0
15 Procurement	\$0	\$0
16 Construction	\$9,663,000	\$3,000,000
19 Closeout	\$0	\$0
TOTAL	\$9,663,000	\$3,000,000

Milestones

Project Phase	Expected Start	Expected Finish
Planning/Conceptual Design	N/A	N/A
Preliminary Engineering	N/A	N/A
Final Design	N/A	N/A
ROW Acquisition/Utilities Relo.	N/A	N/A
Bid and Award	N/A	N/A
Procurement	N/A	N/A
Construction	10/01/16	05/31/18
Closeout	06/01/18	12/31/18

Total Budget

FY2017	Prior Year	Future Budget	Total Request
\$3,000,000	\$0	\$0	\$3,000,000

FY17 Funding Plan

Funding Source	Proposed
Federal	\$2,400,000
State	\$0
Local Match JPB Member:	\$600,000
<i>San Francisco</i>	<i>\$600,000</i>
<i>San Mateo</i>	<i>\$0</i>
<i>Santa Clara</i>	<i>\$0</i>
Local Match County Specific	\$0
Regional/Other	\$0
TOTAL	\$3,000,000

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 8/15/2016 Res. No: _____ Res. Date: _____

Project Name: Systemwide Track Rehabilitation

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

		Action	Amount	Phase
Funding Recommended:	Prop K Allocation		\$ 600,000	Construction (CON)
	Total:		\$ 600,000	

Total Prop K Funds: \$ 600,000 Total Prop AA Funds: \$ -

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

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

		Action	Amount	Fiscal Year	Phase
Future Commitment:					
	Trigger:				

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 8/15/2016 Res. No: _____ Res. Date: _____

Project Name: Systemwide Track Rehabilitation

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

Deliverables:

1. Upon project completion, provide 2-3 digital photos of completed project.
2. _____
3. _____
4. _____
5. _____

Special Conditions:

1. _____
2. _____
3. _____

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 16/17 Caltrain capital match contribution is \$5,000,000 for each of the PCJPB entities or 1/3 of a total \$15,000,000.
2. _____

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	80.00%	No Prop AA
Actual Leveraging - This Project	80.00%	No Prop AA

SFCTA Project P&PD
 Reviewer: _____

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 8/15/2016 Res. No: _____ Res. Date: _____

Project Name: Systemwide Track Rehabilitation

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

SGA PROJECT NUMBER

Sponsor: Peninsula Corridor Joint Powers Board (Caltrain)

SGA Project Number: 122-911xxx Name: Systemwide Track Rehabilitation

Phase: Construction (CON) Fund Share: 20.00%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$300,000	\$300,000				\$600,000

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

E7A-135

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 600,000

Current Prop AA Request: \$ -

Project Name: Systemwide Track Rehabilitation

Grant Recipient: Peninsula Corridor Joint Powers Board (Caltrain)

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement
PS

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Pete Gutierrez

Peter Skinner

Title: Manager, Maintenance of Way

Manager, Grants & Fund Programming

Phone: 650-508-7793

650-622-7818

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skinnerp@samtrans.com



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

E7A-137

FY of Allocation Action: 2016/17

Project Name: Eddy and Ellis Traffic Calming Improvement

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

EXPENDITURE PLAN INFORMATION

Prop K EP category: Signals and Signs - Maintenance and Renovations: (EP-33)

Prop K EP Line Number (Primary): 33 Current Prop K Request: \$ 310,000
Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisorial District(s): District 03, District 06

REQUEST

Brief Project Description (type below)

Upgrade traffic signals to convert portions of Eddy and Ellis to two-way operation, including pedestrian countdown signals, two corner bulb-outs at Eddy/Leavenworth, and accessible curb ramps at Ellis/Taylor. The project will increase pedestrian safety and calm traffic by reducing area vehicular traffic speeds to 25 MPH on both streets; improve signal, pedestrian and vehicular visibility; and shorten the crossing distance.

Detailed Scope, Project Benefits and Community Outreach (type below)

See attached.

Project Location (type below)

The 5 intersections of Eddy at Jones, Leavenworth and Taylor Streets, and Ellis at Mason and Taylor Streets

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached? Yes

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

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

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

Prop K 5YPP Amount: \$ 142,271 Prop AA
Strategic Plan
Amount: _____

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

Please describe and justify the necessary amendment:

Fully funding this request requires a 5YPP amendment to the Signals and Signs category to reprogram \$167,729 in Gough Corridor Signal Upgrade (14) design funds to the subject project. The Gough Corridor Signal Upgrade design phase is fully funded and in progress. See attached 5YPP amendment for more details.

The original programmed amount was based on the federally required 11.47% local match formula for all phases. However, Caltrans has previously disallowed construction management costs exceeding 15% of the contract cost. In San Francisco, construction management/engineering costs for traffic signal projects that are competitively contracted out are typically 40% of the contract cost and include the following tasks:

- SFPW: electrical engineering support, construction management, construction inspection, materials testing, and public affairs management
- SFMTA: traffic signal programming, construction engineering support, submittal review, project meetings, and coordinating in-house shop work

By funding the construction management locally, SFMTA avoids project delays by relying on a local funding stream.

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

Eddy and Ellis Traffic Calming Improvement Project (SFMTA)

Scope

The SFMTA is requesting Prop K funds for the construction of upgrades to five signalized intersections as part of the Eddy and Ellis Traffic Calming Project. The signal modifications will permit portions of Eddy and Ellis Streets to be converted from one-way to two-way. The goal of the proposed project is to increase pedestrian safety and calm traffic by reducing area vehicular traffic speeds to be consistent with the 25 MPH speed limit on both streets.

The locations under this project are as follows:

Intersection	WalkFirst High Injury Corridor	Pedestrian Countdown Signals (PCS) in place	Muni Lines	Sup. District
Eddy and Jones Streets	Y	Yes	31	6
Eddy and Leavenworth Streets	Y	Yes	31	6
Eddy and Taylor Streets	Y	None	31	6
Ellis and Mason Streets	Y	Yes	8, 27, 30, 45	3, 6
Ellis and Taylor Streets	Y	None	27	6

Eddy and Taylor Streets as well as Ellis and Taylor Streets will be upgraded to install pedestrian countdown signals (PCS) for all crosswalks. The new PCS will be timed to adhere to SFMTA's pedestrian signal timing guidelines. In addition, two corner bulb-outs will be installed at the Eddy/Leavenworth intersection, and one corner of Ellis/Taylor will receive new accessible curb ramps. All other corners of Ellis/Taylor have been already upgraded to the ADA standard where feasible. Originally, SFMTA staff hoped to install one bulb-out at each intersection, but a bulb-out at Ellis/Taylor turned out to be not feasible due to sub-sidewalk basement conflicts.

