

Prop K/AA Grouped Allocation Requests
July 2018 Board Action

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2	Prop K	SFCTA	Downtown Extension to Rebuilt Transbay Terminal	Downtown Extension – 30% Design Oversight and Support Part 1	Design	\$ 600,000	19
3	Prop K	SFMTA	Paratransit	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives	Operations	\$ 10,321,010	29
Total Requested						\$ 20,599,636	

¹ Acronyms: SFCTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); TJPA (Caltrain).



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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2018/19
Project Name:	Downtown Extension - 30% Design Part 1
Grant Recipient:	Transbay Joint Powers Authority

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Transbay Terminal / Downtown Caltrain Extension
Current Prop K Request:	\$9,678,626
Supervisory District(s):	District 06

REQUEST

Brief Project Description

Extension of Caltrain 1.3 miles from Fourth and King streets to the new Transbay Transit Center, at First and Mission Streets, with accommodations for future high-speed rail. The requested Prop K funds will progress design towards 30% on the new and modified elements of the project.

Detailed Scope, Project Benefits and Community Outreach

The requested allocation will fund draft submittals for the Caltrain Downtown Extension (DTX) design to 30% on the new elements of the project, such as the relocation of the 4th and Townsend underground station to beneath Townsend Street from its original location beneath the Caltrain yard, vent structures, tunnel box at the south end to receive a future grade separation tunnel, and the programmatic space requirements in the Transit Center. It will also update design of the tunnels and underpinning of structures, and develop staging plans and bottom-up cost estimates. The work is scheduled to be complete by April 2019.

See attached for a detailed scope description.

Project Location

From Fourth & King streets to new Salesforce Transit Center at First and Mission streets

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount
Prop K 5YPP Amount:	\$0
Justification for Necessary Amendment	

5YPP/STRATEGIC PLAN INFORMATION

When the Transportation Authority Board adopted the 2019 Prop K Strategic Plan Baseline in April 2019, the Board left the remaining Prop K funds for the DTX unprogrammed to allow time for the Board, Mayor, San Francisco agencies and TJPA to move toward consensus on how to proceed with the DTX. Given the emerging consensus on the alignment for the DTX, TJPA is requesting amendment of the Baseline to advance \$9,678,626 in Prop K funds to Fiscal Year 2018/19 for the subject request. Transportation Authority staff is concurrently advancing an appropriation of funds from the Transbay Terminal /Downtown Extension category to fund project delivery support and oversight of the proposed TJPA scope of work for 30% design. The appropriation will also require an amendment to the Prop K Strategic Plan Baseline.

**SFCTA PROPOSITION K ALLOCATION REQUEST JULY 2018
SCOPE OF WORK: JULY 1, 2018 – APRIL 1, 2019**

PARSONS SCOPE OF WORK:

See attached cost map.

PCPA SCOPE OF WORK:

The scope of work addresses the shortened Phase 2 trainbox extension. The scope will begin to review the impacts of shortening the trainbox on program spaces, MEP, structural, egress, fire/life/safety, and vertical transportation to a conceptual validation/schematic design level. Note that since the scope of work will not be completed during the duration of this funding request, no submittals are anticipated beyond in-progress sketches for coordination.

PMPC SCOPE OF WORK:

The proposed PMPC scope of work, covering the period July 1, 2018 through April 1, 2019 has been established to accomplish the following goals:

- Continue to progress Program Phase 2 elements to a 30% level of design completion – including the Downtown Extension, Transit Center below-grade reconfiguration and fit-out, and the Intercity Bus Facility.
- Develop partial documentation necessary to support the Phase 2 budget development and Phase 2 entry into the FTA New Starts Program, as defined herein.
- Provide limited programmatic support including Administration, Project Controls, Document Control and Technical Writing/Editing.

A. Management Plans, Policies and Procedures

- A.1 Program Management Plan.** Review and update the existing Program Management Plan (PMP) such that it properly reflects the current scope and requirements of Phase 2 of the program. The PMP will be sufficient to support the Authority's entry into the FTA New Starts process.

Deliverables/Schedule: Updated Project Management Plan: NTP plus 3 months

- A.2 Procedures and Guidelines.** Review and update procedures and guidelines that address the current scope and requirements of Phase 2.

Deliverables/Schedule: Updated Procedures Manual: NTP plus 3 months

B. Implementation Activities

- B.1 Design Criteria.** Update existing DTX Design Criteria such that it is appropriate for use for the Phase 2 design. The Design Criteria shall be modified to reflect code updates, agreements with Third Parties and Project Stakeholders, and shall be coordinated with the latest Design Criteria for the Caltrain Electrification project and the California High Speed Rail project. The DTX Design Criteria shall include records of all variances agreed with both Operators. Modifications to the Criteria shall also include the development on new-time histories to be used in the design of underground structures. Electrical, Mechanical, Signals and Train Control, OCS/Traction Power and Communications will generally be simplified to refer to corresponding Caltrain and CHST criteria only. Communications must also be coordinated with existing TC installations.

Deliverables/Schedule: Updated Design Criteria: NTP plus 5 months

- B.2 Risk and Vulnerability Assessment (RVA).** Update RVA prepared in Phase 1 such that it is specific to Program Phase 2.

Deliverables/Schedule: Updated Design Criteria: NTP plus 5 months

- B.3 Project Delivery and Procurement Plan.** Update the existing DTX Contract Packaging Strategy to be used in the implementation of the Project and serve as the basis for any updates to the existing Work Breakdown Structure and Program Master Schedule. The Plan will reflect numbers and types of construction contracts required with procurement recommendations for each contract. Procurement recommendations shall be informed by feedback received from local agencies relative to their own procurements.

Deliverables/Schedule: Draft Project Delivery and Procurement Plan: NTP plus 5 months. Final Project Delivery and Procurement Plan: NTP plus 7 months

C. Downtown Extension (DTX)

Provide Project Management and oversight for the Downtown Extension Project, including Caltrain Yard Improvements, 4th and Townsend Street Station, Cut & Cover, Mined Tunnel and rail and system components of the overall Program. All activities will be ongoing throughout the duration of the Task Order. Perform the following:

- C.1 Project Scope, Schedule & Budget.** Work with estimators, technical specialists and Program Controls Manager to validate scope and develop the project budget and schedule for the DTX Project, including subprojects and project components. Maintain current and accurate information regarding project scope, schedule and budget throughout the entire life of the project. Analyze project progress and provide management direction to project team to address scope, schedule, claims and cost issues that may arise during project delivery and implementation. Analyze cost trend information and identify cost issues as early as practicable. Identify problem areas, formulate strategies and oversee implementation of corrective action plans to address issues related to scope, claims, schedule and cost.
- C.2 Engineering Contract Management.** Assist in finalizing the scope, deliverables, schedule and budget for Engineering Contract for DTX. Provide management oversight of engineering design contract through completion of design phase. Provide contract administration, including performing invoice reviews,
- C.3 Design Submittal Reviews.** Organize independent reviews of design submittal packages as needed to verify that design intent is properly implemented and that the project scope is accurately represented in various contracts.
- C.4 Issue-Action Tracking.** Develop Issue-action log for tracking and resolving issues related to design, construction and operations with all stakeholders that have an interest and/or are participants in the Program. Work with Project Managers to facilitate resolution of issues and maintain issue-tracking documentation for all components of the Program.
- C.5 Procedures Implementation.** Verify that the design consultants use current design criteria and coordinate interface points between the various components of the Program and contract packages. Verify that changes to the project or Program are implemented for all contract packages.

- C.6 Interface Management.** Verify that physical and schedule interfaces are coordinated between the DTX Project and other component projects, subprojects and contract packages within the Program.

