

**Prop K Grouped Allocation Requests
 February 2016 Board Action**

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4	Prop K	SFMTA	Traffic Calming, Transportation/ Land Use Coordination	Taylor Street Safety	Planning	\$ 300,000	51
5	Prop K	SFMTA	Bicycle Circulation/ Safety	Bicycle Safety Education and Outreach	Construction	\$ 170,000	85
6	Prop K	SFMTA	Bicycle Circulation/ Safety	Golden Gate Avenue Buffered Bike Lane [NTIP Capital]	Construction	\$ 50,000	99
Total Requested						\$ 49,341,000	

¹ Acronym: SFMTA (San Francisco Municipal Transportation Agency)



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

FY of Allocation Action: 2015/16
Project Name: 85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches
Implementing Agency: San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

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

Prop K EP Line Number (Primary): 17 Current Prop K Request: \$47,869,000

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$ -

Supervisorial District(s): Citywide

SCOPE

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

If a project is not already name Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

See next page.

Background

The SFMTA’s rubber tire fleet presently includes 56 standard Orion diesel hybrid buses, 138 standard and 124 articulated Neoplan diesel buses, and 24 inactive articulated New Flyer diesel buses. These buses have reached or will be reaching their expected useful lives of 12 years over the next five years. In addition to replacing these vehicles, the SFMTA will need to procure additional buses to meet future service demand projections for the rubber tire fleet, including Van Ness BRT, resulting in a net increase of six buses for the standard fleet and 76 buses for the articulated fleet over the duration of this contract.

The SFMTA issued an RFP on January 31, 2014, for procurement of 30-foot, 40-foot and articulated low floor diesel hybrid buses. New Flyer submitted the only proposal in response to the RFP.

On December 2, 2014, the SFMTA Board of Directors approved a contract with New Flyer to purchase 61 articulated low floor diesel hybrid buses for the base order, including related tools, training and spare parts, for an amount not to exceed \$68,257,536 and a term of six years. The contract also included periodic options over the six-year term of the Agreement to purchase up to 200 additional standard buses and up to 163 additional articulated buses. Therefore, under this Agreement, the SFMTA set the stage to purchase 424 coaches (see below table).

New Flyer Contract	(Standard)	(Articulated)
Contract Base:	0 40-ft buses	and 61 60-ft buses
2015 (option):	48 40-ft buses	and 50 60-ft buses (Option 1)
2016 (option):	41 40-ft buses	and 48 60-ft buses (Option 2)
2017 (option):	30 40-ft buses	and 0 60-ft buses (Option 3)
2018 (option):	36 40-ft buses	and 35 60-ft buses (Option 4)
2019 (option):	45 40-ft buses	and 30 60-ft buses (Option 5)
Total:	200 40-ft buses	and 224 60-ft buses 424 total buses

On December 23, 2014, the Board of Supervisors adopted a resolution approving the Agreement.

On June 29, 2015, the SFMTA issued Contract Amendment No. 1 to exercise the 2015 option to purchase 48 standard buses and 50 articulated buses, and associated spare parts, training, manuals, and special tools, leaving 265 vehicles remaining under the options.

On December 1, 2015, the SFMTA received approval from its Board of Directors to seek approval from the Board of Supervisors to exercise the remaining options for 2016 through 2019, to purchase 265 vehicles, including 152 standard buses and 113 articulated buses, subject to availability of funding. Executing the remaining options will ensure a consistent and expedited production schedule from New Flyer, allowing the Agency to replace all 40- and 60-ft. motor coaches by early 2018 and ensuring the SFMTA’s ability to meet future service expansion needs.

Current Status

Currently, about 40 articulated hybrid coaches have been delivered under the Agreement and put into daily revenue service.

Benefits

The vehicles that the SFMTA has received have delivered an immediate benefit to its customers:

- Improved customer experience: The new vehicles are cleaner, quieter, more spacious and easier for people with disabilities to use. They also represent a dramatic improvement in service reliability.
- Less maintenance: The new 60-ft. hybrids have reached over 13,000 miles between breakdowns, compared to 7,800 miles between failures on the aging Neoplan 60-ft. coaches.
- Improved environmental impact: The new buses are diesel hybrid, which produce less noise, have better fuel economy, demonstrate increased performance and produce significantly less NOx (Nitrogen Oxides) and PM (Particulate Matter) emissions than the diesel motor coaches that they replaced.

Exercising all remaining options at this time has the following benefits:

- Cost Savings:
 - Expediting the bus delivery schedule will result in vehicle cost savings due to Producer Price Index adjustment (approximately 2% each year) and potential regulatory changes affecting the future propulsion system.
 - Operational cost savings: A hybrid coach uses about 5 mpg in fuel verses a straight diesel coach, which uses 3 mpg. With average annual mileage of 36,000 miles, the annual cost savings of accelerating the replacement of a straight diesel coach with a hybrid coach is about \$12,000 per coach.
- Maintain consistent bus build quality: Expediting the bus delivery schedule will maintain continuous bus build without the re-tooling and re-training of the production workers due to gaps in the production schedule.

Request

The SFMTA is requesting allocation of \$47.9 million and a commitment to allocate \$30.1 million in Prop K funds to help fund the remaining contract options (2 – 5) (see table previous page) with New Flyer. If all needed funds (\$284 million) are secured SFMTA will be able to replace 152 40-foot motor coaches and 113 60-foot motor coaches.

After extensive coordination with the Metropolitan Transportation Commission (MTC) and the Transportation Authority (SFCTA), all parties have agreed on this two-part action, reflecting programming and allocation actions that MTC and SFCTA are anticipated to take in January 2016 and February 2016, respectively. Funds from all sources expected to be available for near-term contract certification total \$137.5 million, which will enable the SFMTA to order 85 standard and 63 articulated motor coaches. The SFMTA expects that the 148 buses that are the subject of this request will be delivered by July 2017 and all related scope elements (spare parts, tools, warranty support) will be complete by July 2022. The SFMTA hopes to secure funds for the remaining vehicles through MTC's Transit Capital Priorities (TCP) funding cycle that starts in 2016. See the Commitment to Allocate in the Recommendations section.

Prioritization

Replacement of the motor coaches is listed in the SFMTA's 2014 SFMTA Transit Fleet Management Plan (adopted March 2014). The Transit Fleet Management Plan provides a systematic approach to the ongoing management and planning for the rehabilitation and replacement of the SFMTA's fleet of transit vehicles through 2040. This project also can be found in the SFMTA's Capital Improvement Program FY15-FY19 (adopted May 20, 2014). Finally, the project is discussed in the SFMTA's Short Range Transit Plan, Fiscal year 2015-Fiscal Year 2030.

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

FY 2015/16

Project Name: 85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorically exempt

Status: Completed

PROJECT DELIVERY MILESTONES

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)				
Prepare Bid Documents				
Advertise Construction				
Notice to Proceed	3	FY 2015/16		
Procurement (e.g. rolling stock)	4	FY 2015/16	3	FY 2016/17
Project Completion (i.e., Open for Use)			1	FY 2017/18
Project Closeout (i.e., final expenses incurred)			1	FY 2022/23

SCHEDULE COORDINATION/NOTES

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

The above Project Delivery Milestones refer only to Amendment#2. The overall project schedule is currently:

RFP/IFB Out for Bid: 1/31/14
 Contract Awarded: 12/31/14
 First Vehicle Delivered: 4/16/15
 Option 1 exercised 6/29/15
 Option 2 exercised Before the end of Feb 2016
 All Vehicles Delivered: 7/31/17 (148 vehicles in subject scope)
 Contract Complete (including warranty): 7/31/22

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

FY 2015/16

Project Name: 85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)	Yes	\$ 137,500,000	\$ 47,869,000	
		\$137,500,000	\$47,869,000	\$0

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)	\$ 137,500,000	From contract and engineer's estimate.
Total:	\$ 137,500,000	

% Complete of Design: 90 as of 12/18/15

Expected Useful Life: 12 Years

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

MAJOR LINE ITEM BUDGET

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

**Budget for CPT713
85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches**

SUMMARY

PROCUREMENT	Provided by		Detail	% of Contract
Vehicle (85 40-ft buses and 63 60-ft buses)	Vendor	\$118,391,734		
Sale Tax (8.75%)		\$10,359,277		8.8%
Consultant Support	Consultant	\$1,191,309		1.0%
Engineering & Project Management	SFMTA	\$2,656,675	1	2.2%
Maintenance Support	SFMTA	\$3,815,395	2	3.2%
Operations Support	SFMTA	\$228,270	3	0.2%
Warranty Support	SFMTA	\$653,368	4	0.6%
Legal Fees (2 hrs @ \$250/hr)	City Attorney	\$500		0.0%
Other Direct Cost (Travel & Per Diem)	SFMTA	\$205,216	5	0.2%
	Total:	\$137,501,743		
	Rounded:	\$137,500,000		

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

MAJOR LINE ITEM BUDGET

85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches

BUDGET DETAILS

1. Engineering & Project Management	No. of FTEs	Total No. of Hours	Fully Burdened Cost/Hour	Total Cost
Program Manager (5211)	1	1,283	\$280	\$359,436
Resident Engineer (5241)	1	2,565	\$244	\$626,140
Lead Engineer (5207)	1	2,565	\$213	\$545,900
Fleet Engineer (5203)	1	2,565	\$186	\$476,178
Administrative Support (1824)	1	1,283	\$215	\$275,413
Administrative Support (1822)	1	1,283	\$163	\$209,577
Administrative Support (1820)	1	1,283	\$128	\$164,032
		12,826		\$2,656,675
2. Maintenance Support				
Auto Transit Shop Supv (7228)	1	641	\$217	\$139,438
Auto Mech Assist Sup (7249)	1	2,565	\$199	\$509,680
Automotive Mechanic (7381)	8	2,565	\$154	\$3,166,278
		5,772		\$3,815,395
3. Operations Support				
Transit Manager (9141)	1	257	\$222	\$57,059
Transit Supervisor (9139)	1	257	\$171	\$43,986
Transit Operator (9163)	4	257	\$124	\$127,225
		771		\$228,270
4. Warranty Support for Remaining Options				
2 Year Warranty				
Resident Engineer (5241)	1	505	\$244	\$123,265
Lead Engineer (5207)	1	505	\$213	\$107,469
Auto Mech Assist Sup (7249)	1	505	\$199	\$100,338
Automotive Mechanic (7381)	1	505	\$154	\$77,916
		2,020		
Extended Warranty				
Resident Engineer (5241)	1	299	\$244	\$73,031
Lead Engineer (5207)	1	303	\$213	\$64,449
Auto Mech Assist Sup (7249)	1	303	\$199	\$60,172
Automotive Mechanic (7381)	1	303	\$154	\$46,726
		1,208		\$653,368
Total for remaining option:				\$7,353,708
5. Other Direct Costs:				
Inspector's Travel (2 Person Team)				
				Total Cost
Hotel	\$1,100	64 person-days		\$70,543
Per Diem	\$550	64 person-days		\$35,272
Travel	\$1,000	64 person-days		\$64,130
Car Rental	\$550	64 person-days		\$35,272
				\$205,216
		\$3,200.00		

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

FY 2015/16

Project Name: 85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$47,869,000

5-Year Prioritization Program Amount: \$37,201,244 (enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0

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

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

Fully funding this request requires a 5YPP amendment to reprogram \$10,667,756 in FY 2015/16 funds from Replace 100 ETI 40' Trolley Coaches project to the subject project. See attached 5YPP amendment for details.

SFMTA staff is currently finalizing the funding plan for the trolley coach procurement and will work with Transportation Authority staff on the need and availability of Prop K funds for that project.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$10,667,756	\$37,201,244		\$47,869,000
All other sources (see attached funding plan)		\$89,631,000		\$89,631,000
				\$0
				\$0
				\$0
Total:	\$137,500,000	\$0	\$0	\$137,500,000

See attached funding plan for funding amounts from all sources.

Actual Prop K Leveraging - This Phase: 65.19%

Expected Prop K Leveraging per Expenditure Plan: 83.73%

\$137,500,000
Total from Cost worksheet

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

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

Yes - Prop K

Fund Source	\$ Amount	Required Local Match	
		%	\$
TCP	\$67,709,000	20.00%	\$13,541,800.00

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
				\$0
				\$0
	See attached funding plan for funding amounts from all sources.			\$0
				\$0
				\$0
				\$0
Total:	\$0	\$0	\$0	\$0

Actual Prop K Leveraging - Entire Project:

Expected Prop K Leveraging per Expenditure Plan:

Total from Cost worksheet

Actual Prop AA Leveraging - Entire Project:

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested:

\$47,869,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$428,989	1.00%	\$47,440,011
FY 2016/17	\$47,440,011	99.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$47,869,000		

Note: This cash flow request adheres to the current 5YPP.

SFMTA Bus Option Proposed Funding Plan			
§ Millions			
Funding Source	Base/ Amend. 1	Amend. 2	Total
Prior Year Programming			
TCP Funds	69.480		69.480
SFCTA Prop K	45.757		45.757
Prop B (General Fund Set Aside)	17.768		17.768
State I-Bonds	3.055		3.055
FTA Ladders of Opportunity	8.995		8.995
Subtotal Prior Year	145.055	0.000	145.055
Programming Proposed Through Current FY16 TCP			
FY2015-16 TCP Funds	45.083	10.047	55.130
Core Capacity AB 664		8.211	8.211
Subtotal TCP Program Before Request	45.083	18.258	63.341
Proposed Additional Programming			
Re-programming of SFMTA Funds Requiring MTC Action			
Core Capacity AB 664 from LRVs		5.500	5.500
Remaining Core Capacity AB 664		8.211	8.211
Reprogrammed FY2012-13 TCP Funds		10.000	10.000
Early Programming of TCP Funds			
FY2016-17 TCP Funds		23.831	23.831
FY2017-18 TCP Funds		23.831	23.831
Subtotal Additional Programming		71.373	71.373
Funds Requiring SFCTA Programming Action			
SFCTA Prop K		47.869	47.869
Subtotal Programming Available for Certification		137.500	137.500
Future Programming			
FY2016-17 to FY2018-19 TCP Funds		116.517	116.517
SFCTA Prop K		30.097	30.097
Subtotal Future Programming		146.614	146.614
Grand Total	190.138	284.114	474.252

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

	Action	Amount	Fiscal Year	Phase
Future Commitment to:	Allocate	\$30,097,000	FY 2018/19	Procurement (e.g. rolling stock)

Trigger: Availability of FTA TCP or other funds for certification of the remaining options in the current New Flyer contract. The SFMTA anticipates that these funds will become available through the MTC-led TCP program cycle to begin in Spring 2016. This commitment to allocate would likely reduce funds for future trolley coach procurement by an equivalent amount.

Deliverables:

- Quarterly progress reports shall provide percent complete for the overall project scope and a count of the number of vehicles accepted for service in the previous quarter, in addition to the requirements described in the Standard Grant Agreement (SGA). See SGA for definitions.
- With the first quarterly progress report due April 15, 2016, provide a replacement schedule showing the years the old buses were placed in service and the years they will be replaced under the proposed delivery schedule.
- Upon placing the first vehicle from each contract option into revenue service (see delivery schedule in Scope section), provide two digital photos of the accepted vehicle, with at least one showing the decal with Prop K logo affixed to a vehicle.

Special Conditions:

- The recommended allocation is contingent upon an amendment to the Vehicles 5YPP to reprogram \$37,201,244 in Fiscal Year 2015/16 funds from the Replace 41 Neoplan 40' Motor Coaches and Replace 48 Neoplan 60' Motor Coaches project, and \$10,667,756 in Fiscal Year 2015/16 funds from the Replace 100 ETI 40' Trolley Coaches project. See attached 5YPP amendment for details.
- The recommended allocation is contingent upon a commitment by the SFMTA to maintain the 265 new motor coaches in a state of good repair, including a mid-life overhaul program to allow them to meet or exceed expectations for their useful lives per FTA guidelines.
- The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes:

- Reminder on Attribution: A decal identifying the Transportation Authority and Prop K sales tax funds should be affixed to equipment purchased with Prop K funds. In addition, press releases related to the project should include the following statement: "This project was made possible in part with Proposition K Sales Tax dollars provided by the San Francisco County Transportation Authority." See Section 3.H.a in the SGA for additional details.
- Prop K funds from the New and Renovated Vehicles - Muni Expenditure Plan category will cover expenses for replacement vehicles only.
- SFMTA should close out the procurement sub-project on completion of procurement-related work. Warranty work may continue under the sub-project designated for that purpose.

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Supervisorial District(s):

Prop K proportion of expenditures - this phase:	34.81%
Prop AA proportion of expenditures - this phase:	NA

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

SFCTA Project Reviewer:

Project # from SGA:

SUB-PROJECT DETAIL

Sub-Project # from SGA:

Name:

Supervisorial District(s):

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 17	FY 2015/16	Procurement (e.g. rolling stock)	\$429,000	1%	\$47,212,538
Prop K EP 17	FY 2016/17	Procurement (e.g. rolling stock)	\$39,000,000	82%	\$8,212,538
Prop K EP 17	FY 2017/18	Procurement (e.g. rolling stock)	\$8,212,538	100%	(\$0)
				100%	(\$0)
				100%	(\$0)
Total:			\$47,641,538		

Sub-Project # from SGA:

Name:

Supervisorial District(s):

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 17	FY 2016/17	Procurement (e.g. rolling stock)	\$32,495	86%	\$194,968
Prop K EP 17	FY 2017/18	Procurement (e.g. rolling stock)	\$32,495	71%	\$162,473
Prop K EP 17	FY 2018/19	Procurement (e.g. rolling stock)	\$32,495	57%	\$129,978
Prop K EP 17	FY 2019/20	Procurement (e.g. rolling stock)	\$32,495	43%	\$97,484
Prop K EP 17	FY 2020/21	Procurement (e.g. rolling stock)	\$32,495	29%	\$64,989
Prop K EP 17	FY 2021/22	Procurement (e.g. rolling stock)	\$32,495	14%	\$32,495
Prop K EP 17	FY 2022/23	Procurement (e.g. rolling stock)	\$32,495	0%	\$0
Total:			\$227,462		

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

FY of Allocation Action: 2015/16 Current Prop K Request: \$ 47,869,000
Current Prop AA Request: \$ -

Project Name: 85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches

Implementing Agency: San Francisco Municipal Transportation Agency

Project Manager

Grants Section Contact

Name (typed): Gary Chang

Joel Goldberg

Title: Project Manager

Manager, Capital Procurement & Management

Phone: 415-701-401-3173

415-701-4499

Fax: _____

Email: gary.chang@sfmta.com

joel.goldberg@sfmta.com

Address: _____

1 South Van Ness Ave, 8th floor

Signature: _____

Date: _____

5-Year Project List (FY 2014/15 - FY 2018/19)
 Vehicles - Muni (EP 17M)
 Programming and Allocations to Date
 Pending 02.23.16

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2014/15	2015/16	2016/17	2017/18	
SFMTA	Historic Vehicle Rehabilitation/Replacement (16 PCC)	PROC	Programmed			\$4,785,063		\$4,785,063
SFMTA	Historic Vehicle Rehabilitation/Replacement (Milan and Vintage)	PROC	Programmed			\$3,304,749		\$3,304,749
SFMTA	Replace 34 Neoplan 40' Motor Coaches and Replace 74 Neoplan 60' Buses ^{2, 3}	PROC	Programmed		\$0			\$0
SFMTA	Replace 41 Neoplan 40' Motor Coaches and Replace 48 Neoplan 60' Motor Coaches (2015/16) ^{3,4}	PROC	Programmed		\$0			\$0
SFMTA	61 60-ft Low Floor Diesel Hybrid Motor Coaches (26 replace+ 35 expand) ²	PROC	Allocated		\$12,352,094			\$12,352,094
SFMTA	48 40-ft and 50 60-ft Low Floor Diesel Hybrid Motor Coaches ³	PROC	Allocated		\$33,403,243			\$33,403,243
SFMTA	Replace 30 Orion 30' Motor Coaches and Replace 56 Orion 40' Motor Coaches (2018/19)	PROC	Programmed				\$26,433,627	\$26,433,627
SFMTA	85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches ⁴	PROC	Pending		\$47,215,632			\$47,215,632
SFMTA	85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches ⁴	Warranty	Pending		\$653,368			\$653,368
SFMTA	Motor Coach Replacement Warranty: 30' Motor Coaches (30), 40' Motor Coaches (211), 60' Motor Coaches (124)	Warranty	Programmed		\$150,000			\$150,000
SFMTA	Replace 60 New Flyer 60' Trolley Coaches (2014/15)	PROC	Programmed	\$108,224				\$108,224
SFMTA	Replace 60 New Flyer 60' Trolley Coaches (2014/15)	PROC	Allocated	\$20,831,776				\$20,831,776
SFMTA	Replace 100 ETI 40' Trolley Coaches (2015/16) ⁴	PROC	Programmed		\$42,943,313			\$42,943,313
SFMTA	Replace 33 ETI 60' Trolley Coaches	PROC	Programmed			\$16,111,653		\$16,111,653
SFMTA	Replace 75 ETI 40' Trolley Coaches	PROC	Programmed			\$40,208,302		\$40,208,302
SFMTA	Replace 65 ETI 40' Trolley Coaches with 12 60' Trolley Coaches	PROC	Programmed				\$5,858,783	\$5,858,783
SFMTA	Trolley Coach Replacement Warranty: 40' Trolley Coaches (175); 60' Trolley Coaches (105)	Warranty	Programmed			\$150,000		\$150,000
SFMTA	Paratransit Van Replacement Class B Vehicle (35)	PROC	Programmed				\$931,019	\$931,019
SFMTA	LRV Procurement ⁵	PROC	Allocated	\$60,116,310				\$60,116,310
Total Allocated and Pending in 5YPP				\$81,116,310	\$136,719,650	\$64,559,767	\$5,858,783	\$315,619,156
Total Deobligated in 5YPP				\$80,948,086	\$93,626,337	\$0	\$0	\$174,574,423
Total Unallocated in 5YPP				\$0	\$0	\$0	\$0	\$0
Total Programmed in 2014 Strategic Plan				\$168,224	\$43,093,313	\$64,559,767	\$5,858,783	\$141,044,733
Deobligated from Prior 5YPP Cycles **				\$77,536,310	\$136,719,650	\$64,559,767	\$5,858,783	\$312,039,156
Cumulative Remaining Programming Capacity				\$4,705,316	\$1,125,316	\$1,125,316	\$1,125,316	\$4,705,316
Programmed								
Pending Allocation/Appropriation								
Board Approved Allocation/Appropriation								

Programmed

Pending Allocation/Appropriation

Board Approved Allocation/Appropriation

Footnotes:

- ¹ Strategic Plan and comprehensive 5YPP Amendment to accommodate SFMTA's LRV Procurement project (Res. 15-12, 10.21.14).
- ² Reduced funds for Replace 34 Neoplan 40' Motor Coaches and Replace 76 Neoplan 60' Buses by \$12,352,094 and programmed to Procure 61 60' Low Floor Diesel Hybrid Coaches. (Res. 15-61, 06.23.15)
- ³ 5YPP Amendment to accommodate allocation of \$33,403,094 for the Procure 48 40' and 50 60' Low Floor Diesel Hybrid Coaches project (Res. 15-61, 06.23.15); Replace 34 Neoplan 40' Motor Coaches and Replace 76 Neoplan 60' Buses: Reduced by \$33,113,072 in Fiscal Year 2015/16.
- ⁴ 5YPP Amendment to accommodate allocation of \$47,869,000 for the 85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches project (Res. 16-0XX, xxx.xx.2016); Replace 41 Neoplan 40' Motor Coaches and Replace 48 Neoplan 60' Motor Coaches. (2015/16); Reduced by \$37,201,244 in Fiscal Year 2015/16.
- ⁵ 5YPP Amendment to accommodate allocation of \$10,667,756 in Fiscal Year 2015/16.

