

**Prop K/AA Grouped Allocation Requests  
March 2014 Board Action**

**Enclosure Table of Contents**

<b>No.</b>	<b>Fund Source</b>	<b>Project Sponsor<sup>1</sup></b>	<b>EP<sup>2</sup> Line Item/ Category Description</b>	<b>Project Name</b>	<b>Phase</b>	<b>Funds Requested</b>	<b>Page No.</b>
1	Prop K	TJPA	Downtown Extension to a Rebuilt Transbay Terminal	Transbay Transit Center	Design, Construction	\$3,450,000	<b>1</b>
2	Prop K	BART	BART Station Access, Safety and Capacity	Embarcadero & Montgomery Capacity Implementation Strategy	Planning	\$112,500	<b>15</b>
3	Prop K	SFCTA, DPW	Relocation of Paul Street Caltrain Station to Oakdale Avenue	Quint-Jerrold Connector Road	Conceptual Engineering, Environmental Studies	\$123,972	<b>41</b>
4	Prop K	SFMTA	Bicycle Circulation/Safety	King Street Bicycle Lanes	Environmental, Design, Construction	\$34,000	<b>63</b>
5	Prop K	DPW	Transportation/ Land Use Coordination	2nd Street Improvement	Environmental, Design	\$172,842	<b>75</b>
6	Prop K	PCJPB	Transportation/ Land Use Coordination	Caltrain North Terminal Study	Planning	\$22,940	<b>95</b>
7	Prop K	SFMTA	Transportation/ Land Use Coordination	19th Avenue/M-Ocean View	Planning	\$306,000	<b>113</b>
8	Prop K	SFCTA, SFMTA	Transportation/ Land Use Coordination	Central Subway Phase 3 - Initial Study	Planning	\$173,212	<b>141</b>
9	Prop AA	MOHCD	Transit Reliability and Mobility Improvements	Hunters View Transit Connection	Construction	\$1,844,994	<b>163</b>
<b>Total Requested</b>						<b>\$6,240,460</b>	

<sup>1</sup> Acronyms include BART (Bay Area Rapid Transit District); DPW (Department of Public Works); MOHCD (Mayor's Office of Housing & Community Development); PCJPB (Peninsula Corridor Joint Powers Board); SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); and Transbay Joint Powers Authority (TJPA).

<sup>2</sup> EP stands for Expenditure Plan; DTX stands for Caltrain Downtown Extension.



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

**FY of Allocation Action:**

**Project Name:**

**Implementing Agency:**

**EXPENDITURE PLAN INFORMATION**

<b>Prop K Category:</b>	<input type="text" value="A. Transit"/>	Gray cells will automatically be filled in.
<b>Prop K Subcategory:</b>	<input type="text" value="i. Major Capital Projects (transit)"/>	
<b>Prop K EP Project/Program:</b>	<input type="text" value="b.1 Caltrain Downtown Extension to a Rebuilt Transbay Terminal"/>	
<b>Prop K EP Line Number (Primary):</b>	<input type="text" value="5"/>	<b>Current Prop K Request:</b> <input type="text" value="\$3,450,000"/>
<b>Prop K Other EP Line Numbers:</b>	<input type="text"/>	

**Prop AA Category:**

**Current Prop AA Request:** \$

**Supervisorial District(s):**

**SCOPE**

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

Headed by the Transbay Joint Powers Authority (TJPA), the Downtown Extension to a Rebuilt Transbay Terminal (Project) has three major components: the extension of Caltrain commuter rail service from its current San Francisco terminus at Fourth and Townsend Streets to a new underground terminus underneath a new Transbay Transit Center; a new, multi-modal Transbay Transit Center on the site of the former Transbay Terminal; and the establishment of a Redevelopment Area Plan with related development projects, including transit-oriented development on publicly owned land in the vicinity of the new multi-modal Transbay Transit Center. The Prop K Expenditures Plan specifies that the downtown rail extension and the terminal are to be built as a single integrated project. Bus operations are scheduled to start at the new terminal in late 2017.

The Project provides the following public benefits: improved access to rail and bus services; improved Caltrain service by providing direct access to downtown San Francisco; enhanced connectivity between Caltrain and other major transit providers; modernization of the former Transbay Terminal to meet future transit needs; reduced non-transit vehicle use; accommodating projected growth in travel demand in the San Jose - San Francisco corridor; reduced traffic congestion on US Highway 101 and I-280 and other routes between San Jose and San Francisco; reduced vehicle hours of delay on major freeways in the Peninsula corridor; improved regional air quality by reducing auto emissions; direct access to downtown San Francisco for future intercity and/or high-speed rail service; alleviation of blight and revitalization of the Transbay Terminal Area; construction of more than 4,400 new housing units, thirty-five percent of which will be affordable; facilitate transit use by developing housing next to a major transit hub; enhanced access to employment, retail, and entertainment opportunities; and support of local economic development goals.

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

The TJPA is requesting \$850,000 for the design phase of the Transbay Transit Center project, specifically for services being provided by the San Francisco Department of Building Inspection, and \$2,600,000 in Prop K funds for the construction phase of the Transbay Transit Center project, specifically for an additional construction contractor bond.

**City Inspection & Permits (CCSF Department of Building Inspection (DBI)):**

The TJPA entered into an intergovernmental agreement with the City & County of San Francisco Department of Building Inspection (DBI) in 2009 to review plans and specifications of the Transit Center Building main package and to provide on-site inspection services during construction. DBI reviews building, mechanical, plumbing, electrical, fire protection and energy code compliance of the main building upon receipt of the final design documents. In addition, DBI provides building and mechanical field inspection services for the project during the course of construction. The TJPA has agreed to reimburse DBI fees over a fixed rate schedule. This funding request is for \$850,000, anticipated to be needed in Fiscal Year 2013-14 or early 2014-15.

**CM/GC Bond:**

A Construction Manager/General Contractor (CM/GC) for the Transbay Transit Center Building and Related Structures was selected in 2009 through a two-step Request for Qualifications/Request For Cost Proposals process. Cost Proposals consisted of three line items priced out by the Proposers, with the lowest total Cost Proposal being chosen for award. The Cost Proposal elements included: Estimated Fee for Pre-Construction Services, Estimated Fee for Construction Services, and Premium for Payment and Performance Bonds.

A Payment Bond ensures that all sums owed by the contractor to its employees, suppliers, subcontractors, and others creditors, will be paid on time and in full. A Performance Bond guarantees that the contractor will perform in conformance with the terms and conditions of the contract. In the event of default by the CM/GC, the surety may complete the contract or pay damages up to the penal sum of the Performance Bond. The CM/GC Contract Documents provide that TJPA pays the cost of the Bonds as a reimbursable expense (actual cost, no markup) at the time the Bonds are purchased. The initial payment was made in the amount of \$5,400,000 based upon an initial bond for \$600,000,000 each (Payment and Performance) provided in July 2009. It was anticipated that an additional bond or bond rider would be provided when the awarded construction value exceeded \$600,000,000. The CM/GC is now procuring an additional bond or bond rider and the estimated premium is \$2,600,000, to be paid in Fiscal Year 2013-2014.

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

FY 2013/14

Project Name:

Implementing Agency:

**ENVIRONMENTAL CLEARANCE**

Type :

Completion Date  
(mm/dd/yy)

Status:

**PROJECT DELIVERY MILESTONES - PHASE 1 ONLY**

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

**Phase 1 (Transbay Transit Center)**

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	4	1994/95	3	2000/01
Environmental Studies (PA&ED)	1	2000/01	4	2008/09
R/W Activities/Acquisition	1	2004/05	3	2013/14
Design Engineering (PS&E)	1	2007/08	1	2014/15
Prepare Bid Documents	1	2007/08	1	2016/17
Advertise Construction	1	2007/08		N/A
Start Construction (e.g., Award Contract)	2	2007/08		N/A
Procurement (e.g. rolling stock)		N/A		N/A
Project Completion (i.e., Open for Use)		N/A	2	2017/18
Project Closeout (i.e., final expenses incurred)		N/A	3	2017/18

**SCHEDULE COORDINATION/NOTES**

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

The schedule presented above is based on the Refined Locally Preferred Alternative commitment schedule for the Full Program with dates shown for the Transbay Transit Center. The TJPA Board of Directors has approved the Recommended Implementation Strategy. Under this Strategy, the TJPA has proceeded with the engineering, design and construction of the Transit Center Building and Train Box as Phase 1, while continuing to seek full funding for Phase 2 DTX. The schedule for Phase 2 will be developed once TJPA has identified funding and a delivery method.

There is an obligation to complete the project for bus operations in the timeframe stipulated in the Cooperative Agreement with Caltrans. Bus operations are scheduled to start in late 2017.

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

FY 2013/14

**Project Name:** Transbay Transit Center

**Implementing Agency:** Transbay Joint Powers Authority

**COST SUMMARY BY PHASE - CURRENT REQUEST**

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

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

Cost for Current Request/Phase		
	Total Cost	Prop AA - Current Request
Yes/No		
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)	\$ 850,000	\$ 850,000
R/W Activities/Acquisition		
Construction	\$ 2,600,000	\$ 2,600,000
Procurement (e.g. rolling stock)		
	\$ 3,450,000	\$ -

**COST SUMMARY BY PHASE - ENTIRE PROJECT**

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		Completed by Caltrain
Environmental Studies (PA&ED)	\$ 131,686,771	Baseline Budget
Design Engineering (PS&E)	\$ 256,427,327	Baseline Budget
R/W Activities/Acquisition	\$ 279,047,277	Baseline Budget
Construction	\$ 3,828,238,625	Baseline Budget
Procurement (e.g. rolling stock)		
Total:	\$ 4,495,400,000	Phase 1 and Phase 2

**% Complete of Design:** 49 as of 12/31/2014

**Expected Useful Life:** 70 Years

\* % Complete of Design is for Phases 1 and 2 of project.

**MAJOR LINE ITEM BUDGET**

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

**PROJECT BUDGET - DESIGN**

<b>TASK</b>	<b>Totals</b>
<b>CITY INSPECTION AND PERMITS</b>	
Transit Center Building Permits	\$ 850,000

**PROJECT BUDGET - CONSTRUCTION**

<b>TASK</b>	<b>Totals</b>
<b>CMGC BOND PREMIUM</b>	
Bond for Construction Value over \$600 million	\$ 2,600,000

**TOTAL FUNDING REQUEST**

Design	\$ 850,000
Construction	\$ 2,600,000
<b>Total</b>	<b><u>\$ 3,450,000</u></b>

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

FY 2013/14

Project Name:

**FUNDING PLAN - FOR CURRENT PROP K REQUEST**

Prop K Funds Requested:

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

Strategic Plan Amount for Requested FY:

**FUNDING PLAN - FOR CURRENT PROP AA REQUEST**

Prop AA Funds Requested:

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

Strategic Plan Amount for Requested FY:

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

The Strategic Plan amount is the amount programmed for the entire Downtown Extension to a Rebuilt Transbay Terminal category in Fiscal Year 2013/14.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K Sales Tax	\$0	\$3,450,000	\$0	\$3,450,000
<b>Total:</b>	\$0	\$3,450,000	\$0	\$3,450,000

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

Total from Cost worksheet



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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

**FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)**

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

Fund Source	Planned	Programmed	Allocated	Total
See attached.				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>	\$0	\$0	\$0	\$ -

Actual Prop K Leveraging - Entire Project:	<input type="text" value="94.95%"/>	<input type="text" value="\$ 4,495,400,000"/>
Expected Prop K Leveraging per Expenditure Plan:	<input type="text" value="85.68%"/>	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	<input type="text"/>	

**FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST**

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

Prop K Funds Requested:

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2013/14	\$3,450,000	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	\$3,450,000		

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

Phase 1: Transbay Transit Center

Source <sup>2</sup>	Type	Status	Project Phases <sup>1</sup>						TOTAL <sup>3</sup>
			PE/ENV	PS&E	ROW	CON	Total by Status		
ARRA	Federal	Allocated	\$0	\$70,000,000	\$0	\$330,000,000	\$400,000,000	\$400,000,000	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0	\$0		
FRA Rail Relocation	Federal	Allocated	\$0	\$0	\$0	\$2,650,000	\$2,650,000	\$2,650,000	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0	\$0		
FTA Grants	Federal	Allocated	\$19,626,000	\$2,500,000	\$0	\$40,264,000	\$62,390,000	\$62,390,000	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0	\$0		
FEMA Grants	Federal	Allocated	\$0	\$100,000	\$0	\$0	\$100,000	\$100,000	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0	\$0		
OneBayArea Grant	Federal	Allocated	\$0	\$0	\$0	\$0	\$0	\$6,000,000	
		Programmed	\$0	\$0	\$0	\$6,000,000	\$6,000,000		
		Planned	\$0	\$0	\$0	\$0	\$0		
TIFIA Loan <sup>4</sup>	Federal	Allocated	\$0	\$0	\$0	\$171,000,000	\$171,000,000	\$201,000,000	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$30,000,000	\$30,000,000		
AB 1171	State	Allocated	\$0	\$67,400,000	\$0	\$80,276,000	\$147,676,000	\$150,000,000	
		Programmed	\$0	\$2,324,000	\$0	\$0	\$2,324,000		
		Planned	\$0	\$0	\$0	\$0	\$0		
Regional Measure 1	State	Allocated	\$6,600,000	\$0	\$0	\$47,800,000	\$54,400,000	\$54,400,000	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0	\$0		
Regional Measure 2	State	Allocated	\$40,930,443	\$15,243,327	\$52,745,000	\$31,722,000	\$140,640,770	\$143,016,443	
		Programmed	\$0	\$2,375,673	\$0	\$0	\$2,375,673		
		Planned	\$0	\$0	\$0	\$0	\$0		
RIP-SF	State	Allocated	\$0	\$6,762,000	\$3,391,000	\$0	\$10,153,000	\$10,153,000	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0	\$0		

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

Phase 1: Transbay Transit Center

Source <sup>2</sup>	Type	Status	Project Phases <sup>1</sup>					Total by Status	TOTAL <sup>3</sup>
			PE/ENV	PS&E	ROW	CON			
AC Transit	Local	Allocated	\$0	\$3,398,000	\$0	\$6,445,000	\$9,843,000	\$39,552,000	
		Programmed	\$0	\$0	\$0	\$29,709,000	\$29,709,000		
		Planned	\$0	\$0	\$0	\$0	\$0		
Land Sales	Local	Allocated	\$0	\$0	\$0	\$222,456,476	\$222,456,476	\$482,000,000	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$259,543,524	\$259,543,524		
Other Local <sup>5</sup>	Local	Allocated	\$2,306,000	\$643,000	\$57,000	\$4,274,423	\$7,260,423	\$7,260,423	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0	\$0		
Prop K	Local	Allocated	\$26,693,901	\$18,200,000	\$27,865,283	\$8,152,666	\$80,911,850	\$139,344,474	
		Programmed	\$0	\$6,676,000	\$0	\$51,756,624	\$58,432,624		
		Planned	\$0	\$0	\$0	\$0	\$0		
SMCTA	Local	Allocated	\$4,497,000	\$0	\$0	\$0	\$4,497,000	\$4,497,000	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0	\$0		
TBD <sup>6</sup>	Local	Allocated	\$0	\$0	\$0	\$0	\$0	\$197,136,660	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$197,136,660	\$197,136,660		
<b>Totals</b>		<b>Allocated</b>	<b>\$100,653,344</b>	<b>\$184,146,327</b>	<b>\$84,038,283</b>	<b>\$945,040,565</b>	<b>\$1,313,878,519</b>	<b>\$1,899,400,000</b>	
		<b>Programmed</b>	<b>\$0</b>	<b>\$11,375,673</b>	<b>\$0</b>	<b>\$87,465,624</b>	<b>\$98,841,297</b>		
		<b>Planned</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$486,680,184</b>	<b>\$486,680,184</b>		
			<b>\$100,653,344</b>	<b>\$195,522,000</b>	<b>\$84,038,283</b>	<b>\$1,519,186,373</b>	<b>\$1,899,400,000</b>		

<sup>1</sup> Acronyms used for project phases include: PE/ENV - Preliminary Engineering/Environmental Documentation, PS&E - Plans, Specifications & Estimates or Final Design, ROW - Right of Way, CON - Construction.

<sup>2</sup> Acronyms used in this column include: AB - Assembly Bill, ARRA - American Recovery and Reinvestment Act, FRA - Federal Railroad Administration, FTA - Federal Transit Administration, RIP - Regional Improvement Program, TJPA - Transbay Joint Powers Authority, SMCTA - San Mateo County Transportation Authority, and TIFIA - Transportation Infrastructure Finance and Innovation Act

<sup>3</sup> On July 11, 2013, the TJPA approved a revised budget of \$1.899 billion, an increase of \$310.4 million over the May 2010 baseline.

<sup>4</sup> The majority source of repayment for the TIFIA loan is tax increment. Passenger facility charges from AC Transit also represent a portion of the pledged revenues. TJPA is considering putting in a request for a new additional loan. The \$30 million planned TIFIA amount reflects the additional TIFIA debt capacity investment grade-rated by Fitch Ratings in 2013.

<sup>5</sup> Other Local includes proceeds from the sale of Transferable Development Rights (TDRs) associated with 80 Natoma, as well as income from leasing out the various properties TJPA acquired before they were needed for construction. This also includes a small amount of interest earnings.

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

**Phase 1: Transbay Transit Center**

Source <sup>2</sup>	Type	Status	Project Phases <sup>1</sup>				Total by Status	TOTAL <sup>3</sup>
			PE/ENV	PS&E	ROW	CON		

<sup>1</sup>TJPA will apply for federal and state funds as they are made available, including TIGER and Federal Emergency Management Agency (FEMA) Transit Security Grant Program (TSGP). TJPA should receive Transit Center District Plan impact fees for the rooftop park and is working with the City on establishing a Mello-Roos District. In addition, Land Sales previously assumed to be used in Phase 2 could be accelerated to fund out-year construction costs, and TJPA will be pursuing philanthropic opportunities to fund public artwork and park costs at the appropriate time during construction.

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

	Amount	Phase:
Funding Recommended: Prop K Allocation	\$850,000	Design Engineering (PS&E)
Prop K Allocation	\$2,600,000	Construction
<b>Total:</b>	<b>\$3,450,000</b>	

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 5	FY 2013/14	\$3,450,000	100.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
<b>Total:</b>		<b>\$3,450,000</b>	<b>100.00%</b>	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 5	FY 2013/14	Design Engineering (PS&E)	\$850,000	25%	\$2,600,000
Prop K EP 5	FY 2013/14	Construction	\$2,600,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$3,450,000</b>		

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

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated: 02.18.14 Resolution No. Res. Date:

Project Name: Transbay Transit Center

Implementing Agency: Transbay Joint Powers Authority

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				
	Trigger:			

**Deliverables:**

1. Upon receipt of bond or bond rider (anticipated by June 2014), provide proof of purchase.
- 2.
- 3.

**Special Conditions:**

- 1.
- 2.

**Notes:**

1. If the actual final costs of inspections and permits, and bond or bond rider are less than the amount allocated, any unused Prop K funds will be de-obligated and returned to the Transportation Authority for reprogramming to the Downtown Extension to a Rebuilt Transbay Terminal project.

Supervisory District(s): 6

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

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

SFCTA Project Reviewer: CP

Project # from SGA:

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

**SUB-PROJECT DETAIL**

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

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 5	FY 2013/14	Design Engineering (PS&E)	\$850,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$850,000</b>		

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

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 5	FY 2013/14	Construction	\$2,600,000	100%	\$0
				0%	\$0
				0%	\$0
				0%	\$0
				0%	\$0
				0%	\$0
<b>Total:</b>			<b>\$2,600,000</b>		

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

FY of Allocation Action: 2013/14      Current Prop K Request: \$ 3,450,000  
Current Prop AA Request: \$ -

Project Name: Transbay Transit Center

Implementing Agency: Transbay Joint Powers Authority

### Signatures

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

#### Project Manager

Name (typed): Maria Ayerdi-Kaplan

Title: Executive Director

Phone: (415) 597-4620

Fax: (415) 597-4615

Email: mayerdi-kaplan@transbaycenter.org

Address: 201 Mission Street, Suite 2100  
San Francisco, CA 94105

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

#### Grants Section Contact

Sara Gigliotti

Chief Financial Officer

(415) 597-4039

(415) 597-4615

sgigliotti@transbaycenter.org

201 Mission Street, Suite 2100  
San Francisco, CA 94105

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\_\_\_\_\_



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

<b>FY of Allocation Action:</b>	2013/14
<b>Project Name:</b>	Embarcadero & Montgomery Capacity Implementation Strategy
<b>Implementing Agency:</b>	Bay Area Rapid Transit District

**EXPENDITURE PLAN INFORMATION**

<b>Prop K Category:</b>	A. Transit	Gray cells will automatically be filled in.
<b>Prop K Subcategory:</b>	i. Major Capital Projects (transit)	
<b>Prop K EP Project/Program:</b>	c. BART Station Access, Safety and Capacity	

<b>Prop K EP Line Number (Primary):</b>	8	<b>Current Prop K Request:</b>	\$ 112,500
<b>Prop K Other EP Line Numbers:</b>			

<b>Prop AA Category:</b>		<b>Current Prop AA Request:</b>	\$ -
		<b>Supervisorial District(s):</b>	3,6

**SCOPE**

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

This project will produce a capacity project implementation strategy for BART’s two busiest stations – Embarcadero and Montgomery, in San Francisco. With multiple agency and public stakeholders, these two stations have a complex institutional setting. In order to move forward with any of the potential capacity expansion projects envisioned for these stations, consensus must be reached among a variety of partners around a complex array of overlapping projects. In addition to the usual challenges of coordinating between multiple stakeholders in looking at how projects fit together in a horizontal dimension, this project has 4 levels of vertical coordination needed – street, mezzanine concourse, and two levels of rail operation below that. In addition, this project facilitates a crucial link between the state High Speed Rail program and the regional transit system, making it a vital focal transit node for the future. Caltrans awarded BART a \$237,500 Transportation Planning Grant for this study and Prop K will complete the funding plan.

**Prioritization**

The proposed project will require an amendment to the Prop K 5-Year Prioritization Program for BART Station Access, Safety and Capacity to add the project with \$112,500 in Fiscal Year 2013/14 funds from the BART Station Security - Civic Center Station (Cameras) project, which no longer needs the funding. This project was funded by a combination of Department of Homeland Security and Prop 1B Security grants and was completed in December 2013.

For additional details regarding the subject project, please see the attached scope that was submitted to Caltrans.

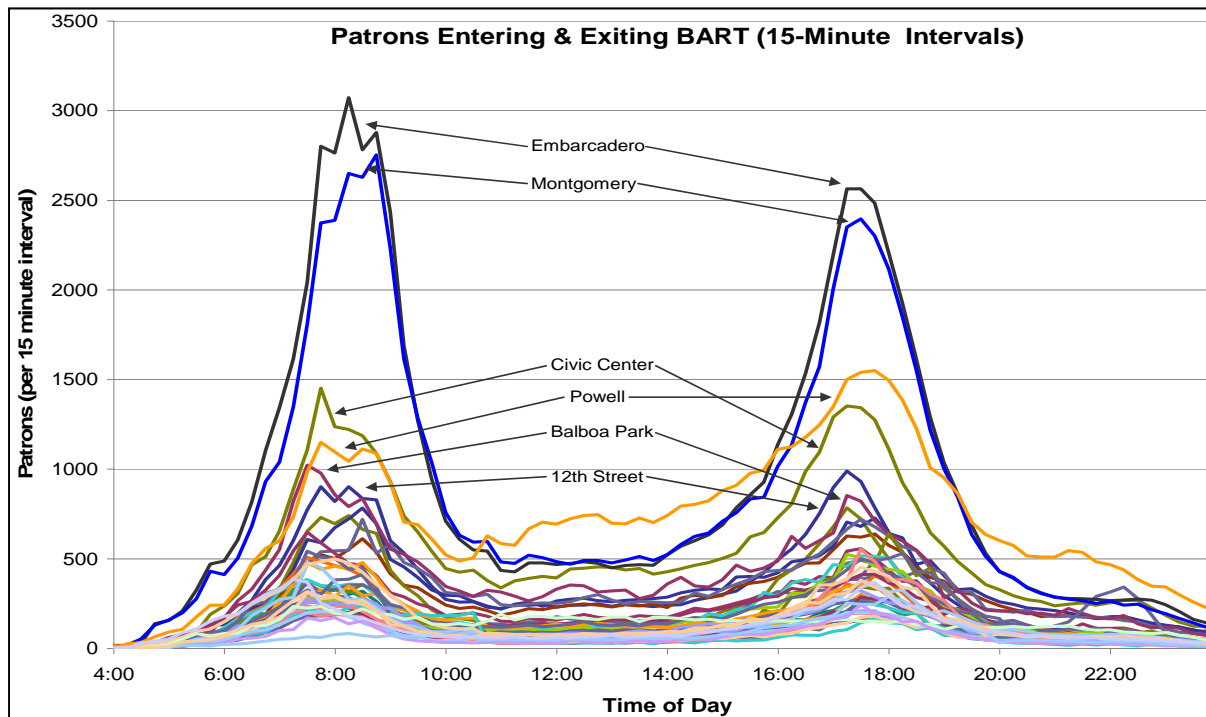
## SCOPE OF WORK

### San Francisco Bay Area Rapid Transit District (BART) Embarcadero & Montgomery Capacity Implementation Strategy

#### Project Description

The region's SB375-guided Sustainable Communities Strategy, *Plan Bay Area*, along with market forces, forecasts substantial growth in transit ridership into downtown San Francisco. As the economy expands, BART's ridership has shown strong growth, placing new capacity burdens on the 40-year old system. Embarcadero and Montgomery stations have been the focus of much of that growth, and these two stations are anticipated to experience significant capacity problems in the near future.

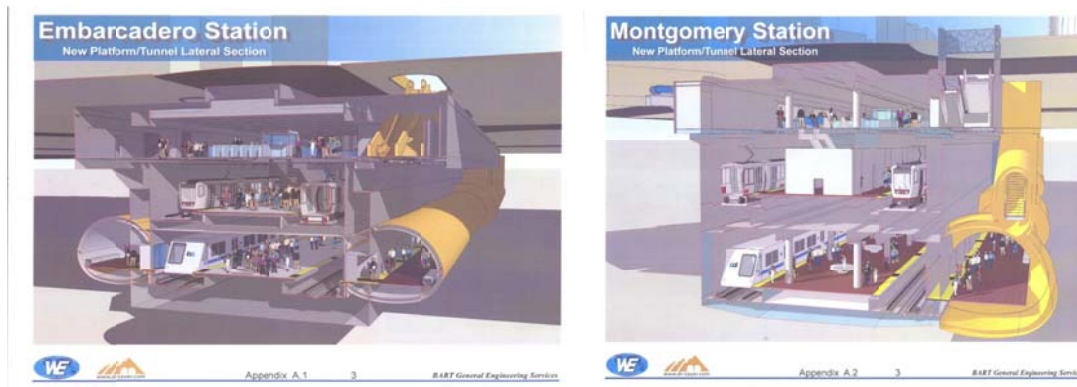
This project will produce a capacity project implementation strategy for BART's two busiest stations – Embarcadero and Montgomery, in San Francisco. With multiple agency and public stakeholders, these two stations have a complex institutional setting. In order to move forward with any of the potential capacity expansion projects envisioned for these stations, consensus must be reached among a variety of partners around a complex array of overlapping projects. In addition to the usual challenges of coordinating between multiple stakeholders in looking at how projects fit together in a horizontal dimension, this project has 4 levels of vertical coordination needed – street, mezzanine concourse, and two levels of rail operation below that. In addition, this project facilitates a crucial link between the state High Speed Rail (HSR) program and the regional transit system, making it a vital focal transit node for the future.



Source: BART DAS data, April 2008

Systemwide, BART has been experiencing significant ridership increases for the last two years. The graph above illustrates the magnitude of the problem experienced at Embarcadero and Montgomery, with peak hour flows far in excess of other stations. BART has performed several recent studies to

develop potential solutions to handle the increased demand at these stations, including a plan to build new underground side platforms (see graphics below), and desires to proceed in a phased manner to construct the projects. Simultaneously, San Francisco is developing a Better Market Street Plan, which seeks to change the configuration and uses of the street above these stations. The Transbay Joint Powers Authority (TJPA) is also proceeding with the construction of the new Transbay Terminal, which will be the terminal for the state high speed rail (HSR) system, and which may be connected to Embarcadero Station through an underground walkway.



In addition, the SFMTA Urban Planning Initiatives (UPI) is conducting the Waterfront Transportation Assessment that is taking account of the extensive growth planned in the waterfront area and is evaluating the efficacy of the current and planned transportation network to support future demands. Notable in this study, the Embarcadero BART station in particular emerges as significant hub in current and future growth. Its already taxed operations suggest that nearer term capacity improvements should be identified within a smart phasing/funding strategy.

The cumulative plan for how all of these projects fit together in both vertical and horizontal proximity, sponsored by a diversity of agencies, is not well understood. Planning and implementation strategy coordination is needed to clarify a common vision of the path forward. This grant award would fund a multi-agency cooperative effort, led by BART, to undertake this coordination and develop consensus in San Francisco among the various San Francisco city agencies, BART, the public, and business and community stakeholders on the interaction of a range of potential projects in the vicinity of Embarcadero and Montgomery Stations:

- Construction of new side platforms at the BART level
- Potential implementation of platform-screen doors
- Operation of service to new expansion platforms
- Location of expansion elevators and escalators inside the BART station
- Reconfiguration of concourse to accommodate new expansion platforms and vertical circulation elements to those platforms
- Location and design of a proposed pedestrian connection from Transbay Terminal to connect with BART
- Location and operation of direct BART/Muni platform transfers within the stations
- Potential location conflicts between BART station stairs and street elevators and the desire to accommodate a cycletrack on Market Street
- Coordination with construction of potential Market Street Muni subway enhancements and/or new Muni Embarcadero turnaround
- Possible early-implementation / phased strategies for various projects

- Possible funding partnerships

## **Process**

BART would be the grant recipient and manage the project, and a consultant would be selected from one of BART's planning on-call contracts. The SFCTA would play a key role in advising BART on the study, including assisting BART in hosting a Technical Advisory Committee (TAC) consisting of staff from all San Francisco agency stakeholders, including the San Francisco Mayor's Office, San Francisco Municipal Transportation Agency (SFMTA), SFCTA, San Francisco Department of Public Works (SFDPW), San Francisco Planning Department and the Port of San Francisco, as well as regional agencies such as the Metropolitan Transportation Commission (MTC), Caltrain, the TJPA, and Caltrans. The TAC would meet quarterly for input into all tasks in the process, technical assistance, review of deliverables and other study work products.

## **Outreach**

BART would hold 2 public outreach meetings to engage the public on the purpose and design of the efforts underway and to solicit ideas on the potential projects. Outreach notifications and study materials will be made available in multiple languages and accessible formats. BART would also perform outreach to stakeholder groups such as the business community, advocates, building owners, and bike and pedestrian groups. Outreach to city agency stakeholders would be performed on a regular basis through the TAC noted above. BART would also use its website and social media capability as additional tools for public engagement.

## **Project Schedule**

Start date is projected by Caltrans to be February 2014. Completion date is two years from time grant is received. (Note – per Caltrans announcement, all work must be completed by February 2016.)

## **Responsible Parties**

The work on this project will be managed by BART, with consultant assistance. SFCTA will assist in hosting the TAC. BART has several teams of planning consultants that have been selected through a competitive bidding process for on-call planning work. BART intends to use one of these teams for this project. Minor changes to the scope of work and/or budget may be needed to integrate additional ideas or innovative ideas suggested by the consulting firm. BART anticipates that this will not affect the project budget, and will not exceed the grant request amount.

## **Overall Project Objectives**

- Understand scope of various public transit projects or other public works projects (such as Better Market Street) proposed for the immediate vicinity of Embarcadero and Montgomery Stations.
- Understand the range of potential capacity needs, taking into account other projects above as well as concepts like BART Metro.
- Understand the future property development projects (residential, commercial, etc) proposed for this area that may affect transit demand.
- Understand the potential interactions or overlaps between the projects (public and private) proposed for the area.
- Understand opportunities and constraints in the area, and the positions of the various stakeholder agencies.
- Understand the rider's perspective and the general public's perspective through outreach.

- Develop consensus among the stakeholder agencies on a conceptual framework for proceeding with the public transit and transportation infrastructure projects in the area.
- Develop planning level cost estimates for all project concepts and preliminary funding plans among the stakeholder agencies.

## TASKS

### 1. Project Initiation

#### Task 1.1 - Project Kick-off Meeting with Caltrans

- BART will hold a kick-off meeting with Caltrans staff to discuss grant procedures and project expectations including invoicing (at least quarterly but not more frequently than monthly), quarterly reporting, and all other relevant project information. Meeting summary will be documented.
- **Responsible Party: BART**

#### Task 1.2 - Staff Coordination

- Monthly face-to-face project team meetings with consultants to ensure good communication on upcoming tasks and to make sure the project remains on time and within budget. Caltrans staff will be invited to the project team meetings.
- **Responsible Party: BART**

#### Task 1.3 - Consultant Selection

- Complete selection of a consultant using BART's existing on-call planning services contracts, which were competitively bid using federal and state compliant processes. As part of this process, the consultant and BART may agree to minor revisions to the scope or schedule to incorporate innovative ideas.
- **Responsible Party: BART**

#### Task 1.4 – Project Team Kick-off Meeting

- BART will hold a kick-off meeting with the consultant team to discuss project scope, procedures and project expectations including invoicing, reporting, and all other relevant project information. Meeting summary will be documented.
- **Responsible Party: BART**

Task	Deliverable
1.1	<i>Meeting Notes</i>
1.2	<i>Monthly Meeting Notes</i>
1.3	<i>Executed Work Directive</i>
1.4	<i>Meeting Notes</i>

## 2. Project Management

### Task 2.1 – Project Management, including monthly invoices to BART

- Project management, including submittal of complete invoice packages to BART staff monthly.
- **Responsible Party: Consultant**

### Task 2.2 - Fiscal Administration (Invoices to Caltrans)

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

### Task 2.3 - Quarterly Reports

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

Task	Deliverable
2.1	Monthly consultant invoice package to BART
2.2	Invoice packages to Caltrans
2.3	Quarterly Reports

## 3. Outreach

### Task 3.1 – Technical Advisory Committee

- Form a Technical Advisory Committee (TAC) with representatives from the public agencies with responsibility for projects in the area, and which may include stakeholders representing major private project sponsors in the area. Suggested members are, at a minimum, SF Mayor’s Office, SFMTA, SFCTA, SFDPW, SF Planning, Transbay JPA, MTC, Caltrain, and the Port of San Francisco. Hold quarterly meetings and meetings at significant project milestones. Caltrans staff will be invited to the TAC meetings. Meeting summary will be documented.
- **Responsible Party: BART**

### Task 3.2 – Community Workshop #1

*Note: All public meetings and workshops will be publicly noticed to maximize attendance. All public notices will be in five languages – English, Spanish, Chinese, Vietnamese and Korean. Translators and sign language interpreters will be available for all workshops, as requested.*

- Conduct introductory workshop to familiarize members of the public with the overlapping projects and the issues involved. Workshop will have an interactive segment that may use BART’s licensed decision software technology to present project ideas and discuss tradeoffs for public comment.
- Presentation to Authority Plans and Programs Committee (BART staff)
- **Responsible Party: Consultant**

**Task 3.3 – Community Workshop #2**

- Conduct second workshop to present the draft Recommended Alternative Concept for Embarcadero and Montgomery Street Stations for public discussion and review.
- Presentation to Authority Plans and Programs Committee (BART staff)
- **Responsible Party: Consultant**

**Task 3.4 – Targeted Stakeholder Outreach**

- Conduct targeted stakeholder outreach through up to six meetings with stakeholder organizations, either individually or in small groups. Potential groups to be jointly identified by BART and the TAC, but are likely to include transportation advocates (SF Transit Riders Union (SFTRU), SF Bike Coalition, Walk SF), Business and Civic Groups (Market Street Association, Building Owners and Managers Group (BOMA), local project sponsors (San Francisco Giants, Golden State Warriors), Bay Area Council, San Francisco Planning and Urban Research (SPUR), TransForm, and the Chamber of Commerce) and Neighborhood Groups (Yerba Buena Alliance, SomCAM, Tenderloin Neighborhood Development Corporation, Chinatown Community Development Corporation, Little Saigon XYZ). Develop content for BART's website and for social media engagement of the public and stakeholders.
- **Responsible Party: Consultant**

<b>Task</b>	<b>Deliverable</b>
3.1	<i>Quarterly TAC Meeting Notes</i>
3.2	<i>Workshop outreach materials, meeting notes, photos of workshop</i>
3.3	<i>Workshop outreach materials, meeting notes, photos of workshop</i>
3.4	<i>Outreach materials, meeting notes, website and social media assistance to BART staff</i>

**4. Develop Base Information****Task 4.1 – Goals and Objectives**

- Develop a statement of Goals and Objectives for the study that can be expanded to an evaluation framework . These should address (at a minimum) the multi-modal nature of the project environment, design capacity at the horizon year (2040) and project phasing .
- **Responsible Party: Consultant**

**Task 4.2 – Evaluation Framework**

- Develop an evaluation framework for reaching multi-agency consensus on the variety of projects considered in this study.
- **Responsible Party: Consultant**

**Task 4.3 – Existing Conditions**

- Document existing conditions, summarized from existing sources supplied by the participating agencies, of the streetscape and transportation infrastructure environment along Market Street

between Third Street and the Ferry Building, and on crossing streets for 200 feet on both sides of Market Street (about 1.5 blocks on the south side of Market and 3 blocks on the north side). Document existing conditions at BART's Embarcadero and Montgomery Street Stations (concourse level, Muni level, and BART level), also as a summary of existing sources. Conditions will be documented on scaled planning-level diagrams. Any field measurements to address deficiencies among the following details will be conducted by the relevant agency and provided to the consultant. Details to be noted include curbs, building faces, traffic lanes, striping, sidewalks, streetcar tracks, transit platforms and stop locations, station stairway and elevator locations, curb parking spaces and designations, bike lanes, designated bike parking areas, fixed street furniture, light poles, traffic signal poles, overhead traction power poles, fixed kiosks, traffic signal controller and electrical cabinets, station ventilation vaults and grates, median islands, utility vaults and freight elevator panels, and tree wells and landscape beds. Document existing transit service levels, transfer activity, and pedestrian volumes as provided by BART, SFMTA, GGT and other operators. This information will be used to develop the ridership analysis in Task 4.5 and to validate the passenger flow model in Task 6.2.

- **Responsible Party: Consultant**

#### Task 4.4 – Future Projects

- Document known and likely future projects in the vicinity of BART's Embarcadero and Montgomery Stations with a horizon year of 2040. Develop short descriptions and graphics (use existing graphics where available) sufficient to illustrate the projects to a similar level of understanding for discussions with the TAC, focused on the portions of the projects with the most relevance to the vicinity of Embarcadero and Montgomery stations and the capacity and access issues at those stations. Project list should include (but not necessarily be limited to):
  - Better Market Street
  - 2<sup>nd</sup> Street Improvement Project
  - SFMTA Transit Effectiveness Project (TEP)
  - San Francisco Transit Performance Initiative (TPI) projects, e.g., Muni Market Street Tunnel enhancements or Embarcadero turnaround
  - SF Bike Plan on-going implementation
  - Central Subway
  - Central Corridor – Folsom Street and Howard improvements
  - Caltrain Electrification
  - Ferry Terminal Expansion
  - Transbay Transit Center, including Caltrain Downtown Extension and High Speed Rail, and pedestrian tunnel or other connection to Embarcadero Station. Include prior BART work on location and configuration of pedestrian tunnel.
  - SFMTA E-line service and southern terminal loop
  - New BART vehicles
  - BART side-platforms at Embarcadero and Montgomery
  - BART escalator and elevator expansion
  - BART Metro
  - New and/or relocated BART escalator and stairway portals at street level
  - BART portal canopies
  - Silicon Valley Rapid Transit (SVRT) BART Core Modifications Study

Identify status of funding, environmental clearance, project approval, etc. for each project. Identify any overlaps or conflicts in project plans.

- **Responsible Party: Consultant**



#### Task 4.5 – Development, Land Use and Travel Demand

- Document known and likely future development and land use projects in the vicinity of BART’s Embarcadero and Montgomery Stations, focused on the projects with the most relevance to the capacity and access issues at these stations. Develop short descriptions and graphics sufficient to illustrate the projects to a similar level of understanding as to trip generation for discussions with the TAC. Compile or develop information on the travel demand patterns likely to develop cumulatively from the projects listed and from background growth and development in the vicinity from the projects identified in Task 4.4. Source for travel demand information should be EIR/EIS where available, or travel demand modeling. Perform sensitivity analyses on travel demand projections to ascertain reliability of projections. Project list should include (but not necessarily be limited to):
  - Transit Center District Plan (approved)
  - Event center and mixed use development at Piers 30/32 (Pier 32 Sports Complex)
  - Mission Rock Mixed Use Development (Seawall Lot 337/Pier 48)
  - Pier 70
  - Central Corridor Plan
  - Overall background growth from recent Plan Bay Area projections
  - SFCTA Countywide Plan
  - San Francisco congestion pricing

Prepare a ridership analysis of the two stations, reflecting existing conditions and future 2040 AM and PM weekday peak hour conditions that would include the additional development identified above. The ridership analysis will break out data by direction, time of travel, or other parameters to support the passenger flow model in Task 6.2. It is anticipated that the analysis will include the following scenarios:

- Current AM and PM weekday peak hours
  - Future (2040) AM and PM weekday peak hours
  - A mid-range scenario keyed to the anticipated completion dates of major projects in the vicinity, such as the Ferry Terminal Expansion and/or some of the pier developments
- **Responsible Party: Consultant**

#### Task 4.6 – Institutional Setting

- Survey the institutional setting for the projects identified in Tasks 4.4 and 4.5, including lead agencies, stakeholders, and decisionmakers.
- **Responsible Party: Consultant**

#### Task 4.7 – 3-D Digital Illustration

- Using software such as SketchUp or an equivalent, create a scale 3-D digital illustration using the information gathered in Task 4.3 and CAD and GIS inputs from public and private project sponsors for projects identified in tasks 4.4 and 4.5. The illustration will be used for concept development and analysis in charettes in Task 6, and potentially for other tasks, and will be focused on the vicinity of the stations. The illustration will display objects and features in both horizontal and vertical dimensions (street level plus 3 levels below street level – concourse, Muni level, and BART level). The software will be capable of rotating the illustration to different directional views; creating plan, elevation, cross sectional and perspective views; and will have a moveable “camera” feature to create visual walk-throughs of the proposed facilities.
- **Responsible Party: Consultant**

Task	Deliverable
4.1	<i>Goals and Objectives Tech Memo</i>
4.2	<i>Evaluation Framework Tech Memo</i>
4.3 to 4.6	<i>Draft Sections and Final Base Information Tech Memo</i>
4.7	<i>3-D Digital Illustration</i>

## 5. Opportunities and Constraints

### Task 5.1 – Survey Opportunities and Constraints

Using information developed in Tasks 3 and 4, produce a Tech Memo that summarizes the opportunities and constraints for BART and the other public agencies involved. Reference BART Facility Standards (BFS) where appropriate. At a minimum, this task should consider the opportunities and constraints for the following projects or project elements, including phasing and funding partnership strategies for early implementation of select projects:

- Location and configuration of a proposed pedestrian tunnel or other connection from Transbay Terminal to connect with BART. BART has selected the Beale Street corridor intersecting with Embarcadero Station as the preferred routing. Exact configuration of connection and relationship to internal station elements, including faregates, TBD.
- Location and design of expansion elevators and escalators inside the BART station
- Location and operation of direct BART/Muni platform transfers within the stations
- Potential conflicts between the location of BART station stairs and street elevators and the desire to accommodate a cycle track on Market Street
- Potential expansion of BART station stairs and street elevators
- Sidewalk widths and street configurations
- Construction of new side platforms at the BART level at both Embarcadero and Montgomery, and potential platform screen doors
- Bike infrastructure – street level and subsurface
- Surface-level transit stops
- **Responsible Party: Consultant**

Task	Deliverable
5.1	<i>Opportunities and Constraints Tech Memo</i>

## 6. Concept Development

### Task 6.1 – Staff Charette #1

- Using information gathered in Tasks 3, 4, and 5, develop and conduct a staff charette for BART staff and the TAC for familiarization with the projects and development of initial coordination concepts.
- **Responsible Party: Consultant**

### Task 6.2 – Passenger Flow Model

- To inform the development of the concept for the potential elements listed in Task 5, model passenger flow through Embarcadero and Montgomery stations (all levels), plus station access points on the surrounding streets. The passenger flow model will be used to analyze various

platform operations concepts, and to inform capacity discussions, placement of major elements in stations, and conformity with PUC safety standards. The horizon year will be 2040.

Using software such as Legion SpaceWorks pedestrian simulation software, develop a model of each station, including all levels, based on as-built drawings. BART will provide dimensionally accurate plans of the existing stations and of BART train consists, including door location, door widths, and platform stopping locations. In addition, door locations, door widths, and platform stopping locations associated with BART's upcoming fleet replacement (i.e., three-door cars), will be provided to the extent known. For each station, BART will provide the following inputs to the consultant:

- Existing fare gate counts
- Train link loads for each of the lines serving the station
- Train occupant capacity
- Fare gate delays/service rates and operating directions
- Escalator and stair operating directions and speed
- Estimates of platform distribution and vertical circulation usage

The consultant will validate the model using current AM and PM weekday peak hour volumes with the existing station configurations. Once validated, the model will be used to analyze alternative platform operations concepts in Task 6.3. Following completion of Task 6.3, the consultant will work with BART to define a future station configuration for each station. At this level of study, it is expected that constraints will determine the placement of new facilities such as escalators, stairs and elevators to the extent that modeling one configuration per station will be adequate. The consultant will run the model with future (2040) AM and PM weekday peak hour volumes (from Task 4.5) to test up to 2 future station configurations at each station.

Building off of the analysis BART has developed (with consultant assistance) for the 19th Street Oakland and Coliseum / Oakland Airport Stations, the consultant will identify critical station components likely to be impacted by 2040 demand, including the capacity of platforms, vertical circulation, fare gates, and station surface portals. Legion pedestrian modeling will be used to assess the impacts of additional ridership on these critical station elements. The analysis will identify circulation and capacity issues at key bottlenecks and other deficiencies in the design and operation of the stations. The modeling will also consider key intermodal connections, such as circulation between the fare gates and the underground walkway to the Transbay Transit Center, and direct BART/Muni platform transfers.

The capacity and internal circulation analysis will be performed for the following scenarios:

- Future (2040) AM and PM weekday peak hour volumes (from Task 4.5) with up to 2 future station configurations for each station
- **Responsible Party: Consultant**

### **Task 6.3 – Develop Platform Operations Concepts**

- Using the passenger flow model developed in Task 6.2, investigate options for operation of new side platforms at the BART level. Only one station will be analyzed and BART will determine which station is most appropriate to investigate. The consultant will work with BART staff to define the three alternative options to be analyzed, which are anticipated to be:
  - Using new side platforms for either all boarding or all alighting only,
  - Splitting different lines exclusively to use dedicated platforms for both boarding and alighting, and

- Using the current approach where all platforms allow boarding and alighting for all trains.

The implementation of platform screen doors will also be considered. This task will take into account the loads already on the trains from prior stations, likely train headways in the future, and PUC-required evacuation times. The analysis of platform operations concepts will use the future 2040 volumes developed in Task 4.5 and modeled in Task 6.2. The consultant will evaluate the options and recommend (a) preferred option(s).

- **Responsible Party: Consultant**

### Task 6.4 – Recommended Alternative Concept

- Identify a recommended station capacity alternative and describe the relationship to the other projects in the area. Identify the preferred station operation concept(s) from Task 6.3.
- **Responsible Party: Consultant**

### Task 6.5 - Staff Charette #2

- Using information developed in Staff Charette #1 and tasks 6.2 through 6.4, conduct a staff charette for BART staff and the TAC to present the recommended station capacity alternative and consider refinements to concepts for coordination of projects. . Goal is to develop a consensus among staff on a path forward for all projects in coordination.
- **Responsible Party: Consultant**

### Task 6.6 - Construction and Phasing Strategy Concept Outline

- Produce a tech memo that outlines the consensus developed through the staff charette process.
  - Identify a construction and phasing strategy for the BART Embarcadero and Montgomery station projects, in coordination with the other related projects in the area.
  - Recommend priority levels for BART projects, and identify any predecessor/dependent linkages with projects sponsored by other agencies.
  - Identify potential construction periods for all projects.
  - Identify potential disruptions during the construction period for new expansion side platforms.
- **Responsible Party: Consultant**

Task	Deliverable
6.1	<i>Materials for charette #1, including graphics. Summary meeting notes and photos.</i>
6.2	<i>Passenger Flow Model</i>
6.3	<i>Platform Operations Tech Memo</i>
6.4	<i>Recommended Alternative Concept Tech Memo, including graphics (perspective views from 3-D illustration, conceptual diagrams)</i>
6.5	<i>Materials for charette #2, including graphics. Summary meeting notes and photos.</i>
6.6	<i>Construction and Phasing Strategy Concept Outline Tech Memo</i>

## 7. Final Report

### Task 7.1 – Draft Final Report

- Using information developed in prior tasks, prepare a draft Final Report that summarizes the information from the prior tasks and recommends a draft consensus Embarcadero & Montgomery Capacity and Access Plan. Circulate to BART staff and TAC for comment.
- **Responsible Party: Consultant**

### Task 7.2 – Final Report

- After review by BART staff and TAC, prepare a Final Report. 50 hard copies of the Final Report will be prepared. Four hard copies and four electronic copies will be provided to Caltrans. Credit for the financial contribution of the Caltrans grant program will be provided on the cover of the report and on the title page. As part of this task, BART staff will make a presentation to the SFCTA Board, if requested.
- **Responsible Party: Consultant**

### Task 7.3 – Presentation Graphics

- Prepare Power Point (PPT) presentation for BART staff to use in making presentations on the project. Credit for the financial contribution of the Caltrans grant program will be provided on the cover slide of the PPT.
- **Responsible Party: Consultant**

Task	Deliverable
7.1	<i>Draft Final Report</i>
7.2	<i>Final Report</i>
7.3	<i>Presentation Graphics (PPT)</i>

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

FY 2013/14

Project Name:

Implementing Agency:

**ENVIRONMENTAL CLEARANCE**

Type :

Completion Date  
(mm/dd/yy)

Status:

**PROJECT DELIVERY MILESTONES**

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	3	2013/14	3	2015/16
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)				
Prepare Bid Documents				
Advertise Construction				
Start Construction (e.g., Award Contract)				
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)				
Project Closeout (i.e., final expenses incurred)				

**SCHEDULE COORDINATION/NOTES**

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

- Major benchmark dates include:
1. Goals and Objectives Technical Memo (April 2014)
  2. Base Information Technical Memo (August 2014)
  3. Opportunities and Constraints Technical Memo (December 2014)
  4. Construction and Phasing Strategy Concept Memo (September 2015)
  5. Final Report (December 2015)

Caltrans Transportation Planning Grant funds must be expended by February 28, 2016.

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

**E9-29**

FY 2013/14

**Project Name:** Embarcadero & Montgomery Capacity Implementation Strategy

**Implementing Agency:** Bay Area Rapid Transit District

**COST SUMMARY BY PHASE - CURRENT REQUEST**

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

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	Yes	\$ 410,000	\$ 112,500	
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$ 410,000	\$ 112,500	\$ -

**COST SUMMARY BY PHASE - ENTIRE PROJECT**

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$ 410,000	Caltrans Transportation Planning Grant
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
<b>Total:</b>	<b>\$ 410,000</b>	

**% Complete of Design:**  as of

**Expected Useful Life:**  Years

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

**MAJOR LINE ITEM BUDGET**

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

**SUMMARY BY TASK**

TASK	Totals	% of contract
1. Project Initiation	\$ 11,030	3%
2. Project Management	\$ 13,420	3%
3. Outreach	\$ 28,075	7%
4. Develop Base Information	\$ 161,534	39%
5. Opportunities and Constraints	\$ 12,178	3%
6. Concept Development	\$ 157,783	38%
7. Final Report	\$ 25,980	6%
<b>TOTAL</b>	<b>\$ 410,000</b>	<b>100%</b>



**California Department of Transportation - Transportation Planning Grants  
Fiscal Year 2013-2014  
Project Timeline**

Project Title		Embarcadero & Montgomery Capacity Implementation Strategy				San Francisco Bay Area Rapid Transit District															
		Fiscal Year 2013/14		FY 2014/15		FY 2014/15		FY 2015/16													
Task Number	Responsible Party	Total Cost	Grant Amount	Local Cash Match	Local In-Kind Match	Deliverable															
						J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O
<b>1 Project Initiation</b>																					
1.1	Project Kick-off Meeting with Caltrans	\$0	\$0	\$0	\$0																
1.2	Staff Coordination	\$10,030	\$5,810	\$4,220	\$0																
1.3	Consultant Selection	\$0	\$0	\$0	\$0																
1.4	Project Team Kick-off Meeting	\$1,000	\$580	\$420	\$0																
<b>2 Project Management</b>																					
2.1	Project Management, including monthly invoices to BART	\$11,520	\$6,675	\$4,845	\$0																
2.2	Fiscal Administration (invoices to Caltrans)	\$0	\$0	\$0	\$0																
2.3	Quarterly Reports	\$1,900	\$1,100	\$800	\$0																
<b>3 Outreach</b>																					
3.1	Technical Advisory Committee (TAC)	\$5,390	\$3,125	\$2,265	\$0																
3.2	Community Workshop #1	\$11,905	\$6,900	\$5,005	\$0																
3.3	Community Workshop #2	\$5,390	\$3,125	\$2,265	\$0																
3.4	Targeted Stakeholder Outreach	\$5,390	\$3,125	\$2,265	\$0																
<b>4 Develop Base Information</b>																					
4.1	Goals and Objectives	\$3,228	\$1,870	\$1,358	\$0																
4.2	Evaluation Framework	\$3,228	\$1,870	\$1,358	\$0																
4.3	Existing Conditions	\$31,340	\$18,150	\$13,190	\$0																
4.4	Future Projects	\$40,408	\$23,400	\$17,008	\$0																
4.5	Demand	\$30,305	\$17,550	\$12,755	\$0																
4.6	Institutional Setting	\$5,915	\$3,425	\$2,490	\$0																
4.7	3-D Dynamic Digital Illustration	\$47,110	\$27,285	\$19,825	\$0																
<b>5 Opportunities and Constraints</b>																					
5.1	Survey Opportunities and Constraints	\$12,177	\$7,050	\$5,127	\$0																
<b>6 Concept Development</b>																					
6.1	Staff Charette #1	\$9,397	\$5,440	\$3,957	\$0																
6.2	Passenger Flow Model	\$73,395	\$42,500	\$30,895	\$0																
6.3	Platform Simulation Model	\$15,672	\$9,075	\$6,597	\$0																
6.4	Recommended Alternative Concept	\$35,755	\$20,725	\$15,030	\$0																
6.5	Staff Charette #2	\$9,407	\$5,450	\$3,957	\$0																
6.6	Construction and Phasing Strategy Concept Outline	\$14,157	\$8,200	\$5,957	\$0																
<b>7 Final Report</b>																					
7.1	Draft Final Report	\$12,505	\$7,250	\$5,255	\$0																
7.2	Final Report	\$10,165	\$5,900	\$4,265	\$0																
7.3	Presentation Graphics	\$3,310	\$1,920	\$1,390	\$0																
<b>TOTALS</b>		<b>\$410,000</b>	<b>\$237,500</b>	<b>\$172,500</b>	<b>\$0</b>																

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

FY 2013/14

Project Name: Embarcadero & Montgomery Capacity Implementation Strategy

**FUNDING PLAN - FOR CURRENT PROP K REQUEST**

Prop K Funds Requested: \$ 112,500

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

Strategic Plan Amount for Requested FY: \$ 1,500,000

**FUNDING PLAN - FOR CURRENT PROP AA REQUEST**

Prop AA Funds Requested: \$ -

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

Strategic Plan Amount for Requested FY:

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

The requested allocation requires a 5-Year Prioritization Program (5YPP) amendment to the BART Station Access, Safety and Capacity category to program the subject project and use a total of \$112,500 in Fiscal Year 2009/10 funds from the BART Station Security - Civic Center Station (Cameras) project. See attached 5YPP amendment for details.

The Strategic Plan amount is the amount programmed for the entire BART Station Access, Safety and Capacity category Fiscal Year 2013/14 (\$415,800) and programmed, but unallocated funds from prior fiscal years (\$1,084,200).

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 112,500			\$ 112,500
Caltrans Transportation Planning Grant			\$ 237,500	\$ 237,500
BART Operating Budget Allocation to Capital			\$ 50,000	\$ 50,000
Private contribution (SF Giants & Gold State Warriors)		\$ 10,000		\$ 10,000
				\$ -
				\$ -
<b>Total:</b>	\$ -	\$ 10,000	\$ 287,500	\$ 410,000

Actual Prop K Leveraging - This Phase: 72.56%  
 Expected Prop K Leveraging per Expenditure Plan: 89.50%

\$410,000  
 Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$
Caltrans Transportation Planning Grant	\$ 237,500	11.47%	\$ 53,654

**FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)**

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

Fund Source	Planned	Programmed	Allocated	Total
<b>Total:</b>		\$ -	\$ -	\$ -

Actual Prop K Leveraging - Entire Project: 72.56%

Expected Prop K Leveraging per Expenditure Plan: 89.50% Total from Cost worksheet

Actual Prop AA Leveraging - Entire Project:  

**FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST**

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

Prop K Funds Requested: \$112,500

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2013/14	\$ 20,000	18.00%	\$ 92,500
FY 2014/15	\$ 92,500	82.00%	\$ -
		0.00%	\$ -
		0.00%	\$ -
		0.00%	\$ -
<b>Total:</b>	<b>\$ 112,500</b>		

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$ 112,500	Planning/Conceptual Engineering
<b>Total:</b>	<b>\$ 112,500</b>		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 8	FY 2013/14	\$ 14,063	13.00%	\$ 98,437
Prop K EP 8	FY 2014/15	\$ 56,250	50.00%	\$ 42,187
Prop K EP 8	FY 2015/16	\$ 42,187	37.00%	\$ -
			0.00%	\$ -
			0.00%	\$ -
<b>Total:</b>		<b>\$ 112,500</b>	<b>100.00%</b>	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 8	FY 2013/14	Planning/Conceptual Engineering	\$ 14,063	13%	\$ 98,437
Prop K EP 8	FY 2013/14	Planning/Conceptual Engineering	\$ 56,250	63%	\$ 42,187
Prop K EP 8	FY 2014/15	Planning/Conceptual Engineering	\$ 42,187	100%	\$ -
				100%	\$ -
				100%	\$ -
<b>Total:</b>			<b>\$ 112,500</b>		

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

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

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

**Deliverables:**

1. Quarterly progress reports shall provide percent complete by task, percent complete for the overall scope of consultant tasks and summary of consultant activities in the previous quarter.
2. Upon completion of Task 4.1 (Goals and Objectives Technical Memo) (anticipated April 2014), provide memo.
3. Upon completion of Tasks 4.3-4.6 (Base Information Technical Memo) (anticipated August 2014), provide memo.
4. Upon completion of Task 5.1 (Opportunities and Constraints Technical Memo) (anticipated December 2014), provide memo.
4. Upon completion of Task 6.6 (Construction and Phasing Strategy Concept Outline Technical Memo) (anticipated September 2015), provide memo.
4. Upon completion of Task 7 (final report) (anticipated December 2015), provide final report.

**Special Conditions:**

1. The recommended allocation is contingent upon a 5YPP amendment to the BART Station Access, Safety and Capacity category. See attached 5YPP amendment for details.

**Notes:**

1. The Caltrans Transportation Planning grant funds for this project must be expended by February 28, 2016.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	<input type="text" value="27.44%"/>
Prop AA proportion of expenditures - this phase:	<input type="text"/>

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

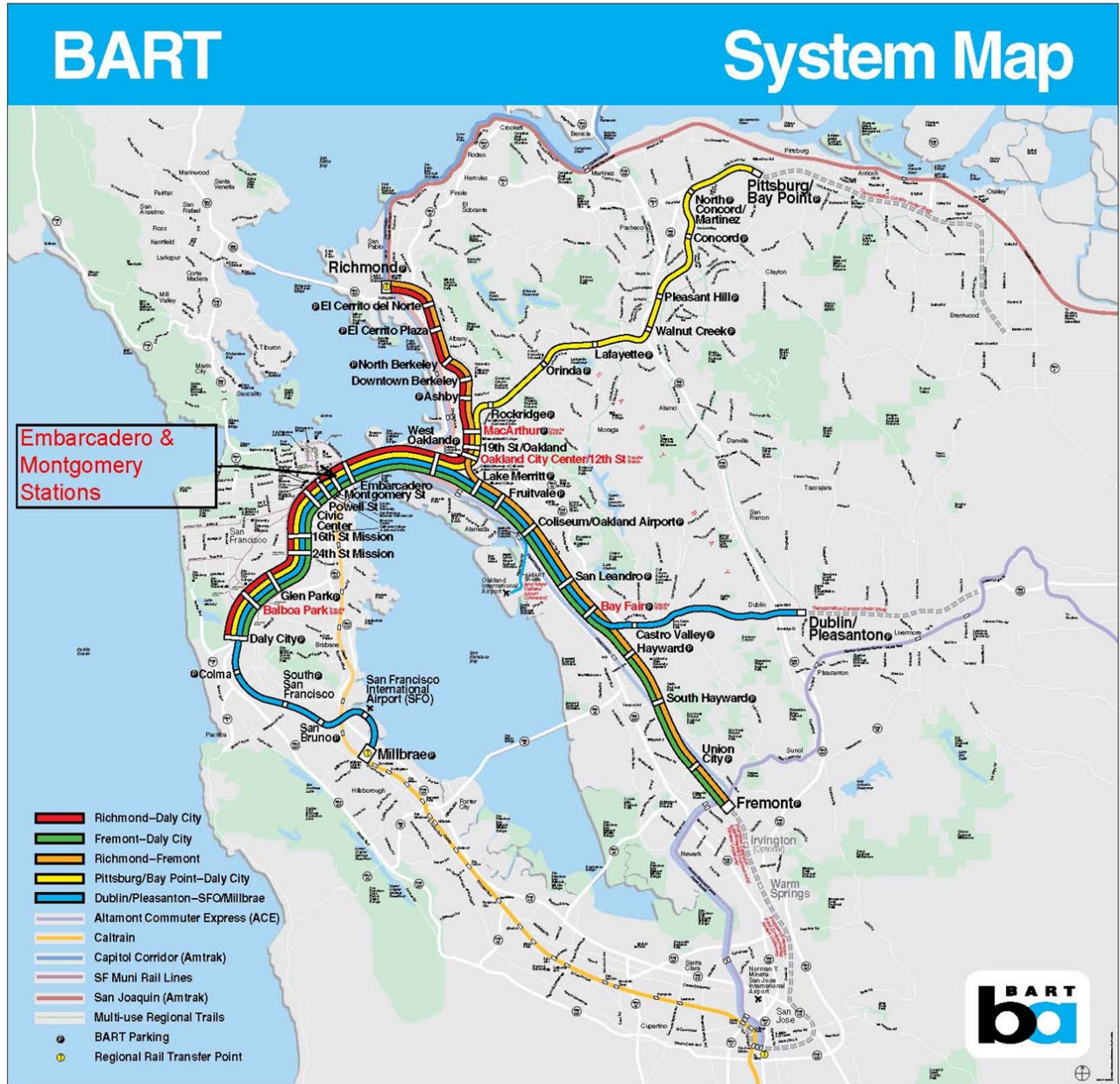
SFCTA Project Reviewer:

Project # from SGA:

MAPS AND DRAWINGS

Insert or attach files of maps, drawings, photos of current conditions, photo compositions, etc. to support understanding of the project scope and evaluation of how geographic diversity was considered in the project prioritization process.

This text box and the blue header may be deleted to better accommodate any graphics.



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

**E9-37**

FY of Allocation Action:	2013/14	Current Prop K Request:	\$ 112,500
			Current Prop AA Request:

Project Name: Embarcadero & Montgomery Capacity Implementation Strategy

Implementing Agency: Bay Area Rapid Transit District

**Signatures**

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

**Project Manager**

**Grants Section Contact**

Name (typed): Duncan Watry

Todd Morgan

Title: Principal Planner

Principal Financial Analyst

Phone: 510-287-4840

510-464-6551

Fax: 510-464-7583

510-287-4751

Email: [dwatry@bart.gov](mailto:dwatry@bart.gov)

[tmorgan@bart.gov](mailto:tmorgan@bart.gov)

Address: 300 Lakeside Drive, Oakland CA  
94612

300 Lakeside Drive, Oakland CA  
94612

Signature: \_\_\_\_\_

\_\_\_\_\_

Date: 01/04/14

01/04/14

**2009 Prop K 5YPP - Program of Projects**  
**BART Station Access, Safety and Capacity (EP 8)**

**Programming and Allocations To-date**

Pending Transportation Authority Board Approval  
 Last Update: February 20, 2014

Agency	Project Name	Phase	Status	Fiscal Year					Total	
				2009/10	2010/11	2011/12	2012/13	2013/14		
BART	BART Joint Use Stations Capital (Balboa Park Station Eastside Walkway)	CON	Programmed	\$870,000						\$870,000
BART	BART Station Modernization Program <sup>2</sup>	CON	Programmed		\$0					\$0
BART	BART Station Security - Civic Center Station (Cameras) <sup>2,3</sup>	CON	Programmed	\$26,700						\$26,700
BART	Embarcadero & Montgomery Capacity Implementation Strategy <sup>3</sup>	PLAN	Pending						\$112,500	\$112,500
BART	BART Wayfinding and Bicycle Parking Improvements <sup>2</sup>	CON	Allocated						\$415,800	\$415,800
BART	BART Transit Connectivity at Regional Hubs (Embarcadero BART Station)	CON	Programmed	\$25,000						\$25,000
MTA	MTA Wayfinding for Blind and Low Vision Patrons	Plan, PS&E	Programmed		\$50,000					\$50,000
BART	24th Street/Mission BART Plaza and Pedestrian Improvements <sup>1</sup>	PS&E	Allocated		\$306,953					\$306,953
<b>Total Programmed in 5YPP</b>				\$921,700	\$356,953	\$0	\$0	\$0	\$528,300	\$1,806,953
<b>Total Allocated and Pending in 5YPP</b>				\$0	\$306,953	\$0	\$0	\$0	\$528,300	\$835,253
<b>Total Deobligated in 5YPP</b>				\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Unallocated in 5YPP</b>				\$921,700	\$50,000	\$0	\$0	\$0	\$0	\$971,700
<b>Total Programmed in 2009 Strategic Plan*</b>				\$1,145,000	\$355,000	\$0	\$0	\$0	\$0	\$1,500,000
<b>Deobligated from Prior 5YPP Cycles **</b>				\$306,953						\$306,953
<b>Cumulative Remaining Programming Capacity</b>				\$530,253	\$528,300	\$528,300	\$528,300	\$528,300	\$0	\$0

\* The 2009 Strategic Plan was adopted on July 28, 2009 through Res. 10-07.

\*\* "Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period, excluding deobligations incorporated in the first 2009 Strategic Plan amendment, as of December 31, 2012.

Programmed
Pending Allocation/ Appropriation
Board Approved Allocation/ Appropriation



**2009 Prop K 5YPP - Program of Projects**

**BART Station Access, Safety and Capacity (EP 8)**

**Programming and Allocations To-date**

Pending Transportation Authority Board Approval

Last Update: February 20, 2014

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2009/10	2010/11	2011/12	2012/13	

**FOOTNOTES:**

<sup>1</sup> 5YPP amendment to add funding for design of 24th Street/Mission BART Plaza and Pedestrian Improvements project (Resolution 11-33, Project 108.902005);

\$336,953 in new programming is available from three partial deobligations from the 16th and Mission Streets BART Station Northeast Plaza Redesign project (Resolution 05-66, Project 108.902003 and Resolution 06-29, 108.902004) in September 2010, in the following amounts: \$126,953 (from EP 8, 108.902003, \$180,000 (from EP 8, 108.902004), and \$30,000 (from EP 16, 108.9082004). The EP 16 portion of the allocation / deobligation (\$30,000) is reflected in EP 16 5YPP.

<sup>2</sup> 5YPP amendment to accommodate a new project: BART Wayfinding and Bicycle Parking Improvements (Resolution 14-20, 09.24.13)  
 BART Wayfinding and Bicycle Parking Improvements: Added new project with \$415,800 in construction funds.

BART Station Security - Civic Center Station (Cameras): Reduced Fiscal Year 2009/10 programming from \$250,000 to \$139,200.

BART Station Modernization Program: Reduced Fiscal Year 2010/11 programming from \$305,000 to \$0.

<sup>3</sup> 5YPP Amendment to accommodate a new project: Embarcadero & Montgomery Capacity Implementation Strategy (Res. 14-XX, XX.XX.XX).

Fiscal Year 2009/10 BART Station Security - Civic Center Station (Cameras): Reduced programming from \$139,200 to \$26,700.

Embarcadero & Montgomery Capacity Implementation Strategy: Added new project with \$112,500 in Fiscal Year 2013/14 funds for planning.



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

**FY of Allocation Action:**

**Project Name:**

**Implementing Agency:**

**EXPENDITURE PLAN INFORMATION**

<b>Prop K Category:</b>	<input type="text" value="A. Transit"/>	Gray cells will automatically be filled in.
<b>Prop K Subcategory:</b>	<input type="text" value="ii. Transit Enhancements"/>	
<b>Prop K EP Project/Program:</b>	<input type="text" value="e. Relocation of Caltrain Paul Avenue station to Oakdale Avenue"/>	
<b>Prop K EP Line Number (Primary):</b>	<input type="text" value="14"/>	<b>Current Prop K Request:</b> <input type="text" value="\$ 123,972"/>
<b>Prop K Other EP Line Numbers:</b>	<input type="text"/>	

**Prop AA Category:**

**Current Prop AA Request:**

**Supervisory District(s):**

**SCOPE**

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

The Department of Public Works (DPW) is requesting allocation of \$89,433 in Prop K funds for additional archaeological investigation and landscaping design needed to complete Conceptual Design and Environmental Clearance of the Quint-Jerrold Connector Road, and we are requesting \$34,539 in Prop K funds for ongoing planning, project management, and interagency coordination. This request is intended to complete the Conceptual Design and Environmental phases of the Connector Road project, incorporate additional elements requested during public outreach, and advance the project in parallel with the Caltrain Quint Street Bridge Replacement Project. Specifically, the request includes funding for:

- Archaeological investigation and related environmental review necessitated by the identification of possible Ohlone shell deposits on the project site. Most of the requested funds are needed for this purpose.
- Project management funding associated with delays in obtaining the right to enter Union Pacific Railroad (UPRR) property to conduct environmental investigations.
- Landscape design and coordination with adjacent property owners in response to the community desire for an enhanced Connector Road streetscape.

Please see the attached full scope of work.

# SCOPE OF WORK

Quint-Jerrold Connector Road Conceptual Design

February 19, 2014

The City plans to construct a new street between Oakdale and Jerrold Avenues in the Bayview neighborhood that would run along the west side of the Caltrain tracks and connect from Quint Street just south of where it currently crosses under the Caltrain tracks to Jerrold Avenue just west of the tracks and east of the intersection with Innes Avenue and Rankin Street. This new Quint-Jerrold Connector Road is estimated to cost \$7.4 million and would utilize unoccupied Union Pacific Railroad (UPRR) right-of-way. The Connector Road is intended to serve area land uses, facilitate a potential future Caltrain station at Oakdale Avenue, and provide an alternate route between Quint Street and Jerrold Avenue.

## **Background**

Caltrain is working to replace its aging rail bridge over Quint Street with a new, safe structure and has \$25 million programmed for the project from a mix of Federal, State, and local sources. The Transportation Authority coordinated with Caltrain, City agencies, and community members to select an option for the replacement while meeting local goals for the area: to facilitate development of a potential future Caltrain station at Oakdale Avenue, maintain local through access across the tracks, and enhance access to local land uses. In March 2012 the Transportation Authority appropriated \$74,000 in Prop K funds to fund planning, design, and outreach work to vet Caltrain's bridge replacement options and also develop a preliminary Quint-Jerrold Connector Road design concept.

In December 2012, the Transportation Authority allocated an additional \$352,184 in Prop K funds for the San Francisco Department of Public Works (DPW) to conduct conceptual design and for the San Francisco Planning Department (SF Planning) to conduct environmental review for the Connector Road; and appropriated \$49,843 in Prop K funds for interagency coordination, planning, outreach, and development of a local business outreach strategy. This funding request was intended to resolve remaining questions members of the community had raised concerning the feasibility and design of the Connector Road, scheduling of the bridge and road projects, and potential involvement of local and disadvantaged businesses in contracting opportunities, as well as to advance the road project through the conceptual design and environmental phases of work.

In July, 2013, following detailed evaluation of possible alternatives, three rounds of public outreach, and agency commitments to address key community questions, the Transportation Authority adopted a policy action recommending implementation of the Connector Road in coordination with a separate Caltrain project to replace the rail bridge over Quint Street with a berm, which would close through access on the existing Quint Street.

Since the December 2012 funding action, in addition to conducting the project's third round of public outreach, developing responses to key community questions, and developing a strategy to maximize the involvement of local and disadvantaged businesses in contracting opportunities, the Transportation Authority has coordinated closely with DPW, the San Francisco Municipal Transportation Agency (SFMTA), and SF Planning to develop a conceptual design for the Connector Road and conduct environmental review of the project. Design work completed to date includes a property survey, title research, utility survey, and development of the street alignment,

intersection layout with Jerrold Avenue (incorporating all turns), cross-sections, and elevation profile. DPW and SF Planning have conducted a review of the site history and initial environmental evaluation of the site. The Transportation Authority has led coordination of design and environmental work with adjacent stakeholders, including both residents and businesses.

### **Purpose of this Request**

This request includes additional funding for (scope revisions are detailed below):

1. Archaeological investigation and related environmental review necessitated by the identification of possible Ohlone shell deposits.
2. Project management associated with delays in obtaining the right to enter UPRR property to conduct environmental investigations.
3. Landscape design and coordination with adjacent property owners in response to the community desire for enhanced an enhanced Connector Road streetscape.

No additional funding is needed to complete the community outreach and local business outreach strategy development tasks included in the December 2012 appropriation. However, additional outreach to community members and local businesses will be performed as part of the Final Design phase of the project.

### **Proposed Project Scope Revisions**

#### 1. Project Management, Oversight and Coordination

Lead: Transportation Authority

This task includes ongoing project management, oversight of design and environmental review efforts, and coordination of multi-agency planning efforts and local stakeholder involvement for the project.

A significant challenge encountered by the project team has been the difficulty of obtaining the right to enter the UPRR property in order to conduct the soil tests necessary for the archaeological and hazardous materials analyses. The San Francisco Office of Real Estate has been negotiating with UPRR to obtain right-of-entry, but the railroad requires that a property appraisal be completed, a sale price negotiated, and a letter of intent to purchase the property be signed before it will allow the City to access the property for soil testing. Although the appraisal has been completed and UPRR appears to be close to granting right-of-entry, the process has delayed progress on the project's environmental review by approximately eight months. In addition, completion of the conceptual design phase has been delayed because elements of the design and cost estimate depend on the results of the environmental analysis. The significant delays to the project schedule and effort to work around this issue have added to project management costs, and this request includes additional funds to continue management and coordination through completion of the conceptual design and environmental phases.

Task	Description	Deliverable	Lead Agency
1	Interagency Project Coordination Meetings	Coordination meeting agendas (bi-weekly, to continue through phase completion)	Transportation Authority

## 2. Connector Road Thirty Percent Design

DPW is leading development of a conceptual (30%) design and cost estimate for the Quint-Jerrold Connector Road project with support from the Transportation Authority and SFMTA.

Over the last several months, the Transportation Authority and DPW have coordinated closely with the San Francisco Produce Market and the San Francisco Public Utilities Commission, the two property owners adjoining the west side of the future Connector Road right-of-way, to develop coordinated and enhanced streetscape and landscape designs along the two property frontages. This effort responds to requests received during community outreach for upgraded streetscape treatments along the Connector Road that would represent an enhancement relative to the existing Quint Street. In addition, design development has revealed a need for extensive coordination with Caltrain due to the existing Caltrain berm encroaching into the UPRR property and being impacted by the new Connector Road. This request includes additional funds for landscape design work to meet community requests and ongoing coordination with neighboring stakeholders. The results of this additional effort will be incorporated into the existing 30% design deliverables, including full engineering drawings.

Task	Description	Deliverable	Lead Agency
2	Develop Connector Road 30% design	Project area survey (completed) 30% engineering drawings, utility composite drawing, project schedule, and cost estimate (September 2014) Updated traffic operations memo (September 2014)	DPW with SFMTA and Transportation Authority support

## 3. Connector Road Environmental Review and General Plan Referral

DPW is working with SF Planning to manage the environmental review process for the Connector Road project under the California Environmental Quality Act (CEQA). SF Planning will conduct environmental review of the Connector Road project. SF Planning will also lead the General Plan Referral process.

During environmental review, DPW and SF Planning have encountered unanticipated complications related to assessment of potential cultural impacts of the project. Records collected from previous archaeological investigations on the adjacent Caltrain property identified a layer of Ohlone shells several feet below ground level. The possible extent of these shells, if any, below the planned Connector Road right-of-way is unknown and further archaeological investigation including the

collection of soil samples on the property is required. The purpose of this investigation is to determine the horizontal and vertical extents of the shell deposit and what, if any, related mitigation may be required for the road project. The primary reason this funding request is necessary at this time is to provide the resources necessary to conduct this additional analysis and complete the environmental review process.

Depending primarily on the results of the site investigations, this task could entail issuance of a Categorical Exemption Certificate, a Mitigated Negative Declaration, or much less likely, a full Environmental Impact Report.

Task	Description	Deliverable	Lead Agency
3	Conduct Connector Road California Environmental Review and General Plan Referral	Environmental Evaluation Application a: Categorical Exemption Certificate; b: Mitigated Negative Declaration; or c: Environmental Impact Report (September 2014, later if full EIR required)	DPW with SF Planning support

#### 4. Local Business Outreach Strategy Development

Lead: Transportation Authority

No additional funding requested.

#### 5. Conduct Outreach Activities

Lead: Transportation Authority

No additional funding requested.

#### **Future Project Phases**

Completion of the conceptual design and environmental phases of the Connector Road project is expected by September 2014. We will update the project completion schedule once Caltrain begins substantial design efforts on the complementary Bridge Replacement Project and we receive the results of the archaeological study. At that time, the project team anticipates bringing a funding request for Final Design and Right-of-Way Acquisition to the Transportation Authority Board. This future request will include funding to finalize the roadway design, including detailed landscape and street lighting plans, as well as the final design for the intersection of the Connector Road with Jerrold Avenue. The future funding request will include funds to acquire the needed right-of-way from UPRR. Lastly, it will include funding for a robust outreach effort to local workers and businesses to connect them with job and contracting opportunities available as part of the project.

#### **Proposed Prop K 5-Year Prioritization Program (5YPP) Amendment**

This request is contingent upon a 5YPP amendment to the Relocation of Paul Street Caltrain Station to Oakdale Avenue category to reprogram \$123,972 in unallocated Fiscal Year 2011/12 funds from

# E9-46

the Bayview Oakdale Caltrain Station project to the subject project. See attached 5YPP amendment for details.



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

FY 2013/14

Project Name: Quint-Jerrold Connector Road

Implementing Agency: San Francisco County Transportation Authority

**ENVIRONMENTAL CLEARANCE**

Type : TBD pending archaeology study Completion Date (mm/dd/yy)  
 Status: Pending 04/18/14  
 (estimate)

**PROJECT DELIVERY MILESTONES**

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	4	2011/12	1	2014/15
Environmental Studies (PA&ED)	3	2012/13	1	2014/15
R/W Activities/Acquisition	3	2012/13	2	2014/15
Design Engineering (PS&E)	1	2014/15	2	2014/15
Prepare Bid Documents	3	2014/15	3	2014/15
Advertise Construction	3	2014/15	4	2014/15
Start Construction (e.g., Award Contract)	4	2014/15	N/A	N/A
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)	N/A	N/A	4	2015/16
Project Closeout (i.e., final expenses incurred)				

**SCHEDULE COORDINATION/NOTES**

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

The schedule may change based on when right of entry is granted and on the outcome of archeological studies that DPW will be conducting.

The Connector Road project schedule will be coordinated with Caltrain's Quint Street Bridge Replacement Project. The two projects are both scheduled for construction in 2015. The Transportation Authority, Caltrain, and DPW have developed coordinated project schedules to minimize the temporary loss of local access through the area during construction. The current Quint Street Bridge Replacement Project schedule for Option 1: Berm Design is approximately as follows:

1. Preliminary and Final Design, Street Vacation Process: Q4 2012/13 to Q2 2014/15
2. Bid and Contract Award: Q3 2014/15 to Q4 2014/15

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

FY 2013/14

Project Name: Quint-Jerrold Connector Road

Implementing Agency: San Francisco County Transportation Authority

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	Yes	\$455,066	\$31,785	
Environmental Studies (PA&ED)	Yes	\$147,032	\$92,187	
Design Engineering (PS&E)	No			
R/W Activities/Acquisition	No			
Construction	No			
Procurement (e.g. rolling stock)	No			
		\$602,098	\$123,972	\$0

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$455,066	Costs incurred and agency estimates for remainder.
Environmental Studies (PA&ED)	\$147,032	Costs incurred and agency estimates for remainder.
Design Engineering (PS&E)	\$425,000	Agency estimates based on similar work.
R/W Activities/Acquisition	\$2,240,000	Agency estimates based on similar work.
Construction	\$4,118,000	Agency estimates based on similar work.
Procurement (e.g. rolling stock)		
Total:	\$ 7,385,098	

% Complete of Design: 20 as of 10/31/2013  
 Expected Useful Life: 20 Years

Proposition K Sales Tax Program Allocation Request Form

**MAJOR LINE ITEM BUDGET**

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

**EXISTING BUDGET AND CURRENT REQUEST SUMMARY**

	Agency	Task 1: Project Management and Coordination	Task 2: Connector Road 30% Design	Task 3: Connector Road Environmental Review	Task 4: Local Business Outreach Strategy Development	Task 5: Outreach	TOTAL
<b>Existing</b>	SFCTA	\$ 20,002	\$ 2,909	\$ 845	\$ 6,389	\$ 19,698	\$ 49,843
	SFDPW		\$ 284,548	\$ 8,067			\$ 292,615
<b>Total Project Budget (as amended)</b>	SFPUC		\$ 3,713	\$ 45,933			\$ 3,713
	SF Planning		\$ 9,923				\$ 45,933
	SFMTA		\$ 301,093	\$ 54,845	\$ 6,389	\$ 19,698	\$ 9,923
	<b>Total Existing</b>	\$ 20,002	\$ 301,093	\$ 54,845	\$ 6,389	\$ 19,698	\$ 402,027
<b>Proposed</b>	SFCTA	\$ 38,436	\$ 7,642	\$ 12,216	\$ 6,389	\$ 19,698	\$ 84,381
	SFDPW		\$ 293,165	\$ 80,816			\$ 373,981
<b>Total Project Budget</b>	SFPUC		\$ 3,713	\$ 54,000			\$ 3,713
	SF Planning		\$ 9,923				\$ 54,000
	SFMTA		\$ 314,443	\$ 147,032	\$ 6,389	\$ 19,698	\$ 9,923
	<b>Total Current</b>	\$ 38,436	\$ 314,443	\$ 147,032	\$ 6,389	\$ 19,698	\$ 525,998
<b>Current Request</b>	SFCTA	\$ 18,435	\$ 4,733	\$ 11,371			\$ 34,539
	SFDPW		\$ 8,617	\$ 72,749			\$ 81,366
	SF Planning			\$ 8,067			\$ 8,067
	<b>Total Request</b>	\$ 18,435	\$ 13,350	\$ 92,187	\$ -	\$ -	\$ 123,972

Proposition K Sales Tax Program Allocation Request Form

CURRENT REQUEST DETAIL										
MAJOR LINE ITEM BUDGET										
	Hourly Rate	Fully Burdened	Task 1: Project Management and Coordination		Task 2: Connector Road 30% Design		Task 3: Connector Road Environmental Review		FTE Total	TOTAL COST
			Hours	Cost	Hours	Cost	Hours	Cost		
<b>SFCTA</b>			<b>220</b>	<b>\$ 18,435</b>	<b>60</b>	<b>\$ 4,734</b>	<b>140</b>	<b>\$ 11,371</b>	<b>0.20</b>	<b>\$ 34,539</b>
Deputy Director for Planning	\$ 87.58	\$ 114.86	10	\$ 1,149					0.00	\$ 1,149
Principal Planner	\$ 60.47	\$ 79.31	10	\$ 793					0.00	\$ 793
Senior Engineer	\$ 60.47	\$ 79.31	80	\$ 6,345	20	\$ 1,586	60	\$ 4,758	0.08	\$ 12,689
Transportation Planner Contingency (20%)	\$ 44.96	\$ 58.97	120	\$ 7,076	40	\$ 2,359	80	\$ 4,717	0.12	\$ 14,152
				\$ 3,072		\$ 789		\$ 1,895		\$ 5,756
<b>SFDPW</b>			<b>64</b>	<b>\$ 8,617</b>	<b>36</b>	<b>\$ 4,524</b>	<b>143</b>	<b>\$ 72,749</b>	<b>0.10</b>	<b>\$ 81,366</b>
Landscape Architect Associate I (5262)	\$ 46.20	\$ 125.66	36	\$ 4,524					0.02	\$ 4,524
Landscape Architect Associate II (5272)	\$ 53.74	\$ 146.17	28	\$ 4,093					0.01	\$ 4,093
Manager III (0931)	\$ 63.01	\$ 171.39					11	\$ 1,873	0.01	\$ 1,873
Environmental Assistant (5638)	\$ 33.33	\$ 90.66					96	\$ 8,703	0.05	\$ 8,703
Regulatory Specialist (5620)	\$ 48.74	\$ 132.57					36	\$ 4,773	0.02	\$ 4,773
Environmental Archeological Research Department of Public Health Maher Ordinance Permit Fee								\$ 51,400		\$ 51,400
								\$ 6,000		\$ 6,000
<b>SF Planning (through DPW)</b>								<b>\$ 8,067</b>	<b>0</b>	<b>\$ 8,067</b>
Environmental Review Fee								\$ 8,067		\$ 8,067
<b>TOTAL</b>				<b>\$ 18,435</b>		<b>\$ 13,350</b>		<b>\$ 92,187</b>	<b>0.30</b>	<b>\$ 123,972</b>

\*SF Planning environmental review fees (up to \$54,000) are reimbursable under this allocation's scope of work or under the scope of work funded by the December 2012 allocation to DPW for the subject project.

SFCTA Request Total: \$ 34,539  
 SFDPW Request Total: \$ 89,433

<b>Overhead Multipliers</b>	
SFCTA	1.31
SFDPW Infrastructure &	2.72

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

FY 2013/14

Project Name: Quint-Jerrold Connector Road

**FUNDING PLAN - FOR CURRENT PROP K REQUEST**

Prop K Funds Requested: \$123,972  
 5-Year Prioritization Program Amount: \$0 (enter if appropriate)  
 Strategic Plan Amount for Requested FY: \$3,199,773

**FUNDING PLAN - FOR CURRENT PROP AA REQUEST**

Prop AA Funds Requested: \$0  
 5-Year Prioritization Program Amount: (enter if appropriate)  
 Strategic Plan Amount for Requested FY:

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

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2013/14 for the subject project. This request requires an amendment to the Relocation of Paul Street Caltrain Station to Oakdale Avenue line item within the Transit Enhancement 5-Year Prioritization Program (5YPP) to reprogram \$123,972 in unallocated Fiscal Year 2011/12 funds from the Bayview Oakdale Caltrain Station project to the subject project. See attached 5YPP amendment for details.

The Strategic Plan amount (\$3,199,773) is the Fiscal Year 2013/14 amount for the entire Relocation of Paul Street Caltrain Station to Oakdale Avenue category (\$1,843,800) and the amount of unallocated funds from prior Fiscal Years (\$1,355,973).

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$123,972		\$476,027	\$599,999
Caltrain			\$2,099	\$2,099
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>	\$123,972	\$478,126	\$478,126	\$602,098

Actual Prop K Leveraging - This Phase: 0.35%  
 Expected Prop K Leveraging per Expenditure Plan: 70.02%

\$602,098  
 Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)				
Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.				
Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$123,972		\$476,027	\$599,999
Caltrain			\$2,099	\$2,099
Prop K (from FTA fund swap)	\$4,000,000			\$4,000,000
TBD (Prop K or Other Local Sources)	\$2,783,000			\$2,783,000
<b>Total:</b>	\$6,906,972	\$0	\$478,126	\$ 7,385,098

Actual Prop K Leveraging - Entire Project:	91.88%	\$ 7,385,098 Total from Cost worksheet
Expected Prop K Leveraging per Expenditure Plan:	70.02%	
Actual Prop AA Leveraging - Entire Project:		

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

Prop K Funds Requested: \$123,972

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2013/14	\$123,972	100.00%	\$0
<b>Total:</b>	\$123,972		

Prop AA Funds Requested: \$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
<b>Total:</b>	\$0		

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

	Amount	Phase:
Funding Recommended: Prop K Allocation	\$89,433	Planning/Conceptual Engineering and Environmental Studies
Prop K Appropriation	\$34,539	Planning/Conceptual Engineering and Environmental Studies
<b>Total:</b>	<b>\$123,972</b>	

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

DPW and SFCTA have requested a multi-phase allocation given the concurrent nature of the work.

**Appropriation (SFCTA)**

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 14	FY 2013/14	\$34,539	100.00%	\$0
<b>Total:</b>		<b>\$34,539</b>	100%	

**Appropriation (SFCTA)**

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

Source	Fiscal Year	Phase	Maximum Reimbursement	% Reimbursabl	Balance
Prop K EP 14	FY 2013/14	Planning/Conceptual Engineering	\$23,168	67%	\$11,371
Prop K EP 14	FY 2013/14	Environmental Studies (PA&ED)	\$11,371	100%	\$0
<b>Total:</b>			<b>\$34,539</b>		

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

Allocation (DPW)

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 14	FY 2013/14	\$89,433	100.00%	\$0
<b>Total:</b>		<b>\$89,433</b>	100%	

Allocation (DPW)

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

Source	Fiscal Year	Phase	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 14	FY 2013/14	Planning/Conceptual Engineering	\$8,617	10%	\$115,355
Prop K EP 14	FY 2013/14	Environmental Studies (PA&ED)	\$80,816	100%	\$34,539
<b>Total:</b>			<b>\$89,433</b>		

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

Action	Amount	Fiscal Year	Phase
Future Commitment to:			

Trigger:



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

**AUTHORITY RECOMMENDATION**

**This section is to be completed by Authority Staff.**

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

**Deliverables:**

1. Quarterly progress reports shall provide a percent complete by task, and percent complete for the overall project scope, in addition to the requirements described in the Standard Grant Agreement (SGA). See SGA for definitions.
2. Upon completion of Task 2 (30% Design) (September 2014), provide a copy of the project area survey, 30% engineering drawings, utility composite drawings, project schedule and cost estimate, updated traffic operations memorandum (June 2014)
3. Upon completion of Task 3 (Connector Road Environmental Review) (September 2014), provide documentation of environmental clearance and a copy of the archaeological survey.
4.

**Special Conditions:**

1. The appropriation and allocation are contingent upon a 5YPP amendment to the Relocation of Paul Street Caltrain Station to Oakdale Avenue category to reprogram \$123,972 in unallocated Fiscal Year 2011/12 funds from the Bayview Oakdale Caltrain Station project to the subject project. See attached 5YPP amendment for details.
2.

**Notes:**

1. Environmental review fees (up to \$54,000) paid to the San Francisco Planning Department are reimbursable under this allocation's scope of work or under the scope of work funded by the December 2012 allocation to DPW for the subject project (Project 114.908005, R13-22).
2.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	99.65%
Prop AA proportion of expenditures - this phase:	<input type="text"/>

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

SFCTA Project Reviewer:

Project # from SGA:

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

**SUB-PROJECT DETAIL**

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

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

Source	Fiscal Year	Phase	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 14	FY 2013/14	Planning/Conceptual Engineering	\$23,168	67%	\$11,371
Prop K EP 14	FY 2013/14	Environmental Studies (PA&ED)	\$11,371	100%	\$0
<b>Total:</b>			<b>\$34,539</b>		

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

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

Source	Fiscal Year	Phase	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 14	FY 2013/14	Planning/Conceptual Engineering	\$8,617	10%	\$80,816
Prop K EP 14	FY 2013/14	Environmental Studies (PA&ED)	\$80,816	100%	\$0
<b>Total:</b>			<b>\$89,433</b>		

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

**MAPS AND DRAWINGS**

Insert or attach files of maps, drawings, photos of current conditions, photo compositions, etc. to support understanding of the project scope and evaluation of how geographic diversity was considered in the project prioritization process.

This text box and the blue header may be deleted to better accommodate any graphics.



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

FY of Allocation Action: 2013/14      Current Prop K Request: \$ 123,972  
Current Prop AA Request: \$ -

Project Name: Quint-Jerrold Connector Road

Implementing Agency: San Francisco County Transportation Authority

**Signatures**

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

**Project Manager**

**Grants Section Contact**

Name (typed): Colin Dentel-Post

Ananda D. Hirsch

Title: Transportation Planner

Transportation Finance Analyst

Phone: 415-522-4836

415-558-4034

Fax: 415-522-4829

415-558-4519

Email: colin.dentel-post@sfcta.org

[Ananda.Hirsch@sfdpw.org](mailto:Ananda.Hirsch@sfdpw.org)

Address: 1455 Market Street, 22nd Floor,  
San Francisco 94103

30 Van Ness Avenue, Ste. 5100  
San Francisco, CA 94102

Signature: \_\_\_\_\_

\_\_\_\_\_

Date: \_\_\_\_\_

\_\_\_\_\_

**2009 Prop K 5YPP - Program of Projects**  
**Transit Enhancements (EP 10-16)**  
**Programming and Allocations To-date**

Last Update: February 13, 2014

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2009/10	2010/11	2011/12	2012/13	2013/14	
SFMTA	Route Electrification Program - 22 Fillmore - Mission Bay Extension <sup>10</sup>	PLAN/CER	Programmed		\$1,394,000				\$1,394,000
SFMTA	Route Electrification Program - 22 Fillmore - Mission Bay Extension	PS&E	Programmed			\$480,000			\$480,000
SFMTA	Route Electrification Program - 22 Fillmore - Mission Bay Extension	CON	Programmed				\$1,116,000		\$1,116,000
SFMTA	2013 5YPP Development <sup>10</sup>	Plan	Allocated				\$6,000		\$6,000
<b>Fort Mason - Historic Rail Extension (EP 11)</b>									
SFMTA	Fort Mason - Historic Rail Extension	PA&ED	Programmed	\$500,000					\$500,000
SFMTA	Fort Mason - Historic Rail Extension	PS&E	Programmed			\$4,170,000			\$4,170,000
SFMTA	Fort Mason - Historic Rail Extension	CON	Programmed				\$800,000		\$800,000
SFMTA	2013 5YPP Development <sup>11</sup>	Plan	Allocated				\$2,000		\$2,000
<b>Balboa Park BART/MTA-MTA Station Access (EP 13)</b>									
BART/SF MTA	Balboa Park BART Station Intermodal Implementation <sup>5,9,12</sup>	PA&ED	Programmed	\$607,206					\$607,206
BART/SF MTA	Balboa Park BART Station Intermodal Implementation <sup>5</sup>	PS&E	Programmed		\$952,900				\$952,900
BART/SF MTA	Balboa Park BART Station Intermodal Implementation <sup>1,15</sup>	CON	Programmed			\$81,981			\$81,981
SFMTA	Balboa Park Real-Time Transit Information <sup>15</sup>	CON	Allocated					\$60,000	\$60,000
SFMTA	Balboa Park Station Area and Plaza Improvements <sup>9</sup>	CER	Allocated				\$73,094		\$73,094
SFMTA	Balboa Park Station Eastside Connections <sup>4</sup>	CON	Allocated			\$270,819			\$270,819
SFMTA	Balboa Park "Fast Track" Intermodal Improvements <sup>5</sup>	PA&ED, PS&E	Allocated			\$345,000			\$345,000
SFMTA	2013 5YPP Development <sup>12</sup>	Plan	Allocated				\$9,000		\$9,000
<b>Relocation of Paul Street Caltrain Station to Oakdale Avenue (EP 14)</b>									
PCJPB/SFCTA	Bayview Oakdale Caltrain - Operational Impact Study	PLAN/CER	Programmed	\$200,000					\$200,000
PCJPB/SFCTA	Bayview Oakdale Caltrain Station <sup>17</sup>	PA&ED	Programmed			\$1,032,001			\$1,032,001
PCJPB/SFCTA	Quint-Jerrolld Connector Road <sup>6</sup>	PLAN/CER	Allocated			\$74,000			\$74,000
DPW	Quint-Jerrolld Connector Road <sup>7</sup>	PLAN/CER /ENV	Allocated				\$352,184		\$352,184
SFCTA	Quint-Jerrolld Connector Road <sup>7</sup>	PLAN/CER	Appropriated				\$49,843		\$49,843
DPW	Quint-Jerrolld Connector Road <sup>17</sup>	PLAN/CER /ENV	Pending					\$89,433	\$89,433

Agency	Project Name	Phase	Status	Fiscal Year						Total
				2009/10	2010/11	2011/12	2012/13	2013/14		
SFCTA	Quint-Jerrold Connector Road <sup>17</sup>	PLAN/CER /ENV	Pending							\$34,539
PCJPB/ SFCTA	Bayview Oakdale Caltrain Station	PS&E	Programmed						\$1,843,800	\$1,843,800
<b>Purchase Additional Light Rail Vehicles (EP 15)</b>										
SFMTA	Purchase Additional LRVs <sup>13</sup>	PLAN/CER	Programmed				\$490,000			\$490,000
SFMTA	Purchase Additional LRVs	PS&E	Programmed						\$500,000	\$500,000
SFMTA	2013 5YPP Development <sup>13</sup>	Plan	Allocated				\$10,000			\$10,000
<b>Other Transit Enhancements (EP 16)</b>										
PCJPB	Caltrain Station Access Study (SF Stations Only)	PLAN	Programmed				\$100,000			\$100,000
SFMTA	Glen Park Transportation Improvements <sup>14</sup>	CON	Programmed		\$436,000					\$436,000
SFMTA	Sloat Boulevard Pedestrian Improvements <sup>16</sup>	CON	Allocated						\$50,000	\$50,000
SFMTA	Mission Bay Transit Loop <sup>2,8</sup>	PA&ED	Allocated			\$0	\$157,000			\$157,000
SFMTA	Automatic Fare Collection Program	CON	Allocated		\$3,060,000					\$3,060,000
BART	24th Street/Mission BART Plaza and Pedestrian Improvements <sup>3</sup>	PS&E	Allocated		\$30,000					\$30,000
SFMTA	2013 5YPP Development <sup>14</sup>	Plan	Allocated				\$14,000			\$14,000
				<b>Total Programmed in 5YPP</b>	\$807,206	\$5,872,900	\$2,283,801	\$2,379,121	\$2,577,772	\$13,920,800
				<b>Total Allocated and Pending in 5YPP</b>	\$0	\$3,090,000	\$689,819	\$673,121	\$233,972	\$4,686,912
				<b>Total Deobligated in 5YPP</b>	\$0	\$0	\$0	\$0	\$0	\$0
				<b>Total Unallocated in 5YPP</b>	\$807,206	\$2,782,900	\$1,593,982	\$1,706,000	\$2,343,800	\$9,233,888
				<b>Total Programmed in Amended 2009 Strategic Plan *</b>	\$5,860,800	\$2,216,400	\$5,950,800	\$1,400,000	\$2,343,800	\$17,771,800
				<b>Deobligated from Prior 5YPP Cycles **</b>	\$208,794					\$208,794
				<b>Cumulative Remaining Programming Capacity</b>	\$5,262,388	\$1,605,888	\$5,272,887	\$4,293,766	\$4,059,794	\$4,059,794

\* The 2009 Strategic Plan was amended on March 30, 2010 through Res. 10-52.  
 \*\* "Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period, excluding deobligations incorporated in the first 2009 Strategic Plan amendment, as of December 31, 2012.

Programmed  
 Pending Allocation/Appropriation  
 Board Approved Allocation/Appropriation

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2009/10	2010/11	2011/12	2012/13	

**FOOTNOTES:**

- <sup>1</sup> On April 27, 2010, the Authority Board approved the Transit Enhancements 5YPP (Resolution 10-61), severing all items related to the F-Line Extension to Fort Mason in the absence of a viable funding plan for the project, for consideration at a future date.
- <sup>2</sup> This project received preliminary design funds through the 2005 5YPP. As of April 2010, MTA decided to reprogram the project beyond the current 5YPP period due to concerns about project readiness and the expected timing and availability of fund sources. See 5YPP Section 3 for details.
- <sup>3</sup> 5YPP Amendment to add funding for design of 24th Street/Mission BART Plaza and Pedestrian Improvements project (Resolution 11-33, Project 108.902005):  
  - \$336,953 in new programming is available from three partial deobligations from the 16th and Mission Streets BART Station Northeast Plaza Redesign project (Resolution 05-66, Project 108.902003 and Resolution 06-29, 108.902004) in September 2010, in the following amounts: \$126,953 (from EP 8, 108.902003, \$180,000 (from EP 16, 108.9082004). The EP 8 portion of the allocation / deobligation (\$306,953) is reflected in EP 8 5YPP.
- <sup>4</sup> Placeholder for Balboa Park BART Station Intermodal Implementation reduced from \$412,800 in FY 09/10 and re-programmed in FY 11/12 for SFMTA's Balboa Park Station Eastside Connections project. (Resolution 12-06 on 07.19.11)
- <sup>5</sup> To accommodate \$345,000 allocation for conceptual engineering, environmental review and preliminary design:  
  - Balboa Park BART Station Intermodal Implementation - PA&ED was reduced by \$11,500 to \$689,300.
  - Balboa Park BART Station Intermodal Implementation - PS&E was reduced by \$333,500 to \$952,900.
- <sup>6</sup> 5YPP Amendment to add \$74,000 for the Quint-Jerrold Connector Road Conceptual Design project (Res. 12-52, 3.27.2012).  
  - Added new project: Quint-Jerrold Connector Road with \$74,000 for conceptual design in FY 2011/12 as noted above.
- <sup>7</sup> 5YPP Amendment to add \$402,027 to the Quint-Jerrold Connector Road project (Res. 13-22, 12.11.2012).  
  - Increased project development funds by \$402,027 in FY 2012/13, with \$352,184 for planning/conceptual engineering and \$49,843 for environmental studies.
- <sup>8</sup> 5YPP Amendment to program \$157,000 for the Mission Bay Transit Loop project (Res. 13-26, 12.11.2012)  
  - Programmed \$157,000 in cumulative remaining programming for the environmental phase of the Mission Bay Transit Loop project in Fiscal Year 2012/13.
- <sup>9</sup> To accommodate \$73,094 allocation for conceptual engineering (Resolution 13-30, 1.29.2013)  
  - Balboa Park BART Station Intermodal Implementation - PA&ED was reduced by \$73,094 to \$616,206.
- <sup>10</sup> 5YPP amendment to add 2013 5YPP Development (Resolution 13-49, 04.23.2013).  
  - Route Electrification Program - 22 Fillmore - Mission Bay Extension: Reduced programming by \$6,000 in Fiscal Year 2010/11.
- <sup>11</sup> 5YPP amendment to add 2013 5YPP Development (Resolution 13-49, 04.23.2013).  
  - Cumulative remaining programming capacity: Reduced programming by \$2,000 in Fiscal Year 2012/13.
  - 2013 5YPP Development: Added project with \$6,000 in Fiscal Year 2012/13 planning funds.
- <sup>12</sup> 5YPP amendment to add 2013 5YPP Development (Resolution 13-49, 04.23.2013).  
  - Cumulative remaining programming capacity: Reduced programming by \$2,000 in Fiscal Year 2012/13.
  - 2013 5YPP Development: Added project with \$2,000 in Fiscal Year 2012/13 planning funds.
- <sup>13</sup> 5YPP amendment to add 2013 5YPP Development (Resolution 13-49, 04.23.2013).  
  - Balboa Park BART Station Intermodal Implementation: Reduced programming by \$9,000 in Fiscal Year 2009/10.
  - 2013 5YPP Development: Added project with \$9,000 in Fiscal Year 2012/13 planning funds.
- <sup>14</sup> 5YPP amendment to add 2013 5YPP Development (Resolution 13-49, 04.23.2013).  
  - Purchase Additional LRVs: Reduced programming by \$10,000 in Fiscal Year 2012/13.
  - 2013 5YPP Development: Added project with \$10,000 in Fiscal Year 2012/13 planning funds.
- <sup>15</sup> To accommodate \$60,000 allocation for construction (Resolution 14-05, 07.23.2013).  
  - Glen Park Transportation Improvements: Reduced programming by \$14,000 in Fiscal Year 2010/11.
  - 2013 5YPP Development: Added project with \$14,000 in Fiscal Year 2012/13 planning funds.
- <sup>16</sup> 5YPP amendment to add Sloat Boulevard Pedestrian Improvements (construction) (Resolution 14-08, 01.28.2014)  
  - Balboa Park BART Station Intermodal Implementation - CON was reduced by \$60,000 to \$81,981.
- <sup>17</sup> 5YPP amendment to add \$123,972 to the Quint-Jerrold Connector Road project (Resolution XX-XX, XX.XX.XXXX).  
  - Cumulative remaining programming capacity: Reduced by \$50,000 in Fiscal Year 2013/14 construction funds.
  - Sloat Boulevard Pedestrian Improvements: Added project with \$50,000 in Fiscal Year 2013/14 construction funds.
  - 5YPP amendment to add \$123,972 to the Quint-Jerrold Connector Road project (Resolution XX-XX, XX.XX.XXXX).
  - Bayview Oakland Caltrain Station: Reduced FY 2011/12 programming from \$1,155,973 to \$1,032,001.
  - Quint-Jerrold Connector Road: Increased programming by \$123,972 in FY 2013/14, with \$31,785 for planning/conceptual engineering, \$92,187 for environmental studies.



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

FY of Allocation Action:   
 Project Name:   
 Implementing Agency:

**EXPENDITURE PLAN INFORMATION**

Prop K Category:  Gray cells will automatically be filled in.  
 Prop K Subcategory:   
 Prop K EP Project/Program:   
 Prop K EP Line Number (Primary):  Current Prop K Request: \$   
 Prop K Other EP Line Numbers:

Prop AA Category:   
 Current Prop AA Request: \$   
 Supervisorial District(s):

**SCOPE**

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

See next page for scope of work.

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

### Background

The San Francisco Municipal Transportation Agency (SFMTA) requests Prop K funding in the amount of \$34,000 for the installation of a bicycle lane extension on westbound King Street between 2<sup>nd</sup> and 3<sup>rd</sup> streets in San Francisco.

As a short-term measure, the SFMTA installed new sharrows for westbound King Street, west of the mid-block crosswalk (between 2<sup>nd</sup> and 3<sup>rd</sup> streets) to 3<sup>rd</sup> Street as a follow-up to a recent bicycle fatality collision on westbound King Street approaching 3<sup>rd</sup> Street. The King Street Bicycle Lane project would serve as a longer term measure.

### Project Benefits

The King Street Bicycle Lane project would support the bicyclists travelling from the Embarcadero to the southeast portion of the city via 3<sup>rd</sup> Street by providing an upgraded bicycle facility that currently consists of sharrows.

This project would extend the bicycle lane on the westbound King Street approach to 3<sup>rd</sup> Street by means of narrowing of travel lanes. The narrowing and shifting of the approach lanes to 3<sup>rd</sup> Street would necessitate disconnecting the loop detectors in the left-turn lanes on westbound King at 3<sup>rd</sup> streets to avoid through vehicles from triggering detection. In place of the loop detectors, Sensys detectors will be installed in their place. Sensys detectors provide a vehicle detection system that uses magnetic-resistive wireless sensors to detect vehicle presence and movement, which would be an upgrade to the existing loop detection system for those vehicles making a left-turn onto 3<sup>rd</sup> Street from King Street. The installation of eight Sensys detectors would also provide cost-savings over the relocation of the loop detectors, which requires trenching, additional labor, etc.

Although the project will include the narrowing and shifting of the approach lanes to 3<sup>rd</sup> Street, there will not be any lane removals. There will also be no loss of parking as a result of this project.

### Implementation

All work will be performed by SFMTA Livable Streets as well as the Paint and Signal Shop staff. SFMTA Livable Streets will obtain environmental clearance and legislation for the new bicycle lane. Public Hearing notices will be posted prior to the scheduled Public Hearing to inform the public of the proposed traffic changes. SFMTA Livable Streets will also update the associated striping drawings. Paint Shop staff will remove existing striping and install the bicycle and travel lanes. Signal Shop staff will install the Sensys detectors for the left-turning vehicles onto 3<sup>rd</sup> Street from King Street.

The design phase and environmental clearance will begin in May 2104 and be completed in October 2014. Construction will begin in January 2015 and be completed by April 2015.

### Prioritization

The proposed project is programmed in Fiscal Year 13/14 within the Prop K 5YPP for EP 39 Bicycle Circulation and Safety under the line item titled, "Pilot Installations of Innovative Treatments."

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

**E9-65**

FY 2013/14

**Project Name:** King Street Bicycle Lanes

**Implementing Agency:** San Francisco Municipal Transportation Agency

**ENVIRONMENTAL CLEARANCE**

**Type :** Categorically Exempt **Completion Date (mm/dd/yy)**  
**Status:** Pending **10/31/14**

**PROJECT DELIVERY MILESTONES**

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)	4	2013/14	2	2014/15
R/W Activities/Acquisition				
Design Engineering (PS&E)	4	2013/14	2	2014/15
Prepare Bid Documents				
Advertise Construction			N/A	N/A
Start Construction (e.g., Award Contract)	3	2014/15	4	2014/15
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)	N/A	N/A	4	2014/15
Project Closeout (i.e., final expenses incurred)			2	2015/16

**SCHEDULE COORDINATION/NOTES**

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

<b>Project Phase</b>	<b>Start Date</b>	<b>End Date</b>
<b>Environmental Studies:</b>	May 2014	October 2014
<b>Design:</b>	May 2014	October 2014
<b>Construction:</b>	January 2015	April 2015

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

FY 2013/14

**Project Name:** King Street Bicycle Lanes

**Implementing Agency:** San Francisco Municipal Transportation Agency

**COST SUMMARY BY PHASE - CURRENT REQUEST**

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

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

Cost for Current Request/Phase			
	Yes/No	Total Cost	
			Prop K - Current Request      Prop AA - Current Request
Planning/Conceptual Engineering	<input type="text"/>		
Environmental Studies (PA&ED)	Yes	\$ 5,000	\$ 5,000
Design Engineering (PS&E)	Yes	\$ 8,000	\$ 8,000
R/W Activities/Acquisition			
Construction	Yes	\$ 21,000	\$ 21,000
Procurement (e.g. rolling stock)			
		\$ 34,000	\$ 34,000      \$0

**COST SUMMARY BY PHASE - ENTIRE PROJECT**

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)	\$ 5,000	SFMTA estimated based upon past projects.
Design Engineering (PS&E)	\$ 8,000	SFMTA estimated based upon past projects.
R/W Activities/Acquisition		
Construction	\$ 21,000	SFMTA estimated based upon past projects.
Procurement (e.g. rolling stock)		
Total:	\$ 34,000	

**% Complete of Design:** 0 as of

**Expected Useful Life:** 30 Years

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

**MAJOR LINE ITEM BUDGET**

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

FTE = Full Time Equivalent; MFB = Mandatory Fringe Benefits

Budget Summary by Task Overhead Rate: 0.803

Task	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	FTE Ratio	Hours	Total	
<b>DESIGN ENGINEERING + ENVIRONMENTAL</b>									
<b>Design Engineering</b>									
Senior Engineer	5211	\$151,372	\$81,931	\$233,303	\$187,342	\$420,645	0.002	4	\$833
Engineer	5241	\$130,754	\$72,527	\$203,281	\$163,235	\$366,515	0.002	4	\$726
Associate Engineer	5207	\$112,918	\$64,392	\$177,310	\$142,380	\$319,690	0.004	8	\$1,266
Assistant Engineer	5203	\$97,084	\$57,655	\$154,739	\$124,256	\$278,995	0.015	32	\$4,421
<b>Task Subtotal</b>							<b>0.023</b>	<b>48</b>	<b>\$7,247</b>
<b>Environmental</b>									
Transit Planner IV	5290	\$121,472	\$68,293	\$189,765	\$152,382	\$342,147	0.014	30	\$5,083
<b>Task Subtotal</b>							<b>0.014</b>	<b>30</b>	<b>\$5,083</b>
<b>SUBTOTAL</b>							<b>0.038</b>	<b>78</b>	<b>\$12,330</b>

Task	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	FTE Ratio	Hours	Total	
<b>CONSTRUCTION</b>									
<b>SFMTA Construction Labor</b>									
Traffic Signal Electrician	9145	\$102,206	\$61,895	\$164,101	\$131,773	\$295,874	0.006	12	\$1,758
Traffic Signal Electrician Supervisor II	9149	\$128,284	\$73,289	\$201,573	\$161,863	\$363,435	0.002	4	\$720
Painter	7346	\$76,960	\$50,136	\$127,096	\$102,058	\$229,154	0.036	74	\$8,397
Painter Supervisor	7242	\$92,222	\$57,179	\$149,401	\$119,969	\$269,371	0.004	8	\$1,067
<b>Task Subtotal</b>							<b>0.039</b>	<b>82</b>	<b>\$11,942</b>
<b>SUBTOTAL</b>							<b>0.039</b>	<b>82</b>	<b>\$11,942</b>

Task	Unit Cost	Units	Total
<b>MATERIALS</b>			
Paint	\$2,200	1	\$2,200
Sensys Detectors	\$938	8	\$7,504
<b>SUBTOTAL</b>			<b>\$9,704</b>
<b>LABOR SUBTOTAL</b>		0.08	\$24,272
<b>MATERIALS SUBTOTAL</b>			\$9,704
<b>PROJECT TOTAL</b>			<b>\$33,976</b>

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

FY 2013/14

Project Name: King Street Bicycle Lanes

**FUNDING PLAN - FOR CURRENT PROP K REQUEST**

Prop K Funds Requested: \$34,000  
 5-Year Prioritization Program Amount: \$265,000 (enter if appropriate)  
 Strategic Plan Amount for Requested FY: \$1,017,952

**FUNDING PLAN - FOR CURRENT PROP AA REQUEST**

Prop AA Funds Requested: \$0  
 5-Year Prioritization Program Amount: (enter if appropriate)  
 Strategic Plan Amount for Requested FY:

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

To fund the project, the SFMTA has proposed using \$34,000 in Pilot Installations of Innovative Treatments funds (of a total of \$265,000) for the project's construction phase.

The Strategic Plan amount is the amount programmed for the entire Bicycle Circulation/Safety category in Fiscal Year 2013/14 (\$850,000), programmed but unallocated funds from prior fiscal years (\$164,000), and cumulative remaining programming capacity (\$3,952).

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K sales tax		\$34,000		\$34,000
				\$0
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>	\$34,000	\$0	\$0	\$34,000

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

\$34,000  
Total from Cost worksheet

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

**E9-69**

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

**FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)**

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K sales tax		\$34,000		\$34,000
				\$0
				\$0
<b>Total:</b>		\$34,000	\$34,000	\$ 34,000

Actual Prop K Leveraging - Entire Project:	0.00%	\$ 34,000
Expected Prop K Leveraging per Expenditure Plan:	27.84%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:		

**FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST**

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

Prop K Funds Requested: \$34,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$34,000	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	<b>\$34,000</b>		

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

Amount		Phase:
Funding Recommended: Prop K Allocation	\$5,000	Environmental Studies (PA&ED)
Prop K Allocation	\$8,000	Design Engineering (PS&E)
Prop K Allocation	\$21,000	Construction
<b>Total:</b>	<b>\$34,000</b>	

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

SFMTA has requested a multi-phase allocation to expedite this priority project to improve bicycle safety and given the concurrent nature of the work. Construction funds will be released upon completion of design and environmental (see special conditions).

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 39	FY 2013/14	\$4,334	13.00%	\$29,666
Prop K EP 39	FY 2014/15	\$29,666	87.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
<b>Total:</b>		<b>\$34,000</b>	<b>100%</b>	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 39	FY 2013/14	Environmental Studies (PA&ED)	\$1,667	5%	\$32,333
Prop K EP 39	FY 2013/14	Design Engineering (PS&E)	\$2,667	13%	\$29,666
Prop K EP 39	FY 2014/15	Environmental Studies (PA&ED)	\$3,333	23%	\$26,333
Prop K EP 39	FY 2014/15	Design Engineering (PS&E)	\$5,333	38%	\$21,000
Prop K EP 39	FY 2014/15	Construction	\$21,000	100%	\$0
		<b>Total:</b>	<b>\$34,000</b>		

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



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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

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

**Deliverables:**

1. With the first quarterly progress report due (July 2014), provide 2-3 digital photos of typical before conditions.
2. Upon completion of the environmental phase (anticipated October 2014), provide evidence of final environmental clearance.
3. Upon completion of the design phase (anticipated October 2014), provide evidence of final design.
4. Upon completion of the construction phase (anticipated April 2015), provide 2-3 digital photos of after conditions.

**Special Conditions:**

1. SFMTA may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$21,000) pending receipt of evidence of completion of environmental and design (e.g. copy of certifications page). See deliverable #2 and #3.
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

**Notes:**

1. Regarding the Fiscal Year Cash Flow Distribution by Phase, cash flow can exceed what is listed above for a given phase as long as the total cash flow for the fiscal year does not exceed \$4,334 in FY 2013/14 and \$29,666 in FY 2014/15.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	100.00%
Prop AA proportion of expenditures - this phase:	<input type="text"/>

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

SFCTA Project Reviewer:

Project # from SGA:

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

**SUB-PROJECT DETAIL**

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

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 39	FY 2013/14	Environmental Studies (PA&ED)	\$1,667	33%	\$3,333
Prop K EP 39	FY 2014/15	Environmental Studies (PA&ED)	\$3,333	100%	\$0
<b>Total:</b>			<b>\$5,000</b>		

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

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 39	FY 2013/14	Design Engineering (PS&E)	\$2,667	33%	\$2,667
Prop K EP 39	FY 2014/15	Design Engineering (PS&E)	\$5,333	100%	\$0
<b>Total:</b>			<b>\$8,000</b>		

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

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

EP Line	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 39	FY 2014/15	Construction	\$21,000	100%	\$0
<b>Total:</b>			<b>\$21,000</b>		

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

**MAPS AND DRAWINGS**

Insert or attach files of maps, drawings, photos of current conditions, photo compositions, etc. to support understanding of the project scope and evaluation of how geographic diversity was considered in the project prioritization process.

This text box and the blue header may be deleted to better accommodate any graphics.



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

FY of Allocation Action:

2013/14

Current Prop K Request:

\$ 34,000

Current Prop AA Request:

\$ -

Project Name:

King Street Bicycle Lanes

Implementing Agency:

San Francisco Municipal Transportation Agency

### Signatures

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

#### Project Manager

Name (typed): Cesario Agudelo

Title: Project Manager

Phone: (415) 701-4596

Fax: \_\_\_\_\_

Email: Cesario.Agudelo@sfmta.com

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

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

#### Grants Section Contact

Joel C. Goldberg

Manager, Capital Procurement &  
Management

(415) 701-4499

Joel.Goldberg@sfmta.com

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

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

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

FY of Allocation Action:

Project Name:

Implementing Agency:

**EXPENDITURE PLAN INFORMATION**

Prop K Category:

Prop K Subcategory:

Gray cells will automatically be filled in.

Prop K EP Project/Program:

Prop K EP Line Number (Primary):

Current Prop K Request: \$

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request:

Supervisorial District(s):

**SCOPE**

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

Please see the attached document.

**Proposed Project**

The 2<sup>nd</sup> Street Improvement Project transforms the 2<sup>nd</sup> Street corridor, which is often dominated by auto traffic, to a pedestrian and bicycle-friendly complete street. The proposed project would implement a consistent cross section from Market to Townsend providing 15-foot sidewalks and new curbside, buffered and raised cycletracks. The travel lanes along the corridor would generally be reduced from two lanes in each direction to one, consistent with the 2009 Bicycle Plan Environmental Impact Report (EIR). Between Harrison and Bryant, there would be one southbound lane and two northbound lanes – one right-turn only lane and a through lane. To improve pedestrian safety at 2<sup>nd</sup> and Harrison, the southeast corner would be reconfigured to eliminate the two existing, uncontrolled northbound right-turn lanes and turns would be made at the intersection. Right-turn pockets would be provided at other intersections where right-turns are allowed. Most left-turns from 2<sup>nd</sup> Street would be restricted to lessen delays to transit. Throughout the corridor, conflicts between turning traffic and people on foot or bicycle would be managed with modified timing and phasing of traffic signals and raised crosswalks at alleys. A new traffic signal is proposed at 2<sup>nd</sup> and South Park Street. Bus bulbs would be provided at all bus stops, the locations of which will be optimized. Between Townsend and King streets, a bike lane is added in the northbound direction. To accommodate the proposed project, some on-street parking may be removed along the corridor.

**Project Background*****Referenced Plans***

Second Street was identified by the community as a primary pedestrian, bicycle and transit thoroughfare and a 'green connector' for the neighborhood as part of the 2008 East SoMa Area Plan, which is included in the City's 2009 Eastern Neighborhoods Plan as part of the City's General Plan.

Second Street is also identified as a bicycle route in the City's bicycle network, and a proposed bike lane design was one of the projects evaluated in the Bicycle Plan EIR, adopted by the San Francisco Board of Supervisors in June 2009. The proposed design also meets San Francisco's Transit-First Policy (San Francisco City Charter Section 16.102), initially adopted in 1973, and voted into the City Charter in 1999, which states that the City should prioritize street improvements that enhance travel by public transit, by bicycle and on foot as an attractive alternative to travel by private automobile.

The proposed design for Second Street also follows the Better Streets Plan, adopted by the City in December 2010. The Better Streets Plan was developed based on the City's Better Streets Policy (San Francisco Administrative Code Section 98.1), adopted in 2006, which states that streets are for all types of transportation, particularly walking and transit, and requires City agencies to coordinate the planning, design and use of public rights-of-way to carry out the vision for streets contained in the policy. The Plan seeks to balance the needs of all street users, with a particular focus on the pedestrian environment and how streets can be used as public space.

Lastly, the proposed design follows the Complete Streets Policy (Public Works Code Section 2.4.13), which directs the City to include pedestrian, bicycle, and streetscape improvements as part of any planning or construction in the public right-of-way.

***Planning & Outreach***

In early 2012, the Department of Public Works (DPW), San Francisco Municipal Transportation Agency (SFMTA), and the Planning Department began the planning process for the 2<sup>nd</sup> Street Improvement Project. The goals are to improve safety along the corridor, provide a more attractive pedestrian environment, provide a dedicated bicycle facility and facilitate Muni operations. The key elements of the project include pedestrian and bicycle improvements, landscaping, street furnishings, pavement renovation and curb ramps. The Departments led three community meetings in May, September, and November 2012. In May, existing conditions and project goals were discussed. Then the meeting participants developed design alternatives for the corridor. Four design themes emerged: bike lanes, bike lanes with a center turn lane, one-way cycletracks, and a two-way cycletrack. At the September meeting, these four options were presented to the community, and a survey was used to collect feedback. The survey results indicated that the one-way cycletracks was the

community's preferred alternative. In November, this design concept was presented in more detail to the community, and in May of 2013, a more refined plan with right-turn pockets and detailed traffic configuration was presented to the public. In addition to the public workshops and meetings, DPW and SFMTA staff walked door to door to all of the buildings on Second Street between Market & King streets to notify tenants about the project. The project team has also met with multiple neighborhood and merchant associations to provide project updates.

One item that has been included in the project proposal based on input received at public meetings is sidewalk widening on both sides of the street from Harrison Street south to Townsend Street. Originally, the proposal had been to only widen sidewalks south of Harrison on one side of the block; however, much of the input at the third community meeting urged DPW to widen sidewalks on both sides of the block, regardless of the effect on parking.

In October 2012, DPW submitted a One Bay Area Grant (OBAG) application to fund the design and construction of the project. The OBAG Program is a new funding approach that better integrates the region's federal transportation program with California's climate law and the Sustainable Communities Strategy. OBAG eligible projects include projects that support multi-modal travel, local street and road pavement rehabilitation, bicycle and pedestrian safety improvements, and safe routes to schools. The 2<sup>nd</sup> Street Improvement Project directly meets the goals and objectives of OBAG, including supporting the Sustainable Communities Strategy by promoting transportation investments in Priority Development Areas (PDAs), such as the East SoMa Area. In June 2013, the project was selected by the SFCTA for funding under the OBAG program.

Major projects that are adjacent to the 2<sup>nd</sup> Street project area include the Transbay Transit Center and the Planning Department's Central Corridors Plan. We have met with and continue to coordinate with the Transbay Transit Center to ensure that there are no conflicts and to facilitate circulation from 2<sup>nd</sup> Street into the Transit Center. We are also coordinating with the Planning Department on their Central Corridors plan and with the Transportation Authority on its Core Circulation Plan to make sure the changes made by this project are reflected in those plans.

## **Scope**

### ***Bicycles***

The proposed project has cycletracks in both directions between Market and Townsend streets. These cycletracks are physically raised 2" from either parked vehicles or vehicle travel lanes and maintain a painted buffer 4'-0" from parked vehicles and 2'-0" from vehicle travel lanes. The raised separation is continuous, with the cycletrack ramping down at major intersections. Bicycles would be controlled by bicycle signals at the intersections, which could add delay to other vehicles. The exact width of the cycletrack will vary between 6'-0" and 7'-0". Staff is working with the Mayor's Office on Disability (MOD) to ensure the design meets ADA and accessibility needs.

### ***Pedestrians***

In response to the community's request, the proposed project widens the sidewalks between Harrison and Townsend, from 10 feet to 15 feet. This would require removing all parking and loading on one side of the street. DPW is also investigating the possibility of undergrounding utilities between Harrison and Townsend, if additional funding can be identified. The community expressed concern about the difficulty of crossing Harrison on the east side of 2<sup>nd</sup> Street as a pedestrian. To address this, DPW is proposing closing the free right turn and having vehicles turn right from the intersection. Raised crosswalks will be constructed across alleys from Market to Townsend. New curb ramps will also be provided.

### ***Transit***

The proposed project will maintain Muni and regional transit operations. Muni's Routes 10 and 12 run along 2<sup>nd</sup> Street. The proposed project will move some nearside stops to farside, and will remove some stops as recommended by SFMTA Service Planning and the Transit Effectiveness Project (TEP). These stop changes

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

have not been finalized. All bus stops will be converted to bus boarding islands, located between the travel lane and the cycletrack. These islands will be a minimum of 8 feet wide, and will allow the bus to stop in the travel lane. This will minimize delays from the existing situation of pulling in and out of traffic at stops.

***Street Repaving***

Second Street from Market to King would be repaved. Turning traffic would be restricted or separated from bicycle and pedestrian movements.

***Parking***

The proposed project would remove up to 170 parking spaces from 2<sup>nd</sup> Street. This represents 60% of current available parking on 2<sup>nd</sup> Street, and 10% of the available parking in a 1-block radius of 2<sup>nd</sup> Street. The parking removal will occur at optimized locations on either side of the street where loading and passenger drop-off is not required, as well as near intersections where turn pockets are provided. The SFMTA is studying ways to offset the parking loss by adjusting parking on side streets. The project team does not intend to do additional outreach related to parking loss outside of future community meetings held for project updates. As previously mentioned, the majority of meeting attendees were willing to sacrifice parking for a more complete project. Lastly, an added benefit of parking that remains is that it will buffer the cycle track from traffic in the travel lane in both directions.

***Loading***

Opportunities for loading would be reduced by the parking removal on one side of the street. The details of the parking removal have not been finalized, so it is difficult to determine exactly what the loading impacts would be. The SFMTA has extensive data regarding use of the existing yellow commercial loading zones throughout the corridor, and is working to make sure loading zones are provided for areas that need them.

***Street trees/landscaping***

Additional street trees and landscaping will be planted on [location?]. DPW will not plant any new trees before obtaining consent to maintain the trees from fronting property owners.

***Sewer Work***

A proposed sewer project on 2<sup>nd</sup> Street will be combined with the streetscape scope. DPW Hydraulics has determined the extent of sewer rehabilitation. The excavation for the sewers may be in excess of 21' in depth in the most extreme cases; however, the work will include trenching only, which will eventually be backfilled.

In additional to main sewer work listed above, all side sewers within the main sewer work limits will be inspected and replaced, as needed. They will most likely be replaced at existing locations and depth. Sewer manholes will also be replaced as part of sewer replacement work. The typical manhole excavation footprint is 8' x 8' x depth of sewer. Most of the main sewer work excavation will be at existing locations and will not disturb soils that haven't been previously disturbed.

Sidewalk widening and bus bulbs/planted medians will also trigger inspections and replacements of side sewers, as needed, and relocations of side sewer air inlets on the sidewalks.

Locations are as follows:

**Sidewalk Widening:**

- Harrison to Townsend (both sides)

**Bus Bulbs:**

- Stevenson to Jessie (NW and NE)
- Minna to Natoma (SE)
- Howard to Tehama (NW)



- Dow Pl to Harrison (both sides)
- Taber Pl to South Park (SW)
- Federal to South Park (NE)

**Planting Medians:**

- Stevenson to Jessie (NE side - end of bus bulb)
- Minna to Natoma (West side)
- Howard to Tehama (NW - end of bus bulb)
- Dow Pl to Harrison (NE Side - end of bus bulb)
- Taber Pl to South Park (SW - end of bus bulb)
- Federal to South Park (NE - end of bus bulb)

**Drainage Work:**

Bulbout:

- South Park Ave West Corner 1 new Catch Basin and Culvert

Raised Crosswalks:

- Stevenson St (East Side) 3 new Catch Basins and Culvert
- Stevenson St (West Side) 1 new Catch Basin and Culvert
- Jessie St 3 new Catch Basins and Culvert
- Minna St (East side) 3 new Catch Basins and Culvert
- Minna St (West side) 3 new Catch Basins and Culvert
- Natoma St (Eastsides) 3 new Catch Basins and Culvert
- Natoma St (West side) 3 new Catch Basins and Culvert
- Tehama St (East side) No Catch Basins
- Tehama St (west side) 2 new Catch Basins and Culvert
- Clementina St No Catch Basins
- Dow PL 3 new Catch Basins and Culvert
- Stillman St 3 new Catch Basins and Culvert
- Taber Pl No Catch Basins
- Federal St 2 new Catch Basins and Culvert
- De Boom St 2 new Catch Basins and Culvert

Curb Ramps with Catch Basin Relocation:

- Howard (North and South Corners) 2 new Catch Basins and Culvert
- Harrison (Pedestrian Island Expansion) 1 new Catch Basin and Culvert
- Bryant (North, West, and East Corners) 3 new Catch Basins and Culvert

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

- Townsend (West and South Corners) 2 new Catch Basins and Culvert

Locations of proposed drainage facilities are provided by the roadway designers, and the final roadway design will ultimately determine the exact locations of all new drainage facilities. These will be NEW facilities. Typical catch basin excavation footprint will be approximately 7'x7'x7.3' minimum depth. Culverts are 10' storm drain lines from the catch basin to the main sewer/sewer manhole, and will have varying depths. It's hard to pin point, but will not be lower than the main sewer it will be discharging into.

### **Existing Conditions**

The project area is 2<sup>nd</sup> Street from Market to King Streets. Throughout the corridor, the existing Right-Of-Way is 82'-6" from property line to property line. From Market to Harrison, sidewalks are 15' wide with 52'-6" of roadway space including parallel parking on both sides and generally two vehicle lanes in each direction. From Harrison to Townsend, sidewalks are 10' wide with 62'-6" of roadway space including parallel parking on both sides and two vehicle lanes in each direction. From Townsend to King, sidewalks are 19' wide with 44'-6" roadway space including parallel parking on both sides and one lane in each direction.

During commute hours, drivers using 2<sup>nd</sup> Street to access the freeway on-ramps on Essex Street and Sterling Street are a major source of congestion along the corridor. To accommodate freeway traffic, there are two uncontrolled, northbound right-turn lanes at the intersection of 2<sup>nd</sup> and Harrison, and two left-turn lanes from eastbound Bryant onto 2<sup>nd</sup> Street. Some of the existing issues that need to be addressed by the project include pedestrian safety, the lack of a dedicated bicycle facility, freeway congestion, and an overall lack of pedestrian-friendly streetscape elements.

### **Implementation**

The environmental phase of the project began in March of 2013 with the submission of the Environmental Evaluation Application by DPW to the San Francisco Planning Department. Upon review of the project, the Planning Department notified DPW that the project would require the completion of a Transportation Impact Study (TIS) to evaluate any potential traffic, transit, pedestrian, bicycle, parking, and loading impacts that could be created by the project. In September 2013, DPW hired CHS Consulting, a local transportation engineering firm, to complete the TIS. This study includes analysis of 29 intersections between 1st and 3rd, Market and King streets under both existing conditions and projected 2040 conditions. The schedule is to complete the TIS by Spring 2014. The TIS will be used for both NEPA and CEQA documentation. DPW will work with Caltrans to obtain NEPA clearance.

The Bicycle Plan EIR adopted by the Board of Supervisors in June 2009 environmentally cleared removing one vehicle lane in each direction and the left turn restrictions at major intersections along 2<sup>nd</sup> Street. The Planning Department determined that a supplement to the Bicycle Plan EIR was needed for the project. The public will have the opportunity to participate and comment on the environmental review of this project, including a 45-day public review period for the draft environmental document. In addition, a hearing will be held by the Planning Commission to receive oral comments during this time. The goal is to complete environmental review by Fall 2014.

In January 2014, DPW sent a request for proposals to two environmental firms – URS Corporation and ESA Associates – for purposes of completing the environmental documentation for CEQA and NEPA requirements. The consultant will be chosen by the end of February.

The scope of work for the environmental phase up to this point has been shared by DPW, SFMTA, and the Planning Department. The following lists the roles each department and consultants for the environmental and design phases:

### **DPW**

- **Environmental Phase:**
  - Overall project management
  - Management of contracts with transportation & environmental consultants

- Review all documentation produced by consultant for the TIS
- Review of all environmental documentation
- Coordination with Caltrans for NEPA documentation
- Draft memoranda on construction impacts to be included in the TIS
- **Design Phase:**
  - Develop detail design drawings that incorporate technical and accessibility design parameters; including drainage, planting, and material palettes
  - Prepare 30%, 60%, 95%, and 100% PS&E submittals for review, comment, and approval from design team
  - Prepare PS&E for Bid and Advertisement package
  - Maintain a design project schedule
  - Present design concept or provide assistance at all necessary review boards, public hearings, and commissions, including but not limited to TASC, Planning Commission, MOD, Sidewalk Change Legislation, PSAC, PCC, and TAC
  - Schedule and lead team meetings, including design coordination and additional meetings as necessary to coordinate other tasks

#### SFMTA

- **Environmental Phase:**
  - Peer-review all transportation-related documentation produced by consultant for the TIS
  - Provide LOS information already documented for study intersections to consultant
  - Draft memoranda on Giants Game-day Analysis, Pedestrian Analysis, Bicycle Analysis, Parking Analysis, and Loading Analysis for the TIS
  - Provide parking loss data to TIS consultant
- **Design Phase:**
  - Develop detailed design features from preferred alternative selected in the planning process.
  - Refine design from curb face to curb face, including lane widths, bulbout design (including length, width, and radius), bike lane widths and/or cycletrack design, and traffic signal upgrades
  - Provide review and comment of DPW detailed design of public realm and make revisions to overall design as necessary
  - Schedule or participate in partner agency-scheduled team meetings, including design coordination and additional meetings as necessary to coordinate other tasks.

#### Planning Department

- **Environmental Phase:**
  - Review Environmental Evaluation Application and provide direction on necessary studies and documentation to satisfy CEQA requirements
  - Coordinate with transportation and environmental consultants on Planning Department guidelines and requirements for environmental review
  - Schedule and lead meetings with consultants and project team to coordinate environmental documentation
  - Provide traffic diversion methodology to TIS consultant
- **Design Phase:**
  - Participate in partner agency-scheduled team meetings, including design review

#### TIS Consultant (CHS Consulting)

- **Environmental Phase:**
  - Review recent studies of nearby projects and coordinate with current projects
  - Conduct data collection for traffic and transit at intersections not provided by Planning or SFMTA

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

- Develop analysis of traffic diversion, transit, emergency access, and mitigation measures
- Peer review memoranda from SFMTA including pedestrian, bicycle, parking, loading, and game-day analysis, as well as construction impacts analysis from SFDPW
- Prepare a standalone TIS report for review by the City team

### **Environmental Consultant**

- **Environmental Phase:**
  - Review project information to date, including the completed TIS, the 2009 Bicycle Plan EIR, and the Transit Effectiveness Project, and develop a project description
  - Develop memoranda regarding alternatives analysis utilizing the 2009 Bicycle Plan EIR
  - Develop technical memoranda regarding transportation impacts of alternative scenarios
  - Draft an Environmental Impact Report
  - Develop a mitigation monitoring and reporting program
  - Respond to public comments during review periods designated by Planning
  - Draft CEQA findings and statement of overriding considerations
  - Attend hearings and provide final EIR during the certification process

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

FY 2013/14

**Project Name:** 2nd Street Improvement Project

**Implementing Agency:** Department of Public Works

**ENVIRONMENTAL CLEARANCE**

**Type :** Supplemental Focused EIR

**Completion Date  
(mm/dd/yy)**

**Status:** Underway

11/30/14

**PROJECT DELIVERY MILESTONES**

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	4	2011/12	4	2012/13
Environmental Studies (PA&ED)	1	2013/14	2	2014/15
R/W Activities/Acquisition				
Design Engineering (PS&E)	3	2013/14	4	2014/15
Prepare Bid Documents	1	2015/16	1	2015/16
Advertise Construction	1	2015/16	1	2015/16
Start Construction (e.g., Award Contract)	2	2015/16		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			2	2016/17
Project Closeout (i.e., final expenses incurred)			3	2016/17

**SCHEDULE COORDINATION/NOTES**

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

DPW and SFMTA project managers have met with and continue to coordinate with the Transbay Transit Center to ensure that there are no project conflicts (none are anticipated).

The federal fund obligation deadline for Preliminary Engineering (PE, including environmental review and design) for Fiscal Year 2013/14 funds is April 30, 2014, and for right-of-way (ROW)/construction for Fiscal Year 2015/16 funds is April 30, 2016. DPW submitted its federal fund obligation paperwork to Caltrans for PE by the February 1, 2014 deadline and will submit its federal fund obligation paperwork for construction by November 1, 2015 to meet these deadlines. It currently anticipates completing NEPA clearance by December 2014. DPW anticipates starting construction by December 2015, and completing the project by December 2016.

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

FY 2013/14

**Project Name:** 2nd Street Improvement Project

**Implementing Agency:** Department of Public Works

**COST SUMMARY BY PHASE - CURRENT REQUEST**

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

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

Cost for Current Request/Phase		
	Yes/No	
		Total Cost
		Prop K - Current Request
		Prop AA - Current Request
Planning/Conceptual Engineering	Yes	\$489,531
Environmental Studies (PA&ED)	Yes	\$1,486,865
Design Engineering (PS&E)	Yes	\$1,486,865
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
<b>Total:</b>		<b>\$1,976,396</b>
		<b>\$172,842</b>
		<b>\$0</b>

**COST SUMMARY BY PHASE - ENTIRE PROJECT**

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

	Total Cost	
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)	\$ 489,531	Actual and estimates from partner agencies
Design Engineering (PS&E)	\$ 1,486,865	Engineer's estimate at 15% design
R/W Activities/Acquisition	\$ -	
Construction	\$ 11,871,263	
Procurement (e.g. rolling stock)	\$ -	Engineer's estimate at 15% design
<b>Total:</b>	<b>\$ 13,847,659</b>	

**% Complete of Design:** 15 as of 2/1/14

**Expected Useful Life:** 25 Years

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

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

FTE = Full Time Equivalent

**STREETSCAPE LINE ITEM DESIGN BUDGET (STP)**

Environmental

<b>Agency: SFDPW</b>						<b>Overhead Rate: 1.6831</b>
Position (Title and Classification)	Hours	Hourly Base Salary	Fully Burdened	FTE	Cost	
Project Manager II/5504	200	\$65	\$174	0.0962		\$34,880
Assistant Project Manager/5262	290	\$45	\$121	0.1394		\$35,014
Transportation Consultant:	N/A	N/A	N/A	N/A		\$180,154
Environmental Consultant:	N/A	N/A	N/A	N/A		\$100,336
Transportation Impact Study Fee (SF Planning)	N/A	N/A	N/A	N/A		\$22,243
Focused EIR Fee (SF Planning)	N/A	N/A	N/A	N/A		\$41,134
<b>Agency: SFMTA</b>						<b>Overhead Rate: 1.8125</b>
Transit Planner III / 5289	230	\$48.00	\$135	0.1106		\$31,050
Associate Engineer/5207	300	\$53.00	\$149	0.1442		\$44,719
Sub-total	1020			0.4904		\$489,531
Contingency (%)						
<b>Environmental Total</b>						<b>\$489,531</b>

Design Engineering

<b>Agency: SFDPW</b>						<b>Overhead Rate: 1.6831</b>
Position (Title and Classification)	Hours	Hourly Base Salary	Fully Burdened	FTE	Cost	
Project Manager I/5502	1350	\$61	\$164	0.6490		\$220,953
Assistant Project Manager/5262	1350	\$45	\$121	0.6490		\$162,998
Senior Engineer/5211	100	\$71	\$191	0.0481		\$19,050
Engineer/5241 (Civil, Elect, Hydraulic)	935	\$61	\$164	0.4495		\$153,031
Associate Engineer/5207 (Civil, Elect, Hydraulic)	1400	\$53	\$142	0.6731		\$199,086
Assistant Engineer/5203 (Civil, Elect, Hydraulic)	1600	\$45	\$121	0.7692		\$193,183
Junior Engineer/5201 (Civil, Elect, Hydraulic)	1600	\$40	\$107	0.7692		\$171,718
Senior Clerk Typist/1426	250	\$28	\$75	0.1202		\$18,782
Full Landscape Architect/5211	200	\$71	\$191	0.0962		\$38,100
Landscape Architectural Associate II/5272	801	\$53	\$142	0.3851		\$113,909
Landscape Architectural Associate I/5262	1100	\$45	\$121	0.5288		\$132,813
Project Manager II/5504 (Env)	40	\$65	\$174	0.0192		\$6,976
Engineering Trainee III (Env)	100	\$26	\$70	0.0481		\$6,976
<b>Agency: SFMTA</b>						<b>Overhead Rate: 1.8125</b>
Position (Title and Classification)	Hours	Hourly Base Salary	Fully Burdened	FTE	Cost	
Transit Planner III/5289	100	\$48	\$135	0.0481		\$13,500
Associate Engineer/5207	125	\$53	\$149	0.0601		\$18,633
Signal Engineer/5241	100	\$61	\$172	0.0481		\$17,156
Sub-total	11151			5.3611		\$1,486,865
Contingency (%)						
<b>Design Total</b>						<b>\$1,486,865</b>

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

<b>MAJOR LINE ITEM BUDGET</b>
-------------------------------

Construction & Right of Way (ROW)

Item	Estimated Cost	% of Construction
Traffic Control & Mobilization	\$ 364,870	4%
Construction - paving	\$ 1,110,927	
Construction - non-paving	\$ 8,156,781	
<i>Construction &amp; ROW Items SUB-TOTAL</i>	\$ 9,632,578	
<i>Construction Contingency</i>	\$ 926,777	10%
Construction Management and Support	\$ 1,311,908	14%

**Construction, ROW, and  
Construction Management & Support**  
**TOTAL \$ 11,871,263 \$ -**

**TOTAL PROJECT BUDGET SUMMARY - ALL COMPONENTS**

TOTAL PROJECT BUDGET

Item	Cost
Environmental	\$ 489,531
Design Engineering	\$ 1,486,865
Construction	\$ 11,871,263
<b>GRAND TOTAL</b>	<b>\$ 13,847,658</b>



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

FY 2013/14

Project Name: 2nd Street Improvement Project

**FUNDING PLAN - FOR CURRENT PROP K REQUEST**

Prop K Funds Requested: \$172,842  
 5-Year Prioritization Program Amount: \$354,835 (enter if appropriate)  
 Strategic Plan Amount for Requested FY: \$1,991,450

**FUNDING PLAN - FOR CURRENT PROP AA REQUEST**

Prop AA Funds Requested:  
 5-Year Prioritization Program Amount: (enter if appropriate)  
 Strategic Plan Amount for Requested FY:

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

The requested amount requires Fiscal Year 2012/13 Local Capital Match Placeholder (Design) funds to be reduced from \$23,995 to \$0, and Fiscal Year 2013/14 Local Capital Match Placeholder (Construction) funds to be reduced from \$1.6 million to \$1,451,153.

The Strategic Plan amount is the amount programmed for the entire Transportation/Land Use category in Fiscal Year 2013/14 (\$1,726,276), programmed but unallocated funds from prior fiscal years (\$206,121) and cumulative remaining programming capacity (\$59,053).

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K (environmental)		\$2,299		\$2,299
OneBayArea Grant (OBAG; environmental)		\$17,746		\$17,746
General Fund (environmental)		\$469,486		\$469,486
Prop K (design)		\$170,543		\$170,543
OBAG (design)		\$1,316,322		\$1,316,322
<b>Total:</b>	\$0	\$1,976,396	\$0	\$1,976,396

Actual Prop K Leveraging - This Phase: 91.25%  
 Expected Prop K Leveraging per Expenditure Plan: 40.48%

Total from Cost worksheet: \$1,976,396

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

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

Yes - Prop K

Fund Source	\$ Amount	Required Local Match	
		%	\$
OneBayArea Grant	\$1,334,068	11.47%	\$172,842

**FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)**

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K (environmental)		\$2,299		\$2,299
OneBayArea Grant (OBAG; environmental)		\$17,746		\$17,746
General Fund (environmental)		\$469,486		\$469,486
Prop K (design)		\$170,543		\$170,543
OBAG (design)		\$1,316,322		\$1,316,322
Prop K (construction)		\$1,189,584		\$1,189,584
Prop K (construction)	\$469,486			\$469,486
OBAG (construction)		\$9,181,679		\$9,181,679
General Fund (construction)		\$1,030,514		\$1,030,514
<b>Total:</b>		\$13,378,173	\$0	\$13,847,659

Actual Prop K Leveraging - Entire Project:

86.77%

\$ 13,847,659

Leveraging per

40.48%

Total from Cost worksheet

Actual Prop AA Leveraging - Entire Project:

**FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST**

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

Prop K Funds Requested:

\$172,842

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2013/14	\$34,568	20.00%	\$138,274
FY 2014/15	\$138,274	80.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	\$172,842		

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$2,299	Environmental Studies (PA&ED)
Prop K Allocation	\$170,543	Design Engineering (PS&E)	
<b>Total:</b>	<b>\$172,842</b>		

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

A multi-phase allocation for environmental and design is appropriate given the concurrent nature of the work.

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 44	FY 2013/14	\$34,971	20.00%	\$137,871
Prop K EP 44	FY 2014/15	\$137,871	80.00%	\$0
<b>Total:</b>		<b>\$172,842</b>	<b>100%</b>	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2013/14	Environmental Studies (PA&ED)	\$862	0%	\$171,980
Prop K EP 44	FY 2013/14	Design Engineering (PS&E)	\$34,109	20%	\$137,871
Prop K EP 44	FY 2014/15	Environmental Studies (PA&ED)	\$1,437	21%	\$136,434
Prop K EP 44	FY 2014/15	Design Engineering (PS&E)	\$136,434	100%	\$0
<b>Total:</b>			<b>\$172,842</b>		

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

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated: 2/21/2014 Resolution. No. Res. Date:

Project Name: 2nd Street Improvement Project

Implementing Agency: Department of Public Works

Action	Amount	Fiscal Year	Phase
Future Commitment to:			

Trigger:

**Deliverables:**

1. Upon completion of environmental phase (anticipated November 2014), provide evidence of environmental clearance.
2. Upon completion of design phase (anticipated June 2015), provide evidence of final design (e.g. copy of certifications page).

**Special Conditions:**

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

**Notes:**

1. Regarding the Fiscal Year Cash Flow Distribution by phase, cash flow can exceed what is listed above for a given phase as long as the total cash flow for the fiscal year does not exceed \$34,971 in in FY 2013/14 and \$137,871 in FY 2014/15.

Supervisorial District(s): 6

Prop K proportion of expenditures - this phase:	8.75%
Prop AA proportion of expenditures - this phase:	

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

SFCTA Project Reviewer: P&PD

Project # from SGA:

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

**SUB-PROJECT DETAIL**

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

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2013/14	Environmental Studies (PA&ED)	\$862	37%	\$1,437
Prop K EP 44	FY 2014/15	Environmental Studies (PA&ED)	\$1,437	100%	\$0
<b>Total:</b>			<b>\$2,299</b>		

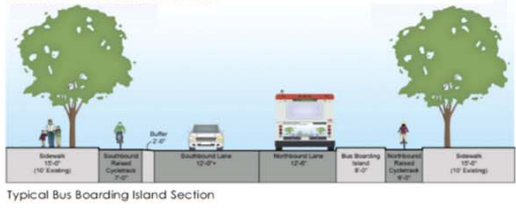
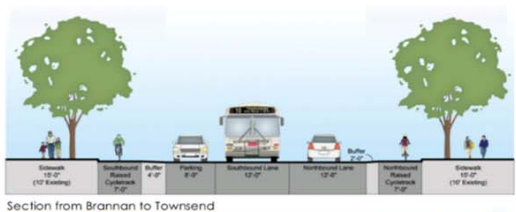
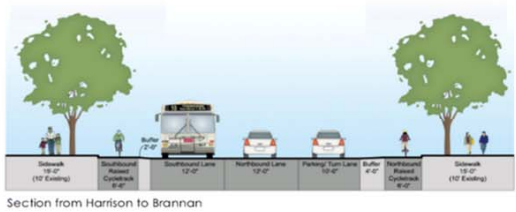
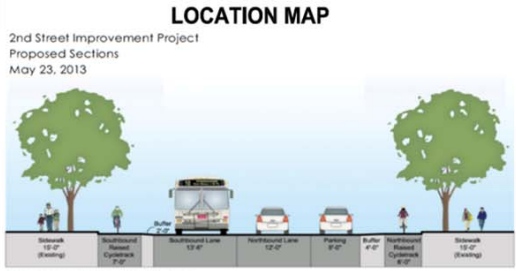
Sub-Project # from SGA:  Name:   
 Supervisorial District(s):

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

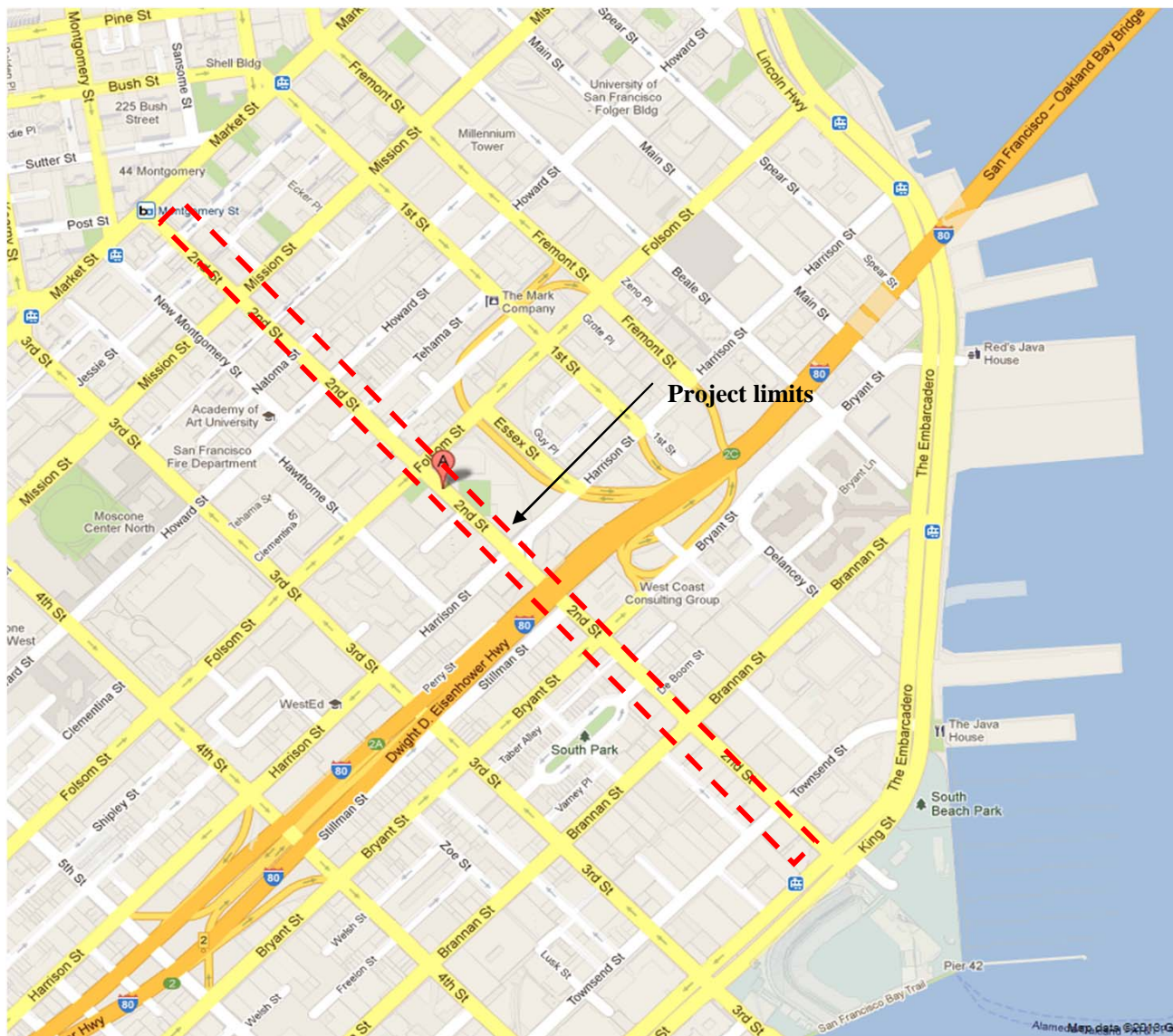
Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2013/14	Design Engineering (PS&E)	\$34,109	20%	\$136,434
Prop K EP 44	FY 2014/15	Design Engineering (PS&E)	\$136,434	100%	\$0
<b>Total:</b>			<b>\$170,543</b>		

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

MAPS AND DRAWINGS



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



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

FY of Allocation Action: 2013/14      Current Prop K Request: \$ 172,842  
Current Prop AA Request: \$ -

Project Name: 2nd Street Improvement Project

Implementing Agency: Department of Public Works

### Signatures

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

#### Project Manager

Name (typed): Cristina C. Olea, PE

Title: Project Manager

Phone: 415.558.4004

Fax: 415.558.4519

Email: [cristina.c.olea@sfdpw.org](mailto:cristina.c.olea@sfdpw.org)

Address: 30 Van Ness Ave. Suite 5100 San Francisco, CA 94102

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

#### Grants Section Contact

Ananda Hirsch

Transportation Finance Analyst

415.558.4034

415.558.4519

[ananda.hirsch@sfdpw.org](mailto:ananda.hirsch@sfdpw.org)

30 Van Ness Ave. Suite 5100 San Francisco, CA 94102

Signature: \_\_\_\_\_

Date: \_\_\_\_\_



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

FY of Allocation Action:

Project Name:

Implementing Agency:

**EXPENDITURE PLAN INFORMATION**

Prop K Category:	<input type="text" value="D. TSM/Strategic Initiatives"/>	Gray cells will automatically be filled in.
Prop K Subcategory:	<input type="text" value="ii. Transportation/Land Use Coordination"/>	
Prop K EP Project/Program:	<input type="text" value="b. Transportation/Land Use Coordination"/>	
Prop K EP Line Number (Primary):	<input type="text" value="44"/>	Current Prop K Request: \$ <input type="text" value="22,940"/>
Prop K Other EP Line Numbers:	<input type="text"/>	

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

**SCOPE**

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

This project consists of rail operational analysis and conceptual study/preliminary engineering work associated with a new design for the northern terminus of the Caltrain right-of-way in San Francisco to meet future Caltrain electric vehicle service needs and support transit-oriented development.

Conceptual layouts will be informed by the 4th and King Terminus/Yard Reduction/Removal Feasibility Study prepared by Caltrain and the Railyard Alternatives and I-280 Boulevard Feasibility Study conducted by the City and County of San Francisco. Conceptual layouts will meet all rail requirements. Analysis will be performed to verify that the operational objectives can be met by the alternatives.

Conceptual study will include reconfiguring the platforms and railyard to meet current standards, to accommodate Caltrain's planned new fleet of electric vehicles, to use the space as efficiently as possible to make room for future development along the perimeter of the site, and to provide space for the Downtown Extension (DTX) infrastructure. All layouts must not preclude high-speed rail (HSR)/Caltrain blended service planned for 2026/2029 to the Transbay Transit Center (TTC).

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

Specific tasks will include:

**Task 1: Railyard Equipment Operation Analyses**

This task includes system-level rail simulations to determine the maximum peak hour throughput possible at North Terminal based on various track/platform configurations under two different scenarios, both before and after the Downtown Extension (DTX) becomes operational. Examples of configurations to be completed include:

--The existing terminal configuration.

--Design allowance for adjacent DTX facilities, which may include the transition of tracks from at-grade to underground and the underground station at Fourth and Townsend.

--Development of the 4th and King Station Air Rights over the rail yard including a mezzanine level above the tracks/platforms to improve station capacity and passenger flow.

Timeframe: January 2015 to July 2015

**Task 2: Station Study – Developing Conceptual Station Alternatives**

This task includes the development of conceptual track and platform station layouts based on a passenger flow analysis to be performed as part of Task 2 and the technical memorandum from Task 1.

Timeframe: January 2015 to July 2015

**Task 3: Program Management / Agency Coordination**

This task includes coordination with multiple stakeholders whose plans/programs/operations could have an impact on the operations, potential future improvements at North Terminal or within its immediate environs. Task 3 will also develop preliminary cost estimates and financing strategies for the station alternatives.

Timeframe: January 2015 through December 2015

The Prop K funds requested for this study are matching San Francisco Planning Department (SF Planning) Priority Development Area (PDA) funds. The PDA funds are functioning as repayment to the Peninsula Corridor Joint Powers Board (PCJPB) for its prior financial contributions to the SF Planning's North Terminal Feasibility Assessment. Specifically, in March 2013, PCJPB entered into an agreement with the SF Planning and agreed to contribute a total of \$200,000 in funds (Federal Transit Administration, Prop K, etc.) towards SF Planning's North Terminal Feasibility Assessment to ensure that the study could be performed most expediently. SF Planning agreed to repay PCJPB for this expenditure with regional PDA funds. Payback is now intended to occur in the form of 88.53% of PDA funds and 11.47% in Prop K local match funds (i.e. the current request). A copy of the current draft agreement between PCJPB and SF Planning is attached to the allocation request.

**Prioritization**

The proposed project will require an amendment to the Prop K 5-Year Prioritization Program to the Transportation/Land Use category to program the subject project and use a total of \$22,940 in Fiscal Year 2012/13 Planning Placeholder funds (\$27,151).

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

**E9-97**

FY 2013/14

**Project Name:** Caltrain North Terminal Study

**Implementing Agency:** Peninsula Corridor Joint Powers Board (Caltrain)

**ENVIRONMENTAL CLEARANCE**

**Type :** N/A **Completion Date (mm/dd/yy)**

**Status:** N/A

**PROJECT DELIVERY MILESTONES**

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

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

**SCHEDULE COORDINATION/NOTES**

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

- Task 1: Railyard Equipment Operation Analyses**  
Timeframe: January 2015 to July 2015
  
- Task 2: Station Study – Developing Conceptual Station Alternatives**  
Timeframe: January 2015 to July 2015
  
- Task 3: Program Management / Agency Coordination**  
Timeframe: January 2015 to December 2015

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

FY 2013/14

Project Name: Caltrain North Terminal Study

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	Yes	\$262,118	\$22,940	
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$262,118	\$22,940	\$0

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$ 262,118	CalMod Program
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
Total:	\$ 262,118	

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

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

**MAJOR LINE ITEM BUDGET**

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

**Please see Project Summary on next page.**

**Description/Justification:**

This project consists of Rail Operational Analysis, conceptual study/preliminary engineering work associated with a new design for the northern terminus of the Caltrain right of way in San Francisco to meet future Caltrain electric vehicle service needs and support transit-oriented development.

<u>Project Cost Estimates:</u>	<u>Cost By Element</u>	<u>Original Est.</u>	<u>Revised Est.</u>	<u>Variance</u>	<u>Comments</u>
	PE/Env/PSE	\$ 262,118	\$ -	\$ -	
	Procurement/Construction	\$ -	\$ -	\$ -	
	Construction Management	\$ -	\$ -	\$ -	
	Staff/Administration	\$ -	\$ -	\$ -	
	Project Contingency	\$ -	\$ -	\$ -	
	<b>TOTAL</b>	<b>\$ 262,118</b>	<b>\$ -</b>	<b>\$ -</b>	

<u>Project Budget:</u>	<u>Prior Year Budgeted</u>	<u>FY 14 Budget Request</u>	<u>Future Budget</u>	<u>Total</u>
	\$ -	\$ 200,000	\$ 62,118	\$ 262,118

**Project Milestones:**

<u>Milestones</u>	<u>Estimated Start</u>	<u>Estimated End</u>	<u>Comments</u>
Study	January-15	December-15	
Preliminary Design			
PS&E			
Environmental			
Right of Way			
Procurement			
Construction			

**Funding Plan:**

<u>Funding Source</u>	<u>Proposed FY14 Budget</u>	<u>Future Budget</u>	<u>Comments</u>
Federal	\$ -		
State	\$ -		
Local Match JPB Member	\$ -		
<i>San Francisco</i>	\$ 262,118		
<i>San Mateo</i>	\$ -		
<i>Sanita Clara</i>	\$ -		
Local Match County SC	\$ -		
Regional/Other	\$ -		
<b>TOTAL</b>	<b>\$ 262,118</b>		

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

**E9-101**

FY 2013/14

**Project Name:** Caltrain North Terminal Study

**FUNDING PLAN - FOR CURRENT PROP K REQUEST**

Prop K Funds Requested: \$22,940  
 5-Year Prioritization Program Amount: \$0 (enter if appropriate)  
 Strategic Plan Amount for Requested FY: \$2,216,390

**FUNDING PLAN - FOR CURRENT PROP AA REQUEST**

Prop AA Funds Requested: \$0  
 5-Year Prioritization Program Amount: (enter if appropriate)  
 Strategic Plan Amount for Requested FY:

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

The requested allocation requires a 5-Year Prioritization Program (5YPP) amendment to the Transportation/Land Use category to program the subject project and use \$22,940 in Fiscal Year 2012/13 Planning Placeholder funds (\$27,151).

The Strategic Plan amount is the amount programmed for the entire Transportation/Land Use category in Fiscal Year 2013/14 (\$1,726,276), programmed but unallocated funds from prior fiscal years (\$462,861), and cumulative remaining programming capacity (\$27,253).

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

Fund Source	Planned	Programmed	Allocated	Total
SF Planning PDA Funds			\$177,060	\$177,060
Prop K Funds	\$22,940		\$62,118	\$85,058
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>	\$22,940	\$239,178	\$239,178	\$262,118

Actual Prop K Leveraging - This Phase: 32.45%  
 Expected Prop K Leveraging per Expenditure Plan: 40.48%

\$262,118  
Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$
SF Planning PDA Funds	\$177,060	11.47%	\$22,940

**FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)**

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

Fund Source	Planned	Programmed	Allocated	Total
SF Planning PDA Funds			\$177,060	\$177,060
Prop K Funds	\$22,940		\$62,118	\$85,058
				\$0
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>		\$0	\$501,296	\$ 262,118

Actual Prop K Leveraging - Entire Project:	32.45%	Total from Cost worksheet
Expected Prop K Leveraging per Expenditure Plan:	40.48%	
Actual Prop AA Leveraging - Entire Project:		

**FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST**

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

Prop K Funds Requested: \$22,940

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$22,940	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	<b>\$22,940</b>		



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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$22,940	Planning/Conceptual Engineering
<b>Total:</b>	<b>\$22,940</b>		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 44	FY 2014/15	\$11,470	50.00%	\$11,470
Prop K EP 44	FY 2015/16	\$11,470	50.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
<b>Total:</b>		<b>\$22,940</b>	<b>100.00%</b>	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2014/15	Planning/Conceptual Engineering	\$11,470	50%	\$11,470
Prop K EP 44	FY 2015/16	Planning/Conceptual Engineering	\$11,470	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$22,940</b>		

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

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

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

**Deliverables:**

1. