Item 7 Enclosure
Board
February 26, 2019

Prop K Grouped Allocation Requests
February 2019 Board Action

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[1] Acronyms: PortSF (Port of San Francisco), SFCTA (San Francisco County Transportation Authority, and 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:	FY2018/19
Project Name:	Downtown Ferry Terminal - Passenger Circulation Improvements
Grant Recipient:	Port of San Francisco

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Ferry
Current Prop K Request:	$60,000
Supervisorial District(s):	District 03

REQUEST

Brief Project Description
Requested funds are for the design phase of a protected pedestrian walkway between The Embarcadero Promenade and the Ferry Pier Plaza, located between the south end of the Ferry Building and the new passenger emergency staging plaza for the South Terminal. Currently, ferry passengers accessing Golden Gate Ferry and public spaces on the pier share the access to the pier with about 250 vehicles daily. Improvements would provide a separated walkway, lighting, and seating to improve the safety, comfort and quality of the passenger experience.

Detailed Scope, Project Benefits and Community Outreach
This project would provide a safe and comfortable walkway for ferry passengers between The Embarcadero Promenade and ferry pier. The proposed project would separate vehicles and pedestrians with furnishings including walkway lighting and seating.

The project was publicly reviewed, completed environmental review and fully entitled through the Downtown Ferry Terminal project which includes the following: Construction of two new ferry gates and vessel berthing facilities (new Gates F and G), rehabilitation or replacement of one existing ferry gate and vessel berthing facilities (existing Gate E), pile supported pedestrian circulation areas, amenities such as weather protection canopies, and a new pile supported plaza between the Ferry Building and the Agriculture Building for passenger queuing, staging for evacuees in the event of a major emergency.

The Project is consistent with the Port's Waterfront Land Use Plan (WLUP) by "…providing a safe connection between land and water areas", and with the Waterfront Design & Access Element of the WLUP by "…include a clear walkway or other circulation route …from The Promenade". The Project also supports the Vision Zero goal " …to create a culture that prioritizes traffic safety…".

Project Location
Downtown Ferry Terminal

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?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	$60,000

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

FY of Allocation Action:	FY2018/19
Project Name:	Downtown Ferry Terminal - Passenger Circulation Improvements
Grant Recipient:	Port of San Francisco

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Jul-Aug-Sep	2010	Apr-May-Jun	2012
Environmental Studies (PA&ED)	Jul-Aug-Sep	2012	Oct-Nov-Dec	2015
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2014	Apr-May-Jun	2019
Advertise Construction	Jul-Aug-Sep	2019		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2019		
Operations				
Open for Use			Jan-Feb-Mar	2020
Project Completion (means last eligible expenditure)			Apr-May-Jun	2020

SCHEDULE DETAILS

This project will be coordinated with the Downtown Ferry Terminal Expansion Project. The project will be include into the Downtown Ferry Terminal public updates of current construction, which occur at project milestones such as partial project completion or when needed to partially close or relocate services to accommodate construction phases.

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

FY of Allocation Action:	FY2018/19
Project Name:	Downtown Ferry Terminal - Passenger Circulation Improvements
Grant Recipient:	Port of San Francisco

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Ferry	$0	$60,000	$0	$60,000
Phases in Current Request Total:	$0	$60,000	$0	$60,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	$0	$300,000	$0	$300,000
Funding Plan for Entire Project Total:	$0	$300,000	$0	$300,000

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	**Planning and Environmental work was performed as part of the larger Downtown Ferry Terminal Expansion project**		
Environmental Studies (PA&ED)			
Right of Way	$0	$0	
Design Engineering (PS&E)	$60,000	$60,000	based on recent similar work along the waterfront, e.g. Pier 27 Cruise Terminal, Pier 43 Promenade
Construction	$240,000	$240,000	based on recent similar work along the waterfront, e.g. Pier 27 Cruise Terminal, Pier 43 Promenade
Operations	$0	$0	
Total:	$300,000	$300,000	

% Complete of Design:	30.0%
As of Date:	12/05/2018
Expected Useful Life:	50 Years

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

MAJOR LINE ITEM BUDGET

DESIGN		
Budget Line Item	**Totals**	**% of phase**
1. Total Labor	$ -	
2. Consultant	$ 60,000	
3. Other Direct Costs	$ -	
4. Contingency		
TOTAL PHASE	**$ 60,000**	

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

FY of Allocation Action:	FY2018/19
Project Name:	Downtown Ferry Terminal - Passenger Circulation Improvements
Grant Recipient:	Port of San Francisco

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	$60,000	Total Prop AA Requested:	$0
Total Prop K Recommended:	$60,000	Total Prop AA Recommended:	$0

SGA Project Number:	109-xxxx	Name:	Downtown Ferry Terminal - Passenger Circulation Improvements
Sponsor:	Port of San Francisco	Expiration Date:	12/31/2019
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-109	$0	$60,000	$0	$0	$0	$60,000

Deliverables

1. Upon project completion, provide evidence of completion of 100% design (e.g. copy of certifications page), as well as an updated scope, schedule, budget and funding plan for the project. This deliverable can be met with a construction phase allocation request.

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

FY of Allocation Action:	FY2018/19
Project Name:	Downtown Ferry Terminal - Passenger Circulation Improvements
Grant Recipient:	Port of San Francisco

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	$60,000

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
MW

CONTACT INFORMATION

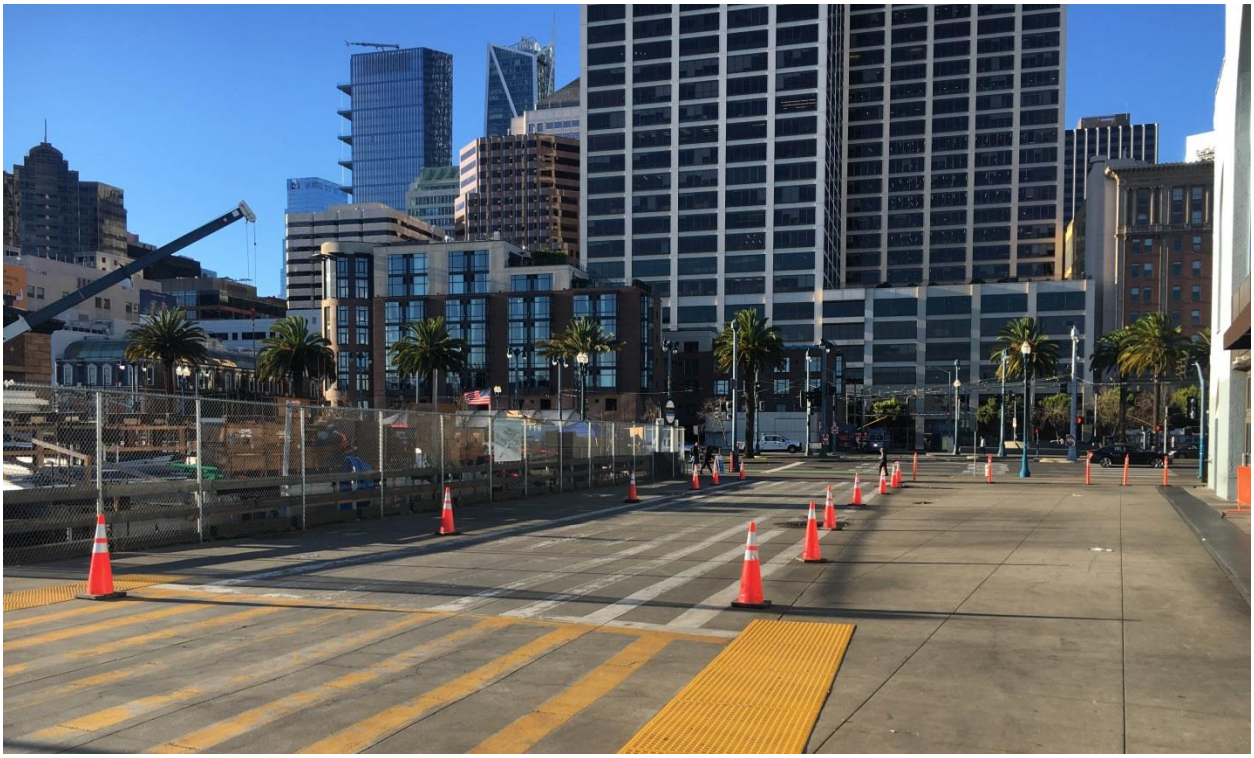
	Project Manager	Grants Manager
Name:	Dan Hodapp	Meghan Wallace
Title:	Grants Manager	Finance and Procurement Manager
Phone:	(415) 274-0625	(415) 275-0426
Email:	dan.hodapp@sfport.com	meghan.wallace@sfport.com

Downtown Ferry Terminal

Pedestrian Circulation Improvements

Photos of Existing Conditions

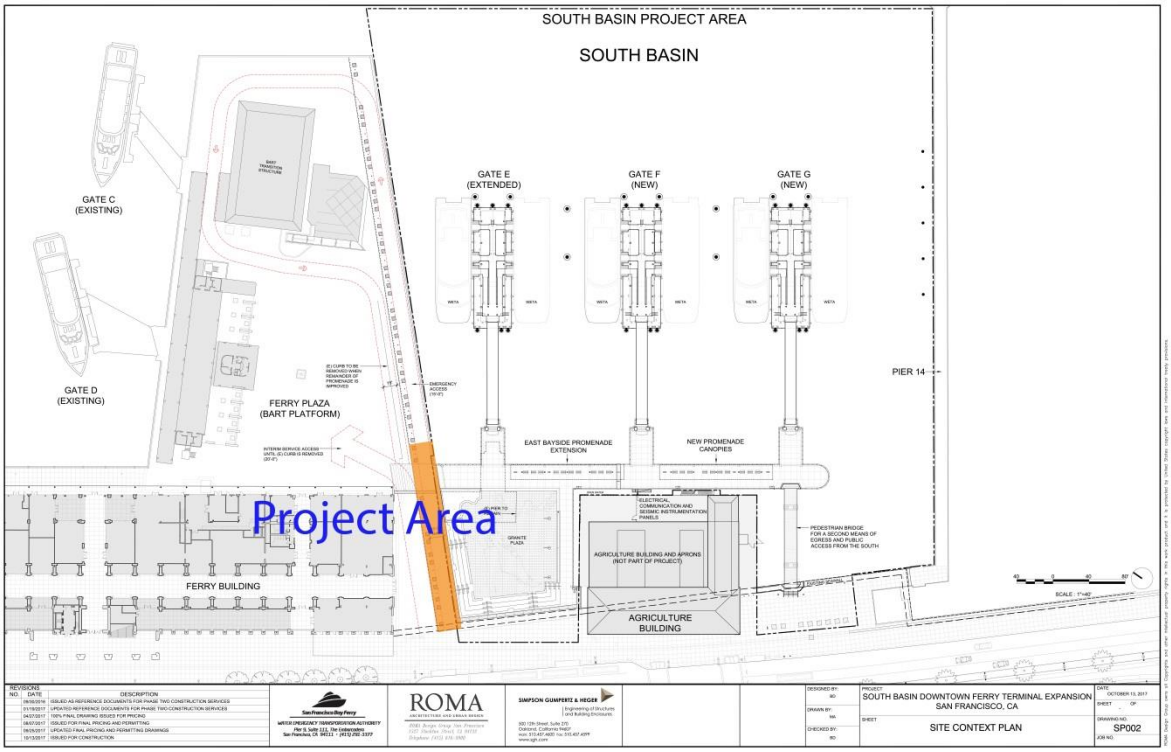
Views of proposed walkway and driveway area. New 24-foot width walkway (per orange lines) would extend to about half-way into existing driveway.

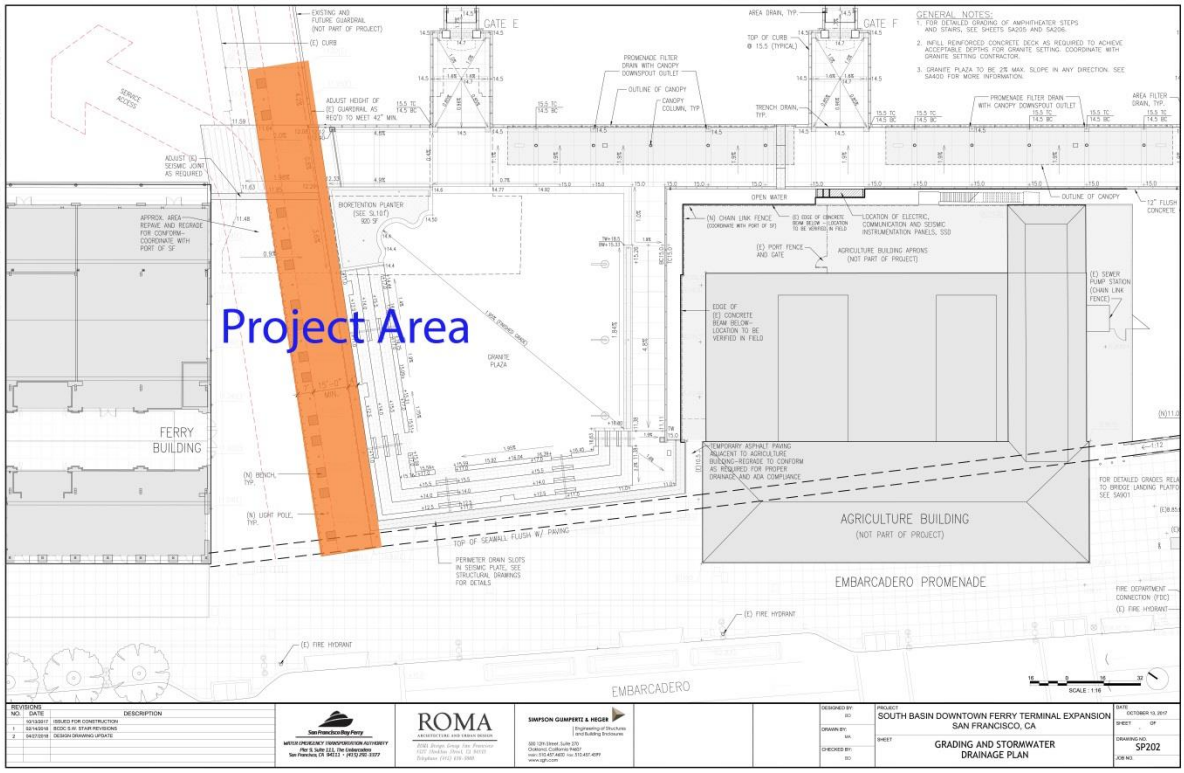


Downtown Ferry Terminal

Pedestrian Circulation Improvements

Site Context Plans





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

FY of Allocation Action:	FY2018/19
Project Name:	Breda LRV Overhauls
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Vehicles - MUNI
Current Prop K Request:	$7,500,000
Supervisorial District(s):	Citywide

REQUEST

Brief Project Description
Overhaul critical systems in up to 149 Breda light rail vehicles (LRVs) in SFMTA's transit fleet to improve reliability and performance, and enable the vehicles to meet their useful lives. Overhauls will include substantial work to four of the systems that have been identified as leading to common issues that result in out-of-service vehicles: propulsion system gate driver boards, master controllers, advanced train control systems, and headlight systems.