85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches: Added project with \$47,869,000 in Fiscal Year 2015/16 funds.

5-Year Project List (FY 2014/15 - FY 2018/19)
Vehicles - Muni (EP 17M)

Cash Flow (\$) Maximum Annual Reimbursement
Pending 02.23.16

Project Name	Phase	Fiscal Year												Total		
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25				
Historic Vehicle Rehabilitation/Replacement (16 PC)	PROC			\$1,559,931	\$1,612,566	\$1,612,566										\$4,785,063
Historic Vehicle Rehabilitation/Replacement (Milan and Vintage)	PROC			\$376,742	\$1,457,394	\$1,470,613										\$3,304,749
Replace 34 Neoplan 40' Motor Coaches and Replace 76 Neoplan 60' Buses 2, 3	PROC		\$0	\$0	\$0	\$0										\$0
Replace 41 Neoplan 40' Motor Coaches and Replace 48 Neoplan 60' Motor Coaches (2015/16) 3, 4	PROC		\$0	\$0	\$0	\$0										\$0
61 60-ft Low Floor Diesel Hybrid Motor Coaches (26 replace+35 expand) 2	PROC		\$12,352,094													\$12,352,094
48 40-ft and 50 60-ft Low Floor Diesel Hybrid Motor Coaches 3	PROC		\$17,000,000	\$16,405,243												\$33,405,243
Replace 30 Orion 30' Motor Coaches and Replace 56 Orion 40' Motor Coaches (2018/19)	PROC				\$13,216,814	\$13,216,814										\$26,433,627
85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches 4	PROC		\$429,000		\$7,786,632											\$47,215,632
85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches 4	Warranty			\$93,338	\$93,338	\$93,338	\$93,338	\$93,338	\$93,338	\$93,338	\$93,338	\$93,338	\$93,338	\$93,338	\$93,338	\$653,368
Motor Coach Replacement Warranty: 30' Motor Coaches (30), 40' Motor Coaches (21), 60' Motor Coaches (124)	Warranty		\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$150,000
Replace 60 New Flyer 60' Trolley Coaches (2014/15)	PROC	\$0	\$168,224													\$168,224
Replace 60 New Flyer 60' Trolley Coaches (2014/15)	PROC	\$2,100,000	\$12,800,000	\$5,931,776												\$20,831,776
Replace 100 ETT 40' Trolley Coaches (2015/16) 4	PROC		\$590,568	\$21,444,428	\$20,908,317											\$42,943,313
Replace 33 ETT 60' Trolley Coaches	PROC			\$8,055,827	\$8,055,827											\$16,111,653
Replace 75 ETT 40' Trolley Coaches	PROC			\$15,548,550	\$24,659,752											\$40,208,302
Replace 65 ETT 40' Trolley Coaches with 12 60' Trolley Coaches	PROC				\$2,929,392	\$2,929,392										\$5,858,783
Trolley Coach Replacement Warranty: 40' Trolley Coaches (175); 60' Trolley Coaches (105)	Warranty		\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$150,000
Paratransit Van Replacement: Class B Vehicle (35)	PROC					\$931,019										\$931,019
LAV Procurement*	PROC					\$382,569	\$2,965,510	\$8,388,642	\$9,784,631	\$10,075,544	\$10,128,849	\$10,128,849	\$10,128,849	\$10,128,849	\$10,128,849	\$60,116,310
Cash Flow Programmed in SYPP		\$2,100,000	\$43,354,886	\$108,445,835	\$67,533,217	\$20,283,741	\$13,722,521	\$3,088,848	\$8,511,980	\$9,907,969	\$10,105,544	\$10,158,849	\$10,158,849	\$10,158,849	\$10,158,849	\$315,619,156
Total Cash Flow Allocated		\$2,100,000	\$42,581,094	\$61,430,337	\$7,879,970	\$93,338	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$114,084,700
Total Cash Flow Deobligated		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Cash Flow Unallocated		\$0	\$773,792	\$47,015,477	\$59,653,247	\$20,190,403	\$13,722,521	\$3,088,848	\$8,511,980	\$9,907,969	\$10,105,544	\$10,158,849	\$10,158,849	\$10,158,849	\$10,158,849	\$201,534,396
Total Cash Flow in 2014 Strategic Plan		\$2,100,000	\$71,652,615	\$88,494,768	\$59,653,247	\$20,190,403	\$10,049,183	\$2,995,510	\$8,418,642	\$9,814,631	\$10,105,544	\$10,158,849	\$10,158,849	\$10,158,849	\$10,158,849	\$312,030,156
Deobligated from Prior SYPP Cycles **		\$4,705,316														\$4,705,316
Cumulative Remaining Cash Flow Capacity		\$4,705,316	\$33,003,044	\$13,051,978	\$5,172,007	\$5,078,669	\$1,405,331	\$1,311,993	\$1,218,654	\$1,125,316	\$1,125,316	\$1,125,316	\$1,125,316	\$1,125,316	\$1,125,316	\$1,125,316
Programmed																
Pending Allocation/Appropriation																
Board Approved Allocation/Appropriation																



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

FY of Allocation Action: 2015/16

Project Name: Upgrade Life and Fire Safety Systems

Implementing Agency: San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

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

Prop K EP Line Number (Primary): 20 Current Prop K Request: \$ 400,000

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$ -

Supervisorial District(s): 3, 9, 10, 11

SCOPE

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

If a project is not already name Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

The project consists of the upgrading and/or replacement of fire alarm systems with CA 2013 Building code compliant fire alarm systems at the Metro Green Shops I Yard, the Metro Green Annex, the Flynn Division, the Scott Division, the Kirkland Division, and the Potrero Division. Typical improvements will include new fire alarm control panels, new battery back-up to provide 24 hours of unpowered system operation followed by 5 minutes of alarm, new manual pull stations located throughout a facility, new annunciator panels, monitoring of the automatic fire sprinkler system with a standard flow/tamper switch, new audio/visual or visual-only notification devices located throughout a facility, new duct smoke detectors, new smoke detectors located at the fire alarm control panel and associated fire alarm control equipment.

Existing systems are reaching the end of their useful lives and have become more difficult to maintain. Installing properly functioning fire alarm systems reduce the chances of serious injury or death in case of fire. Funding for this project is imperative to remain code compliant and to ensure the safety of employees and the public at each of these active facilities.

This project can be found in the SFMTA's Capital Improvement Program FY15-FY19, adopted May 20, 2014.

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

FY 2015/16

Project Name: Upgrade Life and Fire Safety Systems

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorically exempt

Status: NA

PROJECT DELIVERY MILESTONES

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	2	FY 2014/15	3	FY 2014/15
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)	3	FY 2015/16	1	FY 2016/17
Prepare Bid Documents				
Advertise Construction	1	FY 2016/17		
Start Construction (e.g., Award Contract)	2	FY 2016/17		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			3	FY 2017/18
Project Closeout (i.e., final expenses incurred)			1	FY 2018/19

SCHEDULE COORDINATION/NOTES

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

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

FY 2015/16

Project Name: Upgrade Life and Fire Safety Systems

Implementing Agency: San Francisco Municipal Transportation Agency

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)	Yes	\$400,000	\$400,000	
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$400,000	\$400,000	\$0

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$ 50,000	Actual Cost Incurred
Environmental Studies (PA&ED)		
Design Engineering (PS&E)	\$ 400,000	Engineer's Estimate
R/W Activities/Acquisition		
Construction	\$ 3,840,000	Engineer's Estimate
Procurement (e.g. rolling stock)		
Total:	\$ 4,290,000	

% Complete of Design: 30 as of 1/19/16
 Expected Useful Life: 12 Years

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

MAJOR LINE ITEM BUDGET

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

Budget Summary by Task

SFPW Bureau of Architecture Fees (see detail next page)	
Design Development	\$32,000
Construction Documents	\$139,000
Permit, Bid and Award Support	\$54,000
SFPW Total	\$225,000
SFMTA	
Project Support	\$95,000
Operations Support	\$35,000
SFMTA Total	\$130,000
Other Direct Costs (e.g. building, fire permits; inspection fees; document reproduction)	\$40,000
Legal Fees (2 hrs @ \$250/hr)	\$500
ROUNDED TOTAL	\$400,000

SFMTA Labor Detail

		FTE = Full Time Equivalent; MFB = Mandatory Fringe Benefits			Overhead Rate: 1.143				
Task	Classification	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	FTE Ratio	Hours	Total
Project Manager 2	5504	\$152,387	\$77,424	\$229,811	\$262,674	\$492,485	0.192	400	\$94,709
Chief Stationary Engineer	7205	\$116,574	\$62,806	\$179,380	\$205,031	\$384,411	0.091	190	\$35,114
Total SFMTA									\$129,823

Public Works Fee Worksheet

Metro Green + Annex, Flynn, Scott, Kirkland, Potrero

Prepared by: DU

Date: 10/7/2015

Scope of Work: MTA Fire Alarm Upgrades for 6 Facilities

All Entitlement Support - Hourly

Design Development				
Team	Duration (wks)	Hrs/wk	Billing Rates	Total B.R.
Senior Architect	4.0	1.00	\$214	\$856
Proj. Architect	4.0	8.00	\$184	\$5,888
Engineering Associate	4.0	0.00	\$168	\$0
Public Works Hazmat Assoc (SAR)	4.0	0.00	\$159	\$0
Public Works Disability Access Coord.	4.0	0.00	\$210	\$0
Electrical Consultant	4.0	0.00	Lump	\$5,360
Public Works Project Controls (CSO)	4.0	0.00	Lump	\$16,800
Public Works PM	4.0	3.00	\$204	\$2,448
TOTALS				\$31,352
			100% DD Phase: x/x/2014	
			Fee for DD Documents: \$32,000	
Construction Documents				
Team	Duration (wks)	Hrs/wk	Billing Rates	Total B.R.
Senior Architect	26.0	0.25	\$214	\$1,391
Proj. Architect	26.0	4.00	\$184	\$19,136
Engineering Associate	26.0	0.00	\$168	\$0
Public Works Hazmat Assoc (SAR)	26.0	0.00	\$159	\$0
Public Works Disability Access Coord.	26.0	0.00	\$210	\$0
Electrical Consultant	26.0	0.00	Lump	\$102,432
Public Works PM	26.0	3.00	\$204	\$15,912
TOTALS				\$138,871
			100% CD Phase: x/x/2014	
			Fee for Construction Documents: \$139,000	
Permit, Bid and Award Support				
Team	Duration (wks)	Hrs/wk	Billing Rates	Total B.R.
Senior Architect/Engineer	17.0	0.00	\$214	\$0
Proj. Architect/Engineer	17.0	2.00	\$184	\$6,256
Eng Associate (Struct)	17.0	0.00	\$168	\$0
Public Works Hazmat Assoc (SAR)	17.0	2.00	\$159	\$5,406
Public Works Disability Access Coord.	17.0	0.50	\$210	\$1,782
Public Works Contract Preparation	17.0	5.00	\$159	\$13,515
Consultant Electrical	17.0	0.00	Lump	\$16,201
Public Works PM	17.0	3.00	\$204	\$10,404
TOTALS				\$53,564
			100% Bid Phase: x/x/2015	
			Fee for Bid and Award \$54,000	
CONSTRUCTION PHASE (CA/CM)				
Team	Duration (wks)	Hrs/wk	Billing Rates	Total B.R.

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

FY 2015/16

Project Name: Upgrade Life and Fire Safety Systems

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$400,000

5-Year Prioritization Program Amount: \$0 (enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0

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

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

Fully funding the subject request requires a Facilities 5YPP amendment to program \$400,000 in cumulative remaining programming capacity for Upgrade Life and Fire Safety Systems in Fiscal Year 2015/16. See attached 5YPP amendment for details.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$400,000			\$400,000
				\$0
				\$0
				\$0
				\$0
Total:	\$400,000	\$0	\$0	\$400,000

Actual Prop K Leveraging - This Phase: 0.00%

Expected Prop K Leveraging per Expenditure Plan 89.66%

\$400,000
Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$400,000			\$400,000
SFMTA Operating FY15			\$50,000	\$50,000
TBD (e.g. Prop K, other local local sources)	\$3,840,000			\$3,840,000
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
Total:	\$4,240,000	\$0	\$50,000	\$ 4,290,000

Actual Prop K Leveraging - Entire Project:	90.68%	\$ 4,290,000
Expected Prop K Leveraging per Expenditure Plan:	89.66%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	NA	

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested: \$400,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$350,000	88.00%	\$50,000
FY 2016/17	\$50,000	13.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$400,000		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$400,000	Design Engineering (PS&E)
Total:	\$400,000		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 20	FY 2015/16	\$132,000	33.00%	\$268,000
Prop K EP 20	FY 2016/17	\$268,000	67.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$400,000	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 20	FY 2015/16	Design Engineering (PS&E)	\$132,000	33%	\$268,000
Prop K EP 20	FY 2016/17	Design Engineering (PS&E)	\$268,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$400,000		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution. No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

1. Upon project completion, provide evidence of completion of 100% design (e.g. copy of certifications page) and updated scope, schedule, budget and funding plan.
2.
3.

Special Conditions:

1. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
2.
3.

Notes:

1.
2.

Supervisorial District(s):

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

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

SFCTA Project Reviewer:

Project # from SGA:

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

FY of Allocation Action:

2015/16

Current Prop K Request:

\$ 400,000

Current Prop AA Request:

\$ -

Project Name:

Upgrade Life and Fire Safety Systems

Implementing Agency:

San Francisco Municipal Transportation Agency

Project Manager

Grants Section Contact

Name (typed): David Greenaway

Joel Goldberg

Title: Project Manager

Manager, Capital Procurement &
Management

Phone: 415-701-4237

415-701-4499

Fax:

Email: david.greenaway@sfmta.com

joel.goldberg@sfmta.com

Address: 1 South Van Ness Ave, 3rd floor

1 South Van Ness Ave, 8th floor

Signature:

Date:

5-Year Project List (FY 2014/15 – FY 2018/19)
Rehab/Upgrade Existing Facilities - MUNI (EP 20M)
Programming and Allocations to Date
 Pending 2/23/2016

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Various Facility Plans Predevelopment	PLAN/CER, PA&ED	Programmed	\$400,000					\$400,000
SFMTA	Implementation of Various Facility Plans	PS&E, CON	Programmed	\$3,000,000					\$3,000,000
SFMTA	Paint Booth Upgrade (Woods and Potrero)	PLAN/CER, PA&ED	Programmed	\$850,000					\$850,000
SFMTA	Muni Metro East Paint and Body Shop ¹	PLAN/CER, PA&ED	Programmed	\$3,428,500					\$3,428,500
SFMTA	Muni Metro East (MIME) Phase 2 ¹	PA&ED	Allocated	\$2,598,500					\$2,598,500
SFMTA	Woods Renovation Hoists and Bays ²	PLAN/CER	Programmed	\$4,839,223					\$4,839,223
SFMTA	Upgrade Life and Fire Safety Systems	PLAN/CER	Programmed	\$0					\$0
SFMTA	Upgrade Life and Fire Safety Systems ³	PS&E	Pending		\$400,000				\$400,000
SFMTA	Fall Protection ²	PLAN/CER, PS&E	Allocated	\$2,160,777					\$2,160,777
Programmed in 5YPP				\$17,277,000	\$400,000	\$0	\$0	\$0	\$17,677,000
Total Allocated and Pending in 5YPP				\$4,759,277	\$400,000	\$0	\$0	\$0	\$5,159,277
Total Deobligated in 5YPP				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPP				\$12,517,723	\$0	\$0	\$0	\$0	\$12,517,723
Total Programmed in 2014 Strategic Plan				\$17,277,000	\$0	\$0	\$0	\$0	\$17,277,000
Deobligated from Prior 5YPP Cycles **				\$2,996,673					\$2,996,673
Cumulative Remaining Programming Capacity				\$2,996,673	\$2,596,673	\$2,596,673	\$2,596,673	\$2,596,673	\$2,596,673

Programmed
 Pending Allocation/ Appropriation
 Board Approved Allocation/ Appropriation

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

Pending 2/23/2016

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

Footnotes

¹ To accommodate allocation of \$2,598,500 in FY 14/15 funds for the environmental phase of Muni Metro East (MME) Phase 2 (Res. 15-034, 1.27.15):

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

² 5YPP Amendment to fully fund the planning and design of the Fall Protection Systems project (Res. 15-041, 2.24.15):

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

Upgrade Life and Fire Safety Systems placeholder for construction: Reduced by \$250,000.

Fall Protection: Added project with \$2,996,673.

³ 5YPP amendment to fully fund the Upgrade Life and Fire Safety Systems project (Res. 16-XXX, 1.27.15):

Cumulative remaining programming capacity: Reduced by \$400,000.

Upgrade Life and Fire Safety Systems (design): Added project with \$400,000 in FY 2015/16 funds.

5-Year Project List (FY 2014/15 – FY 2018/19)
Rehab/Upgrade Existing Facilities - MUNI (EP 20M)
Cash Flow (\$) Maximum Annual Reimbursement

Project Name	Phase	Fiscal Year							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20		
Various Facility Plans Predevelopment	PLAN/CER, PA&ED	\$400,000							\$400,000
Implementation of Various Facility Plans	PS&E, CON	\$1,000,000	\$1,000,000	\$1,000,000					\$3,000,000
Paint Booth Upgrade (Woods and Potrero)	PLAN/CER, PA&ED	\$725,000	\$125,000						\$850,000
Muni Metro East Paint and Body Shop 1	PLAN/CER, PA&ED	\$1,560,500	\$959,000	\$909,000					\$3,428,500
Muni Metro East (MME) Phase 2 1	PA&ED	\$998,500	\$1,600,000						\$2,598,500
Woods Renovation Hoists and Bays 2	PLAN/CER	\$2,205,000	\$1,284,223	\$1,350,000					\$4,839,223
Upgrade Life and Fire Safety Systems	PLAN/CER	\$0	\$0						\$0
Upgrade Life and Fire Safety Systems 3	PS&E		\$132,000	\$268,000					\$400,000
Fall Protection 2	PLAN/CER, PS&E	\$400,000	\$1,760,777						\$2,160,777
Cash Flow Programmed in 5YPP		\$7,289,000	\$6,861,000	\$3,527,000	\$0	\$0	\$0	\$0	\$17,677,000
Total Cash Flow Allocated		\$1,398,500	\$3,492,777	\$268,000	\$0	\$0	\$0	\$0	\$5,159,277
Total Cash Flow Deobligated		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Cash Flow Unallocated		\$5,890,500	\$3,368,223	\$3,259,000	\$0	\$0	\$0	\$0	\$12,517,723
Cash Flow Programmed in 2014 Strategic Plan		\$7,509,000	\$6,509,000	\$3,259,000	\$0	\$0	\$0	\$0	\$17,277,000
Deobligated from Prior 5YPP Cycles **		\$2,996,673							\$2,996,673
Cumulative Remaining Cash Flow Capacity		\$3,216,673	\$2,864,673	\$2,596,673	\$2,596,673	\$2,596,673	\$2,596,673	\$2,596,673	\$2,596,673
Programmed									
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									



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

FY of Allocation Action: 2015/16

Project Name: South Van Ness Traffic Signal Upgrade

Implementing Agency: San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program: a. Signals and Signs

Prop K EP Line Number (Primary): 33 Current Prop K Request: \$ 552,000

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request:

Supervisorial District(s): 9

SCOPE

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

If a project is not already name Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

See attached

Scope

The SFMTA is requesting Prop K funds for the construction of signal modifications at select intersections on the South Van Ness Avenue corridor. A total of 7 intersections overall will be upgraded. These funds will be used as matching funds for a Highway Safety Improvement Program (HSIP) grant.

The signal modifications will install new, larger vehicle signals, signal poles and foundations to improve signal visibility at this High Injury Network Corridor. Scope includes new conduits, wiring, and signal controllers at seven intersections on South Van Ness between 14th Streets through 20th Streets streets. The full project scope includes installation of:

- New larger vehicular signal heads
- New signal poles
- New mast-arm poles
- New signal controllers
- New conduits, wiring, and pull boxes
- New APS pushbuttons (16th and 17th streets)

This project will upgrade all of the signal infrastructure along a 0.7 mile stretch of South Van Ness Avenue.

South Van Ness Avenue, north of 17th Street, is scheduled to be paved in 2018/19. This signal upgrade project is intended to be completed before that time.

Implementation:

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

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

Project Benefits:

The scope included here will modify intersections to bring them into alignment with current design standards with the added benefit of achieving consistency in design along the entire South Van Ness Avenue corridor. Moreover, all of South Van Ness Avenue is on a Vision Zero High Injury Corridor, with the segment of South Van Ness Avenue between 16th Street and Cesar Chavez Street also on the Vision Zero High Pedestrian Injury network.

Larger vehicular signal heads and properly positioned signal poles will be added to improve the visibility of the signals which is critical given the wide variety of modes present on this busy corridor. The addition of mast-arms at almost all project intersections will help ensure that drivers have full visibility of the signals along the wide, multi-lane South Van Ness Avenue.

At 2 intersections on South Van Ness, APS features will be installed on all the corners to help the visually impaired receive pedestrian indications. The APS features planned for two intersections as part of this request will complement the APS features already installed at the nearby 16th Street and Mission Street intersection at the busy BART Station.

I/S # N to S	Intersection	Project Scope			APS	VZ*
		New 12" Signals	New Signal Poles	Other Scope		
1	14 th Street	Yes	Yes	PCS, New Controller and Conduits		Yes
2	15 th Street	Yes	Yes, including new mast arm poles	PCS, New Controller and Conduits		Yes
3	16 th Street	Yes	Yes, including new mast arm poles	PCS, New Controller and Conduits	Yes	Yes
4	17 th Street	Yes	Yes, including new mast arm poles	PCS, New Controller and Conduits	Yes	Yes
5	18 th Street	Yes	Yes, including new mast arm poles	PCS, New Controller and Conduits		Yes
6	19 th Street	Yes	Yes, including new mast arm poles	PCS, New Controller and Conduits		Yes
7	20 th Street	Yes	Yes, including new mast arm poles	PCS, New Controller and Conduits		Yes

*All 7 locations are on a Vision Zero High Injury Corridor

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

FY 2015/16

Project Name: South Van Ness Traffic Signal Upgrade

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt

Status: Approved

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

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

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

FY 2015/16

Project Name: South Van Ness Traffic Signal Upgrade

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$ 1,891,000	\$ 552,000	
Procurement (e.g. rolling stock)				
		\$1,891,000	\$552,000	\$0

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)	\$ 308,000	Actuals plus cost to complete
R/W Activities/Acquisition		
Construction	\$ 1,891,000	SFMTA estimate based on similar projects
Procurement (e.g. rolling stock)		
Total:	\$ 2,199,000	

% Complete of Design: 95 as of 12/18/2015

Expected Useful Life: 30 Years

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

MAJOR LINE ITEM BUDGET

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

South Van Ness Traffic Signal Upgrade

CONSTRUCTION PHASE

	Description	Cost	% of Contract Cost	Performed by
1	Contract Cost	\$1,070,448		Contractor
2	Contingency	\$185,567		N/A
3	Controllers	\$140,000		Procurement of 7 Controllers
4	APS	\$20,000		Procurement of APS (2 intersections)
5	PCS Modules	\$10,500		Procurement of PCS Modules (7 intersections)
6	Ct Prep & DPW Eng Support	\$60,898	6%	DPW (Bureau of Engineering)
7	Construction Engineering/Inspection	\$156,043	15%	DPW (Bureau of Construction Management)
8a	Public Affairs	\$10,704	1%	DPW (Bureau of Construction Management)
8b	Material Testing	\$53,522	5%	DPW (Bureau of Construction Management)
8c	Wage Check	\$21,409	2%	DPW (Bureau of Construction Management)
9	Construction Support	\$160,755	15%	SFMTA Eng & Shops
10	City Attorney Review fee \$250/hr x 2 hours	\$500		
	Construction Phase Subtotal	\$1,890,347		
	Rounded to	\$1,891,000		

TOTAL COST OF CONSTRUCTION
\$1,891,000

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

AGENCY STAFF (CONST PHASE)

MFB = Mandatory Fringe Benefits
FTE = Full Time Equivalent employee

Ia SFMTA Labor

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Approved Overhead Rate	Overhead = (Salary+MFB) x Approved Overhead Rate	(Fully Burdened) Salary + MFB + Overhead	FTE Ratio	Hours	Cost
Electrician (9145)	106,288	59,405	\$165,693	0.803	\$133,051	\$298,744	0.072	150	\$21,544
Senior Engineer (5211)	160,862	83,425	\$244,287	0.803	\$196,163	\$440,450	0.010	20	\$4,235
Engineer (5241)	138,970	73,821	\$212,791	0.803	\$170,872	\$383,663	0.029	60	\$11,067
Associate Engineer (5207)	120,042	63,513	\$183,555	0.803	\$147,395	\$330,950	0.120	250	\$39,778
Assistant Engineer (5203)	103,116	58,644	\$161,760	0.803	\$129,893	\$291,653	0.288	600	\$84,131
Total							0.519	1,080	\$160,755

II DPW Bureau of Engineering (BOE)

Overhead Rate: 2.71

Position	Base Salary	Fully Burdened	FTE	Hours	Cost
Senior Engineer (5211)	\$160,862	\$435,936	0.0096	20	\$4,192
Engineer (5241)	\$138,970	\$376,609	0.0288	60	\$10,864
Assistant Engineer (5203)	\$103,116	\$279,444	0.1322	275	\$36,946
Engineer Associate I (5364)	\$85,357	\$231,316	0.0385	80	\$8,897
Total			0.2091	435	\$60,898

III DPW BCM

Overhead Rate: 2.71

Position	Base Salary	Fully Burdened	FTE	Hours	Cost
Construction Inspector (6318)	\$104,156	\$282,263	0.3269	680	\$92,278
Associate Engineer (5207)	\$120,042	\$325,314	0.0721	150	\$23,460
Assistant Engineer (5203)	\$103,116	\$279,444	0.1442	300	\$40,304
Total			0.5433	1130	\$156,043

* Base Salary is step 5 for each classification in effect today.

*** Construction Inspectors who serve as Resident Engineer receive a 2% premium when acting in that capacity

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

FY 2015/16

Project Name: South Van Ness Traffic Signal Upgrade

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$552,000

5-Year Prioritization Program Amount: \$0 (enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0

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

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

See attached 5YPP amendment for details.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$552,000			\$552,000
Highway Safety Improvement Program (HSIP)		\$1,339,000		\$1,339,000
				\$0
				\$0
				\$0
				\$0
Total:	\$552,000	\$1,339,000	\$0	\$1,891,000

Actual Prop K Leveraging - This Phase: 70.81%
 Expected Prop K Leveraging per Expenditure Plan N/A

\$1,891,000
Total from Cost worksheet

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

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

Yes - Prop K

Fund Source	\$ Amount	Required Local Match	
		%	\$
Highway Safety Improvement Program (HSIP)	\$1,339,000	10.00%	\$133,900

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$552,000			\$552,000
SFMTA Funds			\$46,100	\$46,100
Highway Safety Improvement Program (HSIP)		\$1,339,000	\$261,900	\$1,600,900
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
Total:	\$552,000	\$1,339,000	\$308,000	\$ 2,199,000

Actual Prop K Leveraging - Entire Project:

74.90%

\$ 2,199,000

Expected Prop K Leveraging per Expenditure Plan:

N/A

Total from Cost worksheet

Actual Prop AA Leveraging - Entire Project:

N/A

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested:

\$552,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$52,000	9.00%	\$500,000
FY 2016/17	\$250,000	45.00%	\$250,000
FY 2017/18	\$250,000	45.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$552,000		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$302,000	Construction
Prop K Allocation	\$250,000	Construction	
Total:	\$552,000		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 33	FY 2016/17	\$302,000	55.00%	\$250,000
Prop K EP 33	FY 2017/18	\$250,000	45.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$552,000	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 33	FY 2016/17	Construction	\$302,000	55%	\$250,000
Prop K EP 33	FY 2017/18	Construction	\$250,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$552,000		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 1/8/2016 Resolution No. Res. Date:

Project Name: South Van Ness Traffic Signal Upgrade

Implementing Agency: San Francisco Municipal Transportation Agency

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				
	Trigger:			

Deliverables:

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

Special Conditions:

- The recommended allocation is contingent upon a concurrent Signals and Signs 5-Year Prioritization Program (5YPP) amendment. See attached 5YPP amendment for details.
- SFMTA may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$552,000) pending receipt of evidence of completion of design (e.g. copy of certifications page).
- The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes:

-
-

Supervisory District(s): 9

Prop K proportion of expenditures - this phase:	29.19%
Prop AA proportion of expenditures - this phase:	NA

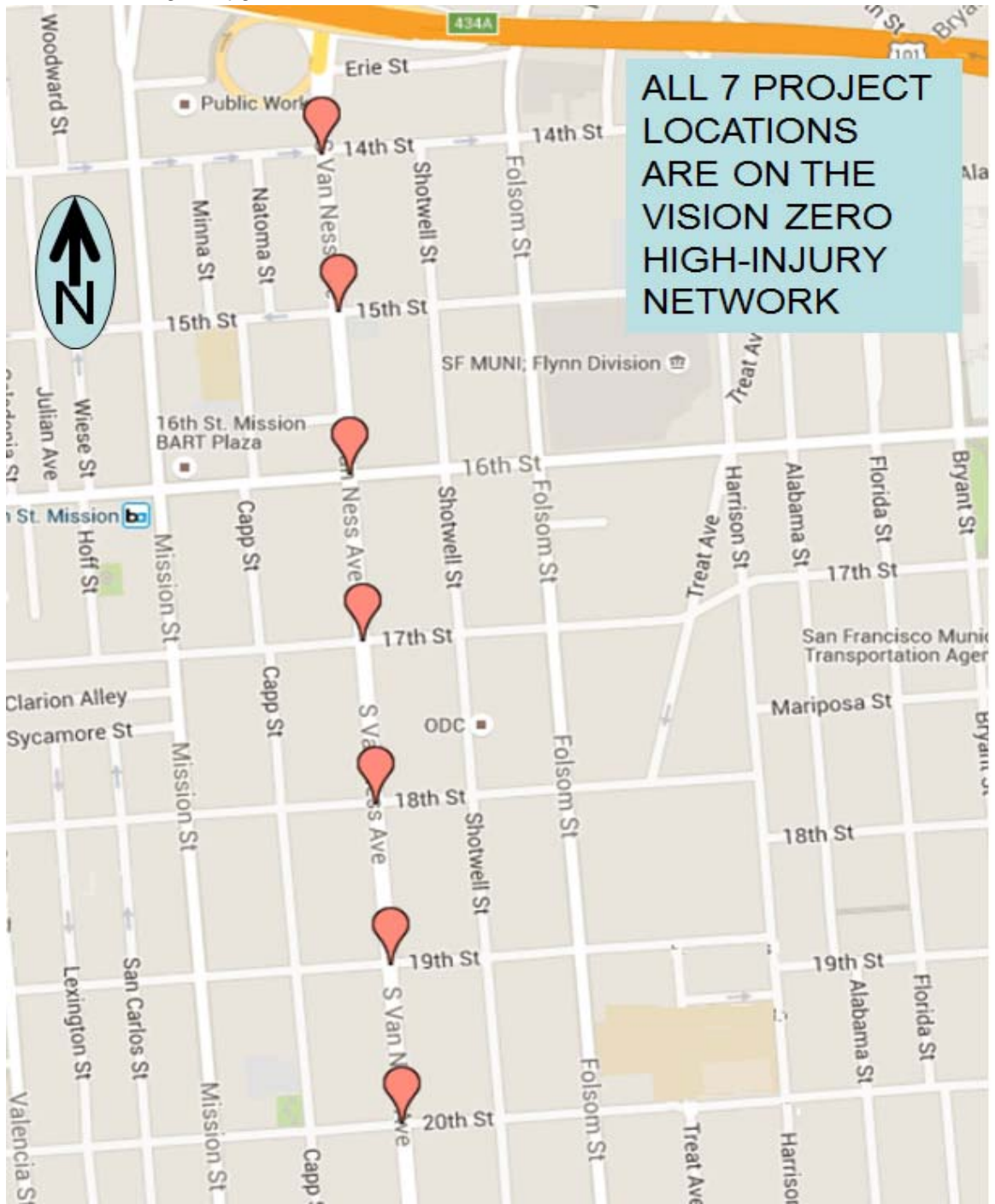
Sub-project detail? No If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer: P&PD

Project # from SGA:

MAPS AND DRAWINGS

South Van Ness Traffic Signal Upgrade



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



Traffic Controller



Accessible Pedestrian Signals



Mast-Arm

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

FY of Allocation Action:

2015/16

Current Prop K Request:

\$ 552,000

Current Prop AA Request:

\$ -

Project Name:

South Van Ness Traffic Signal Upgrade

Implementing Agency:

San Francisco Municipal Transportation Agency

Project Manager

Grants Section Contact

Name (typed): Manito Velasco

Joel Goldberg

Title: Engineer

Mgr, Grants Procurement & Management

Phone: 415.701.4447

415.701.4499

Fax: _____

Email: manito.velasco@sfmta.com

joel.goldberg@sfmta.com

Address: 1 SVN, 7th Fl, SF, CA 94103

1 SVN, 7th Fl, SF, CA 94103

Signature: _____

Date: _____

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Signals and Signs (EP 33)**

Programming and Allocations to Date
Pending Board Approval 2/23/16

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}	PS&E	Programmed	\$46,524					\$46,524
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)	CON	Programmed		\$2,640,000				\$2,640,000
SFMTA	Traffic Signal Upgrades (15 Locations)	PS&E	Programmed		\$660,000				\$660,000
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 (NTIP)	CON	Programmed	\$142,271					\$142,271
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

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Signals and Signs (EP 33)
Programming and Allocations to Date
 Pending Board Approval 2/23/16

Agency	Project Name	Phase(s)	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	3rd Street Traffic Signal Detection Upgrade - Phase 3	CON, PROC	Programmed				\$457,950		\$457,950
SFMTA	Traffic Signal Visibility Upgrades (12)	PS&E, CON	Programmed		\$300,000				\$300,000
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	Pending		\$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}	PS&E	Programmed	\$277,100					\$277,100
SFMTA	Polk Corridor Signal Upgrade ²	CON	Allocated	\$382,900					\$382,900
SFMTA	Polk Corridor Signal Upgrade ⁵	CON	Programmed		\$706,500				\$706,500
SFMTA	Polk Streetscape Signal Modifications ⁵	CON	Allocated		\$516,000				\$516,000
SFMTA	Gough Corridor Signal Upgrade (14)	PS&E	Programmed	\$328,000					\$328,000
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
Total Programmed in 5YPP				\$2,248,371	\$14,945,229	\$5,062,629	\$657,950	\$150,000	\$23,064,179

Total Allocated and Pending in 5YPPs	\$1,408,376	\$7,558,920	\$0	\$0	\$0	\$8,967,296
Total Deobligated in 5YPPs	\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPPs	\$839,995	\$7,386,309	\$5,062,629	\$657,950	\$150,000	\$14,096,883

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 **	\$239,713					\$239,713
Cumulative Remaining Programming Capacity	\$1,644,713	\$239,713	\$239,713	\$239,713	\$239,713	\$239,713

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

Programmed
Pending Allocation / Appropriation
Board Approved Allocation / Appropriation

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

Signals and Signs (EP 33)

Programming and Allocations to Date

Pending Board Approval 2/23/16

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

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.
- ² 5YPP Amendment to Lincoln Way: Added project with \$95,476 for construction.
- ³ 5YPP Amendment to reprogram \$382,900 from the PS&E phase to the construction phase of the Polk Street Traffic Signal Upgrade project (Resolution 2015-056, 5/19/2015). Design fully funded through Federal HSIP grant and SFMTA operating funds.
- 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
 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-xxx, 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.