D. Transit Center

Provide Project Management and oversight for Transit center related elements of Program Phase 2 including the architectural, structural and systems fit out of the below grade levels of the Transit Center, including the reconfiguration of the below grade levels based on not extending the train box, and based on latest Program Requirements for Caltrain and CHST, and for the development of the Intercity Bus Facility (IBF. Per item C. all activities will be ongoing throughout the duration of the Task Order. Perform the following:

- D.1 Project Scope, Schedule & Budget.** Work with estimators, technical specialists and Program Controls Manager to validate scope and develop the project budget and schedule for the Transit Center and IBF, including subprojects and project components. Maintain current and accurate information regarding project scope, schedule and budget throughout the entire life of the project. Analyze project progress and provide management direction to project team to address scope, schedule, claims and cost issues that may arise during project delivery and implementation. Identify problem areas, formulate strategies and oversee implementation of corrective action plans to address issues related to scope, claims, schedule and cost. Analyze cost trend information and identify cost issues as early as practicable.
- D.2 A/E Contract Management.** Assist in finalizing the scope, deliverables, schedule and budget for Architecture/Engineering Contract(s). Provide management oversight of A/E design contract(s) during the design phase.
- D.3 Design Constraints, Criteria & Standards.** Review and update existing design scope, constraints, criteria, and standards, including quality standards of all components to define the project requirements for the design team.
- D.4 Update Program.** Update and validate the program information and layouts to make them current with the scope of the project including space needs defined by area, ceiling-height and other characteristics of the space related to its function for all spaces and structures, including equipment spaces, adjacency requirements and vehicle circulation and all related pickup, drop-off and storage spaces.
- D.5 BART/MUNI Embarcadero Station Pedestrian Connection.** Determine accommodations required in the design and construction of the Transit Center Phase 2 to facilitate future construction of this connector
- D.6 Design Submittal Reviews.** Organize independent reviews of design submittal packages as needed to verify that design intent is properly implemented and that the project scope is accurately represented in various contracts.
- D.7 Issue-Action Tracking.** Implement and maintain an issue-action log to facilitate timely resolution of issues and decision-making. Perform comprehensive decision analyses as needed. Facilitate and document major design decision processes.
- D.8 Procedures Implementation.** Verify that the various design consultants use current design criteria and coordinate interface points between the various components of the Program and contract packages. Verify that approved changes to the Project or Program are implemented for all contract packages.

- D.9 Interface Management.** Verify that physical and schedule interfaces are coordinated between the Terminal Project and other components, projects and subprojects and contract packages within the program.

E. Coordination and Support Activities

Provide program support and coordination activities under the direction of the Program Coordinator, Activities shall be performed on an ongoing and as needed basis over the duration of the Task order. Scope shall be as follows:

- E.1 Stakeholder Coordination.** Assist the Authority in limited coordination with regulatory agencies and other stakeholders that have an interest or are participants in the Program and facilitate resolution of issues related to design, construction and operations.
- E.2 Utility Coordination.** Provide limited utility coordination oversight to verify project teams are successful in making arrangements for timely and cost-effective relocations of existing facilities.

F. Program/Project Controls

Provide project controls activities on an ongoing and as needed basis over the duration of the Task order. Controls reporting shall typically be performed on a monthly basis. Scope shall be as follows:

- F.1 Work Breakdown Structure.** Update and maintain a work breakdown structure (WBS) for the implementation of the Program that will be used for organizing and reporting on cost, schedule and scope.

Deliverables/Schedule: *Updated WBS: NTP plus 1 month.*

- F.2 Program Budget.** Update and maintain a Baseline Budget for the Program in accordance with the updated Work Breakdown Structure. Incorporate construction budgets using cost estimates developed by design teams. Estimate other soft costs for each line item. Conduct market and escalation studies to forecast potential cost increases and market pressures over the life of the Program. Work with Risk Manager to develop contingency budgets at the project and Program level that are consistent with the risks associated with each Program element. Monitor, update and manage the budget over the course of the Program.

- F.3 Program Master Schedule.** Develop and maintain Program master schedule based on the WBS and the Project Delivery and Procurement Plan. Update the Program master schedule monthly, to include current information regarding project and contract progress.

Deliverables/Schedule: *Updated Master Schedule: Monthly updates.*

- F.4 Program Schedule Monitoring and Control.** Review and analyze overall Program progress during the design phase. Review and analyze design schedules for compliance with contractual and Program requirements. Identify areas of concern and provide input on corrective action plans as necessary.

- F.5 Cost Monitoring, Forecasting and Reporting.** Collect and analyze project and Program cost information, including encumbrances, commitments, actual expenditures, trends, forecasts and variance information.

- F.6 Cost Control.** Implement procedures to control cost and manage the budget, including change order and contingency usage approval procedures and limits, budget change procedures, change management, trend forecasting and variance notification policies. Assist the Authority with monitoring cost performance and taking corrective actions to keep the Program scope within the approved budget.
- F.7 Cash Flow Planning.** Working with the Authority's Program Grant Administration, Budgeting, Financial Management and Cost Control consultant, analyze, prepare and maintain current and projected cash flow requirements for the Program.
- F.8 Estimate Reviews.** Review and evaluate various cost estimates related to construction, operations and maintenance of the Program to verify that they are comprehensive and conform to established guidelines.
- F.9 Status Reporting.** Prepare monthly and quarterly reports of Program, project and contract status as required by the Authority, funding agencies and Program stakeholders. Include executive, management and project level reports outlining the progress, cost, schedule, , issue resolution and other aspects of the project or contract. Recommend corrective actions relative to these aspects of the project.

Deliverables/Schedule: *Monthly/Quarterly Reports.*

G. Document Management and Administrative Support

- G.1 Administrative Support.** Administrative support will include, but not be limited to, documentation of meetings, report writing, and preparation of correspondence.
- G.2 Document Control.** Maintain document control to serve as the official records management function for the Program and be the source for all official documentation and provide storage for all Program records and files.
- G.3 Presentation Support.** Provide data, graphics and other materials as required for internal, external and public presentations.

H. Right-of-way Acquisition Plan

Prepare a right-of-way acquisition plan which will provide input to the PMP, project schedule, and procedures for right-of-way acquisition organization and strategy.

Deliverables/Schedule: *Right-of-way Acquisition Plan*

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

Project Name:	Downtown Extension - 30% Design Part 1
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ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

Above schedule was presented to the TJPA Board of Directors in June 2016, assumes funding availability and is subject to change. The anticipated date for high-speed rail operations at the Salesforce Transit Center is 2029. This request is intended to support enhanced oversight and peer review of the DTX scope of work under a concurrent MTC allocation to advance detailed design toward 30%. The work under this allocation and corresponding appropriation is scheduled for completion in April 2019. The full 30% effort to be completed by September 2019 and will generate an updated schedule. Construction of the advance contract package is scheduled to commence in Fall 2018 and will proceed while design work is completed on the main contract package.

San Francisco County Transportation Authority

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Project Name:	Downtown Extension - 30% Design Part 1
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FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Transbay Terminal / Downtown Caltrain Extension	\$9,678,626	\$0	\$0	\$9,678,626
Phases in Current Request Total:	\$9,678,626	\$0	\$0	\$9,678,626

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$9,678,626	\$0	\$0	\$9,678,626
	\$0	\$0	\$0	\$0
Funding Plan for Entire Project Total:	\$9,678,626	\$0	\$0	\$9,678,626

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	\$0	
Environmental Studies (PA&ED)	\$42,099,423	\$0	Included in Phase 1 (Transit Center) costs
Right of Way	\$201,515,691	\$0	TJPA approved budget for Phase 2
Design Engineering (PS&E)	\$176,134,322	\$9,678,626	TJPA approved budget for Phase 2
Construction	\$2,100,000,000	\$0	TJPA approved budget for Phase 2
Operations	\$476,250,564	\$0	(This amount goes w/ construction. Awaiting PORTAL fix)
Total:	\$2,996,000,000	\$9,678,626	

% Complete of Design:	15.0%
As of Date:	05/01/2018
Expected Useful Life:	70 Years

E5-10

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST

Fund Source	Phase	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Fund Source Total
PROP K	Design Engineering (PS&E)	\$9,678,626	\$0	\$0	\$0	\$0	\$9,678,626
Total:		\$9,678,626	\$0	\$0	\$0	\$0	\$9,678,626

San Francisco County Transportation Authority

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Project Name: Transbay Program Phase 2 - Downtown Rail Extension

MAJOR LINE ITEM BUDGET

DESIGN	Agency/Consultant	Total	% of Total
Parsons (Designer)			
1.	Management/ Coordination	\$ 483,333	
2.	Design Criteria	\$ 130,000	
3.	Train Operations	\$ 80,000	
5.	Guideway	\$ 461,333	
6.	Geotechnical	\$ 699,737	
7.	Tunnel Plans	\$ 1,421,867	
8.	Structural	\$ 2,288,133	
9.	Right-of-Way	\$ 858,847	
10.	Quality Assurance	\$ 56,667	
	Parsons Fee + Contingency	\$ 397,920	
	Other Direct Costs	\$ 50,001	
	Total Parsons	\$ 6,927,838	72%
PCPA (Designer)			
		\$ 370,000	4%
AECOM (Project Management/ Project Controls)			
A.	Management Plans, Policies and Procedures	\$ 404,373	
B.	Implementation Activities	\$ 511,816	
C.	Downtown Extension (DTX)	\$ 547,400	
D.	Transit Center	\$ 112,739	
E.	Coordination and Support Activities	\$ 87,268	
F.	Program/Project Controls	\$ 157,765	
G.	Presentation Support	\$ 135,249	
H.	Right-of-way Acquisition Plan	\$ 54,000	
	Total AECOM	\$ 2,010,610	21%
	Contingency	\$ 370,178	4%
	Request Total	\$ 9,678,626	