Detailed Scope, Project Benefits and Community Outreach
The SFMTA's Muni Metro light rail system includes 151 LRVs manufactured by AnsaldoBreda S.p.A. (Breda), 149 of which are currently in service (2 Bredas are out of service as a result of collisions). The Breda vehicles were purchased in two tranches that entered operating service beginning in 1997; thus the fleet is approaching the end of its service life of 25 years. With a contract issued to Siemens, Inc in September 2014, the SFMTA embarked on a 15-year program to replace and expand its light rail fleet. To ensure continued safe and reliable service during the transition to the new fleet of Siemens LRVs, the SFMTA must maintain and overhaul the 149 vehicles in its existing Breda LRV fleet that are currently in service.

The Breda LRV Overhaul project will include planned preventive maintenance of the Breda fleet in accordance with the manufacturer's recommendations. The overhauls will include substantial work to four elements of the vehicles that have been identified using vehicle performance and maintenance data, which shows these elements leading to common issues that result in out-of-service vehicles. The components replaced under this project are expected to have a typical lifespan of seven to ten years based on industry best practices for replacing components under similar environmental conditions. Proactive maintenance of these systems will improve transit performance and reliability. Major work will include the following:

1) Propulsion System Gate Driver Boards. Replace components on 14 circuit boards in each of the vehicles. Removing and replacing the assemblies will be performed by agency technicians. The propulsion system gate driver boards are the electronic circuits that directly control the LRV's electric motors. The central processing unit tells the driver boards what it wants the electric motors to do, and the driver boards output the appropriate signals to the motors. There are components on the driver boards such as capacitors and resistors that drift out of tolerance over long periods of time from heat and high duty cycles. The components need to be replaced to ensure the output signals have the proper waveforms and timing.

2) Master Controller. The current master controllers in the driver's cabs have never been overhauled. The assemblies are a combination of mechanical moving parts and electronics, and both are subject to wear and have high maintenance costs. Continued ad hoc repairs are not enough to ensure a reasonable level of performance reliability. The original equipment manufacturer is no longer in business and mechanical parts are no longer available on the market. The mechanical and electrical components are under a high duty cycle throughout the day and have surpassed their useful life.

3) Advanced Train Control System (ATCS) Components. The onboard ATCS components subject to the most wear are the electromechanical relays that have a finite lifespan and are the source of intermittent problems as they begin to wear out.

The relays in the integrated relay units, disconnect units, and output relay boards have been identified through maintenance data to have the greatest effect on reliability and cause line delays when they fail. The maintenance cost to continue repairs on a reactionary basis is too great and the assemblies are in need of a complete overhaul. Sixty-one car sets of integrated relay units were previously replaced as part of a separate rehabilitation effort in 2014. An additional forty units are planned for replacement under this project to help improve reliability throughout the remaining life of the fleet.

4) Light-Emitting Diode (LED) Headlights. The headlights on the Breda fleet are an old standard automobile headlight. Many improvements in technology over recent years have been made with much brighter and more reliable LED headlights. Maintenance data shows that many of the Breda headlights are replaced on an on-going basis. A reliable drop-in replacement LED headlight would improve visibility as well as reduce the number of times the lights must be replaced, leading to material and labor cost savings over the remaining life of the fleet.

Continued investment in SFMTA's LRV fleet is an important part of fleet management. Performing maintenance work on a scheduled basis pursuant to the manufacturer's recommendation is preferable to pulling a vehicle from availability for unexpected breakdowns and repairs and will save the SFMTA maintenance costs in the long-run. Transit performance and maintenance data has helped identify these strategic investments in our aging fleet and will ensure that these vehicles will remain consistently operational as the agency continues forward with its LRV4s procurement.

This is the final vehicle overhaul work that will be performed on the aging Breda fleet. It is intended to address failures on the worst-performing cars in order to reduce the rate of service failures. This will ensure that SFMTA is able to continue to provide critical transit service while it transitions to a new fleet.

While Prop K funding for this project will not be used as a local match to federal funds, this project will be leveraging past local and federal investments in the LRV fleet by allowing the vehicles to meet their useful lives through proper maintenance and rehabilitation.

Project Location
Citywide

Project Phase(s)
Construction

5YPP/STRATEGIC PLAN INFORMATION

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

Justification for Necessary Amendment

Request includes a Prop K Vehicles-Muni 5YPP amendment to reprogram $7,500,000 from Replace 30 30-foot Hybrid Diesel Motor Coaches to the subject project. The SFMTA has decided to delay replacement of the 30-foot motor coaches currently used on neighborhood routes and to invest a smaller sum to keep the Breda LRVs in revenue service to improve service reliability and allow the vehicles to reach the end of their useful lives. The SFMTA is currently working to procure a 9-vehicle fleet of all-electric battery-powered buses and will use that pilot project to determine the feasibility of transitioning the 30-foot motor coach fleet to greener technologies. The pilot project will allow SFMTA to test the currently available technology and obtain a better understanding of where transit vehicle technology is headed and at what pace, to prepare the agency to replace the 30-foot motor coaches at a later date.

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

FY of Allocation Action:	FY2018/19
Project Name:	Breda LRV Overhauls
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	N/A

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	Apr-May-Jun	2019		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2019		
Operations				
Open for Use			Oct-Nov-Dec	2021
Project Completion (means last eligible expenditure)			Apr-May-Jun	2022

SCHEDULE DETAILS
Community outreach is not required for this project as it involves replacement of components internal to systems which are not public facing.

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

FY of Allocation Action:	FY2018/19
Project Name:	Breda LRV Overhauls
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Vehicles - MUNI	$7,500,000	$0	$0	$7,500,000
Phases in Current Request Total:	$7,500,000	$0	$0	$7,500,000

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)	$0	$0	
Construction	$7,500,000	$7,500,000	Fleet Engineering Cost Est.
Operations	$0	$0	
Total:	$7,500,000	$7,500,000	

% Complete of Design:	0.0%
As of Date:	12/18/2018
Expected Useful Life:	10 Years

Major Line Item Budget

		Amount (Rounded)	% of Contract	Notes
Project Title: Breda LRV Overhaul	**$**	**7,500,000**		**Project total**
1 - Planning (incl Pre-Development)	$	-		
2 - Preliminary Engineering	$	-		
3 - Detail Design	$	-		
4 - Construction / Implementation / Procurement	**$**	**7,500,000**		Construction total
1-SFMTA Labor and Other Direct Costs	**$**	**590,500**	9%	SFMTA labor total
1 - Project Management (Transit Use Only)	$	180,000	3%	One project manager for 1.5 years, 0.3 FTE
2 - Engineering (Transit Use Only)	$	260,000	4%	One engineer for 2.5 years, 0.3 FTE
3 - Construction Management (Transit Use Only)	$	-		
4 - Contract Administration (Transit Use Only)	$	150,000	2%	Contract Setup, Admin Support for 2.5 years, 0.2 FTE
5 - QA/QC (Transit Use Only)	$	-		
6 - Transit Operations Support	$	-		
7 - Transit Maintenance Support	$	-		
16 - Public Outreach	$	-		
17 - City Attorney	$	500	0%	
2-Contracts, Purchase Orders & Professional Services	**$**	**6,285,000**		Contract total
1 - Contract/Purchase Order - Propulsion Gate Drivers	$	1,000,000	16%	Propulsion Gate Drivers (149 systems @ $6,700, 1 per vehicle for 149 vehicles)
2 - Contract/Purchase Order - Master Controller	$	745,000	12%	Master Controller (149 systems @ $2,500, 2 per vehicle for 149 vehicles)
3 - Contract/Purchase Order - Train Control - Integrated Relay	$	2,760,000	44%	Integrated Relay Units (40 systems @ $69,000, 1 system per vehicle for 40 vehicles)
3 - Contract/Purchase Order - Train Control System Parts	$	1,580,000	25%	Train Control System Parts (298 systems @ $10,600, 2 systems per vehicle for 149 vehicles)
4 - Contract/Purchase Order - LED Headlights	$	200,000	3%	LED Headlights (596 units @ $300/unit, 4 units per vehicle for 149 vehicles)
3-Contingency	**$**	**624,500**		Contingency total
1 - Contingency	$	624,500	10%	8-10% Contracts/Purchase Orders & Professional Services

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

FY of Allocation Action:	FY2018/19
Project Name:	Breda LRV Overhauls
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	$7,500,000	Total Prop AA Requested:	$0
Total Prop K Recommended:	$7,500,000	Total Prop AA Recommended:	$0

SGA Project Number:	117-910080	Name:	Breda LRV Overhauls
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2022
Phase:	Construction	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-117M	$375,000	$5,400,500	$0	$0	$0	$5,775,500

Deliverables

1. Quarterly progress reports shall provide the vehicle numbers for the LRVs on which overhauls were completed in the previous quarter and the year that each overhauled vehicle will reach its FTA approved useful life. Progress reports shall also include the most recent data on the mean distance between failures for the Breda LRV fleet compared to a baseline of January 2019 [or the most recent month that SFMTA has data]. Over the course of the project provide 1-2 photos of each of the four types of systems being upgraded, in addition to the requirements described in the Standard Grant Agreement.

Special Conditions

1. The recommended allocation is contingent upon a concurrent Prop K Vehicles-Muni 5YPP amendment to reprogram $7,500,000 from Replace 30 30-foot Hybrid Diesel Motor Coaches to the subject project. See attached 5YPP amendment for details.

2. By the March 12, 2019 Transportation Authority Board meeting, SFMTA will provide the overhaul schedule and systems to be overhauled by vehicle number. SFMTA will provide updated information to Transportation Authority staff on a quarterly basis through the quarterly progress reports. The Transportation Authority recognizes that the list is subject to change as a currently high performing vehicle may become a low performing vehicle in the future and require attention sooner than anticipated.

3. SFMTA is exploring whether it can accelerate replacement of its Breda LRVs prior to the end of their 25-year FTA approved useful lives. Should this accelerated replacement occur, SFMTA plans to redistribute the overhaul equipment among remaining Bredas for use until the equipment reaches the end of its useful life or until all of the Bredas have been retired. Upon such redistribution of the overhaul equipment, SFMTA shall provide confirmation to the Transportation Authority, in a manner to be determined but as mutually agreed to between the Transportation Authority and SFMTA (agreed to prior to the redistribution), that the equipment has been redistributed and will reach its useful life.

4. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
Notes
1. Special condition approved through 2019 5YPP Update for the Vehicles - Muni category: Prop K funds for the accelerated schedule for delivery of light rail vehicles is subject to the following conditions: (1) SFMTA may not issue notice to proceed on procurement of the 151 replacement vehicles prior to allocation of additional Prop K funds (up to $62.7 million); (2) As a prerequisite to allocation of additional Prop K funds, SFMTA shall present to the SFMTA Board and Transportation Authority CAC and Board the proposed schedule, cost and funding plan, including any associated financing costs, along with an updated cost benefit analysis of early retirement of the LRVs; (3) Allocation of additional Prop K funds will be conditioned upon SFMTA and MTC providing evidence that all their respective funds are committed to the project.

SGA Project Number:	117-910081	Name:	Breda LRV Overhauls - Reserve
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2022
Phase:	Construction	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-117M	$0	$224,500	$875,500	$0	$0	$1,100,000

Deliverables
1. See Deliverable #1 for SGA 117-910080 (Breda LRV Overhauls)
Special Conditions
1. The recommended allocation is contingent upon a concurrent Prop K Vehicles-Muni 5YPP amendment; see Special Condition #1 for SGA 117-910080 (Breda LRV Overhauls)
2. $1.1 million in Prop K funds budgeted for Contracts/ Purchase Orders are placed on reserve to be released no sooner than September 1, 2019, and only after the SFMTA presents the following to the Board: Work performed to date, updated procurement schedule (e.g. as set by the contract notice to proceed), the proposed schedule for the remaining overhauls, and review of impact of overhauls on vehicle performance as provided in the quarterly progress reports. The $1.1 million includes approximately one-third of the cost of the Propulsion Gate Drivers, Master Controllers, and Advanced Train Control System components.
3. See Special Condition #2 for SGA 117-910080 (Breda LRV Overhauls)
4. See Special Condition #3 for SGA 117-910080 (Breda LRV Overhauls)
5. See Special Condition #4 for SGA 117-910080 (Breda LRV Overhauls)

E7-18

SGA Project Number:	117-910082	Name:	Breda LRV Overhauls - Contingency
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2022
Phase:	Construction	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-117M	$0	$0	$624,500	$0	$0	$624,500

Deliverables

1. See Deliverable #1 for SGA 117-910080 (Breda LRV Overhauls)

Special Conditions

1. The recommended allocation is contingent upon a concurrent Prop K Vehicles-Muni 5YPP amendment; see Special Condition #1 for SGA 117-910080 (Breda LRV Overhauls).

2. $624,500 in Prop K funds budgeted for Contingency are placed on reserve pending demonstration that the funds are needed (e.g. spending trends). Release of some or all of the funds requires presentation by SFMTA to the Board and Board approval.

3. See Special Condition #2 for SGA 117-910080 (Breda LRV Overhauls)

4. See Special Condition #3 for SGA 117-910080 (Breda LRV Overhauls)

5. See Special Condition #4 for SGA 117-910080 (Breda LRV Overhauls)

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

FY of Allocation Action:	FY2018/19
Project Name:	Breda LRV Overhauls
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	$7,500,000

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
LY

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Janet Gallegos	Joel C Goldberg
Title:	Project Manager	Grants Procurement Manager
Phone:	(415) 579-9791	(415) 646-2520
Email:	janet.gallegos@sfmta.com	joel.goldberg@sfmta.com

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

Vehicles - Muni (EP 17M)

Programming and Allocations to Date

Pending February 26, 2019 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	61 60-ft Low Floor Diesel Hybrid Motor Coaches (26 replace+35 expand)	PROC	Allocated		$12,352,094				$12,352,094
SFMTA	48 40-ft and 50 60-ft Low Floor Diesel Hybrid Motor Coaches	PROC	Allocated		$33,405,243				$33,405,243
SFMTA	85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches	PROC	Allocated		$47,641,538				$47,641,538
SFMTA	85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches - Warranty	Warranty	Allocated		$227,465				$227,465
SFMTA	Replace 30 30-foot Hybrid Diesel Motor Coaches	PS&E	Allocated				$356,422		$356,422
SFMTA	Replace 30 30-foot Hybrid Diesel Motor Coaches [1, 2, 3]	CON	Programmed					$14,147,075	$14,147,075
SFMTA	Breda LRV Overhauls [2]	CON	Pending					$5,775,500	$5,775,500
SFMTA	Breda LRV Overhauls - Reserve [2]	CON	Pending					$1,100,000	$1,100,000
SFMTA	Breda LRV Overhauls - Contingency [2]	CON	Pending					$624,500	$624,500
SFMTA	Breda LRV Heating, Ventilation & Air Conditioning Refurbishments [3]	CON	Pending					$3,200,000	$3,200,000
SFMTA	Replace 60 New Flyer 60' Trolley Coaches	PROC	Allocated	$20,831,776					$20,831,776
SFMTA	Replace 85 40-Foot Trolley Coaches [1, 2]	CON	Programmed					$7,542,844	$7,542,844
SFMTA	67 40-foot and 50 60-foot Low Floor Hybrid Diesel Motor Coaches	PROC	Allocated			$12,550,152			$12,550,152
SFMTA	67 40-foot and 50 60-foot Low Floor Hybrid Diesel Motor Coaches -Reserve	PROC	Allocated			$16,850,587			$16,850,587
SFMTA	68 40-foot and 50 60-foot Low Floor Hybrid Diesel Motor Coaches - Warranty	Warranty	Allocated			$696,096			$696,096
SFMTA	Replace 14 60-Foot Trolley Coaches	PROC	Allocated		$5,000,000				$5,000,000
SFMTA	Replace 27 Paratransit Vans - Procurement	PROC	Allocated			$31,388			$31,388
SFMTA	Replace 27 Paratransit Vans - Design	PS&E	Allocated			$686,827			$686,827
SFMTA	Replace 19 60-Foot Trolley Coaches	PROC	Allocated				$6,083,580		$6,083,580
SFMTA	Replace 19 ETI 60' Trolley Coaches - Warranty	PROC	Allocated				$554,000		$554,000
SFMTA	Replace 100 40-foot Trolley Coaches	PROC	Allocated				$28,245,153		$28,245,153
SFMTA	Replace 100 40-foot Trolley Coaches - Warranty	Warranty	Allocated				$670,000		$670,000
SFMTA	Paratransit Van Replacement: Class B Vehicle (35)	PROC	Allocated					$931,019	$931,019
SFMTA	Light Rail Vehicle Procurement (EP 17M) [1]	PROC	Allocated	$60,116,311					$60,116,311

Programming and Allocations to Date

Pending February 26, 2019 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Programmed in 5YPP				$80,948,087	$98,626,340	$30,815,050	$35,909,155	$33,320,938	$279,619,570
Total Allocated and Pending in 5YPP				$80,948,087	$98,626,340	$30,815,050	$35,909,155	$11,631,019	$257,929,651
Total Unallocated in 5YPP				$0	$0	$0	$0	$21,689,919	$21,689,919
Total Programmed in 2019 Strategic Plan				$80,948,087	$98,626,340	$30,815,050	$35,909,155	$33,320,938	$279,619,570
Deobligated since 2019 Strategic Plan Adoption				$0					$0
Cumulative Remaining Programming Capacity				$0	$0	$0	$0	$0	$0

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

[1] Comprehensive 2014 5YPP amendment concurrent with 2019 and 5YPP adoption (resolution 2019-022, approved 11/27/2018):

Historic Vehicle Rehabilitation/Replacement (16 PCC): Reduced from $4,785,063 to $0. Project is fully funded from non-Prop K sources. Funds to be reprogrammed in 2019 Vehicles-Muni 5YPP.

Historic Vehicle Rehabilitation/Replacement (Milan and Vintage): Reduced from $3,304,749 to $0. Project will advance in the 2019 Vehicles-Muni 5YPP.

Replace 30 Orion 30' Motor Coaches and Replace 56 Orion 40' Motor Coaches: Reduced from $26,433,627 to $0. $24,847,075 to be reprogrammed to Replace 30 30-foot Hybrid Diesel Motor Coaches in FY 18/19, and $1,586,552 to be reprogrammed in 2019 Vehicles-Muni 5YPP. Replacement of the 56 40-foot Orion motor coaches is complete.

Replace 30 30-foot Hybrid Diesel Motor Coaches: Added project with $24,847,075 in FY 18/19.

Replace 100 ETI 40' Trolley Coaches (2015/16): Reduced from $7,846,478 to $0. $7,542,844 to be reprogrammed to Replace 85 40-Foot Trolley Coaches in FY 18/19, $303,634 to be reprogrammed in the 2019 Vehicles-Muni 5YPP. The Replace 100 40-foot Trolley Coaches project was fully funded through Resolution 2017-054.

Replace 85 40-Foot Trolley Coaches: Added project with $7,542,844 in FY 18/19.

Replace 33 ETI 60' Trolley Coaches: Reduced from $9,474,073 to $0. Funds to be reprogrammed in the 2019 Vehicles-Muni 5YPP.

Replace 75 ETI 40' Trolley Coaches: Reduced from $11,293,149 to $0. Funds to be reprogrammed in the 2019 Vehicles-Muni 5YPP.

Replace 65 ETI 40' Trolley Coaches with 12 60' Trolley Coaches: Reduced from $5,858,783 to $0. Funds to be reprogrammed in the 2019 Vehicles-Muni 5YPP.

Motor Coach and Trolley Coach warranties: Reduced from a total of $468,224 to $0. Funds to be reprogrammed in the 2019 Vehicles-Muni 5YPP.

Light Rail Vehicle Procurement: Advanced cash flow distribution schedule for previously allocated funds to facilitate an accelerated vehicle delivery schedule. See Project Information Form for details.

[2] 5YPP amendment to accommodate allocation of $7,500,000 for Breda LRV Overhauls (Resolution 19-0XX, xx/xx/2019):

Replace 30 30-foot Hybrid Diesel Motor Coaches: Reduced by $7,500,000 in FY2018/19. SFMTA has deferred the project by at least two years.

Breda LRV Overhauls: Added project with $7,500,000 in FY2018/19.

[3] 5YPP amendment to accommodate allocation of $3,200,000 for Breda LRV Heating, Ventilation & Air Conditioning Refurbishments (Resolution 19-0XX, xx/xx/2019):

Replace 30 30-foot Hybrid Diesel Motor Coaches: Reduced by $3,200,000 in FY2018/19. SFMTA has deferred the project by at least two years.

Breda LRV Heating, Ventilation & Air Conditioning Refurbishments: Added project with $3,200,000 in FY2018/19.

Muni Breda LRVs - Vehicle Useful Life

Count	VEHICLE #	Total Cost	Federal Funding Share (%)	Acceptance Date	Eligible for Retirement	Acceptance to Retirement (Yrs)
1	LRV2 1402	$ 2,837,502	77%	11/3/1996	10/28/2021	25
2	LRV2 1404	$ 2,748,610	77%	11/10/1996	11/4/2021	25
3	LRV2 1401	$ 2,837,502	77%	11/20/1996	11/14/2021	25
4	LRV2 1406	$ 2,837,502	77%	12/5/1996	11/29/2021	25
5	LRV2 1405	$ 2,837,502	2%	12/13/1996	12/7/2021	25
6	LRV2 1407	$ 2,837,502	77%	1/20/1997	1/14/2022	25
7	LRV2 1410	$ 2,837,502	2%	2/2/1997	1/27/2022	25
8	LRV2 1411	$ 2,837,502	77%	2/7/1997	2/1/2022	25
9	LRV2 1412	$ 2,837,502	76%	2/14/1997	2/8/2022	25
10	LRV2 1413	$ 2,837,502	77%	2/24/1997	2/18/2022	25
11	LRV2 1408	$ 2,837,502	77%	3/6/1997	2/28/2022	25
12	LRV2 1409	$ 2,837,502	77%	3/15/1997	3/9/2022	25
13	LRV2 1414	$ 2,837,502	77%	3/21/1997	3/15/2022	25
14	LRV2 1415	$ 2,837,502	37%	3/27/1997	3/21/2022	25
15	LRV2 1416	$ 2,837,502	75%	3/30/1997	3/24/2022	25
16	LRV2 1417	$ 2,837,502	75%	4/5/1997	3/30/2022	25
17	LRV2 1418	$ 2,837,502	75%	4/19/1997	4/13/2022	25
18	LRV2 1419	$ 2,837,502	75%	4/27/1997	4/21/2022	25
19	LRV2 1420	$ 2,837,502	24%	5/9/1997	5/3/2022	25
20	LRV2 1421	$ 2,837,502	75%	5/15/1997	5/9/2022	25
21	LRV2 1422	$ 2,837,502	75%	5/24/1997	5/18/2022	25
22	LRV2 1423	$ 2,837,502	75%	5/29/1997	5/23/2022	25
23	LRV2 1400	$ 2,837,502	77%	6/7/1997	6/1/2022	25
24	LRV2 1424	$ 2,837,502	2%	6/9/1997	6/3/2022	25
25	LRV2 1425	$ 2,837,502	17%	6/23/1997	6/17/2022	25
26	LRV2 1426	$ 2,837,502	2%	6/28/1997	6/22/2022	25
27	LRV2 1427	$ 2,837,502	77%	7/5/1997	6/29/2022	25
28	LRV2 1428	$ 2,837,502	77%	7/7/1997	7/1/2022	25
29	LRV2 1430	$ 2,926,394	76%	8/3/1997	7/28/2022	25
30	LRV2 1431	$ 2,837,502	77%	8/10/1997	8/4/2022	25
31	LRV2 1432	$ 2,837,502	77%	8/21/1997	8/15/2022	25
32	LRV2 1433	$ 2,837,502	67%	8/25/1997	8/19/2022	25
33	LRV2 1434	$ 2,837,501	67%	9/8/1997	9/2/2022	25
34	LRV2 1436	$ 2,998,554	67%	10/5/1997	9/29/2022	25
35	LRV2 1437	$ 2,998,554	50%	10/17/1997	10/11/2022	25
36	LRV2 1438	$ 2,998,554	44%	10/19/1997	10/13/2022	25
37	LRV2 1439	$ 2,998,551	44%	10/26/1997	10/20/2022	25
38	LRV2 1440	$ 2,998,554	44%	11/2/1997	10/27/2022	25
39	LRV2 1441	$ 2,998,554	44%	11/13/1997	11/7/2022	25
40	LRV2 1442	$ 2,998,554	44%	11/28/1997	11/22/2022	25
41	LRV2 1443	$ 2,998,551	44%	11/30/1997	11/24/2022	25
42	LRV2 1444	$ 2,998,554	44%	12/8/1997	12/2/2022	25
43	LRV2 1445	$ 2,998,554	44%	1/2/1998	12/27/2022	25
44	LRV2 1446	$ 2,998,554	44%	1/19/1998	1/13/2023	25

Muni Breda LRVs - Vehicle Useful Life

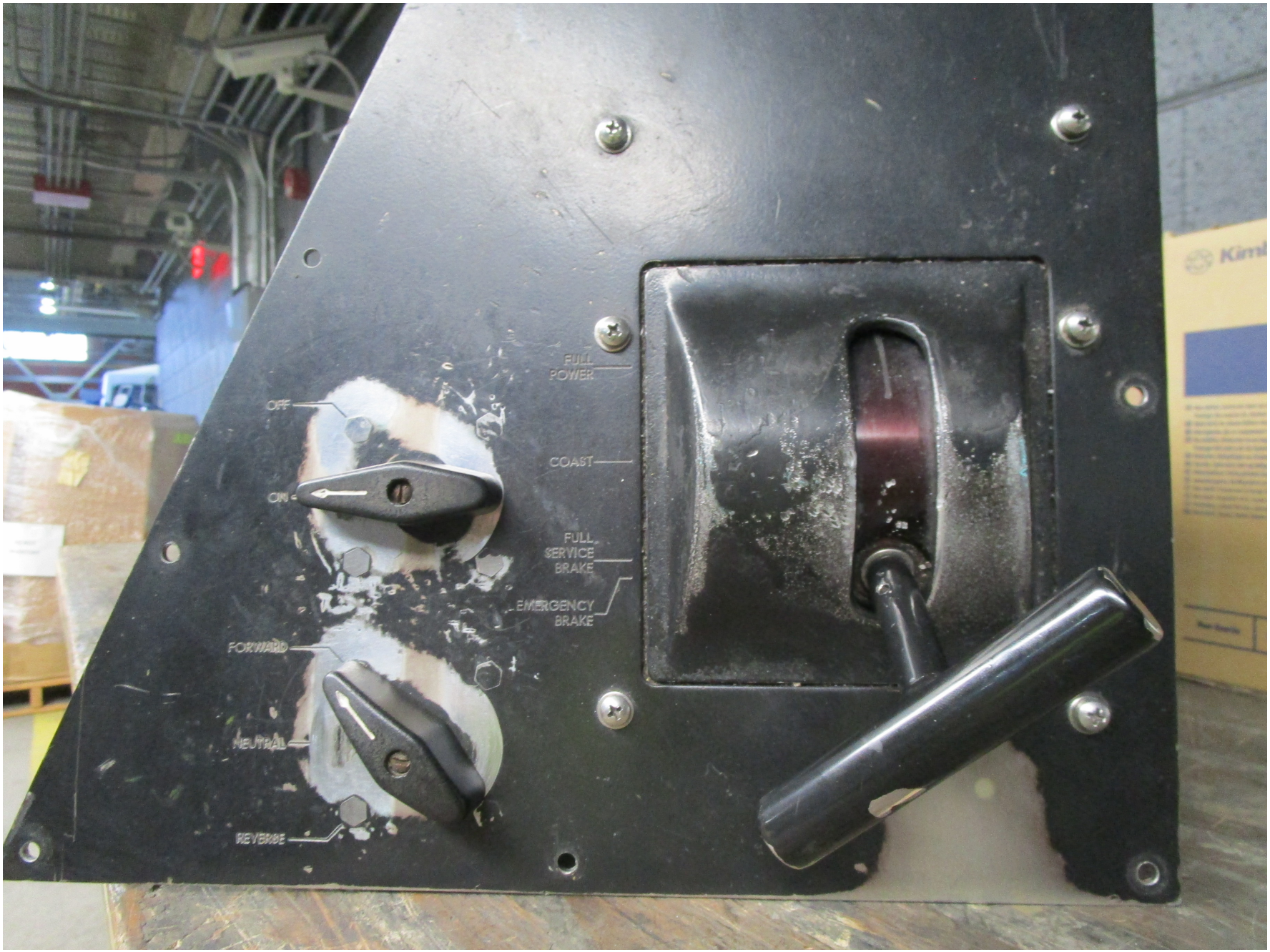
Count	VEHICLE #	Total Cost	Federal Funding Share (%)	Acceptance Date	Eligible for Retirement	Acceptance to Retirement (Yrs)
45	LRV2 1447	$ 2,998,554	44%	1/25/1998	1/19/2023	25
46	LRV2 1448	$ 2,998,554	44%	2/20/1998	2/14/2023	25
47	LRV2 1449	$ 2,998,554	44%	3/23/1998	3/17/2023	25
48	LRV2 1403	$ 2,837,502	77%	4/12/1998	4/6/2023	25
49	LRV2 1450	$ 2,998,554	59%	4/24/1998	4/18/2023	25
50	LRV2 1451	$ 2,998,549	59%	5/17/1998	5/11/2023	25
51	LRV2 1452	$ 3,323,129	44%	7/18/1998	7/12/2023	25
52	LRV2 1453	$ 3,323,129	44%	7/27/1998	7/21/2023	25
53	LRV2 1454	$ 3,323,129	2%	8/6/1998	7/31/2023	25
54	LRV2 1455	$ 3,323,129	2%	8/10/1998	8/4/2023	25
55	LRV2 1456	$ 3,323,129	2%	8/24/1998	8/18/2023	25
56	LRV2 1457	$ 3,323,129	4%	8/31/1998	8/25/2023	25
57	LRV2 1458	$ 3,323,129	79%	9/19/1998	9/13/2023	25
58	LRV2 1459	$ 3,323,129	79%	9/21/1998	9/15/2023	25
59	LRV2 1460	$ 3,323,129	79%	10/2/1998	9/26/2023	25
60	LRV2 1461	$ 3,323,129	79%	10/11/1998	10/5/2023	25
61	LRV2 1462	$ 3,323,129	79%	10/19/1998	10/13/2023	25
62	LRV2 1463	$ 3,323,129	79%	10/26/1998	10/20/2023	25
63	LRV2 1464	$ 3,323,129	79%	11/6/1998	10/31/2023	25
64	LRV2 1465	$ 3,323,129	79%	11/8/1998	11/2/2023	25
65	LRV2 1466	$ 3,323,129	79%	11/16/1998	11/10/2023	25
66	LRV2 1468	$ 3,323,129	79%	11/21/1998	11/15/2023	25
67	LRV2 1469	$ 3,323,129	79%	12/5/1998	11/29/2023	25
68	LRV2 1470	$ 3,323,129	79%	12/19/1998	12/13/2023	25
69	LRV2 1471	$ 3,323,129	79%	1/3/1999	12/28/2023	25
70	LRV2 1472	$ 3,323,129	79%	1/10/1999	1/4/2024	25
71	LRV2 1473	$ 3,323,129	79%	1/18/1999	1/12/2024	25
72	LRV2 1474	$ 3,323,129	7%	2/1/1999	1/26/2024	25
73	LRV2 1475	$ 3,323,129	7%	2/15/1999	2/9/2024	25
74	LRV2 1476	$ 3,323,115	7%	4/11/1999	4/4/2024	25
75	LRV2 1467	$ 3,323,129	79%	7/11/1999	7/4/2024	25
76	LRV3 1477	$ 3,522,600	78%	3/26/2000	3/20/2025	25
77	LRV3 1478	$ 3,522,600	78%	5/8/2000	5/2/2025	25
78	LRV3 1479	$ 3,522,600	78%	5/14/2000	5/8/2025	25
79	LRV3 1480	$ 3,522,600	78%	5/28/2000	5/22/2025	25
80	LRV3 1481	$ 3,522,600	78%	6/18/2000	6/12/2025	25
81	LRV3 1482	$ 3,522,600	78%	7/8/2000	7/2/2025	25
82	LRV3 1483	$ 3,522,600	78%	7/29/2000	7/23/2025	25
83	LRV3 1484	$ 3,522,600	78%	8/7/2000	8/1/2025	25
84	LRV3 1485	$ 3,522,600	78%	8/13/2000	8/7/2025	25
85	LRV3 1490	$ 3,522,600	78%	10/23/2000	10/17/2025	25
86	LRV3 1491	$ 3,522,600	78%	11/5/2000	10/30/2025	25
87	LRV3 1486	$ 3,522,600	78%	11/13/2000	11/7/2025	25
88	LRV3 1487	$ 3,522,600	78%	11/26/2000	11/20/2025	25

Muni Breda LRVs - Vehicle Useful Life

Count	VEHICLE #	Total Cost	Federal Funding Share (%)	Acceptance Date	Eligible for Retirement	Acceptance to Retirement (Yrs)
89	LRV3 1492	$ 3,522,600	78%	11/27/2000	11/21/2025	25
90	LRV3 1488	$ 3,522,600	78%	12/3/2000	11/27/2025	25
91	LRV3 1489	$ 3,522,600	78%	12/4/2000	11/28/2025	25
92	LRV3 1493	$ 3,522,600	78%	12/11/2000	12/5/2025	25
93	LRV3 1494	$ 3,522,600	78%	12/11/2000	12/5/2025	25
94	LRV3 1495	$ 3,522,600	78%	1/7/2001	1/1/2026	25
95	LRV3 1496	$ 3,522,600	78%	1/28/2001	1/22/2026	25
96	LRV3 1497	$ 3,522,600	78%	1/28/2001	1/22/2026	25
97	LRV3 1498	$ 3,522,600	78%	2/4/2001	1/29/2026	25
98	LRV3 1499	$ 3,522,600	78%	2/18/2001	2/12/2026	25
99	LRV3 1500	$ 3,522,600	78%	3/4/2001	2/26/2026	25
100	LRV3 1501	$ 3,522,600	78%	4/14/2001	4/8/2026	25
101	LRV3 1502	$ 3,522,600	78%	4/14/2001	4/8/2026	25
102	LRV3 1503	$ 3,522,600	78%	4/22/2001	4/16/2026	25
103	LRV3 1506	$ 3,522,600	78%	5/14/2001	5/8/2026	25
104	LRV3 1504	$ 3,522,600	78%	6/3/2001	5/28/2026	25
105	LRV3 1507	$ 3,522,600	78%	6/8/2001	6/2/2026	25
106	LRV3 1509	$ 3,522,600	13%	6/17/2001	6/11/2026	25
107	LRV3 1505	$ 3,522,600	78%	6/25/2001	6/19/2026	25
108	LRV3 1508	$ 3,522,600	31%	6/29/2001	6/23/2026	25
109	LRV3 1511	$ 3,522,600	13%	7/5/2001	6/29/2026	25
110	LRV3 1510	$ 3,522,600	13%	7/14/2001	7/8/2026	25
111	LRV3 1512	$ 3,522,600	58%	7/20/2001	7/14/2026	25
112	LRV3 1514	$ 3,522,600	58%	8/4/2001	7/29/2026	25
113	LRV3 1513	$ 3,522,600	58%	8/9/2001	8/3/2026	25
114	LRV3 1515	$ 3,522,600	58%	8/12/2001	8/6/2026	25
115	LRV3 1516	$ 3,522,600	58%	8/19/2001	8/13/2026	25
116	LRV3 1517	$ 3,522,600	72%	8/25/2001	8/19/2026	25
117	LRV3 1518	$ 3,522,600	72%	9/3/2001	8/28/2026	25
118	LRV3 1519	$ 3,522,600	72%	9/17/2001	9/11/2026	25
119	LRV3 1520	$ 3,522,600	72%	9/24/2001	9/18/2026	25
120	LRV3 1521	$ 3,522,600	71%	10/8/2001	10/2/2026	25
121	LRV3 1522	$ 3,522,600	71%	10/15/2001	10/9/2026	25
122	LRV3 1523	$ 3,522,600	71%	10/28/2001	10/22/2026	25
123	LRV3 1524	$ 3,522,600	71%	11/5/2001	10/30/2026	25
124	LRV3 1525	$ 3,522,600	71%	11/17/2001	11/11/2026	25
125	LRV3 1526	$ 3,522,600	71%	12/13/2001	12/7/2026	25
126	LRV3 1527	$ 3,522,600	71%	1/21/2002	1/15/2027	25
127	LRV3 1528	$ 3,522,600	71%	1/28/2002	1/22/2027	25
128	LRV3 1531	$ 3,522,600	71%	2/10/2002	2/4/2027	25
129	LRV3 1529	$ 3,522,600	71%	3/17/2002	3/11/2027	25
130	LRV3 1532	$ 3,522,600	71%	4/20/2002	4/14/2027	25
131	LRV3 1533	$ 3,522,600	71%	5/16/2002	5/10/2027	25
132	LRV3 1534	$ 3,522,600	71%	5/31/2002	5/25/2027	25

Muni Breda LRVs - Vehicle Useful Life

Count	VEHICLE #	Total Cost	Federal Funding Share (%)	Acceptance Date	Eligible for Retirement	Acceptance to Retirement (Yrs)
133	LRV3 1536	$ 3,590,391	69%	10/5/2002	9/29/2027	25
134	LRV3 1537	$ 3,590,391	69%	10/5/2002	9/29/2027	25
135	LRV3 1538	$ 3,590,391	69%	10/5/2002	9/29/2027	25
136	LRV3 1539	$ 3,590,391	69%	10/5/2002	9/29/2027	25
137	LRV3 1530	$ 3,522,600	71%	10/13/2002	10/7/2027	25
138	LRV3 1535	$ 3,522,571	71%	10/21/2002	10/15/2027	25
139	LRV3 1540	$ 3,590,391	69%	11/14/2002	11/8/2027	25
140	LRV3 1541	$ 3,590,391	69%	11/22/2002	11/16/2027	25
141	LRV3 1542	$ 3,590,391	69%	12/6/2002	11/30/2027	25
142	LRV3 1543	$ 3,590,391	69%	12/19/2002	12/13/2027	25
143	LRV3 1545	$ 3,590,391	69%	2/6/2003	1/31/2028	25
144	LRV3 1544	$ 3,590,391	69%	2/10/2003	2/4/2028	25
145	LRV3 1546	$ 3,590,391	69%	2/23/2003	2/17/2028	25
146	LRV3 1547	$ 3,590,391	69%	3/10/2003	3/3/2028	25
147	LRV3 1548	$ 3,590,391	69%	4/19/2003	4/12/2028	25
148	LRV3 1550	$ 3,590,395	69%	9/19/2003	9/12/2028	25
149	LRV3 1549	$ 3,590,391	69%	7/19/2004	7/13/2029	25



Breda LRV Master Controller - Existing Condition

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

FY of Allocation Action:	FY2018/19
Project Name:	Breda LRV Heating, Ventilation & Air Conditioning Refurbishments
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Vehicles - MUNI
Current Prop K Request:	$3,200,000
Supervisorial District(s):	Citywide

REQUEST

Brief Project Description
Refurbish and replace heating, ventilation, and air conditioning (HVAC) units on the Breda light rail vehicle fleet to improve reliability and passenger comfort, and reduce required maintenance, energy consumption, and environmental impact from outmoded refrigerant, per standards set by the Environmental Protection Agency.

Detailed Scope, Project Benefits and Community Outreach
The Breda LRV Heating, Ventilation & Air Conditioning Refurbishments project will replace the Sutrak HVAC units installed on approximately 72 of the 151 Breda light rail vehicles with refurbished and upgraded units. SFMTA has determined that refurbishing this many of the HVAC units will be sufficient given plans to replace the Breda LRVs starting in 2021. The HVAC units will be refurbished and upgraded by an HVAC remanufacturer. The remanufactured units will be installed by SFMTA maintenance staff. The project will increase the reliability of the HVAC units and reduce the amount of maintenance to keep the units in operation. As part of this replacement, the Sutrak units will be converted from R-22 refrigerant to the more environmentally friendly R-407C, which is the mandated standard, per the U.S. Environmental Protection Agency. The R-407C refrigerant is also the same refrigerant used in our new Siemens fleet, currently under procurement and manufactured locally in Sacramento, California. The performance of these units will be maintained or improved upon from the original Sutrak design ensuring passenger comfort even on the hottest days of the year.

The newer HVAC equipment will optimize energy consumption, provide cost savings, and reduce environmental impact. Investing in refurbishing and replacing the Breda LRV HVAC units will ensure that train operations are not impacted in the event of a heat wave. Over the last several years, trains have been pulled out of service and transit performance has been impacted as a result of deferred maintenance on these systems. The refurbishment of the HVAC on our aging fleet will ensure that this vital subsystem is running as reliably and efficiently as possible while we transition to our new Siemens fleet.

While Prop K funding for this project is not matching federal funds, this project will be leveraging federal investments in our fleet by allowing us to meet the useful life of our vehicles through proper maintenance and rehabilitation.

Project Location
Citywide

Project Phase(s)
Construction

5YPP/STRATEGIC PLAN INFORMATION

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

Justification for Necessary Amendment

Request includes a Prop K Vehicles-Muni 5YPP amendment to reprogram $3,200,000 from Replace 30 30-foot Hybrid Diesel Motor Coaches to the subject project. The SFMTA has decided to delay replacement of the 30-foot motor coaches currently used on neighborhood routes and to invest a smaller sum to keep the Breda LRVs in revenue service to improve service reliability and allow the vehicles to reach the end of their useful lives. The SFMTA is currently working to procure a 9-vehicle fleet of all-electric battery-powered buses and will use that pilot project to determine the feasibility of transitioning the 30-foot motor coach fleet to greener technologies. The pilot project will allow SFMTA to test the currently available technology and obtain a better understanding of where transit vehicle technology is headed and at what pace, to prepare the agency to replace the 30- foot motor coaches at a later date.

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

FY of Allocation Action:	FY2018/19
Project Name:	Breda LRV Heating, Ventilation & Air Conditioning Refurbishments
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	N/A

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Oct-Nov-Dec	2018	Apr-May-Jun	2019
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction	Apr-May-Jun	2019		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2019		
Operations				
Open for Use			Oct-Nov-Dec	2021
Project Completion (means last eligible expenditure)			Apr-May-Jun	2022

SCHEDULE DETAILS

For this project, community outreach is not required due to this being a replacement/refurbishment of electrical and mechanical components contained in the HVAC. Once notice to proceed is issued, approval and delivery of the first unit are expected within 9 months, and within 24 months, it is anticipated that the selected vendor will deliver the final unit to the Agency. Internal coordination between Fleet Engineering and Maintenance is required at the time the units arrive at SFMTA facilities for installation.

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

FY of Allocation Action:	FY2018/19
Project Name:	Breda LRV Heating, Ventilation & Air Conditioning Refurbishments
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Vehicles - MUNI	$3,200,000	$0	$0	$3,200,000
Phases in Current Request Total:	$3,200,000	$0	$0	$3,200,000

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)	$0	$0	
Construction	$3,200,000	$3,200,000	SFMTA Fleet Engineering Cost EstImate
Operations	$0	$0	
Total:	$3,200,000	$3,200,000	

% Complete of Design:	100.0%
As of Date:	12/19/2018
Expected Useful Life:	10 Years

Major Line Item Budget

		Amount	% of Contract	Notes
Project Title: Breda LRV HVAC Refurbishment	**$**	**3,200,000**		
1 - Planning (incl Pre-Development)	$	-		
2 - Preliminary Engineering	$	-		
3 - Detail Design	$	-		
4 - Construction / Implementation / Procurement	$	3,200,000		Total Construction Phase Costs
1-SFMTA Labor and Other Direct Costs	$	700,500	31%	Total SFMTA labor costs
1 - Project Management (Transit Use Only)	$	170,000	7%	One PM for 1.5 years, 0.33 FTE
2 - Engineering (Transit Use Only)	$	430,000	19%	One engineer for 2.75 years, 0.5 FTE
3 - Construction Management (Transit Use Only)	$	-		
4 - Contract Administration (Transit Use Only)	$	100,000	4%	Contract Setup, Admin Support for 2.75 years, 0.1 FTE
5 - QA/QC (Transit Use Only)	$	-		
6 - Transit Operations Support	$	-		
7 - Transit Maintenance Support	$	-		
9 - CP&C Support	$	-		
10 - PCO Labor	$	-		
11 - Shop Labor & Materials Budget	$	-		
16 - Public Outreach	$	-		
17 - City Attorney	$	500	0%	
3-Contracts, Purchase Orders, & Professional Services	$	2,275,000		Total contract costs
1 - Contract/Purchase Order/Professional Services 1	$	2,275,000		72 HVAC units at $32,000 per unit.
2 - Contract/Purchase Order/Professional Services 2	$	-		
5-Contingency	$	224,500		Total contingency costs
1 - Contingency	$	224,500	10%	8-10% Contracts/Purchase Orders/Professional Services

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

FY of Allocation Action:	FY2018/19
Project Name:	Breda LRV Heating, Ventilation & Air Conditioning Refurbishments
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	$3,200,000	Total Prop AA Requested:	$0
Total Prop K Recommended:	$3,200,000	Total Prop AA Recommended:	$0

SGA Project Number:	117-910yyz	Name:	LRV2 & LRV3 Heating, Ventilation & Air Conditioning Refurbishments
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2022
Phase:	Construction	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-117M	$2,560,000	$640,000	$0	$0	$0	$3,200,000

Deliverables

1. Quarterly progress reports shall provide the vehicle numbers of LRVs on which HVAC systems were refurbished in the previous quarter and the year that each affected vehicle will reach its FTA approved useful life. Progress reports shall also include the most recent data on the mean distance between failures for the Breda LRV fleet compared to a baseline of January 2019 [or the most recent month that SFMTA has data]. Over the course of the project 1-2 photos of each of the HVAC systems being upgraded, in addition to the requirements described in the Standard Grant Agreement.

Special Conditions

1. The recommended allocation is contingent upon a concurrent Prop K Vehicles-Muni 5YPP amendment to reprogram $3,200,000 from Replace 30 30-foot Hybrid Diesel Motor Coaches to the subject project. See attached 5YPP amendment for details.

2. SFMTA is exploring whether it can accelerate replacement of its Breda LRVs prior to the end of their 25-year FTA approved useful lives. Should this accelerated replacement occur, SFMTA plans to redistribute the refurbished HVAC equipment among remaining Bredas for use until the equipment reaches the end of its useful life or until all of the Bredas have been retired. Upon such redistribution of the HVAC equipment, SFMTA shall provide confirmation to the Transportation Authority, in a manner to be determined but as mutually agreed to between the Transportation Authority and SFMTA (agreed to prior to the redistribution), that the equipment has been redistributed and will reach its useful life.

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

Notes

1. Special condition approved through 2019 5YPP Update for the Vehicles - Muni category: Prop K funds for the accelerated schedule for delivery of light rail vehicles is subject to the following conditions: (1) SFMTA may not issue notice to proceed on procurement of the 151 replacement vehicles prior to allocation of additional Prop K funds (up to $62.7 million);
(2) As a prerequisite to allocation of additional Prop K funds, SFMTA shall present to the SFMTA Board and Transportation Authority CAC and Board the proposed schedule, cost and funding plan, including any associated financing costs, along with an updated cost benefit analysis of early retirement of the LRVs;
(3) Allocation of additional Prop K funds will be conditioned upon SFMTA and MTC providing evidence that all their respective funds are committed to the project.

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

FY of Allocation Action:	FY2018/19
Project Name:	Breda LRV Heating, Ventilation & Air Conditioning Refurbishments
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	$3,200,000

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
LY

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Janet Gallegos	Joel C Goldberg
Title:	Project Manager	Grants Procurement Manager
Phone:	(415) 579-9791	(415) 646-2520
Email:	janet.gallegos@sfmta.com	joel.goldberg@sfmta.com

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

Vehicles - Muni (EP 17M)

Programming and Allocations to Date

Pending February 26, 2019 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	61 60-ft Low Floor Diesel Hybrid Motor Coaches (26 replace+35 expand)	PROC	Allocated		$12,352,094				$12,352,094
SFMTA	48 40-ft and 50 60-ft Low Floor Diesel Hybrid Motor Coaches	PROC	Allocated		$33,405,243				$33,405,243
SFMTA	85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches	PROC	Allocated		$47,641,538				$47,641,538
SFMTA	85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches - Warranty	Warranty	Allocated		$227,465				$227,465
SFMTA	Replace 30 30-foot Hybrid Diesel Motor Coaches	PS&E	Allocated				$356,422		$356,422
SFMTA	Replace 30 30-foot Hybrid Diesel Motor Coaches [1, 2, 3]	CON	Programmed					$14,147,075	$14,147,075
SFMTA	Breda LRV Overhauls [2]	CON	Pending					$7,500,000	$7,500,000
SFMTA	Breda LRV Heating, Ventilation & Air Conditioning Refurbishments [3]	CON	Pending					$3,200,000	$3,200,000
SFMTA	Replace 60 New Flyer 60' Trolley Coaches	PROC	Allocated	$20,831,776					$20,831,776
SFMTA	Replace 85 40-Foot Trolley Coaches [1, 2]	CON	Programmed					$7,542,844	$7,542,844
SFMTA	67 40-foot and 50 60-foot Low Floor Hybrid Diesel Motor Coaches	PROC	Allocated			$12,550,152			$12,550,152
SFMTA	67 40-foot and 50 60-foot Low Floor Hybrid Diesel Motor Coaches -Reserve	PROC	Allocated			$16,850,587			$16,850,587
SFMTA	68 40-foot and 50 60-foot Low Floor Hybrid Diesel Motor Coaches - Warranty	Warranty	Allocated			$696,096			$696,096
SFMTA	Replace 14 60-Foot Trolley Coaches	PROC	Allocated		$5,000,000				$5,000,000
SFMTA	Replace 27 Paratransit Vans - Procurement	PROC	Allocated			$31,388			$31,388
SFMTA	Replace 27 Paratransit Vans - Design	PS&E	Allocated			$686,827			$686,827
SFMTA	Replace 19 60-Foot Trolley Coaches	PROC	Allocated				$6,083,580		$6,083,580
SFMTA	Replace 19 ETI 60' Trolley Coaches - Warranty	PROC	Allocated				$554,000		$554,000
SFMTA	Replace 100 40-foot Trolley Coaches	PROC	Allocated				$28,245,153		$28,245,153
SFMTA	Replace 100 40-foot Trolley Coaches - Warranty	Warranty	Allocated				$670,000		$670,000
SFMTA	Paratransit Van Replacement: Class B Vehicle (35)	PROC	Allocated					$931,019	$931,019
SFMTA	Light Rail Vehicle Procurement (EP 17M) [1]	PROC	Allocated	$60,116,311					$60,116,311

Programming and Allocations to Date

Pending February 26, 2019 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Programmed in 5YPP				$80,948,087	$98,626,340	$30,815,050	$35,909,155	$33,320,938	$279,619,570
Total Allocated and Pending in 5YPP				$80,948,087	$98,626,340	$30,815,050	$35,909,155	$11,631,019	$257,929,651
Total Unallocated in 5YPP				$0	$0	$0	$0	$21,689,919	$21,689,919
Total Programmed in 2019 Strategic Plan				$80,948,087	$98,626,340	$30,815,050	$35,909,155	$33,320,938	$279,619,570
Deobligated since 2019 Strategic Plan Adoption				$0					$0
Cumulative Remaining Programming Capacity				$0	$0	$0	$0	$0	$0

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

[1] Comprehensive 2014 5YPP amendment concurrent with 2019 and 5YPP adoption (resolution 2019-022, approved 11/27/2018):

Historic Vehicle Rehabilitation/Replacement (16 PCC): Reduced from $4,785,063 to $0. Project is fully funded from non-Prop K sources. Funds to be reprogrammed in 2019 Vehicles-Muni 5YPP.

Historic Vehicle Rehabilitation/Replacement (Milan and Vintage): Reduced from $3,304,749 to $0. Project will advance in the 2019 Vehicles-Muni 5YPP.

Replace 30 Orion 30' Motor Coaches and Replace 56 Orion 40' Motor Coaches: Reduced from $26,433,627 to $0. $24,847,075 to be reprogrammed to Replace 30 30-foot Hybrid Diesel Motor Coaches in FY 18/19, and $1,586,552 to be reprogrammed in 2019 Vehicles-Muni 5YPP. Replacement of the 56 40-foot Orion motor coaches is complete.

Replace 30 30-foot Hybrid Diesel Motor Coaches: Added project with $24,847,075 in FY 18/19.

Replace 100 ETI 40' Trolley Coaches (2015/16): Reduced from $7,846,478 to $0. $7,542,844 to be reprogrammed to Replace 85 40-Foot Trolley Coaches in FY 18/19, $303,634 to be reprogrammed in the 2019 Vehicles-Muni 5YPP. The Replace 100 40-foot Trolley Coaches project was fully funded through Resolution 2017-054.

Replace 85 40-Foot Trolley Coaches: Added project with $7,542,844 in FY 18/19.

Replace 33 ETI 60' Trolley Coaches: Reduced from $9,474,073 to $0. Funds to be reprogrammed in the 2019 Vehicles-Muni 5YPP.

Replace 75 ETI 40' Trolley Coaches: Reduced from $11,293,149 to $0. Funds to be reprogrammed in the 2019 Vehicles-Muni 5YPP.

Replace 65 ETI 40' Trolley Coaches with 12 60' Trolley Coaches: Reduced from $5,858,783 to $0. Funds to be reprogrammed in the 2019 Vehicles-Muni 5YPP.

Motor Coach and Trolley Coach warranties: Reduced from a total of $468,224 to $0. Funds to be reprogrammed in the 2019 Vehicles-Muni 5YPP.

Light Rail Vehicle Procurement: Advanced cash flow distribution schedule for previously allocated funds to facilitate an accelerated vehicle delivery schedule. See Project Information Form for details.

[2] 5YPP amendment to accommodate allocation of $7,500,000 for Breda LRV Overhauls (Resolution 19-0XX, xx/xx/2019):

Replace 30 30-foot Hybrid Diesel Motor Coaches: Reduced by $7,500,000 in FY2018/19. SFMTA has deferred the project by at least two years.

Breda LRV Overhauls: Added project with $7,500,000 in FY2018/19.

[3] 5YPP amendment to accommodate allocation of $3,200,000 for Breda LRV Heating, Ventilation & Air Conditioning Refurbishments (Resolution 19-0XX, xx/xx/2019):

Replace 30 30-foot Hybrid Diesel Motor Coaches: Reduced by $3,200,000 in FY2018/19. SFMTA has deferred the project by at least two years.

Breda LRV Heating, Ventilation & Air Conditioning Refurbishments: Added project with $3,200,000 in FY2018/19.

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

FY of Allocation Action:	FY2018/19
Project Name:	Safe Routes to Schools Program Administration
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Transportation Demand Mgmt
Current Prop K Request:	$160,000
Supervisorial District(s):	Citywide

REQUEST

Brief Project Description
Administration of the SF Safe Routes to School program for an 8 month period from February 2019 to September 2019. This program will transition from the Department of Public Health to the SFMTA in July 2019. This request will fund SFMTA staff time during the transition period as it designs the program and creates a new program coordinator position, with a new hire expected by April 2019. Under the new structure, the SFMTA will oversee and coordinate San Francisco's school transportation programs and allow for an increased focus on the core goals of school transportation: safety and mode shift.

Detailed Scope, Project Benefits and Community Outreach
Detailed Scope is attached.

Project Location
Citywide

Project Phase(s)
Construction

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?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	$160,000

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

FY of Allocation Action:	FY2018/19
Project Name:	Safe Routes to Schools Program Administration
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	N/A

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)	Jan-Feb-Mar	2019		
Operations				
Open for Use			Jul-Aug-Sep	2019
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2019

SCHEDULE DETAILS

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

FY of Allocation Action:	FY2018/19
Project Name:	Safe Routes to Schools Program Administration
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Transportation Demand Mgmt	$0	$160,000	$0	$160,000
Phases in Current Request Total:	$0	$160,000	$0	$160,000

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)	$0	$0	
Construction	$160,000	$160,000	Calculated based on salaries and expected level of effort.
Operations	$0	$0	
Total:	$160,000	$160,000	

% Complete of Design:	0.0%
As of Date:	12/25/2018
Expected Useful Life:	N/A

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	Construction	$160,000	$0	$0	$0	$0	$160,000
	Total:	$160,000	$0	$0	$0	$0	$160,000

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY		
Agency		Total
SFMTA	$ 159,500	**$ 159,500**
City Attorney Fees	$ 500	**$ 500**
Total	**$ 160,000**	**$ 160,000**

DETAILED LABOR COST ESTIMATE						
SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Manager VI / 9174	16	$ 78.44	$ 2.72	$ 213	0.008	**$ 3,408**
Transit Planner IV / 5290	164	$ 72.05	$ 2.68	$ 193	0.079	**$ 31,652**
Transportation Planner III / 5289	720	$ 60.78	$ 2.71	$ 165	0.346	**$ 118,800**
Transportation Planner II / 5288	40	$ 51.21	$ 2.76	$ 141	0.019	**$ 5,640**
Total	**940**				**0.45**	**$ 159,500**

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

FY of Allocation Action:	FY2018/19
Project Name:	Safe Routes to Schools Program Administration
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	$160,000	Total Prop AA Requested:	$0
Total Prop K Recommended:	$160,000	Total Prop AA Recommended:	$0

SGA Project Number:		Name:	Safe Routes to Schools Program Administration
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	03/31/2020
Phase:	Construction	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-143	$96,000	$64,000	$0	$0	$0	$160,000

Deliverables

1. By June 2019, SFMTA staff will provide an update to and seek feedback from the Transportation Authority Board and Citizens Advisory Committee on the San Francisco Safe Routes to School program, including how the program is being designed to reach all SFUSD schools, advance mode-shift, and implement the school area engineering program.

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.

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

FY of Allocation Action:	FY2018/19
Project Name:	Safe Routes to Schools Program Administration
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	$160,000

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
LY

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Miriam Sorell	Joel C Goldberg
Title:	TDM Program Manager	Grants Procurement Manager
Phone:	(415) 646-2412	(415) 646-2520
Email:	miriam.sorell@sfmta.com	joel.goldberg@sfmta.com

San Francisco Municipal Transportation Agency
Safe Routes to Schools Program Administration

San Francisco Municipal Transportation Agency's (SFMTA's) administration of the SF Safe Routes to School program for an 8 month period from February 2019 to September 2019.

Background

The SFMTA is supporting our city's children and families by building a coordinated framework for efforts that provide safe and effective options for school transportation. Central to this comprehensive effort is the upcoming transition in summer 2019 of the Safe Routes to School program from the Department of Public Health to the SFMTA in partnership with the San Francisco Unified School District (SFUSD). In January 2018, the Transportation Authority Board approved $2,813,264 in One Bay Area Grant funds to the SFMTA for the SRTS Non-Infrastructure project, conditioned upon this management transition. This new structure enables the SFMTA to reach all SFUSD schools by coordinating San Francisco's school transportation programs, including the re-established capital safe routes to schools program. This reorganization will also allow for an increased focus on the core goals of school transportation: safety and mode shift.

In June 2018, the SFMTA, in coordination with the San Francisco Safe Routes to School partnership, presented the school transition plan to the Transportation Authority Board outlining the components of this coordinated, comprehensive approach to school safety and transportation management. In addition to outlining the key focus areas for a newly aligned Safe Routes to School Program, the plan identified the need for new administrative roles within the SFMTA.

Starting in July 2019, the SFMTA will officially transition to be the program lead for the San Francisco Safe Routes to School program. The program will continue to be a broad partnership led by a newly created Safe Routes to School Coordinator and supported by a multidiscipline outreach team. The SF-SRTS program is a larger, more comprehensive program and is supported by two functional structures: The overall City SF-SRTS Program, which is composed of six City Agencies and the SF-SRTS Partnership, which supports the non-infrastructure program and includes five local non-profit partners.

Scope

The SFMTA requests funding to create the Safe Routes to School Coordinator position, in addition to funding a portion of the supervisorial staff time required for this position to be created, funds will also fund staff costs to support the transition of the SF-SRTS program management from DPH to SFMTA by July 2019[1]. As of January 2019, this position is going through the SFMTA hiring process with an expectation of having a staff person on board in March or April 2019.

This involves substantial work transitioning SFMTA staff into program management roles as well as coordinating adjustments to the program approach. This work will include developing internal processes, establishing strong partnership relationships, engaging with partners to transfer knowledge and past practices to the SFMTA, and negotiating and documenting planned changes to the program based on new directions set in the 2018 Safe Routes to School Program framework.

The SF-SRTS Coordinator Ongoing Role

Key to the future success of the Safe Routes to School program is creation of a position, the SF Safe Routes to School Coordinator, or Schools Coordinator. The position will be housed in SFMTA's Planning Programs Section, in the Sustainable Streets Division. This new position will oversee the final development and

[1] As part of changes to the management of the SF Safe Routes to School program made in June 2018, funding for this new role is being provided by the SFCTA and has been incorporated into EP 43 5YPP for 3 years. In future years, the SFMTA may seek grant funding for this position as it is anticipated that this position will be an ongoing role, conducting critical coordination activities for the Safe Routes to School program.

implementation of the SF-SRTS program including the reorganization of SFMTA's traditional schools work and the non-infrastructure partnership.

This position will be at least 50% FTE and will be responsible for four key areas:

- Coordinates the program areas within the SF-SRTS program
- Maintains high quality community relationships with school community and stakeholders
- Liaise with SFUSD to ensure strong partnership
- Chairs the SF-SRTS Partnership, including non-infrastructure program management

In order to support these key area, the Schools Coordinator will work with the program partners to ensure that work programs are coordinated and comprehensive and may delegate responsibility for certain program areas, but will ensure that the SFMTA remains the fully accountable agency for delivery of the SF-SRTS program.

Working with partners inside SFMTA and with the non-infrastructure partnership, the Schools Coordinator will develop and maintain a system for tracking and reporting out on school-related activities that the City has undertaken in supporting the overall program goals. The Schools Coordinator will also maintain and support communication channels that expand how City and School decision-makers and school communities interact with the City about school related concerns, inquiries and issues.

A key role of this position will be to ensure that communications between the non-infrastructure program, which engages with local school communities on a regular basis, is effectively connected to the infrastructure and environmental safety pieces of the program. To this end, the Schools Coordinator will be a single point of contact on issues related to school safety and remain in the loop on discussions regardless of the technical area of focus (engineering, enforcement, education, etc.). Communications with the community will be held to a high level of responsiveness, ensuring that parents, principals and School and City leaders are aware of how their inquiries and requests are being handled.

The Schools Coordinator will also maintain a contact list of the key staff responsible for all school related efforts and activities and will endeavor to keep that list up-to-date to ensure that requests and inquiries are being handled expeditiously.

The School Coordinator will liaise directly with the SFUSD Sustainability Director on a regular basis to ensure that the City and School District are working closely together in implementing the program effectively and efficiently. Lastly, as the Chair of the SF-SRTS Partnership, the Schools Coordinator will provide oversight and direction to the SF-SRTS Partnership. This includes ensuring that the Partnership's outreach team is provided with clear direction, goals and outcomes to meet the program's goals and has appropriate and effective communication channels to meet the program's communications goals.

Annually, as a requirement of the One Bay Area Grant, the SFMTA will provide progress reports on how the SF-SRTS Non-Infrastructure program is doing with respect to achieving the established goals based on the approved metrics.

Tasks and Deliverables

Because this funding is for staff time to coordinate a larger program, there is no sequence of tasks and deliverables specifically created for this funding; rather, deliverables from the Safe Routes to School One Bay Area Grant, also managed through the SFCTA, will serve to document progress of this work.

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

FY of Allocation Action:	FY2018/19
Project Name:	Residential Transportation Demand Management Program
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Transportation Demand Mgmt
Current Prop K Request:	$195,000
Supervisorial District(s):	Citywide

REQUEST

Brief Project Description
The SFMTA requests $195,000 to develop an implementation plan for a San Francisco resident-based travel demand management program. This request represents the development phase of a multi-year program, focused on best practices, market research, and developing, implementing, and evaluating pilot strategies. In future years, the SFMTA will request implementation phase funding to broaden the reach of successful strategies.

Detailed Scope, Project Benefits and Community Outreach
The SFMTA requests $195,000 to develop an implementation plan regarding a San Francisco resident-based travel demand management program. This request represents the development phase of a multi-year program, focused on best practices, market research, and developing, implementing, and evaluating pilot strategies. In future years, the SFMTA will request implementation phase funding to broaden the reach of successful strategies.

BACKGROUND
In 1973, San Francisco passed a “Transit First” policy, and the city has continued to prioritize public transportation, walking, and bicycling when determining how to best use limited street space and public thoroughfares. More recently, the San Francisco Transportation Demand Management (TDM) Plan 2016-2020 was adopted by the Commissions of the SFMTA, SFCTA, SF Environment, and SF Planning Department. The SF TDM Plan builds upon existing efforts to develop, implement and manage a coordinated TDM program that will make it easy for residents, employees, and visitors to use all available transportation options, other than driving alone, to meet their travel needs.

The SF TDM Plan supports the goals identified in numerous city policy documents and strategies, including the General Plan, Climate Action Strategy, Vision Zero and the San Francisco Planning Code, and also establishes several goals specific to the implementation of TDM strategies and policies.

The following TDM Plan goal and paired objective highlight the need for an approach to residential TDM that begins with research and evaluation of pilots:

--Goal 4: Ensure and prioritize effective programs through monitoring and evaluation.
----Objective 4a: Increase the use of research and evaluation to improve and focus SF’s TDM services and to promote the benefits of the services to key stakeholders.

Building on the lessons learned through the proposed project, the SFMTA and partners will apply for implementation funding in future years in accordance with the 2019 Prop K 5-Year Prioritization Program for the Transportation Demand Management/Parking Management category.

PROJECT GOAL
Identify successful, cost-effective strategies for promoting mode-shift among San Francisco residents.

SCOPE
Phase 1: Develop Residential TDM Strategy Pilots
(May 2019 – January 2020)

Task 1.1. Literature Review
(SFMTA/SFE – Co-leads): Identify successful residential mode shift projects and initiatives and relevant research, and inventory of attributes and outcomes of these efforts. Research will include any relevant literature from the Transportation Research Board among other entities.
• Deliverable: Memo documenting literature review.

Task 1.2. Local Research
(SFMTA/SFE – Co-leads): Conduct local research to understand how San Francisco residents may align (or differ) in relation to the target markets identified in successful campaigns as documented in the Literature Review. Depending on recommendations from the Literature Review, this could include targeted surveys and/or focus groups within target populations, and/or outreach to local agencies and organizations that could be partners or provide leveraging opportunities in San Francisco's varied residential markets.
• Deliverable: Memo documenting findings of research.

Task 1.3. Design Residential TDM Pilots
(SFMTA/SFE – Co-leads): Design travel demand management pilot strategies that have the goal to effect mode shift by residents of San Francisco. Design evaluation methodology that will demonstrate efficacy of program including metrics quantifying the number of shifted trips and the cost per shifted trip. These evaluation metrics should be designed to work for multiple pilot approaches so that the results can be compared to one another.
• Deliverable: Pilot implementation and evaluation plan.

Phase 2: Test Pilot Strategies
(February 2020 – October 2020)

Task 2.1. Implement Pilot Strategies
(SFMTA/SFE – Co-leads): Implement pilot strategies as identified in Phase 1: Develop Residential TDM Strategy Pilots.
• Deliverable: To be determined based on identified pilot strategies; will include quarterly updates on activities.

Task 2.2. Evaluate Pilot Strategies
(SFMTA/SFE – Co-leads): Evaluate effectiveness of implemented pilot strategies based on metrics identified under Task 1.3. Design Residential TDM Pilots.
• Deliverable: Memo documenting pilot evaluation.

Task 2.3. Develop Strategy Implementation Plan
(SFMTA/SFE – Co-leads): Informed by the evaluation of pilot strategies, develop an implementation and evaluation plan for a residential travel demand strategy with broad reach within San Francisco.
• Deliverable: Strategy implementation and evaluation plan.

FUTURE PHASES
In future years as identified in the 5YPP, the SFMTA will request funding based on the revised strategies developed in Task 2.3. of this project.

Project Location
Citywide

Project Phase(s)
Planning/Conceptual Engineering

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is 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:	$195,000

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

FY of Allocation Action:	FY2018/19
Project Name:	Residential Transportation Demand Management Program
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	N/A

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Apr-May-Jun	2019	Oct-Nov-Dec	2020
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations				
Open for Use				
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2020

SCHEDULE DETAILS

Phase 1: Develop Residential TDM Strategy Pilots - May 2019 to January 2020
Phase 2: Test and Evaluate Pilot Strategies - February 2020 to October 2020

See project scope re: Task 1.2. Local Research for potential plans regarding community outreach.

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

FY of Allocation Action:	FY2018/19
Project Name:	Residential Transportation Demand Management Program
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Transportation Demand Mgmt	$0	$195,000	$0	$195,000
Phases in Current Request Total:	$0	$195,000	$0	$195,000

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$195,000	$0	Past similar projects/staff estimate
Environmental Studies (PA&ED)	$0	$0	
Right of Way	$0	$0	
Design Engineering (PS&E)	$0	$0	
Construction	$0	$0	
Operations	$0	$0	
Total:	$195,000	$195,000	

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

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY

Agency	Phase 1: Develop Residential TDM Strategy Pilots	Phase 2: Test Pilot Strategies	City Attorney Fees	Total
SFMTA	$ 35,518	$ 41,043	$ -	**$ 76,561**
SFE	$ 15,177	$ 27,252	$ -	**$ 42,429**
Consultant	$ 40,000	$ 25,000	$ -	**$ 65,000**
Other Direct Costs *		$ 10,000	$ 1,000	**$ 11,000**
Total	**$ 90,695**	**$ 103,295**	**$ 1,000**	**$ 194,990**
Rounded Total	**$ 91,000**	**$ 103,000**	**$ 1,000**	**$ 195,000**

* Direct Costs include mailing, reproduction costs, and room rental fees.

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Manager VI / 9174	33	$ 78.44	2.72	$ 213.00	0.02	**$ 7,029**
Transit Planner IV / 5290	138	$ 72.05	2.68	$ 193.00	0.07	**$ 26,634**
Transportation Planner II / 5288	170	$ 51.21	2.76	$ 141.00	0.08	**$ 23,970**
Planner I / 5277	169	$ 39.75	2.82	$ 112.00	0.08	**$ 18,928**
Total	**510.00**				**0.25**	**$ 76,561**

SFE	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Project Supervision/5644	29	$ 65.10	$ 2.32	$ 151.00	0.01	**$ 4,379**
Project Oversight/5642	110	$ 57.37	$ 2.32	$ 133.00	0.05	**$ 14,630**
Project Staff 1/5638	130	$ 40.34	$ 2.32	$ 94.00	0.06	**$ 12,220**
Project Staff 2/9922	164	$ 23.00	$ 2.32	$ 53.00	0.08	**$ 8,692**
Project Staff 3/5640	22	$ 49.03	$ 2.32	$ 114.00	0.01	**$ 2,508**
Total	**455.00**				**0.22**	**$ 42,429**

TASK BUDGET

		Total By Task/Phase	SFMTA Staff Costs				SFE Staff Costs					Direct Costs	
			Manager VI / 9174	Transportation Planner IV / 5290	Transportation Planner II / 5288	Transportation Planner I / 5277	SFE Project Supervision / 5644	SFE - Project Oversight / 5642	SFE - Project Staff 1 / 5638	SFE - Project Staff 2 / 9922	SFE - Project Staff 3 / 5640	Consultant Fees	Direct Costs
1.0	**Develop Residential TDM Strategy Pilots**	**$ 91,695**											$ 1,000
1.1.	Literature Review	**$ 12,953**	$ 639	$ 1,544	$ 5,640	$ 2,240	$ 755	$ 665	$ 940	$ 530	$ -		
1.2.	Local Research	**$ 58,920**	$ 1,065	$ 3,860	$ 4,230	$ 2,800	$ 755	$ 2,660	$ 1,880	$ 530	$ 1,140	$ 40,000	
1.3.	Design Residential TDM Pilots	**$ 18,822**	$ 2,130	$ 7,720	$ 1,410	$ 2,240	$ 1,057	$ 3,325	$ 940	$ -	$ -		
2.0	**Test Pilot Strategies**	**$ 103,295**											
2.1.	Implement Pilot Strategies	**$ 67,470**	$ 1,065	$ 5,790	$ 4,230	$ 8,288	$ 302	$ 3,325	$ 4,700	$ 4,770	$ -	$ 25,000	$ 10,000
2.2.	Evaluate Pilot Strategies	**$ 21,862**	$ 1,065	$ 3,860	$ 4,230	$ 3,360	$ 302	$ 1,995	$ 2,820	$ 2,862	$ 1,368		
2.3.	Develop Strategy Implementation Plan	**$ 13,963**	$ 1,065	$ 3,860	$ 4,230	$ -	$ 1,208	$ 2,660	$ 940	$ -	$ -		
	Grand Total	**$ 194,990**											

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

FY of Allocation Action:	FY2018/19
Project Name:	Residential Transportation Demand Management Program
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	$195,000	Total Prop AA Requested:	$0
Total Prop K Recommended:	$195,000	Total Prop AA Recommended:	$0

SGA Project Number:	143-xx1	Name:	Residential Transportation Demand Management Program - Phase 1
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2021
Phase:	Planning/Conceptual 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-143	$32,000	$60,000	$0	$0	$0	$92,000

Deliverables

1. Upon completion of Task 1.1 Literature Review (anticipated by 7/30/2019), submit memo documenting literature review

2. Upon completion of Task 1.2 Local Research (anticipated by 10/31/2019), submit memo documenting findings of research

3. Upon completion of Task 1.3 Design Residential TDM Pilots (anticipated by 1/31/2020), submit pilot implementation and evaluation plan.

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.

SGA Project Number:	143-xx2	Name:	Residential Transportation Demand Management Program - Phase 2
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2021
Phase:	Planning/Conceptual 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-143	$0	$53,000	$50,000	$0	$0	$103,000

Deliverables

1. Upon completion of Task 2.2 Evaluate Pilot Strategies (anticipated by 10/31/2020), submit memo documenting pilot evaluation.

2. Upon completion of Task 2.3 Develop Strategy Implementation Plan (anticipated by 10/31/2020), submit strategy implementation and evaluation plan.

Special Conditions

1. SFMTA may not incur expenses for Phase 2 until Transportation Authority staff releases the funds ($103,000) pending receipt of Phase 1 deliverables (anticipated by 1/31/2020), including acceptance by Transportation Authority staff of a viable pilot implementation and evaluation plan.

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

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

FY of Allocation Action:	FY2018/19
Project Name:	Residential Transportation Demand Management Program
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	$195,000

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
LY

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Miriam Sorell	Joel C Goldberg
Title:	TDM Program Manager	Grants Procurement Manager
Phone:	(415) 646-2412	(415) 646-2520
Email:	miriam.sorell@sfmta.com	joel.goldberg@sfmta.com

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

FY of Allocation Action:	FY2018/19
Project Name:	Downtown Congestion Pricing Study
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Transportation Demand Mgmt
Current Prop K Request:	$500,000
Supervisorial District(s):	Citywide

REQUEST

Brief Project Description
Consider congestion pricing alternatives for San Francisco, including alternative packages of congestion charges, discounts, subsidies, incentives, and multi modal transportation improvements. The Study will evaluate each scenario based on the goals and objectives of the program, including examining how well each one would reduce congestion and vehicle miles-traveled and their associated safety, health, and environmental effects. It will also consider how each proposal can be designed to benefit low-income travelers and communities of concern.

Detailed Scope, Project Benefits and Community Outreach
In December 2018, the Transportation Authority Board directed Transportation Authority staff to study a potential congestion pricing program for downtown San Francisco. The scenarios will be developed based on community input, consideration of recent changes in the city's land use and transportation environment, and findings from the 2010 Mobility, Access, and Pricing Study (MAPS). The MAPS found that its recommended congestion pricing proposal would substantially reduce congestion and program revenues could fund faster, more frequent, and more reliable transit service and other multimodal upgrades.

This new Downtown Congestion Pricing Study will develop new congestion pricing proposals for San Francisco that include congestion charges to reduce traffic and transit delay; subsidies, discounts, and incentives to make the system more fair and encourage the use of sustainable modes; and multimodal improvements. At the direction of the Board, the proposed scope of work includes significant community engagement and will focus on designing scenarios that provide an equitable distribution of benefits and impacts. To support this work we anticipate procuring technical, communications and public engagement consulting services.

See attached detailed scope for further information.

Project Location
Study area is northeastern San Francisco.

Project Phase(s)
Planning/Conceptual Engineering

5YPP/STRATEGIC PLAN INFORMATION

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

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

5YPP/STRATEGIC PLAN INFORMATION

Is 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:	$500,000

Downtown Congestion Pricing Study
Scope of Work

Full Study Scope

1. Project Management

1.1. Project Startup

The Transportation Authority will lead development of project initiation documents, including a Project Initiation Form, interagency Project Charter, and Memorandum of Agreement between the Transportation Authority and SFMTA. The study team will be led by the Transportation Authority and include staff from SFMTA and consultants.

1.2. Procure Consultants

The Transportation Authority will procure technical and communications consultants to assist with study tasks and deliverables.

1.3. Project Coordination and Reporting

The Transportation Authority will manage project team coordination, consultants, invoicing, and progress reporting on an ongoing basis.

Task	Deliverable	Lead Agency
1.1	• *Project Initiation Form* • *Project Charter* • *Memorandum of Agreement*	• *Transportation Authority* • *Transportation Authority/SFMTA* • *Transportation Authority/SFMTA*
1.2	*Executed consultant contracts*	*Transportation Authority*
1.3	*Quarterly progress reports*	*Transportation Authority*

2. Community Outreach and Stakeholder Engagement

2.1. Community Engagement Plan

The study team will create an engagement plan describing how the study team will engage diverse stakeholders and communities in the planning process. The outreach plan will identify key stakeholders and the input we seek to obtain through community engagement over the course of the study.

2.2. Technical Advisory Committee (TAC)

The Transportation Authority will establish a TAC to include representatives from SFMTA, other City agencies, regional transit providers, the Metropolitan Transportation Commission (MTC), Caltrans, and other partner agencies. The TAC will convene approximately every two months to provide input on every major study deliverable.

2.3. Policy Advisory Committee (PAC)

The Transportation Authority will establish a PAC with agency representatives from the TAC and key stakeholders representing transportation, neighborhood, equity, business, technology, environmental, and other community organizations. The PAC will typically convene quarterly to provide input on key deliverables throughout the study.

2.4. Public Opinion Research and Communications Strategy Development

The study team will collect information, for example by conducting a poll, to gather information on public opinions about congestion, the use of pricing as a congestion management tool, and issues that members of the public think would be important to address, such as equity. The team will also develop a communications strategy for the study. *Major Community Engagement* The study team will conduct two major rounds of community engagement and additional outreach activities as planned in Task 2.1: Community Engagement Plan. The first major engagement round will gather input prior to defining the congestion pricing scenarios and confirming the analysis to be conducted. The team will seek stakeholder and public input on how to define the congestion problem and a successful program, program elements to include in proposed scenarios, how to ensure proposals promote socioeconomic equity, and other key issues to study. The team will conduct a second major round of community engagement activities after developing and evaluating a set of proposed congestion pricing scenarios. The team will seek feedback on the scenarios, the analysis findings, and potential study recommendations. Outreach activities in both rounds will include elements intended to reach a broad cross-section of stakeholders, such as:

- Listening sessions and meetings with stakeholder groups, including underrepresented communities
- Public open house/workshop events
- A survey
- Online and social media engagement tools
- Multilingual engagement both in-person and online

Task	Deliverable	Lead Agency
2.1	*Community engagement plan*	*Transportation Authority*
2.2	*TAC roster*	*Transportation Authority*
2.3	*PAC roster*	*Transportation Authority*
2.4	*Public opinion research memo*	*Transportation Authority*
2.5	• *Outreach round one report* • *Outreach round two report*	*Transportation Authority*

3. Goals & Objectives, Purpose & Need

3.1. Goals and Objectives

The study team will define the goals of the congestion pricing scenarios and specific objectives under each goal area. Goals and objectives will include both the direct benefits of congestion reduction, such as reduction in traffic and transit delay, as well as the expected indirect benefits, such as reductions in vehicle miles traveled (VMT), air pollution,

greenhouse gases, and collisions. Goal areas will also include socioeconomic indicators of success, such as improving socioeconomic equity in the transportation system and maintaining economic competitiveness.

3.2. Existing Conditions Equity Analysis

The project team will conduct an analysis of how equitable the existing transportation system is in terms of its costs and impacts on travelers of different socioeconomic groups, with a focus on travelers to and from the downtown area. This analysis will include the use of existing data and collection of new data as needed to determine the demographics, trip origins, and trip purposes of travelers to and from downtown.

3.3. Purpose and Need

Using data on existing and expected future conditions, including the results of Task 3.2 Existing Conditions Equity Analysis, the study team will define the purpose and document and evaluate the need for a congestion pricing program in and around downtown San Francisco. The team will use available synthesized data and analyses on traffic congestion, transit speeds, land use and expected growth, pollution, health, and the effects of the existing transportation system on economic competitiveness.

Task	Deliverable	Lead Agency
3.1	*Goals and objectives memo*	*Transportation Authority*
3.2	*Existing conditions equity analysis memo*	*Transportation Authority*
3.3	*Purpose and need memo*	*Transportation Authority*

4. Case Studies and Peer City Partnerships

The project team will identify and document case studies of congestion pricing efforts in other places. This review will assess pricing and incentives programs implemented or proposed to manage congestion, including the strategies used to meet program goals and maximize benefits, evaluation methods and metrics used to study options, and community engagement strategies to ensure broad stakeholder input, in order to determine which ideas would contribute to the success of this initiative in San Francisco.

The study team will also continue to build partnerships with experts in the field and key actors in other cities. The study team will develop and implement a strategy for how to involve them in advising and information-sharing on technical analysis methods, communications strategies, and ideas for effective public engagement. The strategy could include meetings and conference calls with visiting experts, engaging key stakeholders with partners in other cities, and sharing knowledge at conferences.

Task	Deliverable	Lead Agency
4	*Case studies memo*	*Transportation Authority*

5. Evaluation Framework and Methodology

The study team will develop metrics to evaluate the performance of alternative scenarios for congestion pricing implementation against the goals and objectives identified in Task 3.1. The metrics will include consideration of whether and how well scenarios would advance socioeconomic equity as well as whether scenarios are likely to be effective with foreseeable future changes in the transportation sector. Then, in parallel with scenario development in Task 6, the team will develop a methodology and identify data needs to evaluate each metric. Methods for each metric could include use of travel demand modeling, other models and quantitative methods, and/or qualitative analysis. The team will also determine which proposed evaluation steps should be completed as part of this study phase (e.g. an initial qualitative review for some metrics) and which could be held until a future study phase (e.g. conducting quantitative analysis of some metrics once a recommended scenario is identified and further developed).

Task	Deliverable	Lead Agency
5	*Evaluation metrics and methodology memo*	*Transportation Authority*

6. Develop Scenarios

The project team will define a baseline scenario and up to three congestion pricing program scenarios for evaluation. The baseline scenario will be based on existing conditions and projects that are already planned. Proposed program scenarios may be developed simultaneously or may be developed iteratively, based on a design thinking approach and input from key stakeholders including the TAC and PAC. The program scenarios will each include the baseline scenario elements and a combination of the following:

- Congestion charging parameters, such as fee amounts, days and hours they would be in effect, types of vehicles to be charged, geographic limits of a charging zone, and technology to be used;
- Discounts, subsidies, and incentives to reduce the burden of pricing on vulnerable populations and encourage the use of sustainable travel modes; and
- A package of multimodal improvements to be funded with program revenues, such as transit service increases, street repaving, streetscape improvements, and upgrades to transit, walking, and bicycling infrastructure. The multimodal investment package will also include identification of any additional investments that should or could be implemented prior to the start of a congestion charge.

The program scenarios will be developed with elements based on the following:

- Input received during the stakeholder engagement process, including the first major round of public outreach;
- Recommendations from existing plans and studies, such as the 2010 Mobility, Access, and Pricing Study (MAPS); other planning efforts currently underway, such as the Streets and Freeways Study and Transit Corridors Study; and case studies from other cities; as well as

- Strategies targeted to address existing conditions and recent changes in the city's transportation conditions, including emerging services and technologies and ongoing growth. Program scenarios will be designed with the intent to promote socioeconomic equity as a key consideration and the study team will use existing conditions data from Task 3.2: Purpose and Need to support scenario development and develop strategies that would benefit low-income and other underserved groups.

The Transportation Authority will lead development of the congestion charging parameters and the discounts, subsidies, and incentives to be included in each scenario. The Transportation Authority will then identify rough initial revenue and cost estimates for these portions of the program scenarios to inform creation of the multimodal investment packages. The Transportation Authority will lead the overall development of the multimodal investment packages to accompany each scenario, with support from SFMTA to develop the local transit service and street, pedestrian, and bicycle network improvement packages within San Francisco. The Transportation Authority will work with regional transit operators, Caltrans, and other partner agencies to add regional investment elements and will then combine and finalize the definition of each scenario.

Task	Deliverable	Lead Agency
6	• *Pricing and incentives scenarios memo* • *Local street and transit investment scenarios memo* • *Combined program scenarios memo*	• *Transportation Authority* • *SFMTA* • *Transportation Authority*

7. Scenario Evaluation

7.1. Performance Evaluation

The study team will use the methodology identified in Task 5 to evaluate the performance of each scenario against the program goals and objectives identified in Task 3.1.

7.2. Revenue and Cost Estimates

The project team will develop estimates of program revenue and capital and operating costs for each scenario.

Task	Deliverable	Lead Agency
7.1	*Performance evaluation memo*	*Transportation Authority*
7.2	*Revenue and cost estimates memo*	*Transportation Authority*

8. Preferred Scenario and Funding and Implementation Plan

8.1. Preferred Scenario

Based on the results of the scenario evaluation and the second major round of community engagement, the study team will identify one or more preferred scenarios to advance for

further refinement. A recommended scenario could either be selected from among the evaluated scenarios or be developed by combining and/or modifying elements from multiple evaluated scenarios. The Transportation Authority will work closely with SFMTA and other partner agencies to finalize recommended multimodal investment packages for the preferred scenario(s).

8.2. Funding and Implementation Plan

The study team will identify potential funding sources for capital costs and any initial operating costs to implement the recommended scenario(s). The team will also recommend major next steps toward program implementation and a potential timeline, including consideration of possible strategies to minimize the amount of time to implementation.

Task	Deliverable	Lead Agency
8.1	*Preferred scenario(s) memo*	*Transportation Authority*
8.2	*Funding and implementation plan memo*	*Transportation Authority*

9. Final Report and Presentation

The study team will produce a final report summarizing the study process and recommendations and present the report for Transportation Authority Board adoption and direction on next steps. The team will also present the final report and recommendations to other interested agency boards and stakeholders.

Task	Deliverable	Lead Agency
9	*Final report*	*Transportation Authority*

Scope Elements to be Funded by Prop K

The above full study scope will be supported with multiple funding sources. Prop K will provide the first funding available to begin work on the project. In the event that other funding sources are not available or are delayed (i.e., developer fees), the Prop K appropriation would fund the following tasks:

- 1.1: Project Startup
- 1.2: Procure Consultants
- 1.3: Project Coordination and Reporting. Includes project management, coordination, and reporting through completion of all Prop K deliverables, expected by July 2018.
- 2.1: Community Engagement Plan
- 2.2: Technical Advisory Committee. Includes TAC formation and regular meetings through July 2018

- 2.3: Policy Advisory Committee. Includes PAC formation and regular meetings through July 2018
- 2.4: Polling and Communications Strategy Development
- 2.5: Major Community Engagement Rounds. Includes the first major outreach round and the outreach round one report deliverable.
- 3.1: Goals and Objectives
- 3.2: Existing Conditions Equity Analysis
- 3.3: Purpose and Need
- 4: Case Studies and Peer City Partnerships. Includes development of case studies and coordination with peer cities through July 2018.
- 5: Evaluation Framework and Methodology. Includes initiation of this task and drafting of initial evaluation framework. Development of methodology and the Task 5 memo deliverable will occur in parallel with scenario development and are not included in the Prop K-only scope.

We are actively seeking to secure other funds sources to avoid any cash flow delays to the project. Meanwhile, the current Prop K request will enable the project to get started and to procure consultant support.

Schedule

	Tasks	Jan-Mar 2019	Apr-Jun 2019	Jul-Sep 2019	Oct-Dec 2019	Jan-Mar 2020	Apr-Jun 2020
1	Project Management						
2	Outreach and Stakeholder Engagement		*			*	
3	Goals & Objectives, Purpose & Need						
4	Case Studies and Peer City Partnerships						
5	Evaluation Framework and Methodology						
6	Develop Scenarios						
7	Evaluate Scenarios						
8	Preferred Scenario, Funding and Imp. Plan						
9	Final Report and Presentation						

** indicates a major round of community engagement*

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

FY of Allocation Action:	FY2018/19
Project Name:	Downtown Congestion Pricing Study
Grant Recipient:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	TBD

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS
See schedule provided in scope section.

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

FY of Allocation Action:	FY2018/19
Project Name:	Downtown Congestion Pricing Study
Grant Recipient:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Transportation Demand Mgmt	$0	$500,000	$0	$500,000
TBD (E.G. MTC)	$400,000	$0	$0	$400,000
TRANSIT CENTER DISTRICT PLAN DEVELOPER FEES	$900,000	$0	$0	$900,000
Phases in Current Request Total:	$1,300,000	$500,000	$0	$1,800,000

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$1,800,000	$500,000	Estimate based on comparable planning studies
Environmental Studies (PA&ED)	$0	$0	
Right of Way	$0	$0	
Design Engineering (PS&E)	$0	$0	
Construction	$0	$0	
Operations	$0	$0	
Total:	$1,800,000	$500,000	

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

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

DOWNTOWN CONGESTION PRICING STUDY
MAJOR LINE ITEM BUDGET

Tasks
1. Project Management
2. Community Outreach and Stakeholder Engagement
3. Goals & Objectives, Purpose & Need
4. Case Studies & Peer City Partnerships
5. Evaluation Framework and Methodology
6. Develop Scenarios
7. Evaluate Scenarios
8. Preferred Scenario and Funding and Implementation Plans
9. Draft and Final Board Report and Presentation

Staff Hours and Rates	Base Rate	Overhead Multiplier	Loaded Rate
SFCTA Staff			
Deputy Director	$ 102.47	2.7342	$ 280.17
Sr. Transportation Planner	$ 61.58	2.7342	$ 168.37
Transportation Planner	$ 53.10	2.7342	$ 145.19
Sr. Communications Officer	$ 66.27	2.7342	$ 181.20
Communications Officer	$ 49.69	2.7342	$ 135.86
Graphic Designer	$ 40.88	2.7342	$ 111.77
SFMTA			
Transportation Planner II	$ 41.74	1.132	$ 171.90
Transportation Planner IV	$ 71.38	1.132	$ 234.50
Senior Engineer	$ 88.94	1.132	$ 288.19
Project Manager II	$ 82.37	1.132	$ 268.13
Manager III	$ 72.07	1.132	$ 241.92
Manager VIII	$ 103.47	1.132	$ 337.69
City Attorney	$ 250.00	n/a	$ 250.00

	Task 1	Task 2	Task 3	Task 4	Task 5	Task 6	Task 7	Task 8	Task 9	Total
SFCTA Staff	$ 127,586	$ 247,726	$ 32,807	$ 32,404	$ 33,594	$ 48,791	$ 186,640	$ 70,666	$ 31,371	**$ 811,584**
Deputy Director	$ 24,806	$ 11,207	$ 4,633	$ 11,584	$ 8,222	$ 10,797	$ 20,366	$ 19,202	$ 12,478	**$ 123,294**
Sr. Transportation Planner	$ 76,669	$ 74,756	$ 25,270	$ 10,668	$ 22,468	$ 32,186	$ 154,659	$ 45,656	$ 8,982	**$ 451,315**
Transportation Planner	$ 11,615	$ 20,907	$ 2,904	$ 2,904	$ 2,904	$ 5,808	$ 11,615	$ 5,808	$ 2,904	**$ 67,368**
Sr. Communications Officer	$ 14,496	$ 65,232	$ -	$ 7,248	$ -	$ -	$ -	$ -	$ 1,450	**$ 88,426**
Communications Officer	$ -	$ 57,741	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,087	**$ 58,827**
Graphic Designer	$ -	$ 17,883	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,471	**$ 22,354**
Consultants & Direct Costs	$ 20,000	$ 437,000	$ 52,000	$ 36,000	$ 20,000	$ 36,000	$ 60,000	$ 20,000	$ 16,000	**$ 697,000**
Technical Consultant	$ 14,000	$ 32,000	$ 52,000	$ 16,000	$ 20,000	$ 36,000	$ 60,000	$ 20,000	$ 16,000	**$ 266,000**
Outreach Consultants	$ 6,000	$ 355,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ 361,000**
Direct Costs	$ -	$ 50,000	$ -	$ 20,000	$ -	$ -	$ -	$ -	$ -	**$ 70,000**
SFMTA	$ 500	$ -	$ -	$ -	$ 1,762	$ 50,689	$ 1,762	$ 881	$ -	**$ 55,595**
Transportation Planner II	$ -	$ -	$ -	$ -	$ 688	$ 13,752	$ 688	$ 344	$ -	**$ 15,471**
Transportation Planner IV	$ -	$ -	$ -	$ -	$ 469	$ 9,380	$ 469	$ 234	$ -	**$ 10,552**
Senior Engineer	$ -	$ -	$ -	$ -	$ -	$ 5,764	$ -	$ -	$ -	**$ 5,764**
Project Manager II	$ -	$ -	$ -	$ -	$ 268	$ 5,363	$ 268	$ 134	$ -	**$ 6,033**
Manager III	$ -	$ -	$ -	$ -	$ -	$ 9,677	$ -	$ -	$ -	**$ 9,677**
Manager VIII	$ -	$ -	$ -	$ -	$ 338	$ 6,754	$ 338	$ 169	$ -	**$ 7,598**
City Attorney	$ 500	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ 500**
Subtotal	**$ 148,086**	**$ 684,726**	**$ 84,807**	**$ 68,404**	**$ 55,356**	**$ 135,480**	**$ 248,402**	**$ 91,547**	**$ 47,371**	**$ 1,564,178**
									Contingency (15%)	$ 235,000
									TOTAL	**$ 1,800,000**

Note: Consultant budgets are conceptual and subject to change based on procurement process.

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FY of Allocation Action:	FY2018/19
Project Name:	Downtown Congestion Pricing Study
Grant Recipient:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	$500,000	Total Prop AA Requested:	$0
Total Prop K Recommended:	$500,000	Total Prop AA Recommended:	$0

SGA Project Number:	143-xxxxxxx	Name:	Downtown Congestion Pricing Study
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	12/31/2020
Phase:	Planning/Conceptual Engineering	Fundshare:	25.0

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-143	$200,000	$200,000	$100,000	$0	$0	$500,000

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 a list of outreach activities planned for the quarter ahead, in addition to the standard requirements for QPRs (See Standard Grant Agreement for details).
2. Upon completion of the initial Community Engagement Plan (Task 2.1), provide a copy of the plan. (We understand the plan may evolve over time.)
3. Provide a presentation (anticipated TBD, see Note 1) to the CAC and Board on the results of the public opinion research (Task 2.4).
4. Provide a presentation (anticipated TBD, see Note 1) to the CAC and Board on the proposed Goals and Objectives (Task 3.1).
5. Provide a presentation (anticipated TBD, see Note 1) to the CAC and Board on the proposed evaluation metrics and methodology (Task 5).
6. Upon finalization of each deliverable, provide electronic copy of final version.

Notes

1. After award of the consultant contracts and development of the community engagement plan, we will work with the project manager to update anticipated due dates of deliverables and anticipated timing of presentations to the Board and CAC. We will follow a similar process when additional funding is secured to address remainder of the proposed scope and associated deliverables.

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Metric	Prop K	Prop AA
Actual Leveraging - Current Request	72.22%	No Prop AA
Actual Leveraging - This Project	72.22%	No Prop AA

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EXPENDITURE PLAN INFORMATION

Current Prop K Request:	$500,000

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
CDP

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Colin Dentel-Post	Oscar Quintanilla
Title:	Senior Transportation Planner	Senior Transportation Planner
Phone:	(415) 522-4836	(415) 522-4804
Email:	colin.dentel-post@sfcta.org	oscar.quintanilla@sfcta.org