This Traffic Calming Project will allow Ellis Street (between Jones Street and Cyril Magnin Streets) and Eddy Street (between Leavenworth and Mason Streets) to be converted to two-way. This project complements a 2012 project that converted Ellis Street between Jones and Polk Streets, as well as Eddy Street between Leavenworth and Larkin Streets to two-way traffic. The complete implementation of the two-way conversion was not possible in 2012 because the poor condition of the signal hardware precluded the addition of PCS and the new signals to face the new directions of traffic.

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Implementation:

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

Due to the small amount of traffic striping, signage, and parking meter adjustment needed to convert the two streets to two-way operation, it is more cost-effective to do this portion of work using SFMTA forces via local funding instead of being competitively contracted out and funded federally. Contracting out this small amount of work is also discouraged, since it requires additional contractor oversight by SFMTA and a longer contract duration.

<u>Task</u>	<u>Force Account Work Performed By</u>
• Design	SFMTA Sustainable Streets Division
• Electrical Design	SFDPW Infrastructure Design and Construction
• Construction Management	SFDPW Infrastructure Construction Management
• Contract Support	SFDPW Bureau of Engineering
• Construction Support	SFMTA Sustainable Streets Division

Public Engagement

In 2007, the San Francisco County Transportation Authority (SFCTA) adopted the Tenderloin–Little Saigon Neighborhood Transportation Plan (NTP) which was a result of a collaborative effort with many community based organizations, City agencies, and numerous public outreach efforts. One of the recommendations from the NTP was to convert streets in the Tenderloin such as Eddy and Ellis Streets, from one-way to two-way.

During the development of the NTP, the SFCTA lead an extensive outreach to residents, neighborhood organizations, implementing agencies and technicians to ensure that the benefits of the study would go beyond a traditional planning and engineering study. The Tenderloin Housing Clinic, the Southeast Asian Community Center, and Asian Neighborhood Design were the three Community Based Organization (CBO) consultants tasked with organizing outreach to the community. The outreach process began in 2006 with CBO lead walking tours of the neighborhood where each participant was given a disposable camera to document problem areas to address. Outreach efforts also included focus groups and stakeholder interviews (representing senior, youth, and civic non-profit organizations), merchant interviews, multi-lingual surveys, and two community-wide workshops. The SFCTA used print, on-line, and ethnic media to advertise outreach events as well as sending email updates to the District 6 mailing list.

SFMTA received the SFMTA Board approval for the sidewalk bulbs at Eddy and Leavenworth at a public hearing on July 1, 2016. SFMTA will hold a public hearing for the Eddy and Ellis two-way conversion in late August. SFMTA staff also met with the Tenderloin Housing Clinic, who is helping perform the outreach and remind stakeholders of the Little Saigon plan. SFMTA staff also met with the Police Captain of the Tenderloin station to allay and address concerns regarding issues around the

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

Police Station. SFMTA will continue working with Supervisor Jane Kim to engage residents and businesses in the area.

Project Benefits

Converting Ellis and Eddy Streets from one to two way streets is intended to slow vehicular traffic speeds and reduce traffic volumes to improve pedestrian safety. The installation of two corner sidewalk bulbs as part of this project will increase sidewalk widths by at least 6 feet, shorten crossing distances, improve pedestrian visibility to motorists, and slow right turning vehicles.

This project will add PCS to two intersections that are currently lacking them. PCS have been effective in reducing the number of pedestrians remaining in the crosswalk at the beginning of the conflicting vehicle green light, thereby reducing the potential for vehicle-pedestrian conflicts. The countdown feature of the PCS is helpful for pedestrians to discern as to whether there is enough time left in a signal cycle to cross the intersection safely.

In addition to the installation of PCS, this project will improve the visibility of the vehicular signals within the project area through the installation of new poles, and larger signal heads. Improved signal visibility will help reduce potential for collisions across all modes, including pedestrians and bicyclists.

Project Location Selection Evaluation

The Tenderloin-Little Saigon area is one of San Francisco's oldest neighborhoods with high density housing, employment, and shops. The project area is one of the most ethnically diverse communities providing a home to many recent immigrants. The project falls within an area that the Metropolitan Transportation Commission designated as a Community of Concern in 2011. Communities of Concern are identified based on numerous factors gathered from census data such as family income, minority population, number of zero vehicle households, and senior population 75 years and over.

The Eddy and Ellis Traffic Calming Project will address documented safety concerns in a WalkFirst Corridor where there are a disproportionately high number of collisions relative to the City at large. The dollars to be programmed to this project will have a greater impact on improving safety than a non-WalkFirst corridor.

All intersections in this project are located along WalkFirst High Injury corridors (which later evolved as Vision Zero High Injury corridors), as determined by the Mayor's Pedestrian Safety Task Force. WalkFirst Corridors are targeted for improvements because they comprise only 6% of San Francisco streets, but contribute to 60% of the total pedestrian injuries in the City. The proposed project is consistent with San Francisco Pedestrian Strategy (released in April 2013), as well as Vision Zero Two-Year Action Strategy (released in February 2015).

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

Project Name: Eddy and Ellis Traffic Calming Improvement

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)	Apr-Jun	2011	Jan-Mar	2016
Right-of-Way				
Design Engineering (PS&E)	Jan-Mar	2014	Jul-Sep	2016
Advertise Construction	Jul-Sep	2016		
Start Construction (e.g. Award Contract)	Jan-Mar	2017		
Operations (i.e., paratransit)				
Open for Use			Jul-Sep	2017
Project Completion (means last eligible expenditure)			Jan-Mar	2018

SCHEDULE DETAILS

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

SFMTA received the SFMTA Board approval for the sidewalk bulbs at Eddy and Leavenworth at a public hearing on July 1, 2016. SFMTA will hold a public hearing for the Eddy and Ellis two-way conversion in late August.

San Francisco Public Works notifies community members, fronting property owners, and tenants of upcoming construction, which is standard procedure. No additional community outreach or project coordination is anticipated during construction.

The SFMTA received the federal obligation approval in June 2016. The SFMTA anticipates that the contract will be advertised by the end of August 2016.