Phase 2 Funding

Phase 2 Potential Funding (<i>in \$ millions</i>)	Total Funds	Net Proceeds after Debt Financing
Committed Transportation Authority Sales Tax (Prop K) ¹	\$95	\$95
Committed San Mateo County Sales Tax	\$19	\$19
Committed MTC/BATA Bridge Tolls	\$7	\$7
Committed Regional Transportation Improvement Program ²	\$18	\$18
Transit Center District Plan-Mello Roos	\$275 - \$375	\$275-\$375
Tax Increment Residual (After TIFIA repayment)	\$665 - \$735	\$200 - \$340
FTA New Starts	\$650	\$650
New MTC/BATA Bridge Tolls (Regional Measure 3) ³	\$300	\$300
Future San Francisco Sales Tax/Other Local Funds	\$350	\$350
Future California High-Speed Rail Funds	\$557	\$557
Land Sales (Block 4)	\$45	\$45
Passenger Facility Charges or Maintenance Contribution	\$2,510 - \$8,025	\$865 - \$1,920
TOTAL POTENTIAL FUNDS	\$5,491 - \$11,176	\$3,381 - \$4,676

¹Including the pending July 2018 actions on the subject request and a companion appropriation, the DTX has a total of \$67,117,109 in Prop K funds programmed to the project. The estimated remaining Prop K funds is \$28 million if DTX expended all of the funds over the next 3 to 5 years.

²The Transportation Authority has a long-standing commitment of RTIP funds to the Transbay Transit Center/Downtown Extension project. All of the programmed RTIP funds to date went toward the Transit Center. The remaining commitment is \$17,847,000 (rounded to \$18 million above). Given higher priority RTIP commitments to the Central Subway and MTC, the RTIP funds will likely be unavailable to meet the project's cash flow needs. The Transportation Authority will work with the TJPA to identify alternative fund sources.

³Regional Measure 3 was approved by a majority of the voters in the nine Bay Area counties on the June 5, 2018.

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

Project Name:	Downtown Extension - 30% Design Part 1
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SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$9,678,626	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$9,678,626	Total Prop AA Recommended:	\$0

SGA Project Number:	105-914xxx	Name:	Transbay Program Phase 2 - Downtown Rail Extension
Sponsor:	Transbay Joint Powers Authority	Expiration Date:	03/31/2020
Phase:	Design Engineering	Fundshare:	

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-105	\$9,678,626	\$0	\$0	\$0	\$0	\$9,678,626

Special Conditions

1. Allocation is contingent upon approval of an amendment of the Prop K Strategic Plan Baseline to program \$9,678,626 in unprogrammed capacity in the Transbay Transit Center/Downtown Extension category in FY 2018/19 for the subject request. See attached summary of amendment.

2. The allocation is condituion upon continued implementation of the attached oversight protocol for Phases 1 and 2 of the Transbay Transit Center program.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	0.0%	No Prop AA

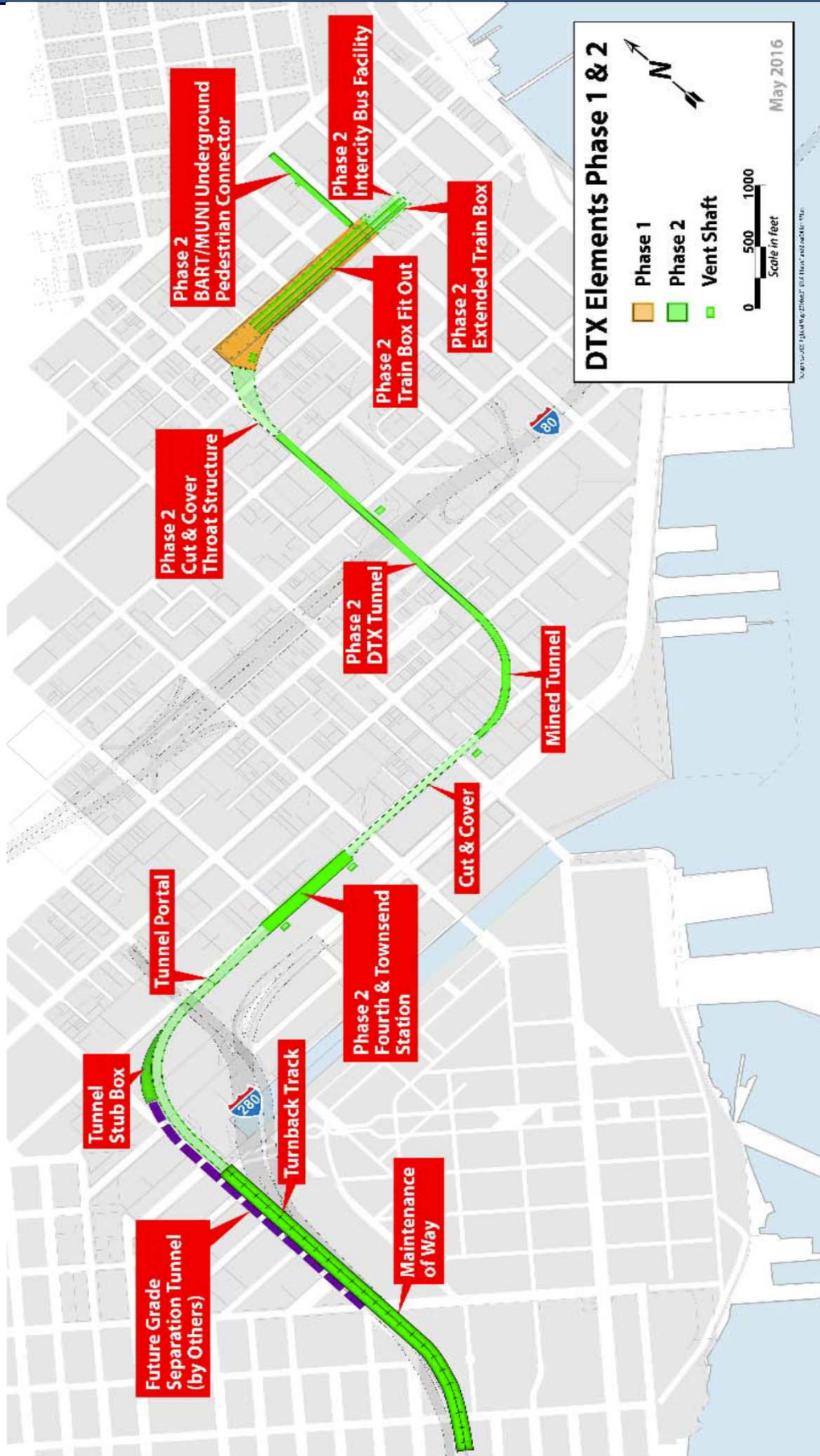
San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

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

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

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

San Francisco County Transportation Authority
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MAPS AND DRAWINGS



