

Prop K Grouped Allocation Requests
December 12, 2017 Board Action

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2	Prop K	SFMTA	Signals & Signs	Gough Corridor Signal Upgrade	Construction	\$ 2,900,000	15
3	Prop K	SFMTA	Pedestrian and Bicycle Facility Maintenance	Bicycle Facility Maintenance	Construction	\$ 150,000	29
4	Prop K	SFCTA	Transportation Demand Management/ Parking Management	Freeway Corridor Management Study Pre-Environmental	Planning	\$ 200,000	41
Total Requested						\$ 3,852,500	

¹ Acronyms: SFCTA (San Francisco County Transportation Authority); 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: 2017/18

Project Name: Manual Trolley Switch System Replacement Phase I

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

EXPENDITURE PLAN INFORMATION

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

Prop K EP Line Number (Primary): 22 Current Prop K Request: \$ 602,500

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisorial District(s): District 02, District 06, District 09

REQUEST

Brief Project Description (type below)

Design phase for replacement and upgrade of 5 of the 32 manual disconnect switches used to isolate circuits that provide traction power from substations to the catenary lines for San Francisco's trolleybuses. The existing switches are at the end of their useful lives. The upgrade will minimize service disruptions, increase system reliability and reduce maintenance costs when a traction power substation must be taken out of service because the new switches will be remotely operable from SFMTA's Power Control Center.

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

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

The SFMTA operates the second-largest trolley coach fleet in North America. The 262 zero-emission vehicles carry about 27 percent of the people who rely on Muni. The electric power for the trolley system is transmitted from traction power substations to the trolley overhead wires via feeder cables. Disconnect switches are used to isolate the power circuit that originates from each of these substations. This allows power to be delivered from nearby substation by activating the disconnect switch if one substation is out of service. At present, the power distribution system for the trolley system relies on 32 disconnect switches that are activated manually by sending a maintenance crew to the switch locations, which is time consuming and inefficient.

Manual Trolley Switch System Replacement Phase I will replace five of the aging disconnect switches with modern surface mounted units that will be operated remotely from the Power Control Center. This will minimize system disruption, increase transit system reliability and reduce maintenance costs. Eight existing switches will be replaced and associated conduit will be installed as part of the Van Ness BRT project. The optical fiber connections through those conduits to the Van Ness Avenue switch locations will be installed as part of Manual Trolley Switch System Replacement Phase I. The Trolley Switch System Replacement Phase II project will replace the remaining 19 disconnect switches after Phase I is completed and funding is identified.

SFMTA's Capital Planning and Construction Division staff will determine the fiber optics installation configuration by working with Department of Technology and conducting community outreach to inform the public regarding the locations of the proposed surface mounted switch units. The initial work product will be a report detailing the project scope, environmental impact determination, and a refined budget and implementation schedule. SFMTA staff will then prepare a design package to solicit bids for the construction contract for the replacement work.

Project Location (type below)

1) Green St. & Steiner St, 2) Mission St. Btw 4th St & 5th St, 3) Mission St. & Cesar Chavez St. 4) 79 Stevenson St. 5) 3373 Mission St.

Project Phase (select dropdown below)

Design

Map or Drawings Attached? Yes

Other Items Attached? No

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

5YPP/STRATEGIC PLAN INFORMATION

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

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

Prop K 5YPP Amount: \$ 1,057,930 Prop AA Strategic Plan Amount:

Please describe and justify the necessary amendment:

The request includes an amendment of the Guideways-Muni 5YPP to reprogram \$98,570 in FY2017/18 funds from the for the Muni Metro Rail Replacement Program placeholder to the subject project to accommodate its cash flow needs.

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

Project Name: Manual Trolley Switch System Replacement Phase I

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)	Oct-Dec	2017	Jan-Mar	2018
Right-of-Way				
Design Engineering (PS&E)	Jan-Mar	2018	Apr-Jun	2018
Advertise Construction	Jul-Sep	2018		
Start Construction (e.g. Award Contract)	Oct-Dec	2018		
Operations (i.e., paratransit)				
Open for Use			Apr-Jun	2019
Project Completion (means last eligible expenditure)			Jan - Mar	2020

SCHEDULE DETAILS

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

Community Outreach will be conducted in accordance with the surface mounted facility permitting process. Outreach will start in December 2017 and continue through March of 2018. Outreach efforts will include posting public notices at the affected intersections well in advance of starting construction so that the cabinet locations can be modified based on public input. A minimum of two notices will be posted along each side of every fronting street in every direction within 100 feet of the proposed cabinet locations. Notices will be posted for a 20 day period. Any and all comments received during that 20 day period should be acknowledged and addressed. If an agreed upon location for the placement of a cabinet cannot be determined after discussions with the concerned member(s) of the public, the matter should be taken to a public hearing. It is the responsibility of the SFMTA project manager to schedule the item at a suitable public hearing, for which notices must also be posted in accordance with SFMTA's guidelines for public notification for public hearings. The public hearing officer will hear comments from the public at the hearing and present them to the City Traffic Engineer who will be responsible for the final determination of the cabinet location.

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

Project Name: Manual Trolley Switch System Replacement Phase I

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$ 602,500	\$ -	\$ 602,500
Prop AA	\$ -	\$ -	\$ -	
FTA Fixed Guideway	\$ -	\$ 165,895	\$ -	\$ 165,895
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ 768,395	\$ -	\$ 768,395

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$ 1,402,500	\$ -	\$ 1,402,500
Prop AA	\$ -	\$ -	\$ -	\$ -
FTA Fixed Guideway	\$ -	\$ 2,576,050	\$ -	\$ 2,576,050
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ 3,978,550	\$ -	\$ 3,978,550

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 768,395	\$ 602,500	\$ -	Engineer's Estimate
Construction (CON)	\$ 3,210,155		\$ -	Engineer's Estimate
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 3,978,550	\$ 602,500	\$ -	

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

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

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

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

	Phase: Design Engineering (PS&E)				
Fund Source	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	Total
Prop K	\$ 384,524	\$ 217,976	\$ -	\$ -	\$ 602,500
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -

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

MAJOR LINE ITEM BUDGET

Project Name: Manual Trolley Switch System Replacement Phase I

SUMMARY BY PHASE		
Budget Line Item	Totals	% of Total
Design (subject request)	\$ 768,395	19%
Construction	\$ 3,210,155	81%
TOTAL PHASE	\$ 3,978,550	

TOTAL COST BY AGENCY	
SFMTA	\$ 1,394,895
SFPW / Dept. of Technologies	\$ 587,850
CONTRACT	\$ 1,255,000
CONSTRUCTION CONTINGENCY	\$ 740,805
TOTAL	\$ 3,978,550

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 11/17/2017 **Res. No.:** _____ **Res. Date:** _____

Project Name: Manual Trolley Switch System Replacement Phase I

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

		Action	Amount	Phase
Funding Recommended:	Prop K Allocation		\$ 602,500	Design Engineering (PS&E)
	Total:		\$ 602,500	

Total Prop K Funds: \$ 602,500 **Total Prop AA Funds:** \$ -

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

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

Intended Future Action	Action	Amount	Fiscal Year	Phase

Trigger: _____

Deliverables:

1. Upon completion of design (anticipated by June 2018), submit environmental impact determination and updated scope, schedule and budget. This deliverable can be fulfilled as part of an allocation request for the construction phase.
2. Upon project completion, provide evidence of completion of 100% design (e.g. copy of the design certifications page).