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Signals and Signs (EP 33)
Cash Flow (\$) Maximum Annual Reimbursement
 Pending Board Approval 2/23/16

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Follow-the-Paving							
Follow-the-Paving (Spot Traffic Signal Improvements) 3	PS&E, CON						\$0
Follow-the-Paving (Spot Traffic Signal Improvements) 3	PS&E, CON						\$0
Traffic Signal Conduit Contract 3	CON		\$180,000	\$220,000			\$400,000
Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON			\$200,000			\$200,000
Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON				\$200,000		\$200,000
Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON					\$150,000	\$150,000
Traffic Signal Upgrades							
Traffic Signal Upgrades (15 Locations) 1, 4	PS&E	\$0	\$46,524				\$46,524
Traffic Signal Upgrade Contract 34 [Vision Zero] 4	PS&E		\$130,000	\$388,000			\$518,000
7th Avenue and Lincoln Way Intersection Improvements 1	CON		\$95,476				\$95,476
Traffic Signal Upgrades (15 Locations)	CON		\$440,000	\$1,320,000	\$880,000		\$2,640,000
Traffic Signal Upgrades (15 Locations)	PS&E		\$330,000	\$330,000			\$660,000
Franklin/Divisadero Corridor Signal Upgrade	CON		\$272,080	\$0			\$272,080
Franklin and Divisadero Corridor Signal Upgrade	CON		\$1,581,460	\$1,581,460			\$3,162,920
Eddy and Ellis Traffic Calming Improvement (NTIP)	CON		\$71,136	\$71,135			\$142,271
19th Avenue Signals Phase III (9)	PS&E		\$472,500	\$157,500			\$630,000
19th Avenue Signals Phase III (9)	CON			\$2,000,000	\$520,000		\$2,520,000
3rd Street Traffic Signal Detection Upgrade - Phase 1	CON, PROC		\$200,000	\$100,000			\$300,000
3rd Street Traffic Signal Detection Upgrade - Phase 2	CON, PROC			\$200,000	\$100,000		\$300,000

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

Signals and Signs (EP 33)

Cash Flow (\$) Maximum Annual Reimbursement

Pending Board Approval 2/23/16

Project Name	Phase	Fiscal Year							Total
		2014/15	2015/16	2016/17	2017/18	2018/19			
3rd Street Traffic Signal Detection Upgrade - Phase 3	CON, PROC				\$305,300	\$152,650		\$457,950	
Traffic Signal Visibility Upgrades (12)	PS&E, CON		\$200,000	\$100,000				\$300,000	
South Van Ness Conduit Installation6	PS&E, CON	\$0						\$0	
South Van Ness Signal Upgrade (12)6	PS&E	\$0	\$46,100					\$46,100	
South Van Ness Signal Upgrade (12)6	CON			\$302,000	\$250,000			\$552,000	
South Van Ness Signal Upgrade (12)	CON			\$478,300	\$478,300	\$478,300		\$1,434,900	
Polk Corridor Signal Upgrade2, 5	PS&E	\$117,100	\$160,000					\$277,100	
Polk Corridor Signal Upgrade2	CON		\$191,450	\$191,450				\$382,900	
Polk Corridor Signal Upgrade 5	CON		\$0	\$706,500				\$706,500	
Polk Streetscape Signal Modifications 5	CON			\$387,000	\$129,000			\$516,000	
Gough Corridor Signal Upgrade (14)	PS&E	\$96,500	\$231,500					\$328,000	
Gough Corridor Signal Upgrade (14)	CON		\$0	\$800,000	\$1,650,000			\$2,450,000	
Gough Corridor Signal Upgrade	PS&E		\$67,500	\$67,500				\$135,000	
Great Highway Traffic Signal Upgrade (8)	CON			\$0	\$303,865	\$303,864		\$607,729	
Van Ness BRT SFgo Signal Improvements	CON		\$775,000	\$750,000	\$750,000			\$2,275,000	
Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON		\$178,865	\$178,864				\$357,729	
Total Cash Flow in 5YPP		\$213,600	\$5,669,591	\$10,529,709	\$5,566,465	\$1,084,814		\$23,064,179	
Total Cash Flow Allocated		\$0	\$3,693,386	\$4,144,910	\$1,129,000	\$0		\$8,967,296	
Total Cash Flow Deobligated		\$0	\$0	\$0	\$0	\$0		\$0	
Total Cash Flow Unallocated		\$213,600	\$1,976,205	\$6,384,799	\$4,437,465	\$1,084,814		\$14,096,883	
Total Cash Flow in 2014 Strategic Plan		\$2,175,550	\$6,586,801	\$8,779,549	\$4,437,465	\$1,084,814		\$23,064,179	
Deobligated from Prior 5YPP Cycles **		\$239,713						\$239,713	
Cumulative Remaining Cash Flow Capacity		\$2,201,663	\$3,118,873	\$1,368,713	\$239,713	\$239,713		\$239,713	

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

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FY of Allocation Action:

2015/16

Project Name:

Taylor Street Safety

Implementing Agency:

San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:

a. Traffic Calming

Prop K EP Line Number (Primary):

38

Current Prop K Request:

\$ 300,000

Prop K Other EP Line Numbers:

44

Prop AA Category:

Current Prop AA Request:

\$ -

Supervisorial District(s):

6

SCOPE

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

If a project is not already name Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

Scope of work begins on next page.

The San Francisco Municipal Transportation Agency (SFMTA) requests \$300,000 in Prop K funding for outreach, planning, and development of a community-preferred design for corridor safety improvements on Taylor Street from Market Street to Sutter Street. With an additional \$300,000 in funding requested through a Caltrans Planning Grant Sustainable Communities application, the SFMTA aims to:

- Improve transportation safety for all users on Taylor Street in support of Vision Zero;
- Encourage public involvement from vulnerable or under-represented groups;
- Create opportunities for development of safe, attractive public space for people living in dense residential formats, including single room occupancy hotels (SROs); and
- Leverage the redesign of the public right-of-way to create a sustainable new vision for Taylor Street that achieves broader social, economic and cultural goals.

With the city's highest density and 30% average area median income, Taylor Street bears many difficult socioeconomic burdens and endures among the highest rates of serious and fatal traffic collisions citywide. Taylor St. is designated as a Pedestrian High Injury Corridor in San Francisco—one of the 6 percent of streets that represents 60 percent of serious injuries and fatalities. Over 120 collisions involving pedestrians in the past 5 years occurred on Taylor Street in this high need, high risk community. Taylor Street is also included in the SFMTA Bicycle Strategy.

The SFMTA proposes robust, inclusive planning in partnership with city agencies (e.g., Department of Public Health, Planning Department) and community-based organizations to leverage roadway upgrades that:

- Equitably tackle health and safety issues;
- Improve active transportation mobility;
- Innovate to encourage street life supporting local businesses; and
- Preserve and support at-risk populations and organizations already endeavoring to improve quality of life and outcomes.

This planning process, including new, innovative outreach strategies deployed as a part of this project, will serve as a model for other similar planning projects in San Francisco moving forward.

An initial \$220,000 in Prop K funds is requested to be available to the SFMTA ahead of the Caltrans Planning Grant award decision (anticipated by June 2016). This amount will be used for specific elements of the scope, including background research, initial public outreach efforts, development of an RFP, and contract award for a portion of the work. The remaining \$80,000 will provide the 11.47% required match plus additional funds to fully fund the project. The SFMTA has requested that the \$220,000 in non-match Prop K funds come from the Arterials Track Traffic Calming Program line in the 5-Year Prioritization Program for Traffic Calming, while the \$80,000 in local match funds come from the Planning Grant Match (e.g., Caltrans Planning Grant) line in the 5-Year Prioritization Program for Transportation/Land Use Coordination. Once the Caltrans grant decision is announced, SFMTA will complete the RFP process and work with the chosen consultant team to negotiate a final scope and schedule, seeking to accelerate the project schedule as feasible.

Special Condition: The \$80,000 in Prop K funds from the Planning Grant Match (e.g. Caltrans Planning Grant) line in the Transportation/Land Use Coordination 5YPP is on reserve pending notification from Caltrans if the project will receive a Caltrans Planning Grant in the 2016 cycle (anticipated June 2016). If SFMTA receives a Caltrans Planning Grant, Transportation Authority staff will release these funds. If the SFMTA is not successful in obtaining the grant from Caltrans, the Transportation Authority will deobligate these funds from the project. The SFMTA would then seek additional Prop K, or other funds, to fully fund a reduced project scope.

Should the SFMTA not be awarded Caltrans Planning Grant funds, the SFMTA would move forward to complete the Taylor Street Safety Project at a reduced scope in the amount of \$500,000. The reduced scope would omit the following tasks as described in the Caltrans Planning Grant scope document: tactical urbanism; walking tours of the project area; PhotoVoice video documentation and showing; report to the SFMTA board; Caltrans invoicing and quarterly reports. The reduced scope would also reduce but not eliminate the following tasks: key stakeholder interviews; on-site stakeholder briefings. The SFMTA would plan to seek additional Prop K, or other funds, for the additional \$280,000 to fully fund the project.

See the attached scope of work, as submitted by the SFMTA to Caltrans to the Caltrans Planning Grant Sustainable Communities program, for additional project details and a full scope of work.

SCOPE OF WORK: Taylor Street Safety Project

INTRODUCTION:

The San Francisco Municipal Transportation Agency (SFMTA), through the Taylor Street Safety Project, commits to planning corridor safety improvements on Taylor St, from Market St. to Sutter St., in the heart of San Francisco. Taylor St. is an intensely used multi-modal corridor in the center of the Tenderloin community, one of the densest neighborhoods west of the Mississippi and a Metropolitan Transportation Commission (MTC) Community of Concern. Taylor St. is designated as a Pedestrian High Injury Corridor in San Francisco - one of the 6% of streets that represents 60% of serious injuries and fatalities. Over 120 collisions involving pedestrians in the past 5 years occurred on Taylor St. in this high need, high risk community. The city will work with the Taylor St. residents, workers, local community groups and advocacy organizations to develop a new vision for the street that meets the City of San Francisco's Vision Zero goals of ending traffic fatalities for all road users. This project will yield a preferred concept design that the SFMTA will transition directly into engineering design and environmental review. Furthermore, the SFMTA has included design and construction funding for this project in the agency's 5-year Capital Improvement Program. Potential sources for next phases include local bond or competitive grants. This landmark project will reduce overall collisions on Taylor Street and make the corridor a safer and more inviting community in which to live, work and travel (whether on foot, or by bike, transit or vehicle).

Project Area Demographics: Taylor Street is a major thoroughfare in the Tenderloin district, a neighborhood with a historically identified at-risk population with high social service needs, including opportunities for better employment, more affordable and safe housing, stronger public health interventions, and more robust transportation and public safety initiatives. The Taylor St. median household income is \$24,423, less than a third of the median household income of San Francisco; more than half of households qualify as extremely low or very low-income. Additionally, much of the population is vulnerable to homelessness and economic isolation. The project area has a higher concentration of Blacks and Latinos than in San Francisco overall, along with 3 times more children under 20 and 4 times more seniors, compared to the rest of the city. This community is in high need and at high risk, with more than twice the violent crime offenses than in the city, but also has active community support and social service providers to improve outcomes for the residents. The sidewalks and the streets are also the backyards and the meeting areas for many of the residents, who live in small single-room occupancies (over 12% Tenderloin residents live in an SRO), resulting in a high level of human behavior factors involved in the collisions and trends on the street.

For more detail about area demographics and citations, please see the Maps and Statistics exhibit included with this grant application.

Public Engagement: The seven blocks under study house nationally renowned social service agencies, such as Glide Memorial Church and the Tenderloin Neighborhood Development Corporation, which service a local population that suffers from substance abuse, mental illness, and chronic homelessness among other maladies. A robust framework for public participation plan has been outline in the scope of work. This plan will be fine tuned to effectively incorporate community feedback from these and many other stakeholders at multiple stages of the planning

and conceptual design process. Past work has demonstrated that traditional community meetings alone have not been effective in engaging the Tenderloin neighborhood. The project will instead use a multipronged approach that leverages existing organizations and community groups to gather input and expand the influence of a broad and representative collection of community members. This project emphasizes public participation as a means to build a plan for Taylor Street that meets the needs of the community and builds support for a visionary, implementation-ready design alternative.

Project Implementation: Upon completion of the planning process, the SFMTA fully commits to taking the preferred project and potential alternatives through environmental review, and into final design and construction. To support its Vision Zero goals, the city has earmarked over \$50 million in funding over the next 5 years dedicated to improve safety for people who walk, with a significant portion of funding coming from the larger San Francisco \$500 million Transportation General Obligation Bond that will fund transportation improvements for all users. Concurrent with this planning process, the SFMTA is incorporating the Taylor Street project in the city's 5-year Capital Plan and the SFTMA Capital Improvement Plan list, and will identify the best source of existing funding (local or competitive) to advance the project to next phases of implementation.

Importantly, this project will serve as a model for other city transportation agencies statewide, showing how partnerships with community members and other city agencies can develop design concepts that reach beyond mere roadway modifications, to create more equitable, empowering, and sustainable community corridors.

RESPONSIBLE PARTIES:

SFMTA will perform this work with the assistance of a consulting firm and their sub-consultants, which have yet to be chosen. City partners on this effort will include the San Francisco Planning Department and the San Francisco Department of Public Health. SFMTA will use proper procurement procedures to initiate a competitive request for proposal (RFP) process for the selection of a consulting firm with expertise in complete streets transportation planning and innovative public participation. Secondly, the contract would specify that consultants must identify and develop critical partnerships with community-based organizations (CBOs) that serve the communities recognized by SFMTA's Equity Strategy. The CBOs will act as a link between SFMTA and neighborhood residents and will provide valuable input about effective communication with the communities that they serve.

As a collaborative effort across city agencies and community organizations, the Project Team will agree to roles and responsibilities that will guide deliverable review and ensure success as the project moves forward. Therefore, responsible parties will:

- Attend bi-weekly team meetings: The Project Team will meet bi-weekly in order to check in on work products and deliverables, confer about progress and make day-to-day decisions.
- Review Project Team and contractor deliverables in a timely way: The SFMTA Project Lead will set aside time for deliverable review and provide a clear schedule for returning comments, and will summarize comments from all identified parties (some agencies may have more than one set of comments, such as SFMTA). Each agency or department will be

responsible for ensuring that comments are received by the SFMTA on schedule.

- Fulfill tasks as required by funding partners, including (but not limited to) project kick-off and quarterly invoicing.
- Report to respective directors and management regarding progress and decisions. Each Project Team member will be responsible for informing his or her department or agency managers and directors on a regular basis to ensure agency and department buy-in across the City.

Overall Project Objectives:

The objectives of this project include:

- Improve transportation safety for all users on Taylor Street, in support of Vision Zero:
 - Use a data-driven approach to improve safety and attractiveness of walking and bicycling, including access to local and regional transit.
 - Reduce vehicle speeding and reduce collisions involving vehicles along the corridor
 - Improve health outcomes for the Tenderloin community and reduce inequities between rate of collisions in the Tenderloin and other San Francisco communities
- Encourage public involvement from vulnerable or under-represented groups:
 - Low-income and minority populations, non-English speaking populations, seniors, youth
 - People with disabilities, and transit-dependent persons
- Create opportunities for development of safe, attractive public space for people living in dense residential formats, including SROs
- Leverage the redesign of the public right-of-way to create a sustainable new vision for Taylor Street that achieves broader social, economic and cultural goals:
 - Engage and support the on-going work of local community-based organizations (CBOs) to right inequities
 - Utilize the expertise of city agency partners, include Department of Public Health and Planning Department, to integrate public health and public space best practices
 - Set up CBOs and city agency partners for future success

LIST OF TASKS

1. Project Initiation

Task 1, Project Initiation, will kick-off the project, develop a full project charter, complete a consultant contract, identify and oversee project team roles and responsibilities, and provide a public participation plan. The outcomes of this task will ensure that the project has a solid foundation and understanding of the scope of work, and the available resources to perform the work. SFMTA plans to complete Task 1 using local funding.

Task 1.1: Project Kick-Off Meetings

SFMTA will hold a kick-off meeting with Caltrans to discuss grant procedures and project expectations including invoicing, quarterly reporting, and all other relevant project information. Meeting summary will be documented.

The SFMTA will begin all project related efforts in coordination with partners, including potential city team members from the Department of Public Health (SFDPH), the lead Community Based Organization, and the Planning Department. The meeting will review a draft Project Charter including: project deliverables, roles and responsibilities of each team member, and a draft project schedule for comment. These topics will be finalized in Task 1.2: Project Charter. This will be an opportunity to introduce all project team members, discuss and confirm shared project commitment, and align expectations and schedules for a considerable effort. Caltrans staff will be an optional attendee and the meeting summary will be documented.

- **Responsible Party:** SFMTA

Task 1.2 Project Charter

A draft project charter will be developed prior to Task 1.1, Project Kick-Off. Partner agency roles and responsibilities will be a discussion of the time and effort that each team will contribute, which agency is the lead on tasks, methods for reviewing and agreeing to deliverables, and expectations of the team members and their directors. After discussion and review at Project Kick-Off meetings, the SFMTA will work to finalize the project charter including the Project Scope of Work, the Responsibility Assignment Matrix (RACI) for all project team members and deliverables (responsible, accountable, consult, inform), the roles and responsibilities and a finalized schedule. Caltrans staff will additionally be invited to provide feedback about the Project Charter.

- **Responsible Party:** SFMTA

Task 1.3 Public Participation Plan

This task ensures that there is agreement of the level of public outreach and the techniques to receive that input. This will align expectations among agencies and stakeholders at the beginning of the project. It is anticipated that the plan will rely on existing stakeholder groups and online methods for outreach. The public participation plan will:

- Finalize scope and timeline
- Identify key stakeholders and project champions
- Identify level of public participation (Inform, Consult, Involve, Collaborate, Empower) for all stakeholders and potential participants
- Identity public participation objectives
- Identity appropriate public participation techniques

This effort will result in a document outlining the level of public participation for each task and the public participation technique best suited to receive the right level of public input on that task. Up to two rounds of review will be included for this document. This will directly inform all subsequent tasks related to public participation.

- **Responsible Party:** SFMTA, SF Planning

Task 1.4 Consultant Contract

The project team will finalize a contractor scope of work. SFMTA intends to directly contract with a consultant for outreach and transportation technical assistance. The contract will be completed in

full accordance with City and County of San Francisco contracting rules in addition to any Caltrans contracting compliance. The goal of the contract will be to provide strategic support for public participation activities, data collection and technical analysis of transportation data. The work will be a subset of tasks outline in the finalized Project Charter scope of work (Task 1.2).

- **Responsible Party:** SFMTA

Task	Deliverable
<i>1.1</i>	<i>Kick-off meeting & meeting notes</i>
<i>1.2</i>	<i>Project Charter</i>
<i>1.3</i>	<i>Public Participation Plan</i>
<i>1.4</i>	<i>Consultant contract</i>

2. Needs & Opportunities Assessment

Task 2 will define the framework for long-term roadway user safety investments on Taylor St., including data collection, qualitative evaluation of past interventions and planning efforts, key stakeholder interviews and synthesized data analysis to inform work performed in Tasks 3 and 4. The outcomes of this effort will provide the background for decision-making in Tasks 3 and 4.

Task 2.1 Data Collection

This task will both review data collection needs for the project and complete data collection, either from gathering data from existing sources or collecting new data if needed. SFMTA will rely on data already in the TransBASE database, built and maintained by SF Department of Public Health. This includes all documented collisions on Taylor St., and will expand to collect more refined data that informs both public engagement and potential design options. SF Department of Public Health will play a lead role in gathering innovative data to inform the project, and will integrate all data into TransBASE for collection and subsequent analysis. Potential quantitative data collection needs include, but may not be limited to:

- Traffic collisions
- 24 hour traffic volumes and turn movement counts at intersections (along and surrounding Taylor St. corridor for modeling purposes)
- Speed limits and actual speeds
- Pedestrian volumes
- Estimated potential volumes (based on access/need to walk, transit ridership, density of people, pedestrian generators, vulnerable populations, income, street slope)
- Street lighting (locations of fixtures, illumination levels)
- Street trees
- Curb conditions (driveways, color curb, meters)
- Special aesthetic features
- Drainage features
- Approximate location of sub-sidewalk basements, hydrants, valves, manholes, and other major utilities that may limit or impact construction of new infrastructure in the public right of way
- Existing and planned land use, including planned changes and future development projects
- Public life study of how people currently use the public right of way, especially the pedestrian realm

- Health indicators in neighborhoods as they relate to pedestrian activity

This data set will help the project team to understand the existing patterns of use, movement, and any apparent collision trends on the street; collect existing conditions of the built environment; organize information that may point to specific solutions; and provide data that helps to make the case for project need and establishes the base map for further outreach and inquiry (Task 3) and conceptual design tasks (Task 4).

- **Responsible Party:** SFMTA, SF Department of Public Health, SF Planning, and Consultant

Task 2.2 Qualitative Review

This task will organize past documented efforts in the Tenderloin, especially transportation related efforts, including but not limited to the following plans and documents:

- SFCTA 2007 Tenderloin Little Saigon Neighborhood Transportation Plan
- Office of Economic and Workforce Development 2011 Central Market Economic Strategy
- SF Planning 2014 Central Market/ Tenderloin Strategy

The intent of this document is to summarize the recommendations from each as they relate to the potential to implementation directly on Taylor St. and any considerations from these recommendations.

- **Responsible Party:** SFMTA and Consultant

Task 2.3 Key Stakeholder Interviews

To best understand the needs of the community, targeted stakeholders will be contacted and interviewed to understand the past process and efforts for the street, concerns that are well known and issues that may emerge. These interviews will lay the groundwork for a positive public participation plan, begin to develop a shared understanding of the transportation needs as part of a larger social need of the community, develop a common understanding of concerns, and reduce redundant, duplicative or potentially insensitive efforts.

Interviewees will be broad ranging to encompass the full breadth of communities along Taylor St., especially those that deliver religious, social or other community services that are impacted by transportation outcomes. Some interviewees or their appointees may choose to additionally provide further input to the process through proposed Task 3.2, Community Working Group.

- **Responsible Party:** SFMTA and Consultant

Task 2.4 Data Analysis

Based on deliverables completed in Task 2.1, 2.2 and 2.3, the project team will review a comprehensive set of data, ask for data refinement where necessary, and develop a final opportunities assessment document that reflects the quantitative and qualitative data collected. Planners and engineers may ask for additional data collection based on the draft findings, and will distribute information to all participants in Task 2 for verification and confirmation of statements and facts. This task will build the foundation of the inclusive community engagement process and data-driven design process to follow in Tasks 3 and 4, respectively.

Final outcomes for this task include memos with relevant graphics, charts and information shared that represent the breadth of data collection and guidance as the project moves to conceptual design and more robust public participation.

- **Responsible Party:** SFMTA, SF Planning, SF Department of Public Health and Consultant

Task	Deliverable
2.1	<i>Consolidated data collected for use in project development</i>
2.2	<i>Memo summarizing findings from qualitative review</i>
2.3	<i>Up to ten (10) completed interviews with notes</i>
2.4	<i>Data analysis memo(s)</i>

3. Public Participation

As planned in Task 1.3, a robust public participation will be designed that effectively incorporates community feedback at multiple stages of the planning and conceptual design process. Past work has demonstrated that traditional community meetings alone have not been effective in engaging the Tenderloin neighborhood. The project will instead use a multipronged approach that leverages existing organizations and community groups to gather input and expand the influence of a broad and representative collection of community members. This project emphasizes public participation as a means to build a project that meets the needs of the community and builds project support for a design alternative that may be legislated.

Task 3.1 On-site Stakeholder Briefings

The project team will leverage existing community gatherings during convenient times for stakeholders to bring the project to the neighborhood. Briefings will focus on gathering feedback in support of a needs assessment or conceptual designs, explaining the planning process, and directing neighbors on how to continue engagement. Examples of types of on-site locations may include schools, senior centers, churches, community support centers or parks and playgrounds.

For each briefing, information will be shared from Task 2.4, Data Analysis, and emerging information from Task 4, Project Design. For each briefing, the project team will bring relevant language translation services and targeted information based on the community's specific needs that the project may address. After each briefing, the project team will continue to follow up with project updates and repeat visits if requested.

- **Responsible Party:** SFMTA, SF Planning, SF Department of Health and Consultant

Task 3.2 Community Working Group

After stakeholder interviews are conducted as part of Task 2.1 Data Collection and based on recommendations of interviews conducted in Task 2.3, working with community-based and advocate partners, a Community Working Group will be formed to help provide ongoing advice and recommendations between larger community encounters. The community working group will evaluate, refine and support the Project Objectives described in the Caltrans grant application. The refined Project Objectives will be an important tool to ensure outreach and design efforts are remain focused on achieving the right outcomes for the neighborhood and city at large. The group will also provide real-time feedback on outreach and engagement efforts so that SFMTA and its contractors can fine tune the team's approach as necessary. This group will develop a schedule

based on key milestones, and work directly with the SFMTA and the Board of Supervisor's Office to ensure that feedback is incorporated wherever possible.

- **Responsible Party:** SFMTA, SF Planning and Consultant

Task 3.3 Community Open Houses/Design Workshops

Up to three community events will be held so that the community can directly weigh-in at formative stages of the conceptual design process. At the events, programming will directly engage attendees in review of analysis and design recommendations by:

- Comparing high-level conceptual alternatives to get a sense of community preference before more specific alternatives are developed for Taylor Street
- Creating interactive "design games" to help demonstrate the constraints and trade-offs of the existing right-of-way for various uses such as traffic calming features, landscaping, wider sidewalks, and bicycle facilities
- Collecting feedback from participants to demonstrate that the project team will incorporate community preference into concepts

These events will be developed in coordination with the Community Working Group to get high number of participants and useful feedback.

- **Responsible Party:** SFMTA, SF Planning and Consultant

Task 3.4 Tactical Urbanism

To help bring along community members outside of organized stakeholder groups or without intensive background in public realm and transportation safety projects, the project will include "tactical urbanism," low-cost, temporary demonstrations to help illustrate potential improvements in the public right-of-way. This approach will promote a better understanding of planned improvements and will bring more participants into the engagement process. Examples of such techniques could include:

- Temporary street decorations
- Temporary, playful informational features to promote the project
- Temporary closures to help activate community imagination for potential new public space

These tools will specifically target the many low-income populations that live on or near Taylor Street. Community members will have the opportunity to fully develop and implement these design concepts in order to shape project proposals, from project selection and site feasibility to implementation. Up to four (4) interventions are scoped; however, the project team and community members may determine than only one (1) or two (2) more substantial interventions make the best use of available funding.

- **Responsible Party:** SFMTA, SF Planning and Consultant

Task 3.5 Walking Tours

Walking tours will be conducted to help directly connect stakeholders, project staff and the existing built environment. Through these tours, participants will be able to have a conversation about potential needs and design considerations while directly engaging with the project elements (ie, pedestrian crossings, sidewalks, parking management). Up to 5 walking tours will be hosted during the life of the project, though more may be available if requested. The walking tours will be publicized through the Community Working Group. Comments and discussion will be typed and distributed after the walking tour to all participants.

- **Responsible Party:** SFMTA, SF Planning and Consultant

Task 3.6 PhotoVoice Encounters

PhotoVoice is a process in which people – usually those with limited power due to poverty, language barriers, race, class, ethnicity, gender, culture, or other circumstances – use video and/or photo images to capture aspects of their environment and experiences and share them with others. The pictures can then be used, usually with captions composed by the photographers, to bring the realities of the photographers’ lives home to the public and policy makers and to spur change.

Staff will work with the Community Working Group to identify PhotoVoice participants, empower participants to understand the effort, use the effort in coordination with conceptual design efforts and other public participation efforts. A final showing of the PhotoVoice efforts with the conceptual designs will show how information provided by PhotoVoice participants have been incorporated or valued in the design process.

- **Responsible Party:** SF Department of Public Health and Consultant

Task 3.7 Digital and Print Media and Interactive Web Mapping

A robust passive presence will be created on the internet, social media, and in person to support the participation process described above and to inform the public-at-large of the engagement process. In addition, content related to existing conditions and conceptual solutions will also be made available. This could include:

- Posters advertising engagement opportunities
- Twitter and Facebook updates
- Cross-promotion through community partner networks
- A living page on SFMTA’s website
- Web-based interactive mapping

The SF Department of Public Health will be developing a user-friendly version of their award-winning TransBASE tool to give online users a shared perspective of the data, transportation and health needs of the corridor. The goal of this effort will be to keep the community informed and engaged through the life of the process even if they choose not to participate in person.

- **Responsible Party:** Consultant

Task	Deliverable
3.1	<i>Up to ten (10) project briefings with strategic stakeholders at on-site locations</i>
3.2	<i>Up to eight (8) Community Working Group project meetings and Project Objectives memo</i>
3.3	<i>Up to three (3) community open house/design workshops</i>
3.4	<i>Up to four (4) locations of tactical urbanism demonstrations</i>
3.5	<i>Up to three (3) community walking tours</i>
3.6	<i>PhotoVoice community showing</i>
3.7	<i>Digital and print media, including posters, social media, webpage and interactive web maps</i>

4. Project Design

The work of Task 4 will iteratively develop as feedback is received through ongoing public participation efforts in Task 3. The alignment between Tasks 3 and 4 will be confirmed and memorialized in the Project Charter. Conceptual ideas for Taylor Street will range from low-cost, near term interventions, to long-term full scale streetscape improvements. Solutions may include sidewalk widening, lane reduction, conversion to two-way traffic flow, landscaping and lighting, public realm improvements, bicycle facilities or other pedestrian safety improvements.

Task 4.1 Design Concepts

Through events planned in Task 3, this task will help facilitate team member and community input on potential design concepts that support the Project Objectives. Based on the Needs and Opportunities Analysis completed in Task 2, the team will curate case studies and examples from San Francisco and other relevant streetscape projects that could be applicable to Taylor Street. This effort will also share recommended treatments developed through the data-driven pedestrian safety program, informed by the WalkFirst process, and from the San Francisco Better Streets Plan. Input from the community will help the team identify the best strategies to bring forward in Task 4.2.

- **Responsible Party:** SFMTA, SF Planning and Consultant

Task 4.2 Taylor Street Design Options

The team will develop an initial suite of context-sensitive designs options for improvement to Taylor St. These will be presented as graphic representations of new street configurations, in cross-section and/or plan views. Design options should be accompanied by generalized metrics to facilitate comparison between one another. These materials will give team members and community members the opportunity to see and evaluate how various options for reconfiguration of the roadway and public space could help achieve Project Objectives on Taylor St.

- **Responsible Party:** SFMTA, SF Planning and Consultant

Task 4.3 Schematic Design

Options emerging from Task 4.2 will be refined and narrowed in this task, with an additional evaluation of technical feasibility. Qualitative and quantitative assessment of impacts to sustainable modes and traffic, as well as to street life and public realm, will be evaluated and shared. Refined alternatives that emerge will demonstrate a basic level of design, construction and economic feasibility such that they may be realistically considered for public legislation after environmental review. These alternatives will be shared through graphics including cross section, plan, and/or 3D views as well as other charts and diagrams as necessary to facilitate direct feedback from a variety of stakeholders and members of the public through the public participation process.

- **Responsible Party:** SFMTA, SF Planning and Consultant

Task 4.4 Monitoring and Evaluation Plan

SF Department of Public Health will play a lead role in developing a monitoring and evaluation plan in coordination with SFMTA, SF Planning and consultants to assess the extent to which corridor redesign solutions achieve the stated Project Objectives. The plan will include a logic model mapping how project features are estimated to impact on corridor and community level

factors related to safety, health, equity and other related outcomes, and a plan and budget for data collection, analysis and reporting of pre- and post-data.

- **Responsible Party:** SF Department of Public Health

Task 4.5 Recommendations Report

Based on public participation and conceptual designs, the SFMTA will prepare a report outlining the different design concepts evaluated and the recommended preferred alternative. The draft report will include high-quality graphics illustrating the design concepts for the corridors, including cross-section, plan and/or 3D views from Task 4.3, and an implementation and funding plan. The recommended alternative and other alternatives will all be at the level of refinement to be considered for environmental assessment of the project under both State and Federal environmental guidelines. Environmental assessment is not part of the scope of this work.

- **Responsible Party:** SFMTA and Consultant

Task 4.6 SFMTA Board Presentation

The draft Recommendations Report from Task 4.5 will be reviewed internally, which may include an informational presentation to the SFMTA Board of Directors. Any remaining critical issues will be resolved. Financial contributions of the development of these plans will be identified in the report along with the project's sponsors and the project team will finalize the report and forward it to Caltrans for review.

- **Responsible Party:** SFMTA

Task	Deliverable
4.1	<i>Collateral media showcasing design concepts</i>
4.2	<i>Conceptual design alternatives for Taylor St.</i>
4.3	<i>Schematic design alternatives for Taylor St.</i>
4.4	<i>Monitoring and evaluation plan</i>
4.5	<i>Recommendations report with preferred and other alternatives</i>
4.6	<i>SFMTA Board Meeting Notes</i>

5. Administration

Administration ensures that the project is moving on schedule, on budget and in compliance with all Caltrans invoicing and reporting requests. This is performed in concert with agreement to team roles and responsibilities. Administration costs will be covered through local funding and through SFMTA's approved indirect cost rate, which is included within the project budget through other tasks.

Task 5.1 Project Controls

This task manages contractors and team members to ensure that all tasks remain within scope, and on schedule and budget. This task includes:

- Deliverable management, ensuring that all reviewers are turning around deliverables, consolidating comments and managing team disagreements in deliverables
- Team task tracking and action item reminders
- Administrative record keeping

- **Responsible Party:** SFMTA

Task 5.2 Team Meetings

This task is for scheduling, agenda management, facilitating and note-taking for bi-weekly team meetings. In order to keep the project on schedule and budget, the full project team, including consultants, will attend a bi-weekly meeting. This meeting will address challenges, barriers, allow for coordination and provide full project updates to all team members. The team meeting will have meeting notes and action items completed within 72 hours of each meeting by the SFMTA project manager or delegate.

- **Responsible Party:** SFMTA

Task 5.3: Invoicing

- Submit complete invoice packages to Caltrans District staff based on milestone completion – at least quarterly, but no more frequently than monthly.
- **Responsible Party:** SFMTA

Task 5.4: Quarterly Reports

- Submit quarterly reports to Caltrans District staff providing a summary of project progress and grant/local match expenditures.
- **Responsible Party:** SFMTA

Task	Deliverable
5.1	<i>Administrative record of project</i>
5.2	<i>Meeting notes and action items for bi-weekly team meetings</i>
5.3	<i>Invoice Packages</i>
5.4	<i>Quarterly Reports</i>

	PROP K PROGRAM-WIDE CRITERIA		CATEGORY SPECIFIC CRITERIA				Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Provides Benefits to Multiple Users	High Injury Corridor	
Total Possible Score	4	3	3	3	3	2	20
Local/Neighborhood Track							
Local Track Application-Based Traffic Calming Program							
Proactive Residential Traffic Calming Improvements							
Traffic Calming Implementation (Prior Areawide Plans)							
Neighborhood Transportation Improvement Program							
Schools Track							
Schools Track Traffic Calming Program	Locations will be scored at the time of allocation. See text and Project Information Form for more details.						
Cesar Chavez Elementary Safe Routes to School	4	3	2	2	2	1	2
Redding Elementary Safe Routes to School	4	3	2	2	2	2	2
Bessie Carmichael Safe Routes to School	4	3	3	2	2	0	2
John Yehall Chin Safe Routes to School	4	3	2	2	2	2	2
Arterials and Commercial Corridors Track							
Columbus Avenue Corridor Improvements	4	3	2	2	3	2	2
Howard Streetscape	4	2	3	2	3	2	2
8th Street Streetscape	4	3	3	2	3	0	2
Taylor Street Safety Project	4	2	2	3	2	1	2
Arterials Track Traffic Calming Program	Locations will be scored at the time of allocation. See text and Project Information Form for more details.						
Follow-the-Paving							
Follow-the-Paving (Implementation - Spot Improvements)	Locations will be scored at the time of allocation. See text and Project Information Form for more details.						
Follow-the-Paving (Traffic Calming Major Corridors)	Locations will be scored at the time of allocation. See text and Project Information Form for more details.						

Prioritization Criteria Definitions:

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

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

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

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

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

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

Safety: (One point for each): Reduces vehicle speeds; addresses documented safety issue; and reduces potential conflicts between modes.

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

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

Leveraging: Project leverages non-Prop K funds.

FY 2015/16

Project Name: Taylor Street Safety Project

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : TBD

Status: Not yet started

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

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

Task 1 Project Initiation: Mar 2016 – Dec 2016
 Task 2 Needs & Opportunities Assessment: Mar 2016 – Mar 2017
 Task 3 Public Participation: Dec 2016 – Jan 2019
 Task 4 Project Design: May 2017 – Feb 2019
 Task 5 Administration: Sep 2016 – Apr 2019

RFP Milestones
 Advertise: Jun/Jul 2016
 Award: Sept/Oct 2016
 Finalize Contract: Oct/Nov 2016

FY 2015/16

Project Name: Taylor Street Safety

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	Yes	\$600,000	\$300,000	
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$600,000	\$300,000	\$0

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$ 600,000	SFMTA staff estimate
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
Total:	\$ 600,000	

% Complete of Design: 0 as of 12/22/15
Expected Useful Life: N/A Years

Task 2: Needs and Opportunity Assessment

SFMTA

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary + MFB) x Approved Rate	Fully Burdened Salary + MFB + Overhead	Hours	FTE	Cost
Transit Planner IV	\$ 129,182	\$ 69,498	\$ 198,680	\$ 227,092	\$ 425,772	6	0.003	\$ 1,228
Assoc Engr/Transit Planner III	\$ 120,085	\$ 65,513	\$ 185,599	\$ 212,140	\$ 397,738	60	0.029	\$ 11,473
Asst. Engr/Transit Planner II	\$ 103,246	\$ 58,644	\$ 161,890	\$ 185,041	\$ 346,931	26	0.013	\$ 4,337
Jun Engr/Transit Planner I	\$ 91,357	\$ 53,378	\$ 144,735	\$ 165,432	\$ 310,166	20	0.010	\$ 2,982
Subtotal						112	0.054	\$ 20,020
Contingency								\$ 601
Subtotal for SFMTA Labor Costs								\$ 20,621

SF Planning Department

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary + MFB) x 1.028	Fully Burdened Salary + MFB + Overhead	Hours	FTE	Cost
Planner 4	\$ 108,888	\$ 46,277	\$ 155,165	\$ 159,510	\$ 314,675	2	0.001	\$ 303
Planner 3	\$ 91,702	\$ 38,973	\$ 130,675	\$ 134,334	\$ 265,010	30	0.014	\$ 3,822
Planner 2	\$ 75,452	\$ 32,067	\$ 107,519	\$ 110,530	\$ 218,049	20	0.010	\$ 2,097
Subtotal						52	0.025	\$ 6,221
Contingency								\$ 187
Subtotal for SF Planning Labor Costs								\$ 6,408

SF Department of Public Health (SFDPH)

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead N/A	Fully Burdened Salary + MFB + Overhead	Hours	FTE	Cost
IS Business Analyst	\$ 99,450	\$ 43,758	\$ 143,208	NA	\$ 143,208	160	0.077	\$ 11,016
Epidemiologist 1	\$ 82,862	\$ 36,459	\$ 119,321	NA	\$ 119,321	160	0.077	\$ 9,179
Subtotal								\$ 20,195
Contingency								\$ 606
Subtotal for SFDPH Labor Costs								\$ 20,800

Consultant Contract

Consultant Labor								\$ 63,200
Labor Subtotal								\$ 111,030
Materials								\$ 170
Total for Task 2								\$ 111,200

Task 3: Public Participation
SFMTA

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary + MFB) x Approved Rate	Fully Burdened Salary + MFB + Overhead	Hours	FTE	Cost
Transit Planner IV	\$ 129,182	\$ 69,498	\$ 198,680	\$ 227,092	\$ 425,772	20	0.010	\$ 4,094
Assoc Engr/Transit Planner III	\$ 120,085	\$ 65,513	\$ 185,599	\$ 212,140	\$ 397,738	100	0.048	\$ 19,122
Asst. Engr/Transit Planner II	\$ 103,246	\$ 58,644	\$ 161,890	\$ 185,041	\$ 346,931	40	0.019	\$ 6,672
Jun Engr/Transit Planner I	\$ 91,357	\$ 53,378	\$ 144,735	\$ 165,432	\$ 310,166	40	0.019	\$ 5,965
Subtotal								\$ 35,852
Contingency								\$ 1,076
Subtotal for SFMTA Labor Costs								\$ 36,928

SF Planning Department

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary + MFB) x 1.028	Fully Burdened Salary + MFB + Overhead	Hours	FTE	Cost
Planner 4	\$ 108,888	\$ 46,277	\$ 155,165	\$ 159,510	\$ 314,675	24	0.012	\$ 3,631
Planner 3	\$ 91,702	\$ 38,973	\$ 130,675	\$ 134,334	\$ 265,010	60	0.029	\$ 7,645
Planner 2	\$ 75,452	\$ 32,067	\$ 107,519	\$ 110,530	\$ 218,049	40	0.019	\$ 4,193
Subtotal								\$ 15,469
Contingency								\$ 464
Subtotal for SF Planning Labor Costs								\$ 15,933

SF Department of Public Health (SFDPH)

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead N/A	Fully Burdened Salary + MFB + Overhead	Hours	FTE	Cost
IS Business Analyst	\$ 99,450	\$ 43,758	\$ 143,208	NA	\$ 143,208	185	0.089	\$ 12,737
Epidemiologist 1	\$ 82,862	\$ 36,459	\$ 119,321	NA	\$ 119,321	185	0.089	\$ 10,613
Subtotal								\$ 23,350
Contingency								\$ 700
Subtotal for SFDPH Labor Costs								\$ 24,050

Consultant Contract

Consultant Labor								\$ 88,900
Labor Subtotal								\$ 165,811
Materials								\$ 24,419

Total for Task 3
\$ 190,230

Task 4: Project Design**SFMTA**

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary + MFB) x Approved Rate	Fully Burdened Salary + MFB + Overhead	Hours	FTE	Cost
Transit Planner IV	\$ 129,182	\$ 69,498	\$ 198,680	\$ 227,092	\$ 425,772	42	0.020	\$ 8,597
Assoc Engr/Transit Planner III	\$ 120,085	\$ 65,513	\$ 185,599	\$ 212,140	\$ 397,738	140	0.067	\$ 26,771
Asst. Engr/Transit Planner II	\$ 103,246	\$ 58,644	\$ 161,890	\$ 185,041	\$ 346,931	60	0.029	\$ 10,008
Jun Engr/Transit Planner I	\$ 91,357	\$ 53,378	\$ 144,735	\$ 165,432	\$ 310,166	60	0.029	\$ 8,947
Subtotal								\$ 54,323
Contingency								\$ 1,630
Subtotal for SFMTA Labor Costs								\$ 55,953

SF Planning Department

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary + MFB) x 1.028	Fully Burdened Salary + MFB + Overhead	Hours	FTE	Cost
Planner 4	\$ 108,888	\$ 46,277	\$ 155,165	\$ 159,510	\$ 314,675	10	0.005	\$ 1,513
Planner 3	\$ 91,702	\$ 38,973	\$ 130,675	\$ 134,334	\$ 265,010	80	0.038	\$ 10,193
Planner 2	\$ 75,452	\$ 32,067	\$ 107,519	\$ 110,530	\$ 218,049	36	0.017	\$ 3,774
Subtotal								\$ 15,479
Contingency								\$ 464
Subtotal for SF Planning Labor Costs								\$ 15,944

SF Department of Public Health (SFDPH)

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead N/A	Fully Burdened Salary + MFB + Overhead	Hours	FTE	Cost
IS Business Analyst	\$ 99,450	\$ 43,758	\$ 143,208	NA	\$ 143,208	100	0.048	\$ 6,885
Epidemiologist 1	\$ 82,862	\$ 36,459	\$ 119,321	NA	\$ 119,321	100	0.048	\$ 5,737
Subtotal								\$ 12,622
Contingency								\$ 379
Subtotal for SFDPH Labor Costs								\$ 13,000

Consultant Contract

Consultant Labor								\$ 116,700
Labor Subtotal								\$ 201,597
Materials								\$ 3,903
Total for Task 4								\$ 205,500

Task 5: Administration

SFMTA

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary + MFB) x Approved Rate	Fully Burdened Salary + MFB + Overhead	Hours	FTE	Cost
Transit Planner IV	\$ 129,182	\$ 69,498	\$ 198,680	\$ 227,092	\$ 425,772	40	0.019	\$ 8,188
Assoc Engr/Transit Planner III	\$ 120,085	\$ 65,513	\$ 185,599	\$ 212,140	\$ 397,738	80	0.038	\$ 15,298
Asst. Engr/Transit Planner II	\$ 103,246	\$ 58,644	\$ 161,890	\$ 185,041	\$ 346,931	14	0.007	\$ 2,335
Jun Engr/Transit Planner I	\$ 91,357	\$ 53,378	\$ 144,735	\$ 165,432	\$ 310,166	12	0.006	\$ 1,789
Subtotal								\$ 27,610
Contingency								\$ 828
Subtotal for SFMTA Labor Costs								\$ 28,438

SF Planning Department

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary + MFB) x 1.028	Fully Burdened Salary + MFB + Overhead	Hours	FTE	Cost
Planner 4	\$ 108,888	\$ 46,277	\$ 155,165	\$ 159,510	\$ 314,675	8	0.004	\$ 1,210
Planner 3	\$ 91,702	\$ 38,973	\$ 130,675	\$ 134,334	\$ 265,010	40	0.019	\$ 5,096
Planner 2	\$ 75,452	\$ 32,067	\$ 107,519	\$ 110,530	\$ 218,049	8	0.004	\$ 839
Subtotal								\$ 7,145
Contingency								\$ 214
Subtotal for SF Planning Labor Costs								\$ 7,360

SF Department of Public Health (SFDPH)

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead N/A	Fully Burdened Salary + MFB + Overhead	Hours	FTE	Cost
IS Business Analyst	\$ 99,450	\$ 43,758	\$ 143,208	NA	\$ 143,208	60	0.029	\$ 4,131
Epidemiologist 1	\$ 82,862	\$ 36,459	\$ 119,321	NA	\$ 119,321	60	0.029	\$ 3,442
Subtotal								\$ 7,573
Contingency								\$ 227
Subtotal for SFDPH Labor Costs								\$ 7,800

Consutant Contract

Consultant Labor								\$ 13,680
Labor Subtotal								\$ 57,278

Materials								\$ 242
-----------	--	--	--	--	--	--	--	--------

Total for Task 5								\$ 57,520
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Project Total								\$ 600,000
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FY 2015/16

Project Name: Taylor Street Safety

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$300,000

5-Year Prioritization Program Amount: \$378,689 (enter if appropriate)

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

The Prop K 5-Year Prioritization Program (5YPP) amount is the sum of Prop K funds available from the Arterials Track Traffic Calming Program placeholder in Fiscal Year 2015/16 (\$297,557) in the Traffic Calming 5YPP and the Planning Grant Match (e.g. Caltrans Planning Grants) placeholder (\$81,132) in Fiscal Year 2015/16 from the Transportation/Land Use Coordination 5YPP.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$300,000		\$300,000
Caltrans Grant	\$300,000			\$300,000
				\$0
				\$0
				\$0
				\$0
Total:	\$600,000	\$0	\$0	\$600,000

Actual Prop K Leveraging - This Phase: 50.00%

Expected Prop K Leveraging per Expenditure Plan 48.00%

\$600,000

Total from Cost worksheet

E8-76

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

Yes - Prop K

Fund Source	\$ Amount	Required Local Match	
		%	\$
Caltrans	\$300,000	11.47%	\$34,410.00

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested:

\$300,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$110,000	37.00%	\$190,000
FY 2016/17	\$110,000	37.00%	\$80,000
FY 2017/18	\$40,000	13.00%	\$40,000
FY 2018/19	\$40,000	13.00%	\$0
		0.00%	\$0
Total:	\$300,000		

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution. No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount	Phase:
Prop K Allocation	\$300,000	Planning/Conceptual Engineering
Total:	\$300,000	

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 38	FY 2015/16	\$26,368	9.00%	\$273,632
Prop K EP 38	FY 2016/17	\$99,339	33.00%	\$174,293
Prop K EP 44	FY 2017/18	\$105,639	35.00%	\$68,654
Prop K EP 44	FY 2018/19	\$68,654	23.00%	\$0
			0.00%	\$0
Total:		\$300,000	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 38	FY 2015/16	Planning/Conceptual Engineering	\$26,368	9%	\$273,632
Prop K EP 38	FY 2016/17	Planning/Conceptual Engineering	\$99,339	42%	\$174,293
Prop K EP 44	FY 2017/18	Planning/Conceptual Engineering	\$105,639	77%	\$68,654
Prop K EP 44	FY 2018/19	Planning/Conceptual Engineering	\$68,654	100%	\$0
				100%	\$0
Total:			\$300,000		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution. No. Res. Date:

Project Name:

Implementing Agency:

	Action	Amount	Fiscal Year	Phase
Future Commitment to:	<input style="width: 100%; height: 20px;" type="text"/>	<input style="width: 100%; height: 20px;" type="text"/>	<input style="width: 100%; height: 20px;" type="text"/>	<input style="width: 100%; height: 20px;" type="text"/>

Trigger:

Deliverables:

1. Quarterly progress reports shall provide a percent complete by task, percent complete for the overall project scope, a listing of completed deliverables, and summary of outreach performed, in addition to the requirements described in the Standard Grant Agreement.
2. With the quarterly progress report submitted following the completion of each deliverable required under the Caltrans Planning Grant, provide copies of each deliverable.
3. With the quarterly progress report submitted following the consultant contract award, provide the contract award amount.

Special Conditions:

1. The \$80,000 in Prop K funds from the Planning Grant Match (e.g. Caltrans Planning Grant) line in the Transportation/Land Use Coordination 5YPP is on reserve pending notification from Caltrans if the project will receive a Caltrans Planning Grant in the 2016 cycle (anticipated June 2016). If SFMTA receives a Caltrans Planning Grant, Transportation Authority staff will release these funds. If the SFMTA is not successful in obtaining the grant from Caltrans, the Transportation Authority will deobligate these funds from the project.
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. Transportation Authority staff recommendation to be finalized pending receipt of further information and clarification from the SFMTA.

Supervisory District(s):

Prop K proportion of expenditures - this phase:

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

SFCTA Project Reviewer:

Project # from SGA:

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution. No. Res. Date:

Project Name:

Implementing Agency:

SUB-PROJECT DETAIL

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

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 38	FY 2015/16	Planning/Conceptual Engineering	\$26,368	12%	\$193,632
Prop K EP 38	FY 2016/17	Planning/Conceptual Engineering	\$72,672	45%	\$120,960
Prop K EP 38	FY 2017/18	Planning/Conceptual Engineering	\$78,972	81%	\$41,988
Prop K EP 38	FY 2018/19	Planning/Conceptual Engineering	\$41,988	100%	\$0
				100%	\$0
Total:			\$220,000		

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

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2016/17	Planning/Conceptual Engineering	\$26,667	33%	\$53,333
Prop K EP 44	FY 2017/18	Planning/Conceptual Engineering	\$26,667	67%	\$26,666
Prop K EP 44	FY 2018/19	Planning/Conceptual Engineering	\$26,666	100%	\$0
				100%	\$0
Total:			\$80,000		

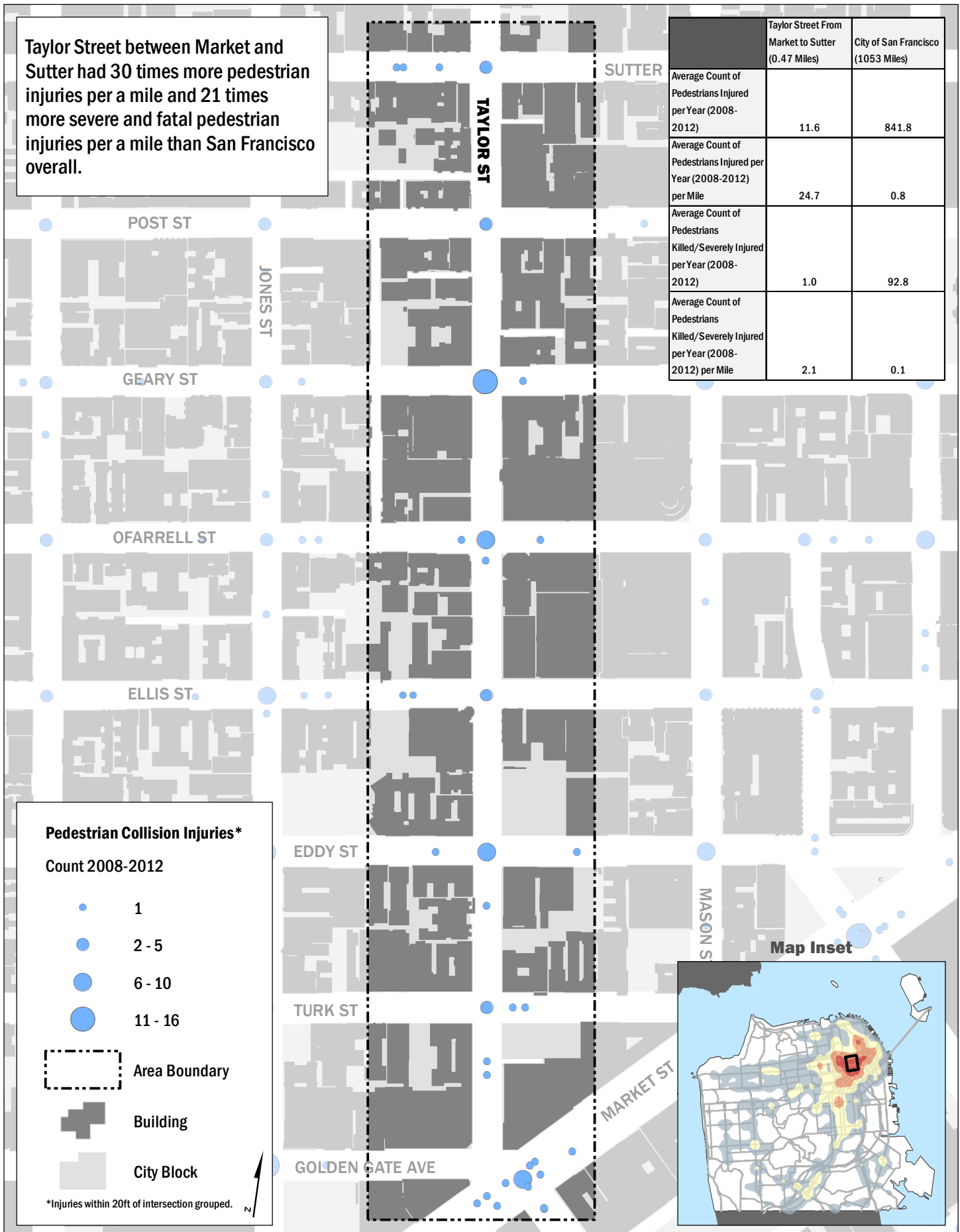
MAPS AND DRAWINGS

Please see Map Attachment.

Pedestrian Collision Injuries

Taylor Street between Market and Sutter had 30 times more pedestrian injuries per a mile and 21 times more severe and fatal pedestrian injuries per a mile than San Francisco overall.

	Taylor Street From Market to Sutter (0.47 Miles)	City of San Francisco (1053 Miles)
Average Count of Pedestrians Injured per Year (2008-2012)	11.6	841.8
Average Count of Pedestrians Injured per Year (2008-2012) per Mile	24.7	0.8
Average Count of Pedestrians Killed/Severely Injured per Year (2008-2012)	1.0	92.8
Average Count of Pedestrians Killed/Severely Injured per Year (2008-2012) per Mile	2.1	0.1

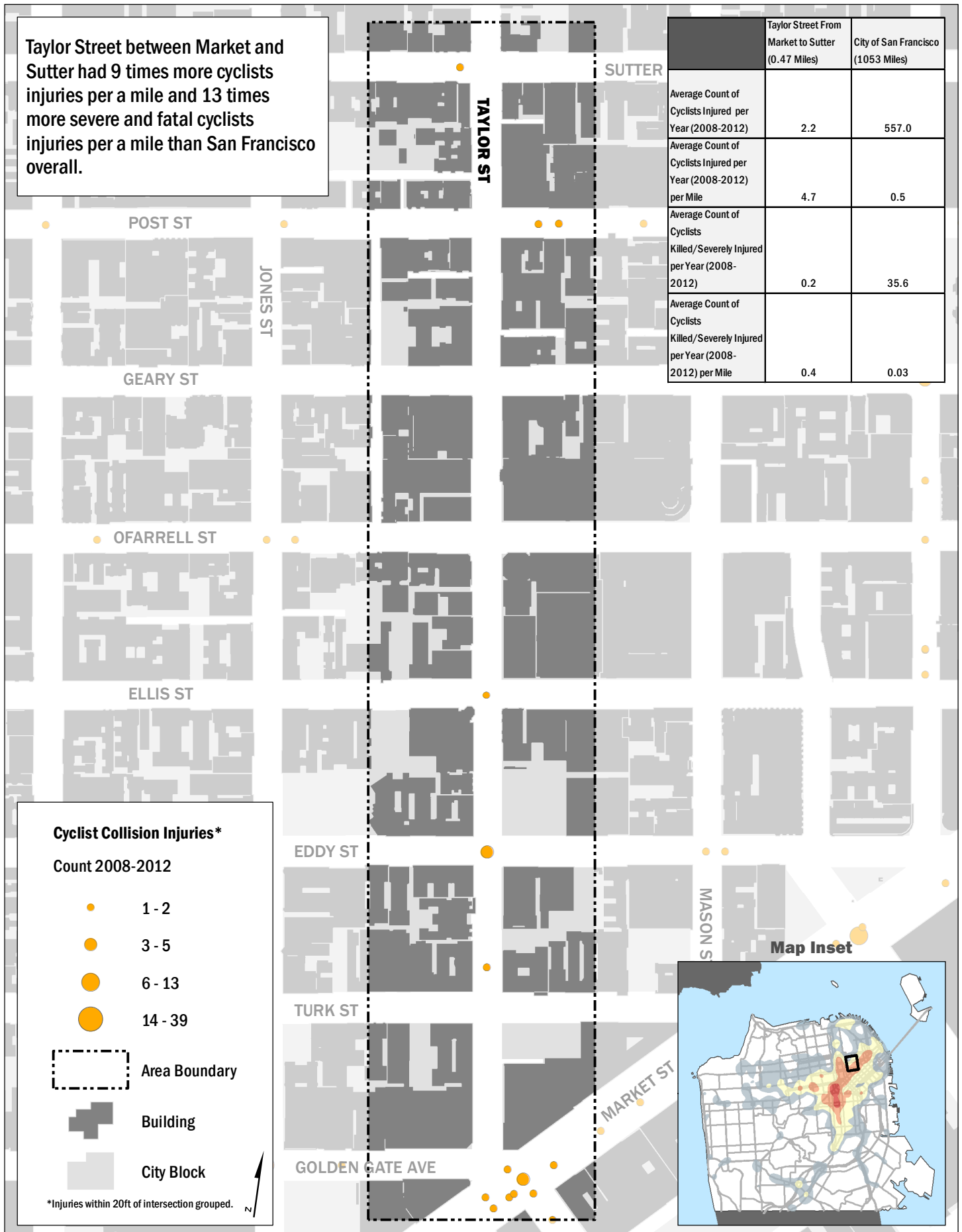


Cyclist Collision Injuries

Taylor from Market to Sutter
San Francisco, CA

Taylor Street between Market and Sutter had 9 times more cyclists injuries per a mile and 13 times more severe and fatal cyclists injuries per a mile than San Francisco overall.

	Taylor Street From Market to Sutter (0.47 Miles)	City of San Francisco (1053 Miles)
Average Count of Cyclists Injured per Year (2008-2012)	2.2	557.0
Average Count of Cyclists Injured per Year (2008-2012) per Mile	4.7	0.5
Average Count of Cyclists Killed/Severely Injured per Year (2008-2012)	0.2	35.6
Average Count of Cyclists Killed/Severely Injured per Year (2008-2012) per Mile	0.4	0.03



Cyclist Collision Injuries*

Count 2008-2012

- 1 - 2
- 3 - 5
- 6 - 13
- 14 - 39

Area Boundary

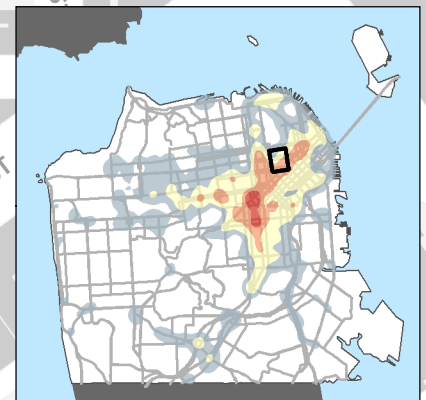
Building

City Block

*Injuries within 20ft of intersection grouped.



Map Inset

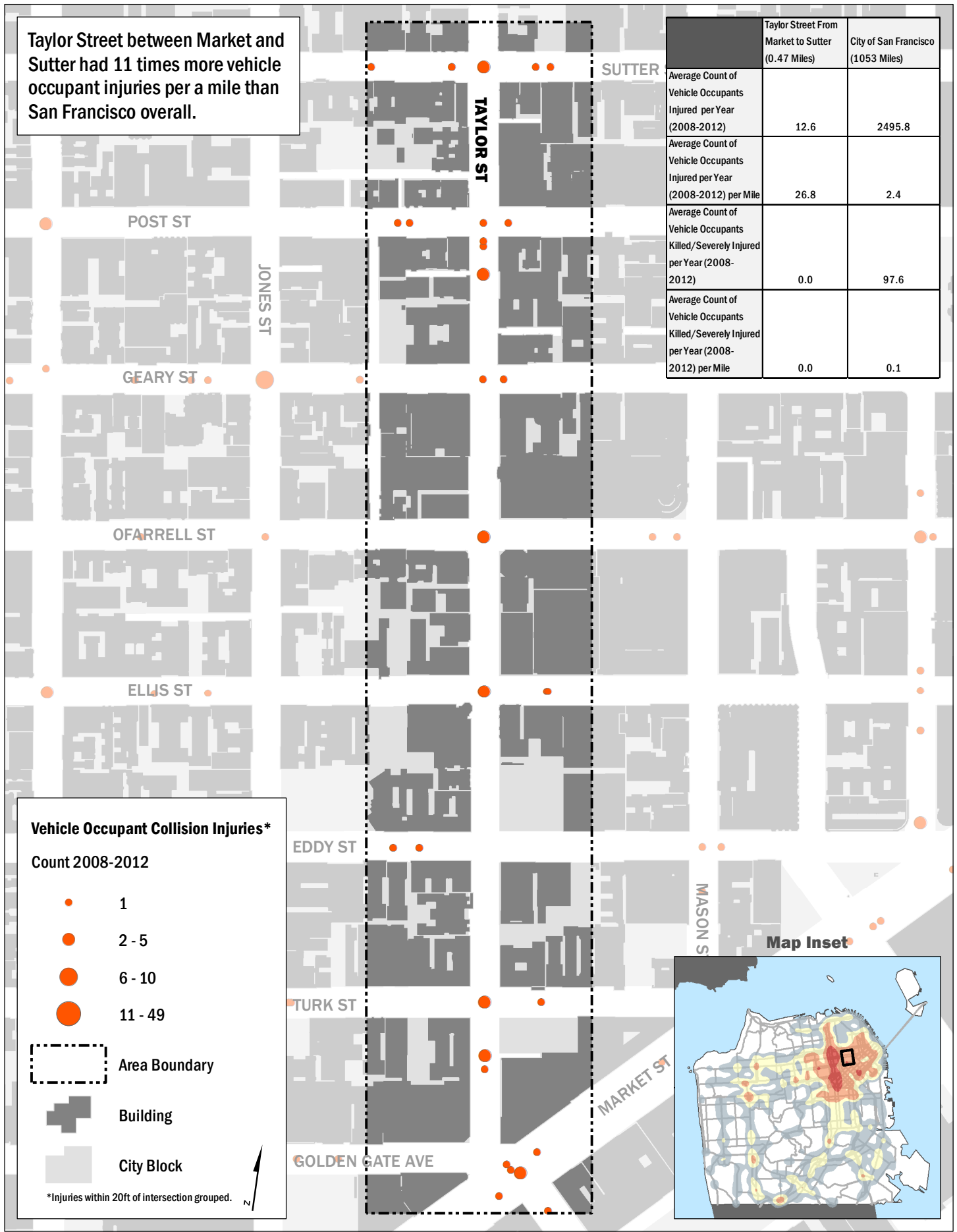


Vehicle Collision Injuries

Taylor from Market to Sutter
San Francisco, CA

Taylor Street between Market and Sutter had 11 times more vehicle occupant injuries per a mile than San Francisco overall.

	Taylor Street From Market to Sutter (0.47 Miles)	City of San Francisco (1053 Miles)
Average Count of Vehicle Occupants Injured per Year (2008-2012)	12.6	2495.8
Average Count of Vehicle Occupants Injured per Year (2008-2012) per Mile	26.8	2.4
Average Count of Vehicle Occupants Killed/Severely Injured per Year (2008-2012)	0.0	97.6
Average Count of Vehicle Occupants Killed/Severely Injured per Year (2008-2012) per Mile	0.0	0.1

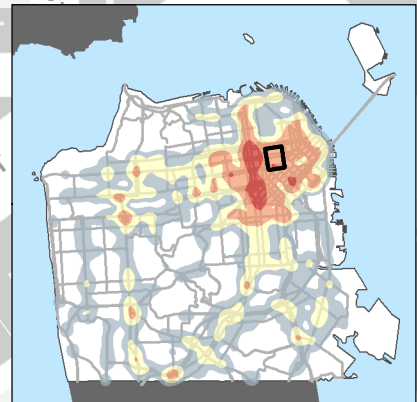


Vehicle Occupant Collision Injuries*
Count 2008-2012

- 1
- 2 - 5
- 6 - 10
- 11 - 49

Area Boundary
 Building
 City Block

*Injuries within 20ft of intersection grouped.



FY of Allocation Action:

2015/16

Current Prop K Request:

\$ 300,000

Current Prop AA Request:

\$ -

Project Name:

Taylor Street Safety

Implementing Agency:

San Francisco Municipal Transportation Agency

Project Manager

Name (typed): Jonah Chiarenza

Title: Senior Planner

Phone: 415.701.5662

Fax: _____

Email: Jonah.Chiarenza@sfmta.com

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

Signature: _____

Date: _____

Grants Section Contact

Joel C. Goldberg

Manager,
Capital Procurement & Mgmt

415.701.4499

Joel.Goldberg@sfmta.com

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

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

FY of Allocation Action: 2015/16

Project Name: Bicycle Safety Education and Outreach

Implementing Agency: San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program: b. Bicycle Circulation/Safety

Prop K EP Line Number (Primary): 39 Current Prop K Request: \$ 170,000

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$ -

Supervisorial District(s): Citywide

SCOPE

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

If a project is not already name Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

A full scope of work begins on the next page.

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

Background

The San Francisco Municipal Transportation Agency (SFMTA) is currently working on three strategic planning processes related to bicycle safety education and outreach:

- Development of a **Transportation Demand Management (TDM) Strategy** and work plan, which will address how best to support an increase in the number of people choosing to bicycle in San Francisco.
- Development of a **Vision Zero Education Strategy and Work Plan**, which will identify how to prioritize efforts in increasing safety for people who bicycle in San Francisco.
- Development of an **In-class School Curriculum Strategy**, which will identify a long term plan for teaching elementary, middle and high school students how to bicycle and how to be safe doing so during PE classes.

Each of these efforts should be completed in early 2016. As a part of this TDM planning work, SFMTA convened a working group of city TDM staff from SFMTA and the San Francisco Department of the Environment (SFE), as well as staff from the San Francisco Bicycle Coalition (SFBC) to look at how SFMTA can more effectively encourage more people to bicycle and as well as encourage people to bicycle safely. Based on these discussions, a number of goals were developed to ensure the SFMTA's education and outreach programs and support continue to support the City's transportation goals. These program goals include:

- Wider program reach, increasing the number of people who are impacted by the programs;
- Identify new program ideas for reaching audiences who may be ready to bicycle, but not ready to commit to taking classes;
- Develop a program that reaches people in different ways, to ensure that people are coming in contact in multiple arenas with the ideas of bicycling and bicycle safety.

Scope

In order to achieve the goals outlined above, the SFMTA requests \$170,000 to support a 20-month Bicycle Safety Education and Outreach program contract. The contract will be implemented through a request for proposal (RFP) process that will encourage respondents to identify activities, classes and events that the contractor would design and conduct in order to meet specific participation, communication and educational goals. The SFMTA envisions a three tier outreach program, as shown in the table and described in the text below:

		Audience (over 20 months)
Tier 1	High Visibility Event	50,000-100,000
Tier 2	Broad Outreach Events	~15,000
Tier 3	Classes	~1,700

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

Tier 1 – Citywide, mass market event outreach

Tier 1 would involve utilizing Prop K Bike to Work Day funding to provide mass-market outreach to 50,000 - 100,000 people. While it is likely this money would be used to sponsor Bike to Work day, the RFP would allow respondents to propose outreach at other events in the city that may provide an increase in exposure to bicycling in San Francisco.

Tier 2 – Broad outreach activities

Tier 2 would require the SFMTA’s contractor to develop and implement activities that introduced bicycling and bicycling safety concepts to people who are not currently receiving safety and encouragement messaging through TDM outreach. This could be a monthly event that is organized for ~750 people or quarterly outreach to 2250 people. Tier 2 would require in-person, community oriented programming, not on-line messaging or marketing, in order to connect with people where they spend their time.

Tier 3 – Bicycle safety education activities

Tier 3 outreach involves multiple activities that will provide bicycle education opportunities for children on up to adults of varying abilities, including:

- Teaching kids and adults how to ride a bike
- Providing bicycling basics for helping people start to commute, shop, and do things by bike
- Rules of the road trainings
- On-street bicycle instruction

	Tier 3 breakdown	Number of Classes	Target Attendance	Total Participants
Adult	Safe Bicycling for Every Day Use	20	30	600
	Safe and Effective Bicycle Skills Training	12	20	240
	Adult New Rider Training	8	20	160
	On-road Skills Training	6	15	90
Youth	Freedom from Training Wheels (FFTW)	11	50	550
		57	135	1680

These tiers would allow the program to greatly expand its reach and the number of people, ultimately helping reach upwards of 100,000 people while reducing the number of traditional bicycle education classes by 25%, but increasing the number of participants by nearly 60%. The project will ensure, in the event that a future activity would be cost-based, that participation in events would not be limited to people who can pay. The SFMTA is also committed to ensuring that program outreach and activities occur in each of the four quadrants of the city. The program budget includes funding to provide multi-lingual materials and translations. SFMTA’s RFP will require that Spanish and Chinese, at a minimum, are included in non-English outreach.

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

Evaluation

Direct program outreach will run for 20 months. The contractor will collect data for SFMTA to use for analysis and evaluation. After the first 12 months of the program, SFMTA staff will evaluate program results to-date in order to identify adjustments that would be made to the program design of a subsequent bicycle safety, education, and outreach program. This interim evaluation task allows the SFMTA to initiate and issue an RFP process and sign new contracts without creating a gap in the provision of program offerings after the current 20-month program ends. The program evaluation will consider demographic information to ensure that outreach and classes are reaching the many, varied communities across the city. It will also focus on program outcomes, increases in bicycling in San Francisco among program participants, and increase in safety knowledge by people who have participated in trainings and classes. The SFMTA will also perform an overall project evaluation after the 20-month outreach program is completed.

SFMTA labor costs include project management, management of the RFP, contractor oversight, and evaluation.

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

FY 2015/16

Project Name: Bicycle Safety Education and Outreach

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : TBD

Status: Not yet started

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

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

Task	Start	End
RFP	March 2016	April 2016
Advertise	March 2016	March 2016
Award	March 2016	March 2016
Finalize Contract	March 2016	April 2016
Conduct Outreach and Education Programs	April 2016	December 2017
Year One evaluation	April 2017	May 2017
Final Evaluation	December 2017	January 2018

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

FY 2015/16

Project Name: Bicycle Safety Education and Outreach

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

Cost for Current Request/Phase		
	Yes/No	
		Total Cost Prop K - Current Request Prop AA - Current Request
Planning/Conceptual Engineering	<input type="text"/>	
Environmental Studies (PA&ED)	<input type="text"/>	
Design Engineering (PS&E)	<input type="text"/>	
R/W Activities/Acquisition	<input type="text"/>	
Construction	Yes	\$ 170,000 \$ 170,000
Procurement (e.g. rolling stock)	<input type="text"/>	
		\$170,000 \$170,000 \$0

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	<input type="text"/>	
Environmental Studies (PA&ED)	<input type="text"/>	
Design Engineering (PS&E)	<input type="text"/>	
R/W Activities/Acquisition	<input type="text"/>	
Construction	\$ 170,000	SFMTA staff based on experience.
Procurement (e.g. rolling stock)	<input type="text"/>	
Total:	\$ 170,000	

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

Expected Useful Life: N/A Years

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

MAJOR LINE ITEM BUDGET

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

Project Cost Summary	Cost/Budget
SFMTA Contract Management	\$ 17,689
SFMTA Program Evaluation	\$ 4,422
City Attorney Fees 2 Hours @ \$250/hr.	\$ 500
Contract	\$ 149,000
*Total Project Cost	\$171,611

* Round to \$170,000

MFB = Mandatory Fringe Benefits; FTE = Full Time Equivalent

SFMTA Labor									
Position	Salary Per FTE	MFB for FTE	Salary + MFB	Approved Overhead Rate	Overhead = (Salary+MFB) x Approved Overhead Rate	(Fully Burdened) Salary + MFB + Overhead	FTE Ratio	Hours	Cost
Transit Planner III (5290) - mgmt	\$ 111,366	\$ 60,322	\$ 171,688	1.143	\$ 196,240	\$ 367,928	0.048	100	\$ 17,689
Transit Planner III (5290) - Eval	\$ 111,366	\$ 60,322	\$ 171,688	1.143	\$ 196,240	\$ 367,928	0.012	25	\$ 4,422
Total							0.060	125	22,111

Consultant Contract			
Item	Cost per session	Number of Sessions	Total Cost
Tier I - Major event	\$ 40,000	1	\$ 40,000
Tier II - Ongoing outreach/education	\$ 7,150	7	\$ 50,050
Tier III:		57	\$ 59,087
Intro to biking - 1 hr class	\$ 390	20	\$ 7,800
Street Skills	\$ 500	12	\$ 6,000
learn to ride	\$ 2,285	8	\$ 18,280
on-Road	\$ 3,230	6	\$ 19,380
Freedom from Training Wheels	\$ 205	11	\$ 2,255
Materials, space rental, other misc expenses			\$ 5,372
			\$ 149,137
TOTAL		ROUND TO	\$ 149,000

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

FY 2015/16

Project Name: Bicycle Safety Education and Outreach

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$170,000

5-Year Prioritization Program Amount: \$233,415 (enter if appropriate)

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

The Prop K 5-Year Prioritization Program (5YPP) amount is the entire amount of Prop K funds available for allocation in Fiscal Year 2015/16 for the subject project in the Bicycle Circulation and Safety 5YPP.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$170,000		\$170,000
				\$0
				\$0
Total:	\$0	\$170,000	\$0	\$170,000

Actual Prop K Leveraging - This Phase: 0.00%
 Expected Prop K Leveraging per Expenditure Plan 27.84%

\$170,000
Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

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

Actual Prop K Leveraging - Entire Project: 0.00% \$ 170,000

Expected Prop K Leveraging per Expenditure Plan: 27.84% Total from Cost worksheet

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested: \$170,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$25,300	15.00%	\$144,700
FY 2016/17	\$144,700	85.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$170,000		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$170,000	Construction
Total:	\$170,000		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 39	FY 2015/16	\$25,300	15.00%	\$144,700
Prop K EP 39	FY 2016/17	\$96,949	57.00%	\$47,751
Prop K EP 39	FY 2017/18	\$47,751	28.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$170,000	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 39	FY 2015/16	Construction	\$25,300	15%	\$144,700
Prop K EP 39	FY 2016/17	Construction	\$96,949	72%	\$47,751
Prop K EP 39	FY 2017/18	Construction	\$47,751	100%	\$0
				100%	\$0
				100%	\$0
Total:			\$170,000		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Trigger:

Deliverables:

1. Upon contract award (anticipated April 2016), provide updated scopes, schedules, and budgets for the three program tiers included in this project.
2. Quarterly Progress Reports (QPRs) shall provide percent complete of the scope of work and description of activities by program tier; description of outreach activities performed that quarter intended to engage traditionally under-represented bicycle communities; and data on the number of classes held, including class type and number of participants; in addition to the requirements described in the Standard Grant Agreement (SGA). See SGA for definitions. QPRs shall also include samples of outreach and class materials.
3. Upon development (by April 2017), provide evaluation methodology.
4. Upon project completion (anticipated December 2017), provide copy of program evaluation.

Special Conditions:

1. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
2.

Notes:

1. As a reminder, per the Standard Grant Agreement, all flyers, brochures, posters, websites and other similar materials prepared with Proposition K funding shall comply with the attribution requirements established in the Standard Grant Agreement.

Supervisory District(s):

Prop K proportion of expenditures - this phase:

Sub-project detail?

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

SFCTA Project Reviewer:

Project # from SGA:

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

FY of Allocation Action:

2015/16

Current Prop K Request:

\$ 170,000

Current Prop AA Request:

\$ -

Project Name:

Bicycle Safety Education and Outreach

Implementing Agency:

San Francisco Municipal Transportation Agency

Project Manager

Grants Section Contact

Name (typed): John Knox White

Joel C. Goldberg

Title: Transit Planner III

Manager,
Capital Procurement & Mgmt

Phone: (415) 701-4473

(415) 701-4499

Fax: _____

Email: John.KnoxWhite@sfmta.com

Joel.Goldberg@sfmta.com

Address: 1 S. Van Ness Ave., 7th Floor, SF,
CA 94103

1 S. Van Ness Ave., 8th Floor, SF,
CA 94103

Signature: _____

Date: _____

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

FY of Allocation Action: 2015/16

Project Name: Golden Gate Avenue Buffered Bike Lane [NTIP Capital]

Implementing Agency: San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program: b. Bicycle Circulation/Safety

Prop K EP Line Number (Primary): 39 Current Prop K Request: \$ 50,000

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$ -

Supervisorial District(s): 6

SCOPE

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

If a project is not already name Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

See following page.

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

Introduction

The San Francisco Municipal Transportation Agency (SFMTA) requests Prop K Neighborhood Transportation Improvement Program (NTIP) capital funding in the amount of \$50,000 for the Golden Gate Avenue Buffered Bike Lane project. An underway, related project involves a road diet (i.e., lane reduction and related improvements) on Golden Gate Avenue between Polk Street and Jones Street intended to slow traffic speeds and increase pedestrian safety. The requested funds would extend the road diet to Market Street and construct a buffered bike lane in the eastbound direction between Polk Street and Market Street. The entire corridor is designated as a Vision Zero High Injury Corridor. Vision Zero is San Francisco's policy goal intended to achieve the following goals by 2024:

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

The Transportation Authority's NTIP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other neighborhoods with high unmet needs. NTIP capital funding is intended to advance one small and one mid-sized neighborhood scale project toward implementation in the next five years in each district.

Scope

The project will convert the street from three lanes to two lanes and implement improvements to increase the visibility of pedestrians. Improvements will include an eastbound buffered bike lane, painted safety zones to improve visibility at crosswalks while encouraging slower turning speeds by motorists, continental crosswalks, and signal timing to calm vehicle traffic. The SFMTA anticipates no parking loss because of the proposed improvements included in the project.

Implementation

The SFMTA will plan, design, and construct the Golden Gate Avenue Buffered Bike Lane with SFMTA labor. SFMTA staff is working with the Planning Department to secure an Addendum to the 2009 Bicycle Plan EIR for CEQA review. Construction of the project is scheduled to begin in the fourth quarter of Fiscal Year 2015/16, following planning, environmental clearance, and design. The SFMTA anticipates the project will be open for use by June 2016.

Funding

This scope addition will be funded with \$50,000 of Prop K funds from the Bicycle Circulation/Safety category. The initial scope of the project is being funded with \$120,000 in Fiscal Year 2014/15 construction funds from the WalkFirst line in the Pedestrian Circulation and Safety 5YPP and \$30,000 in General Fund from the District 6 Supervisor's Office budget.

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

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

FY 2015/16

Project Name: Golden Gate Avenue Buffered Bike Lane [NTIP Capital]

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Addendum to Bike Plan EIR

Status: Pending

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

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

Empty text box for providing schedule coordination and notes.

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

FY 2015/16

Project Name: Golden Gate Avenue Buffered Bike Lane [NTIP Capital]

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

Cost for Current Request/Phase		
	Total Cost	Prop K - Current Request
Yes/No		Prop AA - Current Request
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction	\$ 170,000	\$ 50,000
Procurement (e.g. rolling stock)		
	\$170,000	\$50,000

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$ 5,000	Actuals plus cost to complete
Environmental Studies (PA&ED)	\$ 5,000	Actuals plus cost to complete
Design Engineering (PS&E)	\$ 20,000	Actuals plus cost to complete
R/W Activities/Acquisition		
Construction	\$ 170,000	MTA-Planning based on previous work
Procurement (e.g. rolling stock)		
Total:	\$ 200,000	

% Complete of Design: 50 as of 12/1/15

Expected Useful Life: 10 Years

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

MAJOR LINE ITEM BUDGET

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.

2. Requests for project development should include preliminary estimates for later phases such as construction.

3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.

4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE; (full-time equivalent) ratio. A sample format is provided below.

5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.

6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

Allocation Request Summary

Item	Amount	Prop K Rounding
Construction Coordination	\$ 26,206	\$ 26,200
Paint Shop	\$ 23,234	\$ 23,200
City Attorney	\$ 500	\$ 500
Project Total	\$ 49,940	\$ 49,900

Construction Coordination

Livable Streets Positions	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
Student Design Trainee III - 5382	\$ 60,616	\$ 39,763	\$ 80,604	\$ 180,983	0.00	8	\$ 710
Engineering Associate - 5366	\$ 98,822	\$ 56,684	\$ 124,872	\$ 280,379	0.02	40	\$ 5,498
Assistant Engineer - 5203	\$ 103,246	\$ 58,644	\$ 129,998	\$ 291,888	0.00	10	\$ 1,431
Associate Engineer - 5207	\$ 120,085	\$ 65,513	\$ 149,036	\$ 334,635	0.01	20	\$ 3,281
Transit Planner III - 5289	\$ 108,942	\$ 20,688	\$ 104,093	\$ 233,724	0.04	80	\$ 9,166
Transit Planner IV - 5290	\$ 129,182	\$ 24,532	\$ 123,432	\$ 277,147	0.00	10	\$ 1,359
Planner V - 5283	\$ 153,294	\$ 80,059	\$ 187,382	\$ 420,734	0.00	2	\$ 412
Senior Engineer - 5211	\$ 160,980	\$ 83,425	\$ 196,258	\$ 440,664	0.00	2	\$ 432
City Attorney			\$ 250		0.00	2	\$ 500
							Coordination Subtotal \$ 22,788
							Contingency 15% \$ 3,418
							Total \$ 26,206

Paint Shop

Labor	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
Painter - 7346	\$ 81,845	\$ 51,294	\$ 106,911	\$ 240,050	0.04	80	\$ 9,414
Painter Supervisor - 7242	\$ 98,076	\$ 58,489	\$ 125,722	\$ 282,286	0.01	24	\$ 3,321
						Labor Subtotal	\$ 12,735
Materials	Quantity	Unit	Unit Price	Extension			
4" Solid White or Yellow	4120	Linear Foot	0.64	\$ 2,636.80			
6" Solid White or Yellow	2060	Linear Foot	0.94	\$ 1,936.40			
Per Block Fees	5	Each	202.77	\$ 1,013.85			
Messages	428	Square Ft	2.43	\$ 1,040.04			
						Material Subtotal	\$ 6,627
						Total Paint Shop	\$ 19,362
						Contingency 20%	\$ 3,872
						TOTAL	\$ 23,234

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

FY 2015/16

Project Name: Golden Gate Avenue Buffered Bike Lane [NTIP Capital]

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$50,000

5-Year Prioritization Program Amount: \$0 (enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0

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

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

Fully funding this request would require a 5YPP amendment to reprogram \$50,000 in Fiscal Year 2015/16 funds programmed to NTIP Placeholder to the subject project. See attached 5YPP amendment for details.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$50,000		\$120,000	\$170,000
				\$0
				\$0
				\$0
				\$0
Total:	\$50,000	\$120,000	\$120,000	\$170,000

Actual Prop K Leveraging - This Phase: 0.00%

Expected Prop K Leveraging per Expenditure Plan 27.84%

\$170,000
Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$50,000		\$120,000	\$170,000
District 6 - Supervisor's Office General Funds Budget			\$30,000	\$30,000
				\$0
				\$0
				\$0
Total:		\$0	\$350,000	\$ 200,000

Actual Prop K Leveraging - Entire Project:	15.00%	\$ 200,000 Total from Cost worksheet
Expected Prop K Leveraging per Expenditure Plan:	27.84%	
Actual Prop AA Leveraging - Entire Project:	NA	

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested: \$50,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$50,000	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$50,000		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

1.
2.
3.

Special Conditions:

1. The recommended allocation is contingent upon a concurrent Signals and Signs 5-Year Prioritization Program (5YPP) amendment. See attached 5YPP amendment for details.
2. SFMTA may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$50,000) 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. As a condition of this allocation, the SFMTA acknowledges that environmental review has not been done. Prior to approval of the project, SFMTA will conduct review under the California Environmental Protection Act (CEQA). SFMTA shall not proceed with the approval of the project until there has been complete compliance with CEQA. Prior to billing for any construction funds, if requested by the Transportation Authority, the SFMTA will provide the Authority with documentation confirming that CEQA review has been completed.

Notes:

1.
2.

Supervisory District(s):

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

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

SFCTA Project Reviewer:

Project # from SGA:

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

FY of Allocation Action: 2015/16 Current Prop K Request: \$ 50,000
Current Prop AA Request: \$ -

Project Name: Golden Gate Avenue Buffered Bike Lane [NTIP Capital]

Implementing Agency: San Francisco Municipal Transportation Agency

Project Manager

Grants Section Contact

Name (typed): Dan Provence

Joel Goldberg

Title: Transit Planner III

Manager, Capital Procurement & M

Phone: 415.701.4448

415.701.4499

Fax: 415.701.4343

Email: dan.provence@sfmta.com

joel.goldberg@sfmta.com

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

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

Signature: _____

Date: _____

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Programming and Allocations to Date
 Pending February 23, 2016

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Bicycle Safety, Education and Outreach									
SFMTA	Bike To Work Day 2015 ⁵	CON	Allocated	\$76,000					\$76,000
SFMTA	Bike To Work Day Promotion	CON	Programmed		\$0				\$0
SFMTA	Bike To Work Day Promotion	CON	Programmed			\$38,475			\$38,475
SFMTA	Bike To Work Day Promotion	CON	Programmed				\$38,475		\$38,475
SFMTA	Bike To Work Day Promotion	CON	Programmed					\$38,475	\$38,475
SFMTA	Bicycle Promotion ⁵	PLAN	Programmed	\$0					\$0
SFMTA	Bicycle Promotion	CON	Programmed		\$0				\$0
SFMTA	Bicycle Promotion	CON	Programmed			\$31,198			\$31,198
SFMTA	Bicycle Promotion	CON	Programmed					\$15,599	\$15,599
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed	\$0					\$0
SFMTA	Bicycle Safety Education Classes	CON	Allocated	\$72,000					\$72,000
SFMTA	Bicycle Safety Education and Outreach	CON	Pending		\$170,000				\$170,000
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed		\$63,415				\$63,415
SFMTA	Youth Bicycle Safety Education Classes	CON	Allocated		\$80,000				\$80,000
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed			\$117,258			\$117,258
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed				\$117,258		\$117,258
System Performance and Innovation									
SFMTA	Bicycle Counters & Barometers	DES/ CON	Programmed	\$2,500					\$2,500
SFMTA	Bicycle Counters & Barometers	CON	Allocated	\$97,500					\$97,500
SFMTA	Bicycle Counters & Barometers	DES/ CON	Programmed				\$51,615		\$51,615

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Programming and Allocations to Date
 Pending February 23, 2016

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Market Street Green Bike Lanes and Raised Cycletrack ²	CON	Allocated	\$758,400					\$758,400
SFMTA	Innovative Treatments ²	PLAN	Programmed	\$0					\$0
SFMTA	Innovative Treatments	PLAN	Programmed		\$5,600				\$5,600
SFMTA	Innovative Treatments	PLAN	Programmed			\$5,600			\$5,600
SFMTA	Innovative Treatments	PLAN	Programmed				\$5,600		\$5,600
SFMTA	Innovative Treatments	PLAN	Programmed					\$5,600	\$5,600
SFMTA	Innovative Treatments ²	DES	Programmed	\$0					\$0
SFMTA	Innovative Treatments	DES	Programmed		\$14,400				\$14,400
SFMTA	Innovative Treatments	DES	Programmed			\$14,400			\$14,400
SFMTA	Innovative Treatments	DES	Programmed				\$14,400		\$14,400
SFMTA	Innovative Treatments	DES	Programmed					\$14,400	\$14,400
SFMTA	Innovative Treatments ²	CON	Programmed	\$0					\$0
SFMTA	Innovative Treatments	CON	Programmed		\$120,000				\$120,000
SFMTA	Innovative Treatments	CON	Programmed			\$120,000			\$120,000
SFMTA	Innovative Treatments	CON	Programmed				\$120,000		\$120,000
SFMTA	Innovative Treatments	CON	Programmed					\$83,974	\$83,974
SFMTA	Spot Improvements ^{2, 4}	CON	Programmed	\$0					\$0
SFMTA	5th Street Green Shared Roadway Markings (Sharrows) [Vision Zero]	CON	Allocated	\$82,700					\$82,700
SFMTA	7th Avenue and Lincoln Way Intersection Improvements ⁴	CON	Allocated	\$115,324					\$115,324
SFMTA	Spot Improvements	CON	Programmed		\$197,130				\$197,130

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Programming and Allocations to Date
 Pending February 23, 2016

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Spot Improvements	CON	Programmed			\$150,000			\$150,000
SFMTA	Spot Improvements	CON	Programmed				\$100,000		\$100,000
SFMTA	Spot Improvements	CON	Programmed					\$20,000	\$20,000
Bicycle Network Expansion and Upgrades									
SFMTA	Bike Strategy Project Planning and Scoping	PLAN	Allocated	\$76,356					\$76,356
SFMTA	Bike Strategy Conceptual Design	PLAN	Allocated	\$100,144					\$100,144
SFMTA	Bicycle Wayfinding Signs - Pilot	PLAN	Allocated		\$20,000				\$20,000
SFMTA	Bicycle Wayfinding Signs - Design	PLAN	Allocated		\$173,000				\$173,000
SFMTA	Bicycle Network Expansion and Upgrades	PLAN	Programmed	\$0					\$0
SFMTA	Bicycle Network Expansion and Upgrades	PLAN	Programmed		\$135,050				\$135,050
SFMTA	Bicycle Network Expansion and Upgrades	DES	Programmed	\$0					\$0
SFMTA	Bicycle Network Expansion and Upgrades	DES	Programmed		\$168,126				\$168,126
SFMTA	Bicycle Network Expansion and Upgrades ^{1,3}	CON	Programmed	\$54,800					\$54,800
SFMTA	Bicycle Network Expansion and Upgrades	CON	Programmed		\$282,970				\$282,970
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed			\$450,500			\$450,500
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed				\$450,500		\$450,500
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed					\$450,057	\$450,057
SFMTA	Sharrows ¹	DES	Allocated	\$123,882					\$123,882
SFMTA	Sharrows ¹	CON	Allocated	\$132,218					\$132,218
SFMTA	Sharrows	CON	Programmed		\$138,100				\$138,100
SFMTA	Western Addition - Downtown Bikeway Connector [NTIP]	ENV	Programmed	\$62,000					\$62,000

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Programming and Allocations to Date
 Pending February 23, 2016

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Embarcadero Bikeway Enhancements [NTIP] ⁶	ENV	Programmed	\$150,000					\$150,000
SFMTA	Embarcadero Bikeway Enhancements [NTIP] ⁶	ENV	Programmed		\$50,000				\$50,000
SFMTA	Second Street Vision Zero Improvements [Vision Zero] ³	CON	Allocated	\$158,500					\$158,500
DPW	Second Street Streetscape Improvement (OneBayArea Grant match)	CON	Programmed		\$110,000				\$110,000
SFMTA	Twin Peaks Connectivity	PLAN/ENV	Allocated	\$23,000					\$23,000
SFMTA, or other eligible sponsor	NTIP Placeholder ^{6,7}	ANY	Programmed		\$336,000				\$336,000
SFMTA	Golden Gate Avenue Buffered Bike Lane [NTIP Capital] ⁷	CON	Pending		\$50,000				\$50,000
SFMTA	Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital] ⁶	DES	Allocated	\$50,000					\$50,000
Transit Access									
Caltrain	San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	PLAN	Allocated	\$20,000					\$20,000
Caltrain	Caltrain Bike Facility Improvements	DES/CON	Programmed		\$20,000				\$20,000
Caltrain	Caltrain Bike Facility Improvements	DES/CON	Programmed				\$20,000		\$20,000
Caltrain	Caltrain Bike Facility Improvements	CON	Programmed		\$180,000				\$180,000
Caltrain	Caltrain Bike Facility Improvements	CON	Programmed				\$180,000		\$180,000
BART	16th/Mission Bike Station [NTIP]	DES	Programmed	\$151,000					\$151,000
BART	24th/Mission Bike Station [NTIP]	DES	Programmed	\$151,000					\$151,000
BART	Glen Park Bike Station	DES	Programmed	\$248,000					\$248,000

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Programming and Allocations to Date
 Pending February 23, 2016

Agency	Project Name	Phase	Status	Fiscal Year				Total	
				2014/15	2015/16	2016/17	2017/18		2018/19
	Total Programmed in 5YPP			\$2,705,324	\$2,313,791	\$927,431	\$1,097,848	\$628,105	\$7,672,498
	Total Allocated and Pending in 5YPP			\$1,886,024	\$493,000	\$0	\$0	\$0	\$2,379,024
	Total Deobligated from Prior 5YPP Cycles			\$0	\$0	\$0	\$0	\$0	\$0
	Total Unallocated in 5YPP			\$819,300	\$1,820,791	\$927,431	\$1,097,848	\$628,105	\$5,293,474
	Total Programmed in 2014 Strategic Plan			\$2,967,024	\$2,047,091	\$927,431	\$1,097,848	\$628,105	\$7,667,499
	Deobligated from Prior 5YPP Cycles **			\$145,400					\$145,400
	Cumulative Remaining Programming Capacity			\$407,100	\$140,400	\$140,400	\$140,401	\$140,401	\$140,401

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

- 5YPP amendment to fully fund project in Fiscal Year 2014/15: Sharrows (Resolution 15-13, 10.21.2014).
 Sharrows: Added construction phase to project and increased from \$118,000 to \$256,100 in Fiscal Year 2014/15.
 Bicycle Network Expansion and Upgrades: Construction phase of project decreased from \$367,724 to \$229,264. Funds not needed in Fiscal Year 2014/15.
- 5YPP amendment to fully fund project in Fiscal Year 2014/15: Market Street Green Bike Lanes and Raised Cycletrack (Resolution 15-28, 12.16.2015).
 Innovative Treatments: Reduced planning phase from \$104,618 to \$0, design phase from \$126,518 to \$0, construction phase from \$520,288 to \$0, to fund the Market Street Green Bike Lanes and Raised Cycletrack for construction in Fiscal Year 2014/15.
 Spot Improvements: Reduced from \$200,000 to \$198,024 in Fiscal Year 2014/15.
- Bicycle Network Expansion and Upgrades funds from Fiscal Year 2014/15 (\$158,500) were allocated to Second Street Vision Zero Improvements (Resolution 15-34, 1.27.15).
- Spot Improvements placeholder funds from Fiscal Year 2014/15 (\$110,800) were allocated for construction of the 7th Avenue and Lincoln Way Intersection Improvements project (Resolution 15-46, 03.24.2015).
- 5YPP amendment to fully fund Bike to Work Day 2015 (Resolution 15-52, 4/28/2015).
 Bicycle Promotion: Reduced from \$50,000 to \$25,300 in Fiscal Year 2014/15.
 Bike to Work Day 2015: Added \$24,700 in Fiscal Year 2014/15 for construction.
- 5YPP amendment to fund Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital] (Resolution 2015-056, 5/19/2015).
 Embarcadero Bikeway Enhancements [NTIP]: Reduced from \$200,000 to \$150,000 in Fiscal Year 2014/15 and increased from \$0 to \$50,000 in FY 15/16.
 Project will not need these funds until FY 15/16.
 NTIP Placeholder: Reduced from \$436,000 to \$386,000 in Fiscal Year 2015/16.
 Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]: Added project with \$50,000 in Fiscal Year 2014/15 for design.
- 5YPP amendment to fund Golden Gate Avenue Buffered Bike Lane [NTIP Capital] (Resolution 2016-xxx, 2/23/2016).
 NTIP Placeholder: Reduced from \$386,000 to \$336,000 in Fiscal Year 2015/16.
 Golden Gate Avenue Buffered Bike Lane [NTIP Capital]: Added project with \$50,000 in Fiscal Year 2015/16 for construction.

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Cash Flow (\$) Maximum Annual Reimbursement
 Pending February 23, 2016

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Bicycle Safety, Education and Outreach							
Bike To Work Day 20155	CON	\$38,000	\$38,000				\$76,000
Bike To Work Day Promotion	CON		\$0				\$0
Bike To Work Day Promotion	CON			\$38,475			\$38,475
Bike To Work Day Promotion	CON				\$38,475		\$38,475
Bike To Work Day Promotion	CON					\$38,475	\$38,475
Bicycle Promotion5	PLAN	\$0					\$0
Bicycle Promotion	CON		\$0				\$0
Bicycle Promotion	CON			\$31,198			\$31,198
Bicycle Promotion	CON					\$15,599	\$15,599
Bicycle Safety, Education & Outreach (e.g., Classes)	CON	\$0					\$0
Bicycle Safety Education Classes	CON	\$36,000	\$36,000				\$72,000
Bicycle Safety Education and Outreach	CON		\$42,500	\$85,000	\$42,500		\$170,000
Bicycle Safety, Education & Outreach (e.g., Classes)	CON		\$63,415				\$63,415
Youth Bicycle Safety Education Classes	CON		\$80,000				\$80,000
Bicycle Safety, Education & Outreach (e.g., Classes)	CON			\$117,258			\$117,258
Bicycle Safety, Education & Outreach (e.g., Classes)	CON				\$117,258		\$117,258
System Performance and Innovation							
Bicycle Counters & Barometers	DES/ CON	\$2,500					\$2,500
Bicycle Counters & Barometers	CON	\$16,500	\$81,000				\$97,500
Bicycle Counters & Barometers	DES/ CON				\$51,615		\$51,615

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Cash Flow (\$) Maximum Annual Reimbursement
 Pending February 23, 2016

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Market Street Green Bike Lanes and Raised Cycletrack2	CON	\$500,544	\$257,856					\$758,400
Innovative Treatments2	PLAN	\$0						\$0
Innovative Treatments	PLAN		\$5,600					\$5,600
Innovative Treatments	PLAN			\$5,600				\$5,600
Innovative Treatments	PLAN				\$5,600			\$5,600
Innovative Treatments	PLAN					\$5,600		\$5,600
Innovative Treatments2	DES	\$0						\$0
Innovative Treatments	DES		\$14,400					\$14,400
Innovative Treatments	DES			\$14,400				\$14,400
Innovative Treatments	DES				\$14,400			\$14,400
Innovative Treatments	DES					\$14,400		\$14,400
Innovative Treatments2	CON	\$0						\$0
Innovative Treatments	CON		\$120,000					\$120,000
Innovative Treatments	CON			\$120,000				\$120,000
Innovative Treatments	CON				\$120,000			\$120,000
Innovative Treatments	CON					\$83,974		\$83,974
Spot Improvements 2, 4	CON	\$0						\$0
5th Street Green Shared Roadway Markings (Sharrows) [Vision Zero]	CON	\$41,350	\$41,350					\$82,700
7th Avenue and Lincoln Way Intersection Improvements 4	CON		\$115,324					\$115,324
Spot Improvements	CON		\$197,130					\$197,130

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Cash Flow (\$) Maximum Annual Reimbursement
 Pending February 23, 2016

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Spot Improvements	CON			\$150,000				\$150,000
Spot Improvements	CON				\$100,000			\$100,000
Spot Improvements	CON					\$20,000		\$20,000
Bicycle Network Expansion and Upgrades								
Bike Strategy Project Planning and Scoping	PLAN	\$60,000	\$16,356					\$76,356
Bike Strategy Conceptual Design	PLAN		\$100,144					\$100,144
Bicycle Wayfinding Signs - Pilot	PLAN		\$20,000					\$20,000
Bicycle Wayfinding Signs - Design	PLAN		\$24,714	\$49,429	\$49,429	\$49,428		\$173,000
Bicycle Network Expansion and Upgrades	PLAN	\$0						\$0
Bicycle Network Expansion and Upgrades	PLAN		\$135,050					\$135,050
Bicycle Network Expansion and Upgrades	DES	\$0						\$0
Bicycle Network Expansion and Upgrades	DES		\$168,126					\$168,126
Bicycle Network Expansion and Upgrades ^{1,3}	CON	\$27,400	\$27,400					\$54,800
Bicycle Network Expansion and Upgrades	CON		\$282,970					\$282,970
Bicycle Network Expansion and Upgrades	ANY			\$225,250	\$225,250			\$450,500
Bicycle Network Expansion and Upgrades	ANY				\$225,250	\$225,250		\$450,500
Bicycle Network Expansion and Upgrades	ANY					\$225,029	\$225,029	\$450,057
Sharrows ¹	DES	\$3,642	\$120,240					\$123,882
Sharrows ¹	CON	\$27,118	\$105,100					\$132,218
Sharrows	CON		\$46,954	\$45,573	\$45,573			\$138,100
Western Addition - Downtown Bikeway Connector	ENV	\$62,000						\$62,000

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Cash Flow (\$) Maximum Annual Reimbursement
 Pending February 23, 2016

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Embarcadero Bikeway Enhancements [NTIP]6	ENV	\$10,000	\$40,000	\$100,000				\$150,000
Embarcadero Bikeway Enhancements [NTIP]6	ENV		\$50,000					\$50,000
Second Street Vision Zero Improvements [Vision Zero] 3	CON	\$79,250	\$79,250					\$158,500
Second Street Streetscape Improvement (OneBayArea Grant match)	CON		\$55,000	\$55,000				\$110,000
Twin Peaks Connectivity	PLAN/ ENV	\$19,866	\$3,134					\$23,000
NTIP Placeholder6,7	ANY		\$48,240	\$143,880	\$143,880			\$336,000
Golden Gate Avenue Buffered Bike Lane [NTIP Capital]7	CON		\$50,000					\$50,000
Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]6	DES	\$12,500	\$37,500					\$50,000
Bicycle Network Expansion and Upgrades								
San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	PLAN	\$20,000						\$20,000
Caltrain Bike Facility Improvements	DES/ CON		\$20,000					\$20,000
Caltrain Bike Facility Improvements	DES/ CON				\$20,000			\$20,000
Caltrain Bike Facility Improvements	CON		\$90,000	\$90,000				\$180,000
Caltrain Bike Facility Improvements	CON				\$90,000	\$90,000		\$180,000
16th/Mission Bike Station [NTIP]	DES	\$75,500	\$75,500					\$151,000
24th/Mission Bike Station [NTIP]	DES	\$75,500	\$75,500					\$151,000
Glen Park Bike Station	DES	\$124,000	\$124,000					\$248,000

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Cash Flow (\$) Maximum Annual Reimbursement

Pending February 23, 2016

Project Name	Phase	Fiscal Year							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20		
Cash Flow Programmed in 5YPP		\$1,231,670	\$2,887,753	\$1,271,063	\$1,289,230	\$767,755	\$225,029	\$7,672,498	
Cash Flow Allocated and Pending		\$854,770	\$1,248,468	\$134,429	\$91,929	\$49,428	\$0	\$2,379,024	
Cash Flow Deobligated		\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Cash Flow Unallocated		\$376,900	\$1,639,285	\$1,136,634	\$1,197,301	\$718,327	\$225,029	\$5,293,474	
								\$0	
Cash Flow Programmed in 2014 Strategic Plan		\$2,901,744	\$1,983,296	\$1,378,456	\$1,165,538	\$718,105	\$328,361	\$8,475,500	
Deobligated from Prior 5YPP Cycles **		\$145,400						\$145,400	
Cumulative Remaining Cash Flow Capacity		\$1,815,474	\$911,017	\$1,018,410	\$894,719	\$845,069	\$948,402	\$948,402	

Programmed
Pending Allocation / Appropriation
Board Approved Allocation / Appropriation