TASK	WBS	DISCIPLINE	SCOPE DESCRIPTION FOR COMPLETE SCOPE - SEE NEXT COLUMN FOR REDUCED SCOPE INCLUDED IN SFCTA JULY 2018 FUNDING REQUEST	COMPANY	TOTAL
			Scope		
DTX FACILITIES					
Task 1.2	01020	Project Management	<ul style="list-style-type: none"> Overall management, coordination and direction of the consultant team Administration, project controls, invoicing, internal and external reporting Project meetings attended by Project Manager and/or Deputy Project Manager as directed by TJPA or its PMPC ODC's. Typical ODC's include approved travel, mailing and reproduction costs of all deliverables. Subconsultant administration Assumption: 6 months PM	Parsons	\$ 413,333
Task 1.3	01030	Support TJPA Coordination	<ul style="list-style-type: none"> Project Management team's activity in support of coordination by TJPA with Caltrain, CHSRA, City departments and other agencies related to the preliminary engineering effort (ie meeting, presentation prep, assisting TJPA coordination with agencies). Support of coordination by TJPA with review of Caltrain North Terminal design. Assumptions: Caltrain and CHSRA will develop train platform design criteria. 6 months Coordination	Parsons	\$ 70,000
Task 1.6	01090	Support of Risk Management Workshops	Not in current allocation request	Parsons	
Task 1.7	01090	Support of Value Engineering Study	Not in current allocation request	Parsons	
Task 1.5	01030	Cost Estimate	Not in current allocation request	Parsons	
			Not in current allocation request	McMillen Jacobs Assoc.	
Task 2.0	01030	Design Criteria	<ul style="list-style-type: none"> Coordinate with PMPC, Caltrain & CHSRA to identify recommended revisions for criteria including but not limited to applicable code updates, vehicle dynamic envelope and Fire/Life/Safety based on new TBM+SEM design Review and comment on design criteria changes with respect to project design, construction cost and schedule implications. Includes deviation requests process. 	Parsons	\$ 130,000
Task 3.1	01035	Train Operations	<ul style="list-style-type: none"> Update alignment for TBM+SEM and new model train operations analyses and reviews Review analysis performed by Caltrain, CHSRA and others that feed into DTX line and perform own analysis *Draft Submittal 	JCMS	\$ 66,666.67
			<ul style="list-style-type: none"> Technical management and support of subconsultants. 	Parsons	\$ 13,333.33
Task 5.1	01030	Track	<ul style="list-style-type: none"> Revise precise 1"=40' PE track plan & profiles to include adjustments at 4th & Townsend UG Station per Caltrain and CHSRA coordination on shared platforms and lower profile for TBM+SEM. Verification of special trackwork elements and identification of long-lead specialty items Revised at-grade interlocking design concept along Seventh Street based on current design, including MOW tracks, turnback tracks and provisions for at-grade crossings. Technical support of TJPA coordination with Caltrain, CHSRA, City and FRA by discipline lead Continue to coordinate with transit center Phase 2 planning Support train operations analysis. Update track alignment and profile design calculations. Prepare technical memorandum documenting assumptions, outstanding issues and variances. Develop staging plans for cut-over of tunnel stub to a future rail connecting tunnel. * Draft Submittal Exclusion: Incorporate Caltrain North Terminal design.	Parsons	\$ 189,333.33
Task 5.4.1	01030	Civil -Streetwork	<ul style="list-style-type: none"> Update technical memorandum to include Townsend Street, Seventh Street and at-grade crossings design Prepare 1"=20' PE street reconstruction plans, incorporating current 2nd St plans and adding Townsend Street and two grade crossings at 7th/Mission Bay Drive and 7th/16th Street. Technical support of TJPA coordination with City and CPUC by discipline lead *Draft Submittal 	Parsons	\$ 55,333.33
Task 5.4.2	01033	Civil - SFPUC Sewer Relocation	<ul style="list-style-type: none"> Develop technical memorandum to summarize coordination Update 6th Street sewer relocation PE plans including incorporating tunnel stub with current design. Assist in coordination with utility providers as part of the Accela Notice of Intent process. Update existing utility CAD linework based on utility coordination. *Draft Submittal 	Parsons	\$ 59,333.33
Task 5.5	01030	Systems - OCS	Not in current allocation request	Parsons	
Task 5.7	01030	Systems - Communications	Not in current allocation request	Parsons	
Task 5.8	01030	Systems - Signals	Not in current allocation request	Parsons	
Task 5.9	01030	FLS - Emergency Ventilation/Exiting - DTX	<ul style="list-style-type: none"> Update PE design plans for 2nd & Harrison emergency vent/exit building Develop PE design for 3rd & Townsend emergency ventilation mechanical Develop PE design for 4th & Townsend underground station emergency ventilation Perform CFD station fire/life/safety modeling (assume TJPA to provide Arup models) Perform SES FLS modeling for DTX tunnel Perform Pedestrian flow/exit analysis for underground station Update tunnel exiting technical memorandum (SES & CFD report). Support train operations analysis. *Draft Submittal Assumption: Update for TBM+SEM and deeper tunnel profile	Parsons	\$ 157,333.33
Task 5.10	01030	FLS -Water/Air Mechanical (Systems)	Not in current allocation request	Parsons	
Task 5.11	01030	Systems -Tunnel Electrical	Not in current allocation request	YEI	
Task 5.12	01030	Architecture - 4th & Townsend Underground Station	See Task 8.5	Robin Chiang Associates	
				Parsons	
Task 6.0	01030	Geotechnical	<ul style="list-style-type: none"> Prepare Geotechnical Baseline Report (GBR) for TBM+SEM Coordination with ARUP 655 Fourth Street *Draft Submittal 	Parsons	\$ 166,404
			<ul style="list-style-type: none"> Update GDRs and GIRs for TBM+SEM Update Groundwater Monitoring Data *Draft Submittal 	Sub	\$ 533,333.33

DTX 30% Preliminary Engineering Partial Scope for SFCTA Funding Request July 2018 - Parsons (DRAFT)

12

TASK	WBS	DISCIPLINE	SCOPE DESCRIPTION FOR COMPLETE SCOPE - SEE NEXT COLUMN FOR REDUCED SCOPE INCLUDED IN SFCTA JULY 2018 FUNDING REQUEST	COMPANY	TOTAL
			Scope		
Task 7.0	07010	Tunnel Plans	<ul style="list-style-type: none"> • APS/PSR for I-80 Replace and extend with TBM+SEM method to 30% PE. Includes 15% scope tasks plus additional analyses. Includes mining under 235 Second Street and mining under Howard Street Assumes no code updates or review comments for previously accepted memos, calculations or drawings. *Draft Submittal 	McMillen Jacobs Assoc.	\$ 1,274,666.67
			<ul style="list-style-type: none"> • Technical management and support of McMillen Jacobs. • IDR • Continue technical support of TJPA coordination with adjacent properties related to the staging locations by discipline lead. 	Parsons	\$ 147,200
Task 8.2.1	01030	Structural - Cut & Cover East of Underground Station	<ul style="list-style-type: none"> • Design temporary shafts, as needed. * Draft submittal 	Structus	\$ 59,333.33
			<ul style="list-style-type: none"> • Temporary shafts, as needed. * Draft submittal 	Parsons	\$ 54,000
Task 8.3	01030	Structural - Throat Cut & Cover with TOD Analyses	<ul style="list-style-type: none"> • Continue development of AT&T duct support. • TOD height sensitivity analysis, Section A and C for typical case and with full basement (4 sections overall). 5-6 iterations per section. *Draft submittal Assumptions: Assumes information from potholing is available. • As needed updates of technical memorandum and PE plans • Analysis of structure interaction between transit center and DTX, using an empirical approach for the transit center and modified analytical approach for the throat. Assumes neither structure strongly influences response of adjacent structure Assumes appropriate models available from final 'optimization' of TOD on box (including foundation and soil) Exclusion: Full 3D modeling of interface at Transit Center. 	Parsons	\$ 572,000.00
			Support TOD analyses	Robin Chiang Associates	\$ 94,000.00
			Support TOD analyses	Structus	\$ 120,666.67
Task 8.5	01030	Structural - 4th & Townsend Underground Station with 3 Platform Faces	<ul style="list-style-type: none"> • Prepare updated technical memorandum input and update 2016 conceptual plans to incorporate new station design utilizing third platform face on southside of station. Includes coordination with Caltrain and CHSRA regarding shared platforms, and Caltrain's North Terminal Study connections with surface station. * Draft submittal 	Bello	\$ 240,666.67
			<ul style="list-style-type: none"> • Prepare updated multidiscipline technical memorandum and update 2016 conceptual plans to incorporate new station design utilizing third platform face on southside of station. Includes coordination with Caltrain and CHSRA regarding shared platforms, and Caltrain's North Terminal Study connections with surface station. * Draft submittal 	Robin Chiang Associates	\$ 315,333.33
			<ul style="list-style-type: none"> • Rail operations analysis to include third platform face. * Draft submittal 	JCMS	\$ 13,333.33
			<ul style="list-style-type: none"> • Support design of new station configuration design utilizing third platform face on southside of station. *Draft submittal 	Parsons	\$ 156,000
Task 8.6.1	01030	Second & Harrison Emergency Ventilation/Exit Structure	<ul style="list-style-type: none"> • Update 2010 PE design plans and provide input for multi-discipline technical memorandum using deeper tunnel profile. • Continue technical support of TJPA coordination with City for joint development at site by discipline lead. • Technical management and support of subconsultants. • IDR. * Draft submittal 	Parsons	\$ 44,800
			<ul style="list-style-type: none"> • Support multi-discipline technical memorandum and PE design plans for superstructure portion. 	Structus	\$ 62,000
			<ul style="list-style-type: none"> • Prepare multi-discipline technical memorandum and update PE design plans. • Continue technical support of TJPA coordination with City for joint development at site including preparation of renderings and exhibits by discipline lead * Draft submittal 	Robin Chiang Associates	\$ 44,000
Task 8.6.2	01030	699 Third Street/180 Townsend Street Emergency Ventilation/Exit Structure	<ul style="list-style-type: none"> • Support multi-discipline technical memorandum and prepare PE design plans for substructure portion at new site. • Coordinate overall structural design. • Technical support of TJPA coordination with City by discipline lead. * Draft submittal 	Parsons	\$ 95,333.33
			<ul style="list-style-type: none"> • Support multi-discipline technical memorandum and PE design plans for superstructure portion at new site. 	Structus	\$ 62,000
			<ul style="list-style-type: none"> • Prepare multi-discipline technical memorandum and PE plans for new site. • Technical support of TJPA coordination with City. * Draft submittal 	Robin Chiang Associates	\$ 68,000
Task 8.7	01030	Structural - Cut & Cover West of Underground Station & U-Wall/Tunnel Stub	<ul style="list-style-type: none"> • Prepare technical memorandum and 1"=20' PE engineering permanent structure and shoring plans to incorporate new track alignment and tunnel stub transition. • Perform impact analysis for U-Wall/Tunnel Stub adjacent to I-280 6th Street off-ramp foundations. • APS/PSR for I-280 * Draft submittal 	Parsons	\$ 183,333.33
Task 8.8	01033	Structural - Muni Bridging Structure/ 4th Street Crossing	<ul style="list-style-type: none"> • Technical support of TJPA coordination with SFMTA by discipline lead • Prepare conceptual design and technical memoranda of bridging structure/pipe canopy/tunnel. • Prepare PE design plans (assume 1"=20' general plan, elevation, typical section) * Draft submittal 	Parsons	\$ 103,333.33
9.2.1	09010	ROW Support- Building Underpinning Adjacent to Throat Cut & Cover (Task Requires Prior Authorization)	<ul style="list-style-type: none"> • Support of TJPA ROW negotiations with impacted properties • Update of technical memorandum and conceptual engineering plans for 589 Howard St and 235 Second St strengthening • Geotechnical support and as needed update to geotechnical technical memorandum. * Draft submittal 	Structus	\$ 140,666.67
				McMillen Jacobs Assoc.	\$ 14,000
			<ul style="list-style-type: none"> • Support of TJPA ROW negotiations with impacted properties • Technical management and support of subconsultants. • On-going coordination regarding the throat curvature (includes one meeting per month, and operations and trackwork support) 	Parsons	\$ 25,333.33