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

Project Name: Eddy and Ellis Traffic Calming Improvement

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 167,729	\$ 142,271	\$ -	\$ 310,000
Prop AA	\$ -	\$ -	\$ -	\$ -
Lifeline Transportation Program (CMAQ)	\$ -	\$ 717,625	\$ -	\$ 717,625
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 167,729	\$ 859,896	\$ -	\$ 1,027,625

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 167,729	\$ 142,271	\$ 27,550	\$ 337,550
Prop AA	\$ -	\$ -	\$ 337,450	\$ 337,450
Lifeline Transportation Program (CMAQ)	\$ -	\$ 717,625	\$ -	\$ 717,625
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 167,729	\$ 859,896	\$ 365,000	\$ 1,392,625

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 365,000	\$ -	\$ -	Based on actual cost + cost to complete
Construction (CON)	\$ 1,027,625	\$ 310,000	\$ -	Engineer's estimate based on 65% design
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 1,392,625	\$ 310,000	\$ -	

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

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 200,000	\$ 110,000	\$ -	\$ -	\$ -	\$ 310,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Project Name: Eddy and Ellis Traffic Calming Improvement

MAJOR LINE ITEM BUDGET

SAMPLE PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)						
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor	
1. Contract						
Task 1: Curb Ramps	\$ 82,000				\$ 82,000	
Task 2: Signals /Mountings	\$ 66,000				\$ 66,000	
Task 3: Poles	\$ 69,000				\$ 69,000	
Task 4: Pullboxes/Conduits	\$ 142,000				\$ 142,000	
Task 5: Wiring	\$ 50,000				\$ 50,000	
Task 6: Traffic Routing	\$ 25,000				\$ 25,000	
Task 7: Drainage Work	\$ 33,000				\$ 33,000	
Task 8: Misc	\$ 103,108				\$ 103,108	
<i>Contract Total</i>	\$ 570,108				\$ 570,108	
2. SFMTA-Provided Materials & Labor						
Controller Cabinets	\$ 60,000			\$ 60,000		
Ped. Countdown Modules	\$ 7,500			\$ 7,500		
Traffic Signs	\$ 5,000			\$ 5,000		
Pavement Markings	\$ 35,000			\$ 35,000		
Meters & Parking Space Markings	\$ 10,000			\$ 10,000		
<i>Subtotal</i>	\$ 117,500			\$ 117,500		
3. Construction Management/Support *	\$ 254,000	40%	\$ 154,000	\$ 100,000		
4. Other Direct Costs *	\$ 500		\$ 500			
5. Contingency	\$ 85,517	15%			\$ 85,517	
TOTAL CONSTRUCTION PHASE	\$ 1,027,625		\$ 154,500	\$ 217,500	\$ 655,625	

* City Attorney Review

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 07.27.16 Res. No: _____ Res. Date: _____

Project Name: Eddy and Ellis Traffic Calming Improvement

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

	Action	Amount	Phase
Funding Recommended:	Prop K Allocation	\$ 310,000	Construction (CON)
	Total:	\$ 310,000	

Total Prop K Funds: \$ 310,000 Total Prop AA Funds: \$ -

Fund Expiration Date: 9/30/2018 Eligible expenses must be incurred prior to this date.

Deliverables:

- 2-3 digital photos of work in progress, and 2-3 digital photos of completed project.

Special Conditions:

- The recommended allocation is contingent upon a concurrent Signals and Signs 5YPP amendment to reprogram \$167,729 from the Gough Corridor Signal Upgrade to the subject project. See attached 5YPP amendment for details.
- The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes:

- On 8/4/16, Transportation Authority staff granted permission to advertise at risk, based on SFMTA's plan to advertise the contract in August 2016. SFMTA was granted federal authorization to advertise the construction contract on 6/24/16.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	69.83%	No Prop AA
Original funding allocation was based on	75.76%	75.77%

SFCTA Project P&PD
 Reviewer: _____

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - DPT
 SGA Project Number: 133-xxxxxx Name: Eddy and Ellis Traffic Calming Improvement

Phase: Construction (CON) Fund Share: 30.17%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$200,000	\$110,000				\$310,000

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

E7A-147

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 310,000
Current Prop AA Request: \$ -

Project Name: Eddy and Ellis Traffic Calming Improvement

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement
JG

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Manito Velasco

Joel Goldberg

Title: Senior Engineer

Mgr, Grants Procurement & Management

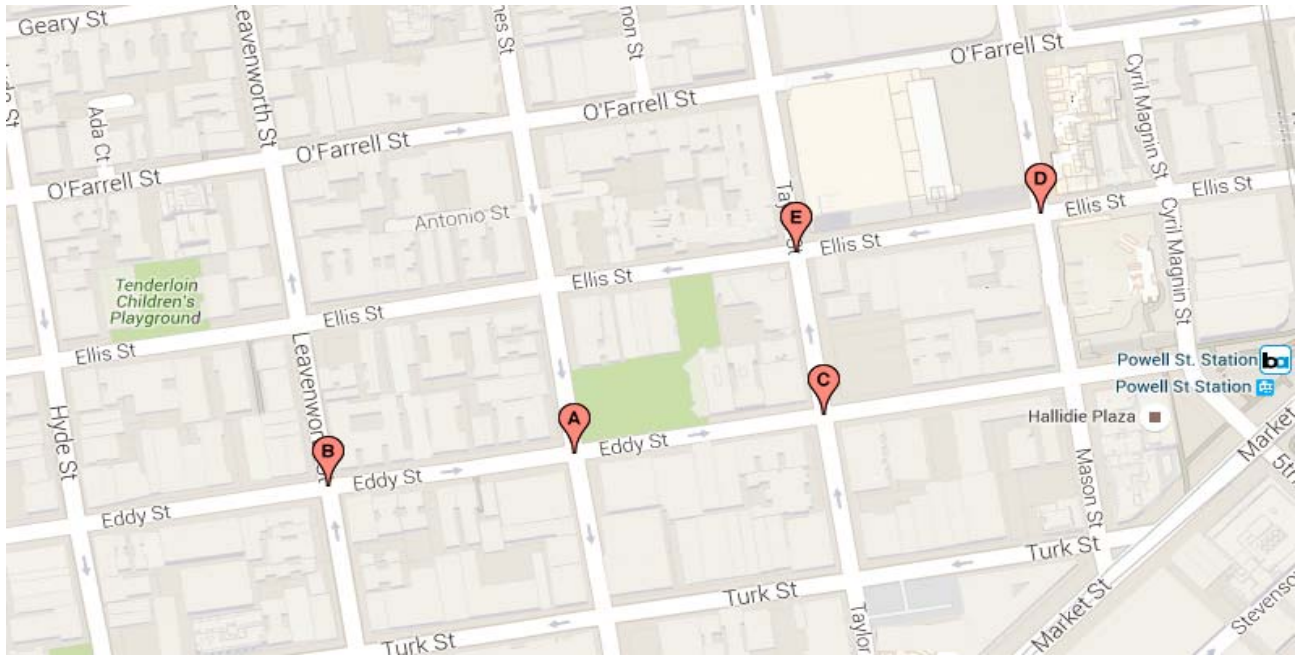
Phone: 415-701-4447

415-701-4499

Email: manito.velasco@sfmta.com

joel.goldberg@sfmta.com

Eddy and Ellis Traffic Calming Improvement (5 Locations)



A	Eddy Street and Jones Street
B	Eddy Street and Leavenworth Street
C	Eddy Street and Taylor Street
D	Ellis Street and Mason Street
E	Ellis Street and Taylor Street

Signals and Signs (EP 33)
Programming and Allocations to Date

Pending 9/27/16 approval

Agency	Project Name	Phase(s)	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Follow-the-Paving									
SFMTA	Follow-the-Paving (Spot Traffic Signal Improvements) ³	PS&E, CON	Programmed	\$0					\$0
SFMTA	Follow-the-Paving (Spot Traffic Signal Improvements) ³	PS&E, CON	Programmed		\$0				\$0
SFMTA	Traffic Signal Conduit Contract ³	CON	Allocated		\$400,000				\$400,000
SFMTA	Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON	Programmed			\$200,000			\$200,000
SFMTA	Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON	Programmed				\$200,000		\$200,000
SFMTA	Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON	Programmed					\$150,000	\$150,000
Traffic Signal Upgrades									
SFMTA	Traffic Signal Upgrades (15 Locations) ^{1, 4, 7}	PS&E	Programmed	\$0					\$0
SFMTA	Traffic Signal Upgrade Contract 34 [Vision Zero] ⁴	PS&E	Allocated		\$518,000				\$518,000
SFMTA	7th Avenue and Lincoln Way Intersection Improvements ¹	CON	Allocated	\$95,476					\$95,476
SFMTA	Traffic Signal Upgrades (15 Locations) ⁷	CON	Programmed		\$2,640,000				\$2,640,000
SFMTA	Traffic Signal Upgrades (15 Locations)	PS&E	Programmed		\$660,000				\$660,000
SFMTA	Webster Street Pedestrian Signals ⁷	CON	Allocated			\$1,358,206			\$1,358,206
SFMTA	Franklin/Divisadero Corridor Signal Upgrade	CON	Programmed		\$272,080				\$272,080
SFMTA	Franklin and Divisadero Corridor Signal Upgrade	CON	Allocated		\$3,162,920				\$3,162,920
SFMTA	Eddy and Ellis Traffic Calming Improvement ⁸	CON	Pending			\$310,000			\$310,000
SFMTA	19th Avenue Signals Phase III (9)	PS&E	Allocated	\$630,000					\$630,000
SFMTA	19th Avenue Signals Phase III (9)	CON	Programmed			\$2,520,000			\$2,520,000
SFMTA	3rd Street Traffic Signal Detection Upgrade - Phase 1	CON, PROC	Allocated	\$300,000					\$300,000
SFMTA	3rd Street Traffic Signal Detection Upgrade - Phase 2	CON, PROC	Programmed			\$300,000			\$300,000
SFMTA	3rd Street Traffic Signal Detection Upgrade - Phase 3	CON, PROC	Programmed				\$457,950		\$457,950
SFMTA	Traffic Signal Visibility Upgrades (12) ⁷	PS&E, CON	Programmed		\$0				\$0
SFMTA	South Van Ness Conduit Installation ⁶	PS&E, CON	Programmed	\$0					\$0
SFMTA	South Van Ness Signal Upgrade (12) ⁶	PS&E	Programmed	\$46,100					\$46,100
SFMTA	South Van Ness Signal Upgrade (12) ⁶	CON	Allocated		\$552,000				\$552,000
SFMTA	South Van Ness Signal Upgrade (12)	CON	Programmed			\$1,434,900			\$1,434,900
SFMTA	Polk Corridor Signal Upgrade ^{2, 5, 7}	PS&E	Programmed	\$0					\$0
SFMTA	Polk Corridor Signal Upgrade ²	CON	Allocated	\$382,900					\$382,900
SFMTA	Polk Corridor Signal Upgrade ^{5, 7}	CON	Programmed		\$0				\$0
SFMTA	Polk Streetscape Signal Modifications ⁵	CON	Allocated		\$516,000				\$516,000
SFMTA	Gough Corridor Signal Upgrade (14) ⁸	PS&E	Programmed	\$160,271					\$160,271
SFMTA	Gough Corridor Signal Upgrade (14)	CON	Programmed		\$2,450,000				\$2,450,000
SFMTA	Gough Corridor Signal Upgrade	PS&E	Allocated		\$135,000				\$135,000
SFMTA	Great Highway Traffic Signal Upgrade (8)	CON	Programmed			\$607,729			\$607,729
SFMTA	Van Ness BRT SFgo Signal Improvements	CON	Allocated		\$2,275,000				\$2,275,000
SFMTA	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed		\$357,729				\$357,729

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

Signals and Signs (EP 33)

Programming and Allocations to Date

Pending 9/27/16 approval

Agency	Project Name	Phase(s)	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Total Programmed in 5YPP				\$1,614,747	\$13,938,729	\$6,730,835	\$657,950	\$150,000	\$23,092,261
Total Allocated and Pending in 5YPPs				\$1,408,376	\$7,558,920	\$1,668,206	\$0	\$0	\$10,635,502
Total Deobligated in 5YPPs				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPPs				\$206,371	\$6,379,809	\$5,062,629	\$657,950	\$150,000	\$12,456,759
Total Programmed in 2014 Strategic Plan				\$3,653,371	\$13,540,229	\$5,062,629	\$657,950	\$150,000	\$23,064,179
Deobligated from Prior 5YPP Cycles **				\$382,476					\$382,476
Cumulative Remaining Programming Capacity				\$2,421,100	\$2,022,600	\$354,394	\$354,394	\$354,394	\$354,394