Special Conditions:

1. The request includes an amendment of the Guideways-Muni 5YPP to reprogram \$98,570 in FY2017/18 funds from the for the Muni Metro Rail Replacement Program placeholder to the subject project to accommodate its cash flow needs. See attached 5YPP amendment for details.
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 11/17/2017 **Res. No.:** _____ **Res. Date:** _____

Project Name: Manual Trolley Switch System Replacement Phase I

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

Notes:
1. _____

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	21.59%	No Prop AA
Actual Leveraging - This Project	64.75%	No Prop AA

SFCTA Project
Reviewer: P&PD

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - MUNI

SGA Project Number: 122-910xxx **Name:** Manual Trolley Switch System Replacement Phase I - Design

Phase: Planning/Conceptual Engineering (PLAN) **Fund Share:** 78.41%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22+	Total
Prop K	\$384,524	\$217,976				\$602,500

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

FY of Allocation Action: 2017/18

Current Prop K Request: \$ 602,500

Current Prop AA Request: \$ -

Project Name: Manual Trolley Switch System Replacement Phase I

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

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

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

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Robert Mau

Elias Girma

Title: Project Manager

Principal Analyst

Phone: 415 701 4509

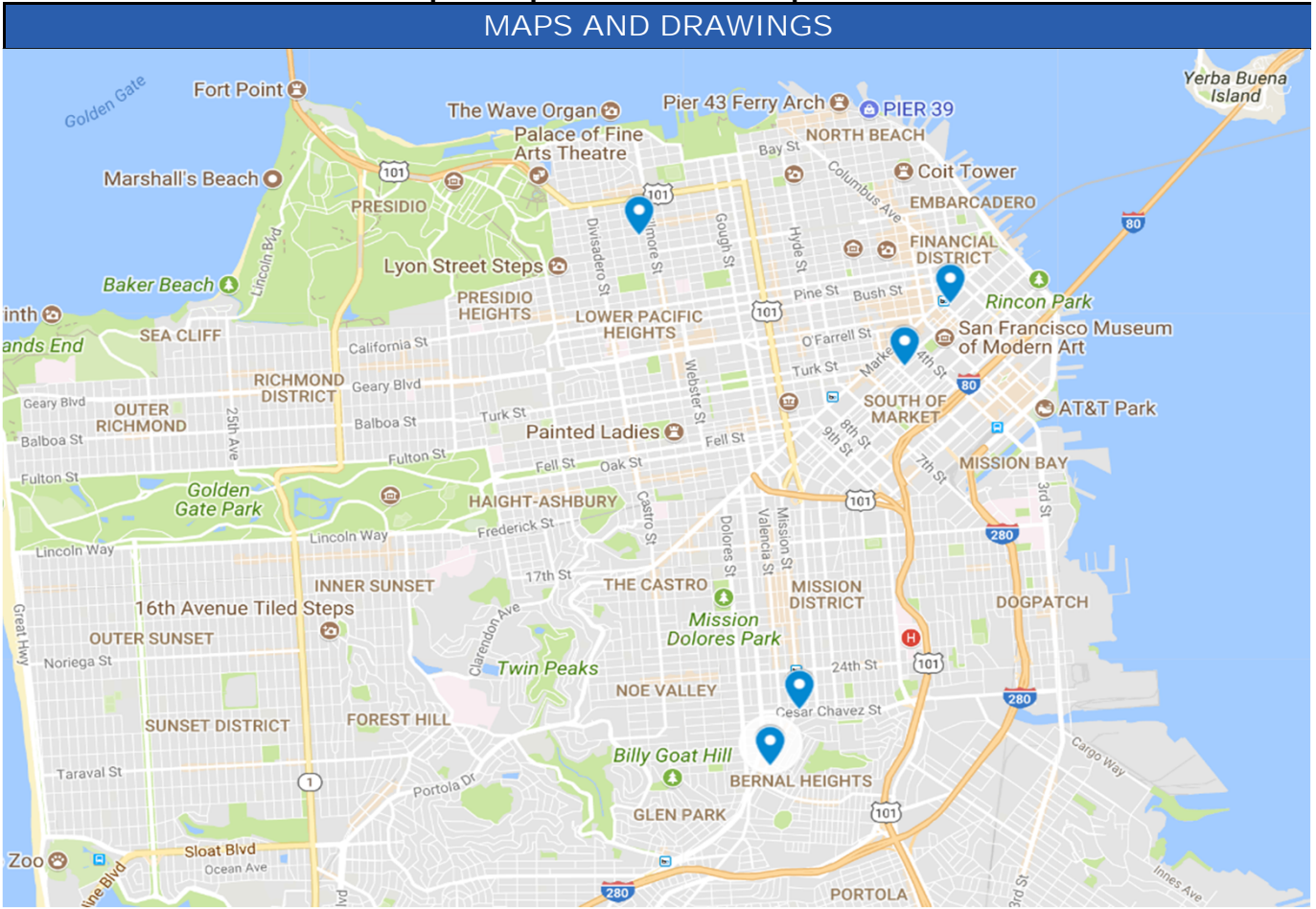
415-646-2518

Email: Robert.mau@sfmta.com

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

MAPS AND DRAWINGS



Map for the five trolley wire disconnect switch locations.

**Prop K 5-Year Project List
Guideways - Muni
Programming and Allocations to Date**
Pending December 12, 2017 Board Approval

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Overhead System Rehab/Replacement ⁶	CON	Programmed			\$0			\$0
SFMTA	Overhead System Rehab/Replacement ⁶	CON	Programmed				\$554,000		\$554,000
SFMTA	Overhead System Rehab/Replacement	CON	Programmed					\$1,481,100	\$1,481,100
SFMTA	Manual Trolley Switch System Replacement Phase I ⁶	PS&E	Pending				\$602,500		\$602,500
SFMTA	Twin Peaks Tunnel Trackway Improvements ²	CON	Allocated			\$4,149,113			\$4,149,113
SFMTA	Twin Peaks Tunnel Trackway Improvements ²	PS&E/ CON	Programmed				\$3,550,887		\$3,550,887
SFMTA	Rail Grinding ¹	CON	Allocated			\$1,036,400			\$1,036,400
SFMTA	Muni Metro Rail Replacement Program ^{2,6}	PS&E/ CON	Planned				\$77,923		\$77,923
SFMTA	Muni Metro Rail Replacement Program	PS&E/ CON	Planned					\$11,011,556	\$11,011,556
SFMTA	New Backup Vehicle Control Center	CON	Programmed			\$0		\$0	\$0
SFMTA	Cable Car Infrastructure	PS&E/ CON	Planned				\$1,404,000		\$1,404,000
SFMTA	Van Ness Improvement ^{2,3}	CON	Allocated			\$5,716,000			\$5,716,000
SFMTA	33 Stanyan Overhead Phase II ⁴	CON	Allocated			\$1,365,500			\$1,365,500
SFMTA	Cable Car Propulsion Gearboxes ⁴	CON	Allocated			\$1,280,000			\$1,280,000
SFMTA	Subway Wiring - Van Ness Station ⁴	CON	Programmed			\$295,400			\$295,400
SFMTA	Subway Wiring - Van Ness Station ⁴	CON	Allocated			\$634,600			\$634,600