TASK	WBS	DISCIPLINE	SCOPE DESCRIPTION FOR COMPLETE SCOPE - SEE NEXT COLUMN FOR REDUCED SCOPE INCLUDED IN SFCTA JULY 2018 FUNDING REQUEST	COMPANY	TOTAL
			Scope		
9.2.2	09010	ROW Support - Tunnel	Not in current allocation request	Parsons	\$ -
9.2.3	09010	ROW Support - Geotechnical	Not in current allocation request	Parsons	\$ -
9.2.4	09010	ROW Support - Civil	Not in current allocation request	Parsons	\$ -
9.2.5	09010	ROW Support - Traffic	Not in current allocation request	Parsons	\$ -
9.2.6	09010	ROW Support - Noise & Vibration	• Conduct operational train noise & vibration analysis for 30% Design for TBM+SEM.	Parsons	\$ 98,000
9.2.7	09010	ROW Support - Estimate	Not in current allocation request	Parsons	\$ -
9.2.8	09010	ROW Support - Existing Building Settlement Analysis	• Update ZOI of entire alignment including Second Street based on new cross section and depth. Updated building assessment analysis as needed on Second Street • New development at 4th/Townsend coordination. * Draft submittal Excluded: Plaxis analysis.	Parsons	\$ 202,666.67
Task 9.3	01030	Civil - Utilities (non-SFPUC)	• Support advanced utility relocation package scoping • Update technical memorandum and 1"=20' PE relocation plans to extend to Townsend Street, Seventh Street and at-grade crossings, including identification of temporary relocations. • Technical support of TJPA coordination with City and utilities by discipline lead • Assist in coordination with utility providers as part of the Accela Notice of Intent process. Update existing utility CAD linework based on utility coordination. • Coordination for potholing process. *Draft submittal Assumptions: Utility companies and agencies will participate in the Accela Notice of Intent process at their own expense.	Parsons	\$ 85,674.67
			• Utility potholing to confirm locations/depths/ sizes of utilities	Sub	\$ 120,000
Task 9.4	01030	Civil-Traffic	• Prepare technical memorandum describing proposed operations and design of at-grade crossings at the intersection of 7th and 16th Streets and 7th Street and Mission Bay Drive including exhibits showing proposed intersection geometry, signing and striping, pedestrian and bicycle crossings, cross-gate design, and signal pre-emption. • Provide as needed traffic engineering support of TJPA coordination with City and CPUC • Prepare comprehensive Traffic Management Plan for Second Street, Townsend Street, Seventh Street, including data acquisition and analysis for night and weekend construction and construction staging traffic handling plans. (The TMP will update the Draft Traffic Management Plan (TMP) Report dated March, 2009). *Draft submittal	CHS	\$ 172,505.33
Task 9.5	01030	Construction Staging and Scheduling	Not in current allocation request	Parsons	
Task 10.1	01030	QA	•Quality Assurance oversight, certifications, audits and training on quality procedures.	Parsons	\$ 56,666.67
Task 11	01030	PE Report	Not in current allocation request	Parsons	

BART/MUNI PEDESTRIAN CONNECTOR - PRELIMINARY ENGINEERING

Task 12.1	01031	Civil - Streetwork	Not in current allocation request	Parsons	
Task 12.2	01031	Civil - Utilities	Not in current allocation request	Parsons	
			Not in current allocation request	Sub	
Task 12.3	01031	Civil - Traffic	Not in current allocation request	CHS	
Task 12.4	01031	Geotechnical	Not in current allocation request	Parsons	
Task 12.5	01031	Structural	Not in current allocation request	Parsons	
Task 12.6	01031	Architecture - BART Ped Tunnel	Not in current allocation request	Parsons	
Task 12.7	01031	FLS - Emergency Ventilation/Exiting - BART	Not in current allocation request	Parsons	
Task 12.8	01031	Cost Estimate	Not in current allocation request	Parsons	
Task 12.9	01031	QA	Not in current allocation request	Parsons	

1. Deliverables do not include in-progress sets provided for over-the-shoulder reviews.

2. Allocation request based on draft submittals, no final submittals will be produced as part of this scope of work.

3. Geotechnical estimate for tunneling was prepared by Arup, amounts subject to change pending engagement of a new geotechnical subconsultant.

4. Review cycles for technical memoranda will be tracked through the design schedule.

5. Scope is to progress elements towards a 30% design level.

6. A few items have been designated as allowances and will be firmed up after NTP when design inputs are determined. Allowances will be approved for use by TJPA.

SUMMARY - DRAFT SUBMITTALS INCORPORATE NEW TUNNEL OPTIONS	
TOTAL SUBCONSULTANTS	3,401,172
DBE	\$ 2,112,505
TOTAL PARSONS LABOR (without fee)	\$ 3,078,745
ODC	\$ 50,000
PARSONS 2% FEE ON SUBCONSULTANTS	\$ 68,023
TOTAL PARSONS (with fee)	\$ 3,196,769
CONTINGENCY (5%)	\$ 329,897
GRAND TOTAL	\$6,927,838

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

FY of Allocation Action:	FY2018/19
Project Name:	Downtown Extension – 30% Design Oversight and Support Part 1
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Transbay Terminal / Downtown Caltrain Extension
Current Prop K Request:	\$600,000
Supervisory District(s):	District 06

REQUEST

Brief Project Description

Extension of Caltrain 1.3 miles from Fourth and King Streets to the new Transbay Transit Center at First and Mission Streets, with accommodations for future high-speed rail. SFCTA will conduct enhanced project delivery oversight and support as the Transbay Joint Powers Authority progresses towards 30% design submittals for new and modified elements of the project. Focus areas will include, but are not limited to follow-on work to the recently completed Tunnel Options Study and Operations Study, engineering, project delivery and procurement plan, contracting and funding plan.

Detailed Scope, Project Benefits and Community Outreach

See detailed description, attached

Project Location

First & Mission Streets, San Francisco, CA

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount
Prop K 5YPP Amount:	\$0

Justification for Necessary Amendment

When the Transportation Authority Board adopted the 2019 Prop K Strategic Plan Baseline in April 2019, the Board left the remaining Prop K funds for the DTX unprogrammed to allow time for the Board, Mayor, San Francisco agencies and the Transbay Joint Powers Authority (TJPA) to move toward consensus on how to proceed with the DTX. Given the emerging consensus on the alignment for the DTX, the TJPA is requesting programming and allocation of funds from the Transbay Terminal /Downtown Extension category to progress the DTX project to 30% design. Transportation Authority staff is concurrently requesting amendment of the Baseline to advance \$600,000 in Prop K funds to Fiscal Year 2018/19 to fund project delivery support and oversight of the proposed TJPA scope of work.