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

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

- ¹ 5YPP Amendment to fully fund 7th Avenue and Lincoln Way Intersection Improvements (Resolution 15-046, 03/24/2015):
Traffic Signal Upgrades (15 Locations): Reduced by \$95,476 in FY 2014/15 design funds. 7th Avenue and Lincoln Way is one of the 15 locations covered by this placeholder.
7th Avenue and Lincoln Way: Added project with \$95,476 for construction.
- ² 5YPP Amendment to reprogram \$382,900 from the PS&E phase to the construction phase of the Polk Street Traffic Signal Upgrade project (Resolution 15-061, 6/23/2015):
- ³ To accommodate allocation of \$400,000 for Traffic Signal Conduit Contract (Resolution 15-061, 6/23/2015):
Reduced placeholder for Follow-the-Paving (Spot Traffic Signal Improvements) from \$200,000 in FY 2014/15 and \$200,000 in FY 2015/16 design/construction funds to \$0.
Added Traffic Signal Conduit Contract with \$400,000 in FY 2015/16 construction funds.
- ⁴ To accommodate allocation of \$518,000 for Traffic Signal Conduit Contract (Resolution 15-061, 6/23/2015):
Reduced programming for Traffic Signal Upgrades (15 Locations) from \$564,524 in FY 2014/15 design funds to \$46,524;
Added Traffic Signal Upgrade Contract 34 [Vision Zero] with \$518,000 in FY 2015/16 design funds.
- ⁵ To accommodate allocation of \$516,000 for Polk Streetscape Signal Modifications project (Resolution 2016-028, 12/15/2015):
Polk Corridor Signal Upgrade: Reduced by \$277,100 in FY2014/15 design funds and \$238,900 in FY2015/16 construction funds.
Added Polk Streetscape Signal Modifications with \$516,000 in FY2015/16 construction funds.
- ⁶ To accommodate allocation of \$552,000 for South Van Ness Signal Upgrade project (Resolution 2016-040, 2/23/2016):
South Van Ness Conduit Installation: Reduced by \$200,000 in FY2014/15 design/construction funds.
South Van Ness Signal Upgrade: Reduced by \$352,000 in FY2014/15 design funds.
Added South Van Ness Signal Upgrade with \$552,000 in FY2015/16 construction funds.
- ⁷ To accommodate allocation of \$1,358,206 to Webster Street Pedestrian Signals (Resolution 17-002, 7/26/2016)
Traffic Signal Upgrades: Reduced by \$46,524 in FY2014/15 design funds. Project to be funded via Prop B.
Traffic Signal Visibility Upgrades: Reduced by \$300,000 in FY2015/16 construction funds. Project to be funded via Prop B.
Polk Corridor Signal Upgrade: Reduced by \$277,100 in FY2014/15 design funds and \$706,500 in FY2015/16 construction funds. Project to be completed under budget.
Cumulative Remaining Programming Capacity (Funds Deobligated from Prior 5YPP Cycles): Reduced from \$239,713 to \$211,631.
- ⁸ 5YPP amendment to fully fund Eddy and Ellis Traffic Calming Improvement (Resolution 17-XX, 9/27/2016)
Gough Corridor Signal Upgrade (14): Reduced by \$167,729 in FY2014/15 design funds. Project is fully funded and in progress.
Eddy and Ellis Traffic Calming Improvement: Increased by \$167,729 to fully fund construction in FY2016/17.

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

E7A-151

FY of Allocation Action: 2016/17

Project Name: Traffic Calming Implementation (Prior Areawide Plans)

Grant Recipient: San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

Prop K EP category: Traffic Calming: (EP-38)

Prop K EP Line Number (Primary): 38 Current Prop K Request: \$ 1,500,000

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisorial District(s): District 05, District 07, District 08, District 09

REQUEST

Brief Project Description (type below)

Implement traffic calming measures recommended in the Dewey, Inner Sunset, North Bernal Heights, and St. Francis Wood areawide traffic calming plans, including construction of 7 bulbouts, 1 pedestrian refuge island, and 2 curb ramps.

Detailed Scope, Project Benefits and Community Outreach (type below)

See attached.

Project Location (type below)

7 bulbouts at 6th Avenue and Judah Street, 6th Avenue and Kirkham Street, Tiffany Street and 29th Street, 9th Avenue and Pacheco Street, Bernal Heights Boulevard at Bernal Heights Boulevard (north of Carver Street); 1 pedestrian refuge island at Portola Drive and San Anselmo Avenue; 2 curb ramps at the midblock raised crosswalk on Herbst Road between Skyline Boulevard and Armory Drive.

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached? No

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

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

Is the requested amount greater
than the amount programmed in
the relevant 5YPP or Strategic
Plan? Less than or Equal to Programmed Amount

Prop K 5YPP Amount: \$ 2,441,123 Prop AA
Strategic Plan
Amount: _____

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

The SFMTA requests \$1,500,000 in Prop K funds to construct a batch of measures, primarily bulbouts, remaining from the Traffic Calming Program backlog of projects. This construction project bundles a number of measures together that were planned and designed separately; therefore, the project as shown only includes a construction phase.

Background

The bulbouts and other traffic calming measures that will be constructed with this funding were recommended by various traffic calming areawide plans completed by the Livable Street subdivision between 2003 and 2015. These plans involved extensive community input, including community walkthroughs, site visits, public meetings, and outreach to local businesses and other stakeholders. These projects were proposed prior to the Vision Zero initiative and are not located on the High Injury Network. The below chart summarizes the traffic calming measures that are part of this batch and their respective areawide planning efforts:

Measure	Location	Traffic Calming Areawide Plan	Year Planning Complete	District
Bulbout	6th Avenue and Judah Street, NE Corner	Inner Sunset Areawide Traffic Calming Plan	2006	5
Bulbout	6th Avenue and Judah Street, SW Corner	Inner Sunset Areawide Traffic Calming Plan	2006	5
Bulbout	6th Avenue and Kirkham Street, SE Corner	Inner Sunset Areawide Traffic Calming Plan	2006	5, 7
Bulbout	Tiffany Street and 29th Street, NW Corner	North Bernal Heights Areawide Traffic Calming Plan	2003	8
Bulbout	9th Avenue at Pacheco Street, NE corner	Dewey Areawide Traffic Calming Plan	2015	7
Bulbout	9th Avenue at Pacheco Street, SE corner	Dewey Areawide Traffic Calming Plan	2015	7
Bulbout	Bernal Heights Blvd at Bernal Heights Boulevard (north of Carver Street)	North Bernal Heights Areawide Traffic Calming Plan	2003	9
Pedestrian Refuge Island	Portola Drive at San Anselmo Avenue	Saint Francis Wood Areawide Traffic Calming Plan	2009	7
Curb ramps (2)	Herbst Road between Armory Drive and Skyline Drive	N/A - adding curb ramps to previously constructed raised crossing for SF Zoo	N/A	7

Note: The following measures were included in the Prop K design allocation (2015-046, 138-908094) but are not included in the current request:

- Bulbout at Roosevelt Way/15th – Converted to Speed Hump
During detailed design, a bulb-out was found to be infeasible here. A speed hump on the approach to this intersection is proposed and will be included in a future fund request.
- Raised crosswalk at 9th/Pacheco (north crossing) – Cancelled
The San Francisco Fire Department objected to the design of this raised crosswalk. The project manager worked with the community who felt that this raised crosswalk was not a high priority.
- Curb ramp at 9th/Pacheco (NW) – Constructed
Public Works upgraded the curb ramp at this location through a separate project.

In September 2016, SFMTA staff will submit a Prop K allocation request for implementation of all remaining backlog measures and provide a more comprehensive update on the implementation status.

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

Scope

This funding allocation will pay for SF Public Works to construct 7 concrete curb extensions (bulbouts), 1 pedestrian refuge island, and 2 curb ramps at the locations listed above. These traffic calming measures are being pulled from different areawide plans in order to efficiently bundle together the design and construction of similar measures.

SF Public works is currently performing Detailed Design of the above measures, with 100% design expected in October 2016. This funding request is being timed to allow for Construction funding to be available when Detailed Design is complete in October 2016.

Tasks and Deliverables

Tasks and deliverables included in the scope of the project include the following, assuming funding is available October 2016:

Task	Agency	Timeline	Deliverable
1. Advertise and award contract for multiple-locations traffic calming	SFPW	October-December 2016	Evidence of 100% design and pictures of before conditions
2. Construct 7 bulbouts, 1 pedestrian refuge island, and 2 curb ramps	Contractor managed by SFPW, with SFMTA's support	January 2017 – December 2017	Pictures of completed traffic calming measures

Benefits

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

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

This project will implement traffic calming measures from previous areawide traffic calming efforts that identified these locations for safety improvements.

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

These improvements will increase safety and comfort for people walking in San Francisco by providing more space for pedestrians on the sidewalk, reducing pedestrian crossing distances, slowing the path of travel of turning vehicles, and by providing a pedestrian refuge zone at a difficult crossing location.

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

This project will improve pedestrian comfort and safety while navigating various neighborhoods of San Francisco and will construct traffic calming measures recommended by community-based traffic calming areawide plans.

Environmental

All traffic calming measures that are proposed as part of this construction project have been determined to be categorically exempt from CEQA review by the SFMTA Environmental Planning Team and the San Francisco Planning Department.

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

Project Name: Traffic Calming Implementation (Prior Areawide Plans)

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Sep	2014	Jul-Sep	2015
Environmental Studies (PA&ED)	Jul-Sep	2015	Jul-Sep	2015
Right-of-Way				
Design Engineering (PS&E)	Jul-Sep	2015	Oct-Dec	2016
Advertise Construction	Oct-Dec	2016		
Start Construction (e.g. Award Contract)	Jan-Mar	2017		
Operations (i.e., paratransit)				
Open for Use			Jan-Mar	2018
Project Completion (means last eligible expenditure)			Jan-Mar	2018

SCHEDULE DETAILS

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

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

Project Name: Traffic Calming Implementation (Prior Areawide Plans)

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ -	\$ -	\$ -
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$			Pre-construction costs for each measure are attributed to various areawide planning and design efforts and difficult to be separated out.
Environmental Studies (PA&ED)	\$			
Right-of-Way	\$			
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction (CON)	\$ 1,500,000	\$ 1,500,000	\$ -	Standard Sustainable Streets cost estimate; based on 65% design
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 1,500,000	\$ 1,500,000	\$ -	

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 750,000	\$ 750,000	\$ -	\$ -	\$ -	\$ 1,500,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

General Instructions

- Sponsor may attach budget details in sponsor agency format (Excel), which includes all required information (per phase) detailed below.
- Contingencies should be called out in each phase.

For Construction Phase:

- Provide total labor cost by agency, contract costs (include major line item detail), construction management/support (includes project management, inspection, design services during construction, outreach during construction), other direct costs (includes Job Order Contracting, inter-agency costs, owner provided materials and services), and contingency (includes construction contingency and management reserve).

Project Name:

Traffic Calming Implementation (Prior Area-wide Plans)

MAJOR LINE ITEM BUDGET

PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Budget Line Item	Measure	Totals	Contract	SFPW	SFMTA
1. Contract					
6th Avenue and Judah Street, NE Corner	Bulbout	\$147,000	\$147,000		
6th Avenue and Judah Street, SW Corner	Bulbout	\$147,000	\$147,000		
6th Avenue and Kirkham Street, SE Corner	Bulbout	\$147,000	\$147,000		
Tiffany Street and 29th Street, NW Corner	Bulbout	\$147,000	\$147,000		
9th Avenue at Pacheco Street, NE corner	Bulbout	\$147,000	\$147,000		
9th Avenue at Pacheco Street, SE corner	Bulbout	\$147,000	\$147,000		
Bernal Heights Blvd at Bernal Heights Boulevard (north of Carver Street)	Bulbout	\$147,000	\$147,000		
Portola Drive at San Anselmo Avenue	Pedestrian Refuge Island	\$98,000	\$98,000		
Herbst Road between Armory Drive and Skyline Drive	Curb ramps (2)	\$19,600	\$19,600		
	Construction Subtotal	\$1,146,600	\$1,146,600		
		\$229,320	\$229,320		
2. Construction Contingency (20%)					
		\$123,580		\$28,080	\$95,500
3. Construction Management/Support (11%)					
		\$500			\$500
4. City Attorney					
		\$	\$	\$	\$
TOTAL CONSTRUCTION PHASE		\$ 1,500,000	\$ 1,375,920	\$ 28,080	\$ 96,000

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 08.22.16 **Res. No:** _____ **Res. Date:** _____

Project Name: Traffic Calming Implementation (Prior Areawide Plans)

Grant Recipient: San Francisco County Transportation Authority

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$ 1,500,000	Construction (CON)
	Total:	\$ 1,500,000	

Total Prop K Funds: \$ 1,500,000 **Total Prop AA Funds:** \$ -

Fund Expiration Date: 3/31/2019 **Eligible expenses must be incurred prior to this date.**

Deliverables:

1. With the first quarterly progress report, provide 2-3 digital photos of typical before conditions.
2. Quarterly progress reports shall provide the number of the traffic calming improvements constructed in the previous quarter by type, in addition to all other requirements described in the Standard Grant Agreement (SGA). See SGA for definitions.
3. Upon project completion, provide 2-3 digital photos of each completed measure.

Special Conditions:

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

Notes:

1. _____

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

SFCTA Project P&PD
Reviewer: _____

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 08.22.16 Res. No: Res. Date:

Project Name: Traffic Calming Implementation (Prior Areawide Plans)

Grant Recipient: San Francisco County Transportation Authority

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - MUNI

SGA Project Number: 138-xxxxxxx Name: Traffic Calming Implementation (Prior Areawide Plans)

Phase: Construction (CON) Fund Share: 100.00%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$750,000	\$750,000				\$1,500,000

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

E7A-159

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 1,500,000
Current Prop AA Request: \$ -

Project Name: Traffic Calming Implementation (Prior Areawide Plans)

Grant Recipient: San Francisco County Transportation Authority

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement
CR

CONTACT INFORMATION

Project Manager

Grants Section Contact

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Joel Goldberg

Title: Transportation Planner

Manager of CPM

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

E7A-161

FY of Allocation Action: 2016/17

Project Name: WalkFirst Rectangular Rapid Flashing Beacons

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

EXPENDITURE PLAN INFORMATION

Prop K EP category: Traffic Calming: (EP-38)

Prop K EP Line Number (Primary): 38 Current Prop K Request: \$ 399,000

Supervisorial District(s): District 09, District 10, District 11

REQUEST

Brief Project Description (type below)

Construction of Rectangular Rapid Flashing Beacons at seven locations on the City's Vision Zero High-Injury Network.

Detailed Scope, Project Benefits and Community Outreach (type below)

This project supplements earlier funding secured through Prop K for planning, design and construction of solar-powered Rectangular Rapid Flashing Beacons (RRFBs) at seven intersections. This funding request supplements construction phase for installation at seven intersections. Construction cost is significantly higher than amount originally supported through Prop K because the earlier budget did not account for curb ramp and catch basin upgrades, traffic routing, pull box and conduit, streetlight assessment and SFPW construction management. The total project cost estimate including these additional items is \$621,900, versus the earlier estimate of \$297,098. Planning and Detailed Design for this project are substantially complete. SFMTA is coordinating construction with Public Works through a contract.

RRFBs are user-actuated amber light emitting diodes that supplement warning signs at unsignalized intersections or mid-block crosswalks. In comparison to other such crossing-related signal devices, like yellow flashing beacons or in-pavement flashers, RRFBs have been proven to be approximately five times more effective in motorist compliance yielding to pedestrians. RRFBs are particularly effective to improve nighttime visibility and reduce mid-block collisions on high-speed and high-volume corridors. RRFB implementation at WalkFirst identified locations on high injury corridors is directly in concert with the city's pursuit of Vision Zero goals. These goals aim to eliminate all traffic deaths, and reduce severe and fatal injury inequities across neighborhoods, transportation modes, and populations by 2024.

Project Location (type below)

1. Randolph at Bright, 2. San Bruno at Burrows, 3. San Jose Ave at Farallones, 4. Mission at Florentine, 5. Mission at France, 6. Mission at Ottawa, 7. Mission St at Whipple Ave

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached? Yes

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

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

Please describe and justify the necessary amendment:

The SFMTA proposes to fund this request by programming \$399,000 in deobligated funds from projects completed under budget in the Traffic Calming 5-Year Prioritization Program to this project.

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

E7A-163

Project Name: WalkFirst Rectangular Rapid Flashing Beacons

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE DETAILS

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

These beacons will have a public hearing. These are stand-alone projects but are coordinated with the larger WalkFirst programs to improve pedestrian safety on the highest need corridors, and will be messaged as such.

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

Project Name: WalkFirst Rectangular Rapid Flashing Beacons

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 399,000	\$ -	\$ 158,400	\$ 557,400
Total:	\$ 399,000	\$ -	\$ 158,400	\$ 557,400

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 399,000	\$ -	\$ 222,900	\$ 621,900
Total:	\$ 399,000	\$ -	\$ 222,900	\$ 621,900

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 17,100			Actuals
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way		\$ -		
Design Engineering (PS&E)	\$ 47,400		\$ -	Actuals plus cost to complete
Construction (CON)	\$ 557,400	\$ 399,000	\$ -	Public Works Detailed Design Estimate
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 621,900	\$ 399,000	\$ -	

% Complete of Design: 75% as of 7/15/2016
 Expected Useful Life: 25 Years

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 299,250	\$ 99,750	\$ -	\$ -	\$ -	\$ 399,000

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

MAJOR LINE ITEM BUDGET

SAMPLE PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)						
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor	Contractor
Contract						
RRFB construction	\$ 150,000				\$ 150,000	
Ramps and catch basins	140,000				140,000	
Streetlight upgrades	18,000				18,000	
Traffic Routing	35,000			\$ 35,000		
Shops	15,000			15,000		
City Attorney	500			500		
Construction Management/Support	119,200	39%	\$ 79,700	\$ 39,500		
Contingency	79,700	26%			79,700	
TOTAL CONSTRUCTION PHASE	\$ 557,400		\$ 79,700	\$ 90,000	\$ 387,700	

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 8/2/2016 Res. No: _____ Res. Date: _____

Project Name: WalkFirst Rectangular Rapid Flashing Beacons

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$ 399,000	Construction (CON)
	Total:	\$ 399,000	

Total Prop K Funds: \$ 399,000 Total Prop AA Funds: \$ -

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

Fund Expiration Date: 9/30/2018 Eligible expenses must be incurred prior to this date.

Future Commitment:	Action	Amount	Fiscal Year	Phase

Trigger:

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 8/2/2016 Res. No: _____ Res. Date: _____

Project Name: WalkFirst Rectangular Rapid Flashing Beacons

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

Deliverables:

1. Upon project completion, provide 2-3 digital photos of completed project.
2. _____
3. _____
4. _____
5. _____

Special Conditions:

1. The recommended allocation is contingent upon a concurrent Traffic Calming 5YPP amendment. See attached 5YPP amendment for details.
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
3. _____

Notes:

1. _____
2. _____

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

SFCTA Project P&PD
 Reviewer: _____

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 8/2/2016 Res. No: _____ Res. Date: _____

Project Name: WalkFirst Rectangular Rapid Flashing Beacons

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - DPT

SGA Project Number: 138-907xxx Name: WalkFirst Rectangular Rapid Flashing Beacons

Phase: Construction (CON) Fund Share: 100.00%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$299,250	\$99,750				\$399,000

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

E7A-169

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 399,000

Current Prop AA Request: \$ -

Project Name: WalkFirst Rectangular Rapid Flashing Beacons

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement
CK

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Chava Kronenberg

Joel Goldberg

Title: Program Manager

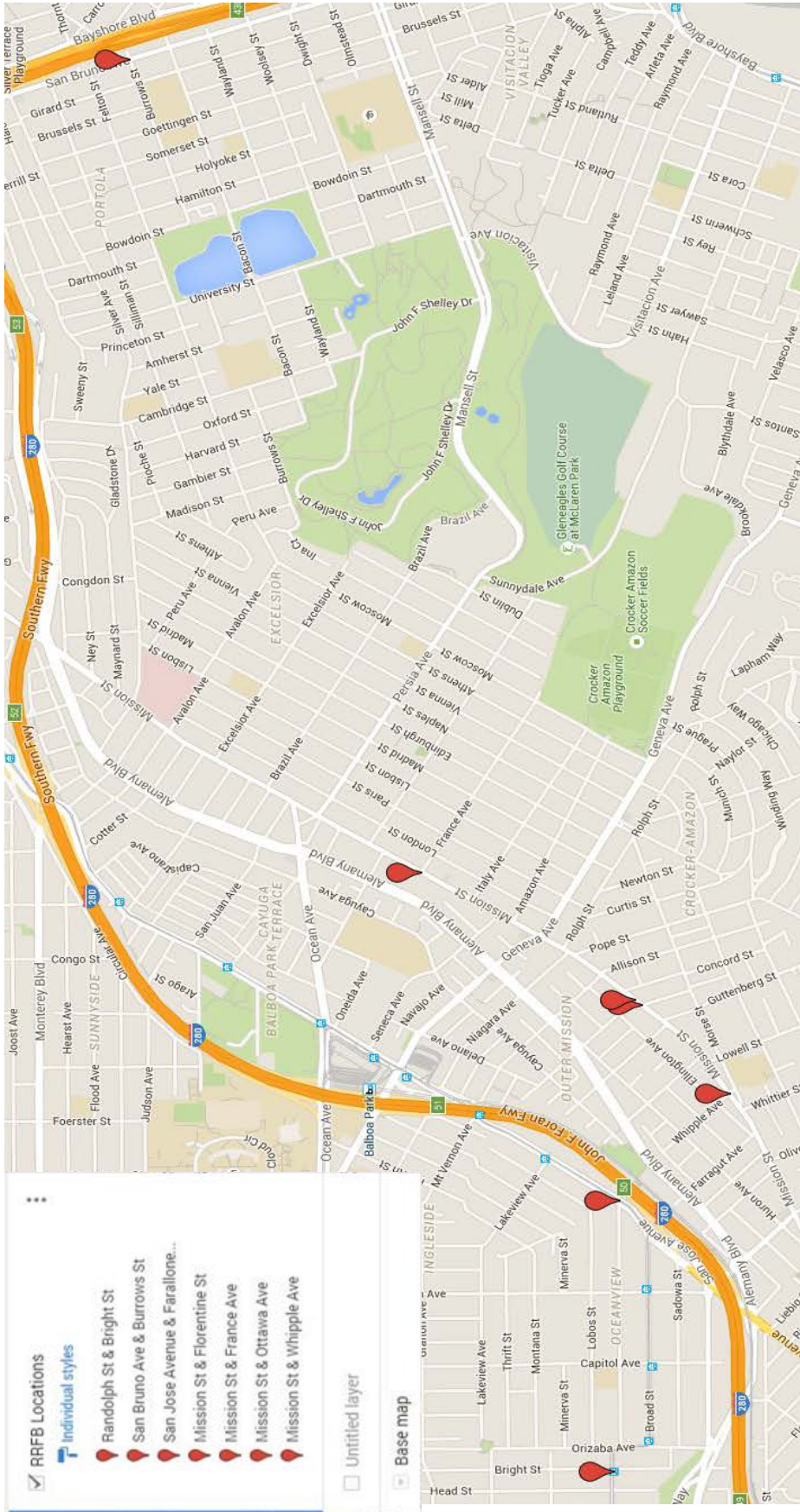
Manager of CPM

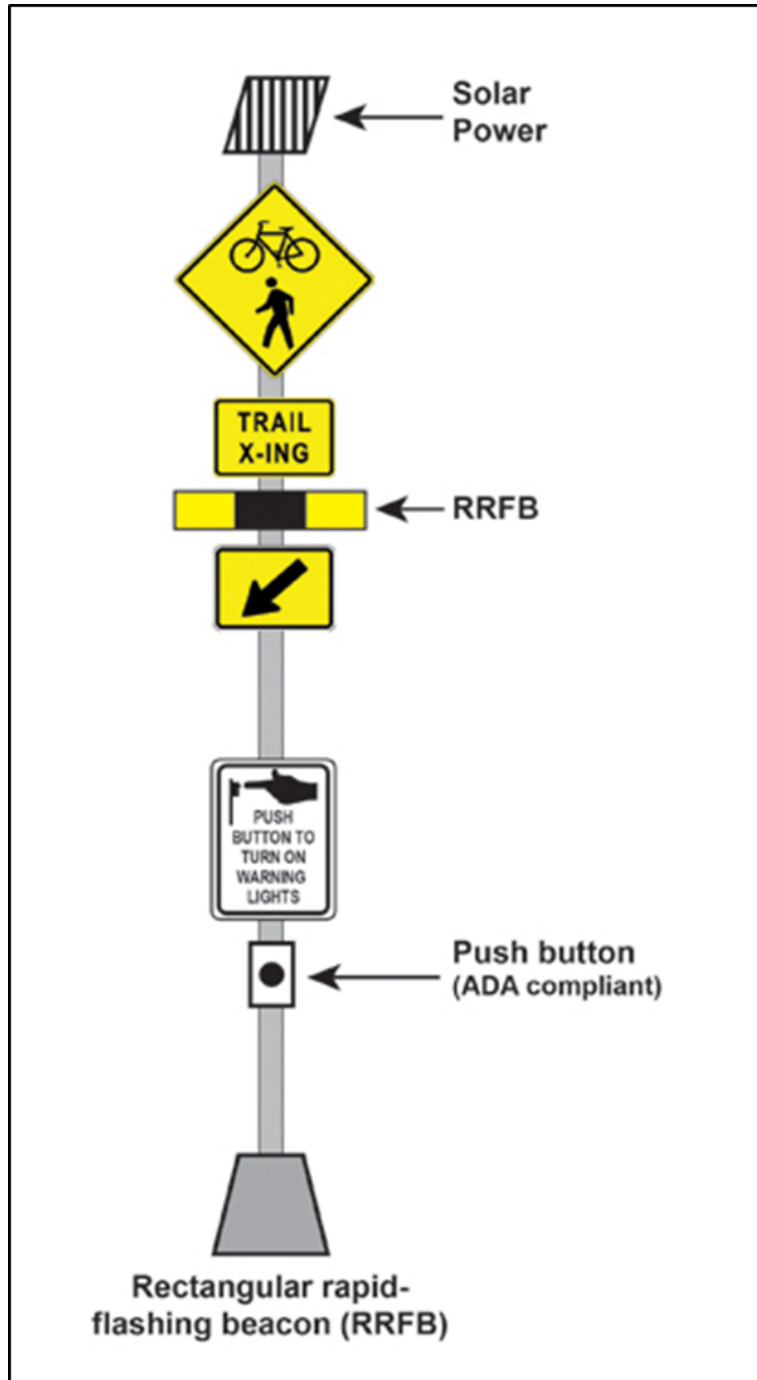
Phone: 415-701-4451

415.701.4499

Email: chava.kronenberg@sfmta.com

joel.goldberg@sfmta.com





Components of the RRFB funded include the solar panel, the flashing beacon, and the push button sign/button.



Rectangular Rapid Flashing Beacon and Solar Panel