**Prop K 5-Year Project List
Guideways - Muni**

Programming and Allocations to Date

Pending December 12, 2017 Board Approval

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	19th Avenue M-Line Curved Track Replacement ⁴	CON	Allocated			\$1,278,000			\$1,278,000
SFMTA	Muni Metro System Replacements and Upgrades ⁴	CON	Programmed			\$1,000,000			\$1,000,000
SFMTA	Central Subway RTTP Fund Exchange ⁵	CON	Planned				\$13,752,000		\$13,752,000
Programmed in 5YPP				\$0	\$0	\$16,755,013	\$19,941,310	\$12,492,656	\$49,188,979
Total Allocated and Pending in 5YPP				\$0	\$0	\$15,459,613	\$602,500	\$0	\$16,062,113
Total Deobligated in 5YPP				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPP				\$0	\$0	\$1,295,400	\$19,338,810	\$12,492,656	\$33,126,866
Total Programmed in 2014 Strategic Plan, as amended				\$0	\$5,716,000	\$10,874,512	\$19,587,380	\$12,492,656	\$48,670,548
Deobligated from Prior 5YPP Cycles **				\$563,431					\$563,431
Cumulative Remaining Programming Capacity				\$563,431	\$6,279,431	\$398,930	\$45,000	\$45,000	\$45,000

Programmed

Programming Allocation/Appropriation

Board Approved Allocation/Appropriation

Footnotes

¹ 5YPP Amendment to fund Rail Grinding (Res. 16-060, 06.28.2016):

Muni Metro Rail Replacement Program: Reduced by \$1,036,400 in Fiscal Year 2016/17.

Rail Grinding: Added project with \$1,036,400 in Fiscal Year 2016/17 funds for construction.

² 5YPP Amendment to fund Twin Peaks Tunnel Trackway Improvements (Res. 17-002, 07.26.2016):

Muni Metro Rail Replacement Program: Reduced placeholders by \$3,585,682 in Fiscal Year 2016/17 and \$3,550,887 in Fiscal Year 2017/18.

Cumulative remaining programming capacity from funds deobligated from prior cycles: Reduced by \$563,431.

Twin Peaks Tunnel Trackway Improvements: Added project with \$4,149,113 in FY 2016/17 and \$3,550,887 in FY 2017/18 for construction with 100% cash flow.

Van Ness Bus Rapid Transit Overhead Component: Reduced cash flow by \$3,081,388 in Fiscal Year 2016/17 and \$767,733 in Fiscal Year 2017/18 and increased cash flow by same amount in Fiscal Year 2018/19. Project will not complete construction until Fiscal Year 2018/19. Shift in cash flow to accommodate the Twin Peaks Tunnel Trackway Improvements.

³ Van Ness Improvement (renamed from Van Ness BRT Overhead Component): \$5,716,000 programmed in FY 15/16 was allocated in FY 16/17 (Res. 17-002, 07.26.2016).

⁴ Strategic Plan and comprehensive 5YPP Amendment to accommodate SFMTA's 33 Stanyan Overhead Phase II, Cable Car Propulsion Gearboxes, Subway Replacement Wiring - Van Ness, 19th Avenue M-Line Curved Track Replacement and Muni Metro System Replacements and Upgrades projects (Res. 17-006, 09.27.2016).

Prop K 5-Year Project List Guideways - Muni

Programming and Allocations to Date

Pending December 12, 2017 Board Approval

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

⁵ Strategic Plan/5YPP Amendments to fund the Central Subway RTIP Fund Exchange project (Res. 18-016 10.24.2017).

Fund Exchange to honor the Transportation Authority's outstanding Regional Transportation Improvement Program (RTIP) funding commitment to the Central Subway project. We are recommending programming \$13.752 million in San Francisco RTIP funds to the Restoration of SFMTA Light Rail Lines project and programming an equal amount of Prop K funds in the Muni Guideways 5YPP to partially fund the Central Subway's project contingency as included in the Board-adopted \$1.579 billion project budget.

Strategic Plan/5YPP Amendments: Added project with \$13.752 million in FY 2017/18. Funds made available through Strategic Plan amendment that advances funds from future fiscal years.

Condition: Allocation of Prop K funds to the Central Subway RTIP Fund Exchange project are conditioned upon future CTC approval of the proposed RTIP programming for SFMTA's Restoration of SFMTA Light Rail Lines (anticipated March 2018).

⁶ 5YPP amendment to accommodate the cash reimbursement schedule for Manual Trolley Switch System Replacement Phase I (Res. 18-0XX, xx.xx.2017):

Overhead System Rehab/Replacement (construction): Reduced placeholder by \$353,930 in FY2016/17 and \$150,000 in FY2017/18.

Muni Metro Rail Replacement Program: Reduced placeholder by \$98,570 in FY2017/18.

Manual Trolley Switch System Replacement Phase I: Added project with \$602,500 in FY2017/18 design funds.

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

FY of Allocation Action: 2017/18

Project Name: Gough Corridor Signal Upgrade

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

EXPENDITURE PLAN INFORMATION

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

Prop K EP Line Number (Primary): 33

Current Prop K Request: \$ 2,900,000

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisory District(s): District 02, District 05

REQUEST

Brief Project Description (type below)

This request will fund the construction of traffic signal-related upgrades at 17 locations on Gough Street. Upgrades will include new controllers, poles, mast arms, larger signal heads, Pedestrian Countdown Signals where missing, Accessible (audible) Pedestrian Signals, as well as several curb ramps. Fourteen intersections are located on the Vision Zero High Injury Network, which encompasses the pedestrian, bicycle, and vehicle high injury corridors.

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

See attached

Project Location (type below)

Gough Street between Broadway and Page Street

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached? Yes

Other Items Attached? Yes

Gough Corridor Signal Upgrade Background and Scope

The San Francisco Municipal Transportation Agency (SFMTA) is seeking \$2,900,000 in Proposition K Sales Tax funds toward the construction phase of traffic signal upgrades at 17 locations on Gough Street to be constructed under the Gough Corridor Signal Upgrade. Traffic safety at these locations will be improved through the enhanced signal visibility. Signal visibility improvements will include new poles and mast arm mounted signals with larger signal heads. Related pedestrian safety improvements include pedestrian countdown signals (PCS), accessible pedestrian signals (APS) and construction of 8 new curb ramps where they are missing. Other improvements at signal upgrade locations will include new controllers, conduit and wiring as much of the infrastructure along the corridor is reaching the end of its useful life.