Prop K Appropriation Request Downtown Extension – 30% Design Oversight and Support Part 1

Detailed Scope and Project Benefits

In response to the Board's interest in increased oversight for the Transbay Transit Center, the work to be performed under this appropriation is intended to complement and enhance the Authority's ongoing oversight functions. It is the intent of the SFCTA to engage independent experts in the areas of project management and oversight, tunneling/underground construction, engineering, project delivery and procurement to participate as contributors and to assure that TJPA's 30% design effort meets the highest standards of quality as well as the project needs. The experts will also make available their resources to provide recommendations, concepts and ideas for the consideration of TJPA.

Oversight tasks related to the Caltrain Downtown Extension project as follows:

- Tunneling: \$150,000
 - Consultant: TBD
 - Scope: Tunnels, cut-and-cover, underpinning, excavation, geotechnical
- Engineering: \$100,000
 - Consultant: TBD
 - Scope: Design criteria trackwork, ventilation, train operations, structural, utilities
- Project Delivery: \$150,000
 - Consultant: (TBD)
 - Scope: project delivery and procurement plan, contracting strategy, funding plan
- Project Management: \$150,000
 - Consultant: TBD
 - Ongoing oversight
 - Scope: Management of oversight team, oversight of TJPA effort, Program Management Plan, Project Procedures

- Contingency: \$50,000

- TOTAL: \$600,000 (6% of TJPA's allocation request for Downtown Extension - 30% Design Part 1)

Consultants will be selected from pre-qualified contractors included on the Transportation Authority's bench of On-Call Project Management Oversight and General Engineering Consulting Services.

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

Project Name:	Downtown Extension – 30% Design Oversight and Support Part 1
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ENVIRONMENTAL CLEARANCE

Environmental Type:	N/A
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)			Oct-Nov-Dec	2016
Right of Way	Jul-Aug-Sep	2004	Oct-Nov-Dec	2019
Design Engineering (PS&E)	Jan-Feb-Mar	2005	Jul-Aug-Sep	2019
Advertise Construction	Jul-Aug-Sep	2018		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2018		
Operations				
Open for Use			Oct-Nov-Dec	2025
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2026

SCHEDULE DETAILS

Above schedule is subject to change and assumes funding availability. The anticipated date for high-speed rail operations at the Transbay Transit Center is 2019. This request is intended to support enhanced oversight and peer review of the DTX scope of work under a concurrent TJPA allocation to advance detailed design to 30%. The work under this appropriation and corresponding allocation is scheduled for completion in March 2019. However, the full 30% effort will be completed by September 2019. The schedule assumes certain advanced construction work will begin while TJPA finalizes the rest of the design package.

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

Project Name:	Downtown Extension – 30% Design Oversight and Support Part 1
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FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Transbay Terminal / Downtown Caltrain Extension	\$600,000	\$0	\$0	\$600,000
Phases in Current Request Total:	\$600,000	\$0	\$0	\$600,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$600,000	\$0	\$0	\$600,000
	\$0	\$0	\$0	\$0
Funding Plan for Entire Project Total:	\$600,000	\$0	\$0	\$600,000

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	\$0	
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$600,000	\$600,000	consultant's cost estimate based on scope and prior similar work
Construction	\$0	\$0	
Operations	\$0	\$0	
Total:	\$600,000	\$600,000	

% Complete of Design:	15.0%
As of Date:	05/01/2018
Expected Useful Life:	70 Years

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST

Fund Source	Phase	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Fund Source Total
PROP K	Design Engineering (PS&E)	\$600,000	\$0	\$0	\$0	\$0	\$600,000
Total:		\$600,000	\$0	\$0	\$0	\$0	\$600,000

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN OVERSIGHT

Budget Line Item	Amount	% of Total
1. Tunneling	\$ 150,000	25%
2. Engineering	\$ 100,000	17%
3. Project Delivery	\$ 150,000	25%
4. Project Management	\$ 150,000	25%
5. Staff Support	\$ 30,000	5%
Contingency	\$ 20,000	3%
TOTAL PHASE	\$ 600,000	

Phase 2 Funding

Phase 2 Potential Funding (<i>in \$ millions</i>)	Total Funds	Net Proceeds after Debt Financing
Committed Transportation Authority Sales Tax (Prop K) ¹	\$95	\$95
Committed San Mateo County Sales Tax	\$19	\$19
Committed MTC/BATA Bridge Tolls	\$7	\$7
Committed Regional Transportation Improvement Program ²	\$18	\$18
Transit Center District Plan-Mello Roos	\$275 - \$375	\$275-\$375
Tax Increment Residual (After TIFIA repayment)	\$665 - \$735	\$200 - \$340
FTA New Starts	\$650	\$650
New MTC/BATA Bridge Tolls (Regional Measure 3) ³	\$300	\$300
Future San Francisco Sales Tax/Other Local Funds	\$350	\$350
Future California High-Speed Rail Funds	\$557	\$557
Land Sales (Block 4)	\$45	\$45
Passenger Facility Charges or Maintenance Contribution	\$2,510 - \$8,025	\$865 - \$1,920
TOTAL POTENTIAL FUNDS	\$5,491 - \$11,176	\$3,381 - \$4,676

¹Including the pending July 2018 actions on the subject request and a companion appropriation, the DTX has a total of \$67,117,109 in Prop K funds programmed to the project. The estimated remaining Prop K funds is \$28 million if DTX expended all of the funds over the next 3 to 5 years.

²The Transportation Authority has a long-standing commitment of RTIP funds to the Transbay Transit Center/Downtown Extension project. All of the programmed RTIP funds to date went toward the Transit Center. The remaining commitment is \$17,847,000 (rounded to \$18 million above). Given higher priority RTIP commitments to the Central Subway and MTC, the RTIP funds will likely be unavailable to meet the project's cash flow needs. The Transportation Authority will work with the TJPA to identify alternative fund sources.

³Regional Measure 3 was approved by a majority of the voters in the nine Bay Area counties on the June 5, 2018.

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

Project Name:	Downtown Extension – 30% Design Oversight and Support Part 1
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SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$600,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$600,000	Total Prop AA Recommended:	\$0

SGA Project Number:	105-901xxx	Name:	Downtown Extension – Project Delivery Oversight and Support
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	09/30/2019
Phase:	Design Engineering	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-105	\$600,000	\$0	\$0	\$0	\$0	\$600,000

Deliverables

1. Provide monthly report detailing cost and progress for each task order to be issued to the SFCTA's on-call PMO/ general engineering services consultants to support the scope of work.
2. Quarterly project delivery updates, presented to the Board as requested, and input to project factsheet updates, to be posted on Transportation Authority website.

Special Conditions

1. The recommendation includes a concurrent Prop K Strategic Plan amendment to program \$600,000 in unprogrammed capacity in the Transbay Transit Center/ Downtown Extension category to the subject project in Fiscal Year 2018/19. See attached amendment for details.

Notes

1. The TJPA has agreed to the attached oversight protocol for Phases 1 and 2 of the Transbay Transit Center program.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	0.0%	No Prop AA

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

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

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

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



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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2018/19
Project Name:	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives
Grant Recipient:	SFMTA - San Francisco Municipal Railway

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Paratransit
Current Prop K Request:	\$10,321,010
Supervisory District(s):	Citywide

REQUEST

Brief Project Description

The SFMTA provides paratransit services to persons with disabilities, in compliance with the Americans with Disabilities Act (ADA). Since 2004 Prop K funds have supported the program's sedan and ramp taxi trips, ACCESS van pre-scheduled trips, Intercounty trips, and group van trips to senior centers. The FY2018/19 request also includes funds for SFMTA's Shop-a-Round and Van Gogh shuttles, which provide transportation to grocery stores and recreational destinations, respectively, for senior and disabled passengers.

Detailed Scope, Project Benefits and Community Outreach

See attached.

Project Location

Citywide

Project Phase(s)

Operations

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount
Prop K 5YPP Amount:	\$10,193,010
Justification for Necessary Amendment	
<p>This request includes an amendment to the Paratransit category of the 2019 Prop K Strategic Plan Baseline to fully fund the projects. The amendment would:</p> <ul style="list-style-type: none"> > Advance a \$78,000 to Fiscal Year 2018/19 for the Shop-a-Round and Van Gogh shuttles; > Advance \$50,000 to Fiscal Year 2018/19 and \$25,000 to each of Fiscal Years 2019/20 and 2020/2021 for the Ramp Taxi Incentives Program. 	