Location Selection Criteria

The Gough Street corridor was selected after careful review by SFMTA staff of traffic operations and collision patterns on a regular basis. Locations are prioritized based on collision history, traffic volumes, benefits to roadway users including pedestrians, bicyclists, transit and motorists, proximity to schools or senior centers and any joint departmental opportunities (e.g. scheduled paving projects, corridor improvements). Gough Street is on the Vision Zero High Injury Network on its busiest stretch between Market and California Streets. Fourteen of the 17 project locations are on the High Injury Network. Gough is also one of the few remaining corridors in the City where there are a large number of intersections lacking pedestrian countdown signals.

SFMTA coordinated with the Gough Street paving project so that needed signal conduits would be installed as part of the paving project. This allowed for the above grade changes like poles, mast arms, controller and PCS upgrades to be implemented without excavating within the roadway and breaking the paving moratorium. The paving project was completed in 2016.

Scope

The specific scope for each location under this project is described in Table 1. The table describes the intended project scope, Board of Supervisors districts the intersection is in, and whether the intersection is located on a Vision Zero High-Injury Network.

The original scope called for 3 new locations with APS, while SFMTA is now requesting to equip 16 new locations with APS.

The Geary and Gough Street intersection will receive signal visibility upgrades as part of the Geary Bus Rapid Transit project, so it was removed from this project. All other signalized intersections on Gough Street that are not included in this project were recently upgraded with new pedestrian countdown signals and traffic signal visibility improvements, and are therefore not recommended for any changes at this time.

The Fell Street and Oak Street intersections on Gough Street were planned to have signal visibility improvements during the design phase of this signal upgrade project. The planned improvements were completed via other funding sources. Therefore, these locations were removed from the construction scope.

The Hayes Street and Gough Street intersection was added to the project scope to improve signal visibility and add vehicle sensors. This enhancement was identified during the detailed design phase.

Project Benefits:

All traffic signals in this project will have Pedestrian Countdown Signals (PCS) added where they are currently missing. PCS have been effective in reducing the number of pedestrians remaining in the crosswalk at the beginning of the conflicting vehicle green light, thereby reducing the potential for vehicle-pedestrian conflicts. The countdown feature of the PCS is helpful for pedestrians to discern whether there is enough time left in a signal cycle to cross the intersection safely. In addition, 16 of 17 project locations will receive accessible pedestrian signals (APS) on all the corners to help the visually impaired receive pedestrian indications.

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

The California Street and Gough Street intersection will receive new green left turn arrows for the westbound California Street direction to help facilitate this heavy turn movement and improve safety. In addition, sensors will be added at the Hayes Street and Gough Street intersection to reduce signal delay for all modes during periods of low vehicular demand.

Implementation

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

Task

- Construction Management
- Contract Support
- Construction Support

Force Account Work Performed By:

PW Infrastructure Construction Management
PW Infrastructure Design and Construction
SFMTA Sustainable Streets Division

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

TABLE #1: GOUGH CORRIDOR SIGNAL UPGRADE LOCATIONS & IMPROVEMENTS

	Location	Add PCS	Add APS	Signal Visibility Upgrades	Vision Zero High-Injury Location	Muni Routes	Board of Supervisors District	# of New Curb Ramps
1	Broadway & Gough Street	Yes	Yes	Yes	--	--	2	--
2	Pacific Ave & Gough Street	Yes	Yes	Yes	Yes	--	2	--
3	Jackson Street & Gough Street	Yes	Yes	Yes	--	10	2	--
4	Washington Street & Gough Street	Yes	Yes	Yes	--	10	2	--
5	California Street & Gough Street	Yes	Yes	Yes	Yes	--	2	4
6	Pine Street & Gough Street	--	Yes	Yes	Yes ¹	--	2, 5	2
7	Bush Street & Gough Street	--	Yes	Yes	Yes ¹	--	2, 5	--
8	Sutter Street & Gough Street	--	Yes	Yes	Yes ¹	2, 3	2, 5	--
9	Post Street & Gough Street	--	Yes	Yes	Yes	2, 3	2, 5	2
10	Eddy Street & Gough Street	Yes	Yes	Yes	Yes	31	5	--
11	Turk Street & Gough Street	--	Yes	Yes	Yes ^{1,2}	--	5	--
12	Golden Gate Avenue & Gough Street	--	Yes	Yes	Yes	--	5	--
13	McAllister Street & Gough Street	--	Yes	Yes	Yes ²	5	5	--
14	Fulton Street & Gough Street	Yes	Yes	Yes	Yes	--	5	--
15	Grove Street & Gough Street	Yes	Yes	Yes	Yes	21	5	--
16	Hayes Street & Gough Street (new)	--	--	Yes	Yes	21	5	--
17	Page Street & Gough Street	Yes	Yes	Yes	Yes	--	5	--

¹ These locations are on a Vision Zero Pedestrian High-Injury Corridor

² These locations are on a Vision Zero Cyclist High-Injury Corridor

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

Project Name: Gough Corridor Signal Upgrade

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)	Apr-Jun	2017	Jul-Sep	2017
Right-of-Way				
Design Engineering (PS&E)	Jan-Mar	2016	Jan-Mar	2018
Advertise Construction	Jan-Mar	2018		
Start Construction (e.g. Award Contract)	Jul-Sep	2018		
Operations (i.e., paratransit)				
Open for Use			Jul-Sep	2019
Project Completion (means last eligible expenditure)			Jan-Mar	2020

SCHEDULE DETAILS

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

Obtained CEQA Categorical Exemption Determination from SF Planning Department in August 2017.

Project has been coordinated with the Van Ness BRT Project, and the SFMTA anticipates that conflicts from concurrent construction of the two projects will be minor. The Van Ness lane configuration will not change from current conditions with two lanes maintained in both directions. Therefore, no additional traffic is expected to be diverted from Van Ness to Gough.

No construction will take place on the busiest sections of Gough during peak hours, 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m. Moreover, because the signal project previously coordinated with the repaving of Gough Street to install conduits, most of the disruptive work involving lane closures is already completed. The vast majority of the work will be on the sidewalk, which involves closing only the parking lane.