SFMTA Paratransit Program
Detailed Scope Description – FY 2018/19

The SFMTA requests \$10,321,010 in Proposition K funds to pay for a portion of the estimated \$28.6 million Fiscal Year 2018/19 contract with the broker that administers the Paratransit program. This is an annual request for paratransit operations, of which \$10,193,010 is programmed in the 2019 Prop K Strategic Plan in FY 2018/19.

The SFMTA provides paratransit services to persons with disabilities, in compliance with the Americans with Disabilities Act (ADA). Paratransit services are provided to persons with disabilities who are unable to independently ride bus or light rail service some or all of the time and are certified eligible according to federal criteria. Paratransit in San Francisco is administered by a broker and delivered through a diverse set of providers and resources, including 89 city-owned vehicles that are less than 5 years old, private taxis and group vans associated with community centers throughout the city. On June 14, 2016, the Board of Supervisors approved a contract with Transdev to provide paratransit broker services through June 30, 2021, with an option for a five-year extension, and in an amount not to exceed \$142,902,104. In 2015 the Prop K Strategic Plan was amended to increase the annual level of programming available for the Paratransit program from \$9,670,000 to \$10,193,010.

For the first time in FY2018/19 SFMTA is including as part of its Paratransit Program request an additional \$78,000 in Prop K funds for its Shop-a-Round group van service and Van Gogh recreational shuttle. These are two unique non-ADA services that provide additional transportation services to qualifying seniors and individuals with disabilities. To participate in Shop-a-Round or Van Gogh, participants are not required to show that they are unable to access the fixed route system, which is the requirement for eligibility for ADA paratransit services. Eligibility is also extended to people over 65 or who have a Regional Transit Connections ID card for individuals with qualifying disabilities. The SFMTA plans to operate these programs for three additional years.

Also for the first time in FY2018/19 the SFMTA is requesting \$50,000 to continue its Wheelchair Accessible (Ramp) Taxi Incentive Program, which has proven to be a successful strategy for improving the quality of paratransit taxi services.

Detailed Description of Services

- **Paratransit Services:** The paratransit broker services include determination of client eligibility, customer service, overseeing and monitoring the operation of the taxi debit card system, procuring, subcontracting, and oversight of van and taxi services, and reporting and record keeping. The operations services will include some of the transportation services including SF Access service and a portion of the Group Van Services through the end of the contract period. In addition, the broker will be responsible for the development and implementation of several mobility management programs and activities to make it easier for San Francisco's disabled and senior residents to navigate the transportation services available to them, including the Shop-a-Round and Van Gogh shuttles and Ramp Taxi Incentives programs. Approximately 775,000 paratransit trips are projected to be provided to 13,000 registered consumers in Fiscal Year 2018/19.

Specific paratransit services are described below:

- 1) Taxi – Provides individual paratransit taxi trips to ADA-eligible paratransit users using both sedans and wheelchair accessible ramped taxis.
- 2) SF Access – Provides pre-scheduled, shared-ride door-to-door van service in City-owned vehicles for ADA eligible paratransit users.
- 3) Intercounty – Pre-scheduled paratransit trips provided to paratransit users to or from Muni's service area in San Francisco, to or from destinations in Alameda County, Marin, and Contra Costa County. These trips are provided by the East Bay Paratransit Consortium and Whistle Stop Wheels.

SFMTA Paratransit Program
Detailed Scope Description – FY 2018/19

- 4) Group Van – Provides pre-scheduled group trips for ADA-eligible paratransit users who are going to a common destination such as an Adult Day Health Centers, developmentally disabled work sites, senior nutrition programs etc.
 - 5) Department of Aging and Adult Services Group Van – Provides pre-scheduled group van services to senior centers funded by Department of Aging & Adult Services.
 - 6) Shop-a-Round - Provides transportation to and from grocery stores for seniors and individuals with disabilities who do not meet ADA program requirements
 - 7) Van Gogh - Provides group transportation to seniors and individuals with disabilities to social and recreational events throughout San Francisco.
- **Shop-Around Shuttle:** The 2016 Assessment of the Needs of San Francisco Seniors and Adults with Disabilities, completed by the San Francisco Department on Aging and Adult Services, found that over ten percent of seniors had difficulties with daily activities, including grocery shopping. While they may be able to take Muni independently, they may not be able to navigate the transit system carrying shopping bags. The Shop-a-Round service seeks to address this issue by providing group van transportation to and from grocery stores with driver assistance in carrying grocery bags. It provides service seven days a week with two pick-up times available on the weekdays: 10 a.m. and 11 a.m.
 - **Van-Gogh Shuttle:** Social isolation is more prevalent among seniors and persons with disabilities. To address this problem, the Van Gogh Shuttle provides group transportation to cultural and social events throughout the city, a service not covered by traditional paratransit and one that many community based organizations are unable to provide. This project will continue to help seniors and persons with disabilities live independently and remain active in the community by providing group transportation to seniors and individuals with disabilities to social and recreation events. It is available to community-based organizations as needed, and helps mitigate a temporal gap in transportation for evening and weekend outings. At those times there is reduced frequency in public transit service and seniors are sometimes reluctant to use regular transit due to safety and security concerns.
 - **Wheelchair Accessible Taxi Incentive Program:** This program provides financial incentives to increase the supply of accessible wheelchair ramp taxis available through the Paratransit program, but the additional ramp taxis will also be in general circulation, increasing mobility options citywide for wheelchair users. The project provides up to \$300 per month as incentive to help with the capital cost of purchasing or converting a wheelchair accessible vehicle and an additional \$300 per month to help pay for the associated increase in fuel and maintenance costs. Incentives will be distributed monthly if all the following conditions are met:
 - a. Driver/Company has purchased a converted wheelchair accessible ramped vehicle.
 - b. Vehicle must perform at least 20 verified San Francisco Paratransit wheelchair trips in the month.
 - c. Must be logged into an SFMTA-approved mobile app with ramped taxi option for at least 80 hours each month.
 - d. Must submit log of all non-paratransit wheelchair trips provided by the vehicle each month.
 - e. Medallion and Vehicle must be in good standing with SFMTA.

Public Outreach

For the Shop-a-Round and Van Gogh program, SFMTA continues to work with various community-based organizations and local government agencies. Partners include the Department of Aging and Adult Services and Mayor's Office on Disability. SFMTA staff will continue to work with these agencies to advertise the services offered through the Shop-a-Round and Van Gogh programs to their neighborhood partners as well as with various community nonprofits, including the Independent Living Resource Center, the Arc San Francisco, Lighthouse for the Blind, and neighborhood senior centers to market and recruit individuals for these programs. Outreach materials are available in multiple languages, including Chinese, Russian, and Spanish.

For the Ramp Taxi Incentive program, SFMTA will continue to work with community-based organizations and local government agencies to increase awareness of the incentives that will be paid to ramp taxi drivers to increase the availability of taxis to the wheelchair community. SFMTA is preparing targeted mailings to registered paratransit riders to inform them of the changes in the ramp taxi program, which should result in an increased availability of wheelchair accessible taxis on the road, to encourage them to try the service. SFMTA is working to identify potential riders who could benefit from an increase in their taxi allotment to encourage greater utilization of the ramp taxi program. SFMTA will also promote the incentives program in its biannual newsletter to registered paratransit riders, and SFMTA's mobility management team will include information about it in its outreach efforts to the community.

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

Key Paratransit Performance Trends 2012-2018

Paratransit Performance Indicators	YTD						
	FY 2012/13	FY 2013/14	FY 2014/15	FY2015/16	FY2016/17	FY 2017/18 (July 2017 - March 2018)	
Total Passenger Trips Provided	777,324	771,175	780,048	782,405	774,572	562,968	
On-time Percentage							
(Group Van & Access Van)	85.50%	86.43%	88.09%	88.76%	87.73%	86.79%	
Taxi	88.26%	96.32%	95.58%	97.41%	96.71%	97.08%	
Complaints	671	866	995	881	852	646	
Cost per Passenger Trip	\$23.84	\$25.33	\$29.04	\$31.10	\$32.45	\$34.50	

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

Project Name:	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives
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ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

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

Project Name:	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives
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FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Paratransit	\$128,000	\$10,193,010	\$0	\$10,321,010
BART	\$0	\$1,998,666	\$0	\$1,998,666
DEPARTMENT OF AGING - RECOVERY	\$0	\$864,191	\$0	\$864,191
FEDERAL SECTION 5307	\$0	\$4,782,205	\$0	\$4,782,205
LIFELINE TRANSPORTATION PROGRAM CYCLE 2	\$0	\$72,000	\$0	\$72,000
LIFELINE TRANSPORTATION PROGRAM CYCLE 5	\$75,000	\$0	\$0	\$75,000
MUNI OPERATING FUNDS	\$0	\$9,808,399	\$0	\$9,808,399
STATE TRANSIT ASSISTANCE	\$0	\$1,525,156	\$0	\$1,525,156
Phases in Current Request Total:	\$203,000	\$29,243,627	\$0	\$29,446,627

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	\$0	
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$0	\$0	
Construction	\$0	\$0	
Operations	\$29,446,627	\$10,321,010	SFMTA estimates based upon contract
Total:	\$29,446,627	\$10,321,010	

% Complete of Design:	N/A
As of Date:	N/A
Expected Useful Life:	N/A

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PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST

Fund Source	Phase	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Fund Source Total
PROP K	Operations	\$10,321,010	\$0	\$0	\$0	\$0	\$10,321,010
Total:		\$10,321,010	\$0	\$0	\$0	\$0	\$10,321,010

MAJOR LINE ITEM BUDGET

DETAILED LABOR COST ESTIMATE - BY AGENCY							
SFMTA*	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total	
Manager V	1040	\$ 79.45	\$ -	\$ 110.99	0.5	\$ 115,430	
Transportation Planner IV	2080	\$ 67.98	\$ -	\$ 93.99	1	\$ 195,499	
Transportation Planner III	2080	\$ 57.33	\$ -	\$ 80.42	1	\$ 167,274	
Secretary I	685	\$ 31.76	\$ -	\$ 47.75	0.33	\$ 32,709	
City Attorney	2	\$ 250.00	\$ -	\$ 250.00	1	\$ 500	
Total	5887	\$ 487	\$ -	\$ 583	3.83	\$ 511,411	

* Paratransit staff are paid through SFMTA operating budget instead of capital projects budget, so there is no additional overhead.

FY18/19 Paratransit Contract	
Budget Line Item	Totals
Paratransit Contract	\$ 28,935,216
SFMTA Labor	\$ 511,411
TOTAL PHASE	\$ 29,446,627

Paratransit Budget & Funding Changes - FY2018/19

Revenues/Recovery

Paratransit

Federal Transit Operating Asst 5307

Prop K*

BART ADA Contribution

State Transit Assistance-Paratransit

Muni Operating Budget

Commission on Aging Recovery

Paratransit subtotal

	Approved		Proposed		Increase (Decrease)	% Change
	FY2017/18 Budget	% of Contract Budget	FY2018/19 Budget	% of Contract Budget		
	\$ 3,990,682	15%	\$ 4,782,205	16.5%	\$ 791,523	20%
	\$ 10,193,010	38%	\$ 10,193,010	35.2%	\$ -	0%
	\$ 1,845,537	7%	\$ 1,998,666	6.9%	\$ 153,129	8%
	\$ 699,017	3%	\$ 1,525,156	5.3%	\$ 826,139	118%
	\$ 10,046,685	37%	\$ 9,808,399	33.9%	\$ (238,286)	-2%
	\$ 723,824	3%	\$ 864,191	3.0%	\$ 140,367	19%
	\$ 27,476,772		\$ 29,171,627	100.8%	\$ 1,694,855	6%

Shop-a-Round/ Van Gogh Shuttles

Prop K

Lifeline Transportation Program

Cycle 2*

Shuttles subtotal

FY2018/19 Budget	% of Contract Budget	Prop K Share
\$ 78,000	0.3%	
\$ 72,000	0.2%	
\$ 150,000	0.5%	52%

Ramp Taxi Incentives

Prop K

Lifeline Transportation Program

Cycle 5**

Taxi Incentives subtotal

Total

FY2018/19 Budget	% of Contract Budget	Prop K Share
\$ 50,000	0.2%	
\$ 75,000	0.3%	
\$ 125,000	0.4%	40%
\$ 29,446,627	101.8%	

Apportionment

Paratransit Broker
 Muni Paratransit Staff
Total

	Approved		Proposed			Increase (Decrease)	% Change
	FY2017/18 Budget	% of Contract Budget	FY2018/19 Budget	% of Contract Budget	% of Contract Budget		
	\$ 27,005,615	100%	\$ 28,935,216	107%		\$ 1,929,601	7%
	\$ 471,157	2%	\$ 511,411	2%		\$ 40,254	9%
	\$ 27,476,772	102%	\$ 29,446,627	109%		\$ 1,969,855	7%

* Shop-a-Round/Van Gogh Shuttles funding plan includes \$72,000 in Lifeline Transportation Program Cycle 2 funds previously programmed to this project.

** In May 2018, the Transportation Authority Board approved the Lifeline Transportation Program Cycle 5 program of projects, including a project waitlist in the event additional Lifeline funds become available through higher actual revenues for Cycle 5, or cost savings or a canceled project funded in prior Lifeline cycles. Consistent with the waitlist, the Ramp Taxi Incentive project's funding plan includes \$75,000 in additional Cycle 5 Lifeline funds available in the May revise of the state budget.

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

Project Name:	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives
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SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$10,321,010	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$10,321,010	Total Prop AA Recommended:	\$0

SGA Project Number:	123-910015	Name:	Paratransit
Sponsor:	SFMTA - San Francisco Municipal Railway	Expiration Date:	06/30/2019
Phase:	Operations	Fundshare:	35.46

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-123	\$10,193,010	\$0	\$0	\$0	\$0	\$10,193,010

Deliverables

1. Quarterly Progress Reports shall provide a service performance report including the number of trips, number of complaints, and ontime percentage per mode per month, in addition to the standard requirements described in the Standard Grant Agreement. The quarterly performance report shall also include passenger trip times for group van services, as evaluated by a sampling methodology.

Special Conditions

1. Prop K funds allocated to this project are only for eligible expenses incurred in the fiscal year for which the allocation was made (ending 6/30/19). After the deadline for submittal of final reimbursement requests or estimated expenditure accruals (estimated mid-July 2019), any remaining unclaimed amounts will be deobligated and made available for future allocations.

Notes

1. SFMTA Paratransit staff costs are not Prop K funded.

SGA Project Number:	123-910016	Name:	Shop-a-Round/ Van Gogh Shuttle
Sponsor:	SFMTA - San Francisco Municipal Railway	Expiration Date:	06/30/2019
Phase:	Operations	Fundshare:	52.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-123	\$78,000	\$0	\$0	\$0	\$0	\$78,000

Deliverables

1. Quarterly Progress Reports shall provide a service performance report including the number of Shop-a-Round and Van Gogh shuttle trips and number of trips originating in Communities of Concern.

Special Conditions

- The recommended allocation is contingent upon a concurrent Prop K Strategic Plan Baseline amendment to advance \$78,000 in programming for the Shop-a-Round and Van Gogh shuttles to FY2018/19. See attached 2019 Prop K Strategic Plan Baseline amendment for details.
- Consistent with the Lifeline Transportation Program Cycle 5 waitlist approved by the Board in May 2018, SFMTA shall de-obligate an equivalent amount of Prop K funds in the event additional Lifeline funds become available.
- Prop K funds allocated to this project are only for eligible expenses incurred in the fiscal year for which the allocation was made (ending 6/30/19). After the deadline for submittal of final reimbursement requests or estimated expenditure accruals (estimated mid-July 2019), any remaining unclaimed amounts will be deobligated and made available for future allocations.

SGA Project Number:	123-910017	Name:	Ramp Taxi Incentive Program
Sponsor:	SFMTA - San Francisco Municipal Railway	Expiration Date:	06/30/2019
Phase:	Operations	Fundshare:	40.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-123	\$50,000	\$0	\$0	\$0	\$0	\$50,000

Deliverables

- Quarterly Progress Reports shall provide a service performance report including the number of Paratransit program ramp taxi trips originating in Communities of Concern and the number Paratransit wheelchair passenger trips made on taxi vehicles funded by the Ramp Taxi Incentive program.
- Quarterly Progress Reports shall provide the number of ramp taxi vehicle owners receiving the subsidy each month.

Special Conditions

- The recommended allocation is contingent upon a concurrent Prop K Strategic Plan Baseline amendment to advance \$50,000 in FY2018/19, \$25,000 in FY2019/20, and \$25,000 in FY2020/21. See attached 2019 Prop K Strategic Plan Baseline amendment for details.
- Consistent with the Lifeline Transportation Program Cycle 5 waitlist approved by the Board in May 2018, SFMTA shall de-obligate an equivalent amount of Prop K funds in the event additional Lifeline funds become available.

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3. Prop K funds allocated to this project are only for eligible expenses incurred in the fiscal year for which the allocation was made (ending 6/30/19). After the deadline for submittal of final reimbursement requests or estimated expenditure accruals (estimated mid-July 2019), any remaining unclaimed amounts will be deobligated and made available for future allocations.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	64.95%	No Prop AA
Actual Leveraging - This Project	64.95%	No Prop AA