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

Project Name: Gough Corridor Signal Upgrade

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 450,000	\$ 2,450,000	\$ -	\$ 2,900,000
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 450,000	\$ 2,450,000	\$ -	\$ 2,900,000

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 450,000	\$ 2,450,000	\$ 135,000	\$ 3,035,000
Prop AA	\$ -		\$ 300,000	\$ 300,000
	\$ -		\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 450,000	\$ 2,450,000	\$ 435,000	\$ 3,335,000

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 435,000	\$ -	\$ -	
Construction (CON)	\$ 2,900,000	\$ 2,900,000		Previous SFMTA Signal Projects
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 3,335,000	\$ 2,900,000	\$ -	

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

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

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

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

Fund Source	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22+	Total
Prop K	\$ 100,000	\$ 2,800,000	\$ -	\$ -	\$ -	\$ 2,900,000
Prop AA	\$ -		\$ -	\$ -	\$ -	\$ -

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

Project Name: Gough Corridor Signal Upgrade

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)						
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor	
1. Contract						
a: Signals/Mountings	\$ 255,000				\$ 255,000	
b: Poles	\$ 261,000				\$ 261,000	
c: Pullboxes/Conduits	\$ 212,000				\$ 212,000	
d: Wiring	\$ 270,000				\$ 270,000	
e: Traffic Routing	\$ 135,000				\$ 135,000	
f: Misc	\$ 255,000				\$ 255,000	
g: Curb Ramps	\$ 160,000				\$ 160,000	
Subtotal	\$ 1,548,000				\$ 1,548,000	
2. MTA Provided Materials						
Controller Cabinets	\$ 120,000			\$ 120,000		
Accessible Ped Signals	\$ 320,000			\$ 320,000		
Ped Countdown Modules	\$ 16,500			\$ 16,500		
Wireless Sensors	\$ 20,000			\$ 20,000		
Subtotal	\$ 476,500			\$ 476,500		
3. Construction						
Management/Support	\$ 619,200	40%	\$ 387,000	\$ 232,200		
4. Other Direct Costs *	\$ 17,500	1%	\$ 17,500			
5. Contingency	\$ 238,800	15%	\$ 200,000	\$ 38,800		
TOTAL CONSTRUCTION PHASE	\$ 2,900,000		\$ 604,500	\$ 747,500	\$ 1,548,000	

* PW - Bureau of Street Use and Mapping Survey Monument Referencing Fee

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 11/15/2017 Res. No: _____ Res. Date: _____

Project Name: Gough Corridor Signal Upgrade

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$ 2,900,000	Construction (CON)
	Total:	\$ 2,900,000	

Total Prop K Funds: \$ 2,900,000 Total Prop AA Funds: \$ -

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

Fund Expiration Date: 9/30/2020 Eligible expenses must be incurred prior to this date.

Intended Future Action	Action	Amount	Fiscal Year	Phase

Trigger:

Deliverables:

1. Quarterly progress reports shall provide the anticipated Open for Use date for each location and the percent complete for the overall project, in addition to all other requirements described in the Standard Grant Agreement (SGA). Over the course of the project quarterly progress reports should include 2-3 photos of work in progress for recent activities and/or of completed work. See SGA for details.
2.

Special Conditions:

1. The recommended allocation is contingent upon a concurrent amendment to the Signals and Signs 5YPP to re-program \$450,000 from the South Van Ness Signal Upgrade project to the subject project. See attached 5YPP amendment for details.
2. SFMTA may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$2,900,000) 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.

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 11/15/2017 **Res. No.:** _____ **Res. Date:** _____

Project Name: Gough Corridor Signal Upgrade

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

Notes:

1. _____
2. _____

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.00%	No Prop AA
Actual Leveraging - This Project	9.00%	91.00%

SFCTA Project

Reviewer: P&PD

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - DPT

SGA Project Number: 133-907xxx **Name:** Gough Corridor Signal Upgrade

Phase: Construction (CON) **Fund Share:** 100.00%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22+	Total
Prop K	\$100,000	\$2,800,000				\$2,900,000

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

FY of Allocation Action: 2017/18

Current Prop K Request: \$ 2,900,000

Current Prop AA Request: \$ -

Project Name: Gough Corridor Signal Upgrade

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

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

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

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Geraldine DeLeon

Joel Goldberg

Title: Engineer

Manager of Grants Procurement & Management

Phone: 415-701-4675

415-646-2520

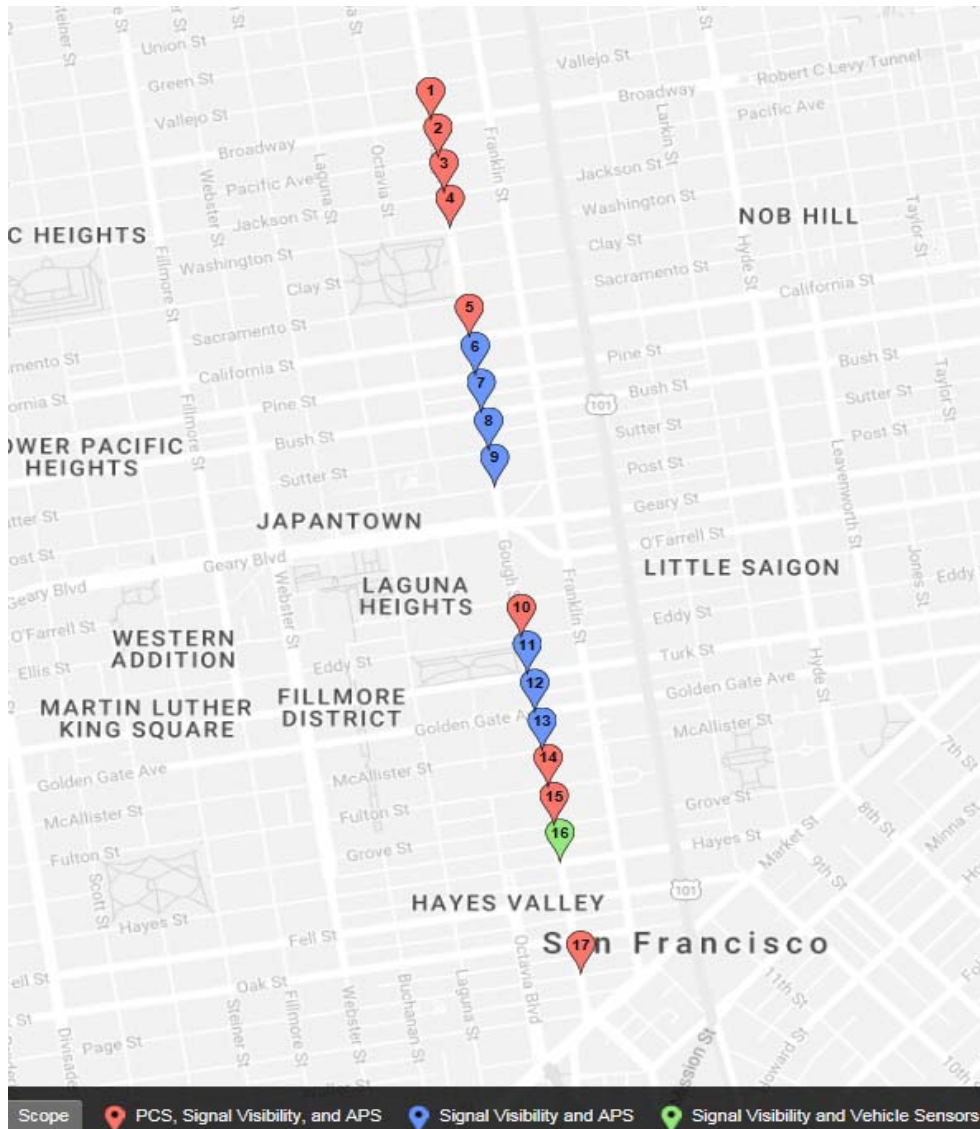
Email: Geraldine.DeLeon@sfmta.com

joel.goldberg@sfmta.com

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

MAPS AND DRAWINGS

↑
N



	Location	Upgrades planned
1	Broadway & Gough Street	PCS, Signal Visibility, and APS
2	Pacific Ave & Gough Street	PCS, Signal Visibility, and APS
3	Jackson Street & Gough Street	PCS, Signal Visibility, and APS
4	Washington Street & Gough Street	PCS, Signal Visibility, and APS
5	California Street & Gough Street	PCS, Signal Visibility, and APS
6	Pine Street & Gough Street	Signal Visibility and APS
7	Bush Street & Gough Street	Signal Visibility and APS
8	Sutter Street & Gough Street	Signal Visibility and APS
9	Post Street & Gough Street	Signal Visibility and APS
10	Eddy Street & Gough Street	PCS, Signal Visibility, and APS
11	Turk Street & Gough Street	Signal Visibility and APS
12	Golden Gate Avenue & Gough Street	Signal Visibility and APS
13	McAllister Street & Gough Street	Signal Visibility and APS
14	Fulton Street & Gough Street	PCS, Signal Visibility, and APS
15	Grove Street & Gough Street	PCS, Signal Visibility, and APS
16	Hayes Street & Gough Street	Signal Visibility and Vehicle Sensors
17	Page Street & Gough Street	PCS, Signal Visibility, and APS



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

FY of Allocation Action: 2017/18

Project Name: Bicycle Facility Maintenance

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

EXPENDITURE PLAN INFORMATION

Prop K EP category: Pedestrian and Bicycle Facility Maintenance: (EP-37)

Prop K EP Line Number (Primary): 37 Current Prop K Request: \$ 150,000

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisory District(s): Citywide

REQUEST

Brief Project Description:

Project will maintain bicycle facilities to preserve their safety features. Bicycle lanes will be repainted using green epoxy and bike box/mixed zone facilities will be repainted using green thermoplastic treatment. Additionally, plastic traffic channelizers along buffered bikeways will be replaced.

Detailed Scope, Project Benefits and Community Outreach:

The San Francisco Municipal Transportation Agency requests \$150,000 to maintain bicycle facilities that are in poor condition Citywide. The scope will focus on restriping existing bicycle facilities, including green bicycle lanes, green bicycle boxes and replacing delineators. After testing delineators with curbs, the SFMTA has decided to use the standard Pexco TG Curb with the FG 300 Post (see attached photos). Proposition K funds will also allow the SFMTA to test new, more substantial types of delineators and green coloring products for bicycle lanes, boxes and mixed zones.

Bicycle lanes will be repainted using green epoxy and bike box/mixed zone facilities will be repainted using green thermoplastic treatment. While a more durable material, green thermoplastic is considerably more expensive than the green epoxy. Thus, the epoxy is a more efficient material to use for larger surfaces such as the length of a bicycle lane.

Replacing delineators and maintaining existing bike boxes and green lane markers are essential aspects of Vision Zero, a San Francisco policy that has set goals of eliminating all traffic deaths by 2024.

Locations will be identified and prioritized based on inspection and public input. Requests for maintenance may be made to the SF311 Customer Service Center by calling 311, through sf311.org or through the SF311 app available on smartphones.

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

Project Location:

Citywide

Project Phase:

Construction (CON)

Map or Drawings Attached? Yes

Other Items Attached? No

5YPP/STRATEGIC PLAN INFORMATION

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

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

Prop K 5YPP Amount: \$ 150,000 **Prop AA
Strategic Plan
Amount:**

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

Project Name: Bicycle Facility Maintenance

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE DETAILS

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

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

Project Name: Bicycle Facility Maintenance

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$ 150,000	\$ -	\$ 150,000
		\$ -	\$ -	\$ -
				\$ -
				\$ -
Total:	\$ -	\$ 150,000	\$ -	\$ 150,000

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

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

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction (CON)	\$ 150,000	\$ 150,000	\$ -	MTA-Planning based on previous work
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 150,000	\$ 150,000	\$ -	

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

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ 150,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Project Name: Bicycle Facility Maintenance

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)			
Budget Line Item	Totals	% of construction	SFMTA
1. Construction - SFMTA Labor	\$ 75,000	50%	\$ 75,000
2. Construction - Materials	\$ 50,000	34%	\$ 50,000
3. Construction Contingency	\$ 24,500	16%	\$ 24,500
4. City Attorney 2 hours x \$250/hr	\$ 500		\$ 500
TOTAL CONSTRUCTION PHASE	\$ 150,000		\$ 150,000

CONSTRUCTION MATERIALS			
Description	Number	Unit Cost	Total Cost
FG300 Post with No Curb	1,000	\$20	\$ 20,000
FG300 Post with Curb	250	\$80	\$ 20,000
Green Epoxy Paint	4,000	\$2.50	\$ 10,000
	Total		\$ 50,000

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 11/15/2017 **Res. No:** _____ **Res. Date:** _____

Project Name: Bicycle Facility Maintenance

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

		Action	Amount	Phase
Funding Recommended:		Prop K Allocation	\$ 150,000	Construction (CON)
		Total:	\$ 150,000	

Total Prop K Funds: \$ 150,000 **Total Prop AA Funds:** \$ -

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

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

		Action	Amount	Fiscal Year	Phase
Future Commitment:					

Trigger:

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 11/15/2017 **Res. No.:** _____ **Res. Date:** _____

Project Name: Bicycle Facility Maintenance

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

Deliverables:

1. Quarterly progress reports shall report the location and quantity (i.e., number of delineators, miles of lane, number of bike boxes) that the SFMTA has maintained using Prop K funds during the preceding quarter.
2. Once implementation begins, provide with quarterly progress reports 2-3 photos of work being performed and/or of completed.
3. _____
4. _____
5. _____

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. _____

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

SFCTA Project P&PD
Reviewer: _____

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 11/15/2017 **Res. No.:** _____ **Res. Date:** _____

Project Name: Bicycle Facility Maintenance

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - DPT

SGA Project Number: _____ **Name:** Bicycle Facility Maintenance

Phase: Construction (CON) **Fund Share:** 100%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
		\$150,000				\$150,000

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

FY of Allocation Action: 2017/18

Current Prop K Request: \$ 150,000

Current Prop AA Request: \$ -

Project Name: Bicycle Facility Maintenance

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

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

Initials of sponsor staff member verifying the above statement
TM

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Shahram Shariati

Joel C. Goldberg

Title: Assistant Engineer

Manager, Capital Procurement & Management

Phone: 415-701-5659

415-646-2520

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Joel.Goldberg@sfmta.com

17th Street Delineator Installation



Market Street Delineator w/Curb Pilot Test



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

FY of Allocation Action: 2017/18

Project Name: Freeway Corridor Management Study Pre-environmental

Grant Recipient: San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

Prop K EP category: Transportation Demand Management/Parking Management: (EP-43)

Prop K EP Line Number (Primary): 43 Current Prop K Request: \$ 200,000

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisorial District(s): District 06, District 09, District 10, District 11

REQUEST

Brief Project Description (type below)

This request will fund the Project Initiation Document (required by Caltrans), which will refine a suite of alternatives for managed lanes in the US 101 / I-280 corridor between 5th and King in downtown San Francisco and San Mateo County. Managed lanes can include carpool and/or price-managed lanes with the goal of managing congestion by prioritizing high occupancy vehicles. The project, part of a regional network of managed lanes, seeks to increase person throughput, improve travel time and reliability between San Francisco and the Peninsula.

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

See next page.

Project Location (type below)

US 101 between the San Francisco / San Mateo County Line and I-280, and I-280 between US 101 and 5th/King Streets.

Project Phase (select dropdown below)

Planning/Conceptual Engineering (PLAN)

Map or Drawings Attached? Yes

Other Items Attached? Yes

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

5YPP/STRATEGIC PLAN INFORMATION

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

Named Project

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

Less than or Equal to Programmed Amount

Prop K 5YPP Amount: \$ 200,000

Prop AA
Strategic Plan
Amount: _____

Detailed Scope, Project Benefits and Community Outreach

Background

Parts of San Francisco's freeway network are critically congested, but there are many empty seats in cars, vans and buses. The Freeway Corridor Management Study (FCMS) is exploring ways to prioritize high occupancy vehicles in the corridor connecting downtown San Francisco to the Peninsula, which would give them a faster, more reliable trip. The FCMS Phase 2 report, currently under preparation, explores the feasibility of potential managed lanes on US-101 and I-280 into downtown San Francisco. The complete results of the study will be presented to the Transportation Authority Board in early 2018. An outreach effort to educate stakeholders about managed lanes generally and the feasibility of different types of managed lanes in San Francisco specifically is being conducted in parallel with the FCMS Phase 2 report and will continue in the next phase of the project which is proposed to be funded in part through this request. Key stakeholders for this outreach effort include supervisors, community groups, merchants, residents, and likely users, especially those who work or live close to the highways.

The current request will fund the Project Initiation Document (PID) as required by Caltrans to document the scope, cost and schedule for transportation projects on the state highway system. This document will refine a suite of alternatives for managed lanes based on input from the FCMS Phase 2 feasibility study.

The project is part of a regional network of managed lanes that will give buses, carpools and other vehicles in the lanes faster travel time and reliability without adding significant delays to the remaining general purpose lanes. San Mateo county's project on US-101 will bring a managed lane from Silicon Valley to I-380, and it was determined that studying the gap between I-380 and the San Francisco-San Mateo county line was best done as part of San Francisco's project. Because of this, the two counties will enter into a cost-sharing agreement to split the expense of the PID phase. The San Mateo County Transportation Authority is planning to go to its Board on January 2018 to secure funding for the portion of the study in San Mateo county. If the funding is not secured, we would reduce the project scope and budget accordingly.

The SFCTA will enter into a Cooperative Agreement with Caltrans to outline the scope and budget associated with its review of the PID. This cost will also be shared with San Mateo.

The US 101 Caltrain corridor connecting Silicon Valley with San Francisco is one of five named corridors in the Road Repair and Accountability Act of 2017 (Senate Bill 1) as an example of a targeted congested corridor for SB 1 programs, and the project is part of a regional network of Express Lanes prioritized by the Metropolitan Transportation Commission.

Tasks for the Pre-Environmental Phase (PSR-PDS)

1. Project Management

This task provides for the set of activities including interagency coordination meetings, procurement and management of a consultant team, regular check-ins with these groups and internal coordination including progress updates to the Board.

2. Existing Information Collection and Review

In this task, the consultant team, under supervision of SFCTA staff and reviewed by the entire Project Development Team (PDT), i.e. SFCTA, SMCTA, MTC, C/CAG, and Caltrans, will compile and review any existing or underway studies, plans, etc. that might better inform the development of a managed lane facility in San Francisco.

3. Purpose and Need Statement

The consultant team, under supervision of SFCTA staff and reviewed by the entire PDT, will draft a purpose and need statement that identifies the transportation deficiency and lays out the set of objectives that will address that deficiency.

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

4. Alternatives Definition

The objective of this task is to continue to develop and refine the set of alternatives proposed in the FCMS Phase 2 report.

5. Initial Analysis

The purpose of this task is to conduct the technical studies mandated by Caltrans for the PID phase. This will include a Preliminary Environmental Analysis Report (PEAR), which documents all issues that are anticipated to require evaluation in the environmental review phase such as air, noise, biological, social, cultural and economic resources. It will also include a local streets analysis that will be conducted in close coordination with the San Francisco Municipal Transportation Agency to address the interface of the project with local streets.

6. Cost Estimates

The purpose of this task is to develop initial cost estimates for each alternative as well as the ensuing environmental clearance phase.

7. Schedule Development

The purpose of this task develop a preliminary schedule for ensuing phases of the project through construction.

8. Risk Management Plan

In this task, the team will develop a risk register and a plan to address or mitigate the identified risks.

9. Outreach

While outreach is not required by Caltrans for the PID phase, SFCTA staff will continue to perform outreach to gain an understanding of key stakeholder interest, concerns, and questions on the project. The audience for this effort includes supervisors, community groups, merchants, residents, and likely users, especially those who work or live close to the highways.

10. Draft PSR-PDS

The objective of this task is to produce a draft PSR-PDS document for Caltrans' review.

11. Final PSR-PDS

In this task, comments from Caltrans and SFCTA staff will be addressed and final version of the report released.

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

Project Name: Freeway Corridor Management Study Pre-environmental

ENVIRONMENTAL CLEARANCE

Environmental Type: EIR/EIS

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Mar	2015	Oct-Dec	2018
Environmental Studies (PA&ED)	Jan-Mar	2019	Oct-Dec	2020
Right-of-Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (i.e., paratransit)				
Open for Use				
Project Completion (means last eligible expenditure)				

SCHEDULE DETAILS

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

Proposed Schedule for PID Phase
 Task 1. Project Management 01/2018 - 12/2018
 Task 2. Existing Information Collection and Review 01/2018-02/2018
 Task 3. Purpose and Need Statement 02/2018
 Task 4. Alternatives Definition 03/2018
 Task 5. Initial Assessment 03/2018-06/2018
 Task 6. Cost Analysis 06/2018-08/2018
 Task 7. Schedule Development 06/2018-08/2018
 Task 8. Risk Management Plan 06/2018-08/2018
 Task 9. Outreach 01/2018-12/2018
 Task 10. Draft PSR-PDS 08/2018-10/2018
 Task 11. Final PSR-PDS 11/2018-12/2018

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

Project Name: Freeway Corridor Management Study Pre-environmental

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 200,000	\$ -	\$ 200,000
Prop AA	\$ -	\$ -	\$ -	\$ -
CMA STP 3%	\$ -	\$ 500,000	\$ -	\$ 500,000
Intergovernmental Cost-Share (San Mateo County Transportation Authority (SMCTA))	\$ 500,000	\$ -	\$ -	\$ 500,000
Total:	\$ 500,000	\$ 700,000	\$ -	\$ 1,200,000

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 4,100,000	\$ 200,000	\$ 300,000	\$ 4,600,000
Prop AA	\$ -	\$ -	\$ -	\$ -
CMA STP 3%	\$ -	\$ 500,000	\$ 338,000	\$ 838,000
Caltrans Planning Grant			\$ 300,000	\$ 300,000
Intergovernmental Cost-Share (SMCTA)	\$ 650,000	\$ -	\$ -	\$ 650,000
TBD	\$ 49,250,000	\$ -	\$ -	\$ 49,250,000
Total:	\$ 54,000,000	\$ 700,000	\$ 938,000	\$ 55,638,000

TBD (e.g. Senate Bill 1 Solutions for Congested Corridor Program, Regional Measure 3, Private)

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

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 2,288,000	\$ 200,000		Prior Work Review and Estimated Costs
Environmental Studies (PA&ED)	\$ 5,000,000	\$ -		10% of Construction Cost plus soft costs
Right-of-Way	\$ 1,200,000	\$ -		Engineer's Estimate
Design Engineering (PS&E)	\$ 6,150,000	\$ -	\$ -	15% of Construction Cost
Construction (CON)	\$ 41,000,000	\$ -	\$ -	Per-mile conceptual design engineer's
Total:	\$ 55,638,000	\$ 200,000	\$ -	

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

Costs estimates for the environmental phase through construction are preliminary planning-level estimates based on the feasibility study and will be refined during the Project Initiation Document and environmental studies phase. Costs assume project occurs within existing freeway footprint (i.e., with no freeway widening).

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ 200,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Project Name: Freeway Corridor Management Study Pre-environmental

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY												
Agency	Task 1 - Project Management	Task 2 - Existing Information Collection and Review	Task 3 - Purpose and Need Statement	Task 4 - Alternatives Definition	Task 5 - Initial Assessment	Task 6 - Cost Analysis	Task 7 - Schedule Development	Task 8 - Risk Management Plan	Task 9 - Outreach	Task 9 - Draft PSR-PDS	Task 10 - Final PSR-PDS	Total
SFCTA	\$ 42,000	\$ 10,500	\$ 21,000	\$ 10,500	\$ 43,500	\$ 21,000	\$ 21,000	\$ 10,500	\$ 30,000	\$ 31,500	\$ 21,000	\$ 262,500
Consultant	\$ 117,000	\$ 29,250	\$ 58,500	\$ 29,250	\$ 111,000	\$ 58,500	\$ 58,500	\$ 29,250		\$ 87,750	\$ 58,500	\$ 637,500
Caltrans	\$ 10,775	\$ -	\$ 10,775	\$ 21,550	\$ 32,325	\$ 21,550	\$ 21,550	\$ 21,550		\$ 53,875	\$ 21,550	\$ 215,500
Subtotal	\$ 169,775	\$ 39,750	\$ 90,275	\$ 61,300	\$ 186,825	\$ 101,050	\$ 101,050	\$ 61,300	\$ 30,000	\$ 173,125	\$ 101,050	\$ 1,115,500
Contingency (6.67%)												\$ 84,500
Total												\$ 1,200,000

DETAILED LABOR COST ESTIMATE - BY AGENCY						
SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Deputy Director	166	\$ 94.3	2.5	\$ 235.8	0.08	\$ 39,139
Senior Planner	445	\$ 57.6	2.5	\$ 143.9	0.21	\$ 64,027
Senior Engineer	720	\$ 68.4	2.5	\$ 171.0	0.35	\$ 123,142
Senior Communications Officer	100	\$ 60.5	2.5	\$ 151.2	0.05	\$ 15,118
Communications Officer	100	\$ 47.2	2.5	\$ 118.1	0.05	\$ 11,810
Principal Management Analyst	40	\$ 56.2	2.5	\$ 140.4	0.02	\$ 5,615
Staff Accountant	40	\$ 36.9	2.5	\$ 92.3	0.02	\$ 3,690
Total	1611					\$ 262,541

Caltrans Cost Estimate

Total Hours	1994
Total PYs (1758 hours per PY)	1.13
Cost (\$190,000 per PY)	\$215,506

say \$215,500

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 11/15/2017 **Res. No.:** _____ **Res. Date:** _____

Project Name: Freeway Corridor Management Study Pre-environmental

Grant Recipient: San Francisco County Transportation Authority

	Action	Amount	Phase
Funding Recommended:	Prop K Appropriation	\$ 200,000	Planning/Conceptual Engineering (PLAN)
	Total:	\$ 200,000	

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

Fund Expiration Date: 06/30/2019 **Eligible expenses must be incurred prior to this date.**

Deliverables:

1. Quarterly progress reports (QPRs) shall contain a percent complete by task, percent complete of the overall project, a summary of outreach activities performed the quarter prior and the feedback received, and a list of outreach activities planned for the quarter ahead.
2. Upon signing (anticipated February 2018), provide a copy of the Intergovernmental Cost-Share Agreement with San Mateo County Transportation Authority.
3. Upon completion (anticipated October 2018), provide a copy of the draft PSR-PDS document submitted to Caltrans.
4. Upon completion (anticipated December 2018), provide a copy of the PSR-PDS document approved by Caltrans.
5. At project completion (anticipated December 2018), provide an updated scope, schedule, budget, and funding plan for the environmental phase of the project. A Prop K allocation request form would suffice.

Special Conditions:

1.

Notes:

1. Should funding from San Mateo county not be secured, the project scope and budget would be amended to exclude the segment of the study area outside the San Francisco county line.
2.

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 11/15/2017 Res. No: _____ Res. Date: _____

Project Name: Freeway Corridor Management Study Pre-environmental

Grant Recipient: San Francisco County Transportation Authority

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	83.33%	No Prop AA
Actual Leveraging - This Project	91.73%	No Prop AA

SFCTA Project P&PD
 Reviewer: _____

SGA PROJECT NUMBER

Sponsor: San Francisco County Transportation Authority

SGA Project Number: 143-XXX Name: Freeway Corridor Management Study Pre-environmental

Phase: Planning/Conceptual Engineering (PLAN) Fund Share: 16.67%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K		\$100,000	\$ 100,000			\$200,000

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

FY of Allocation Action: 2017/18

Current Prop K Request: \$ 200,000

Current Prop AA Request: \$ -

Project Name: Freeway Corridor Management Study Pre-environmental

Grant Recipient: San Francisco County Transportation Authority

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

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

CONTACT INFORMATION

Project Manager

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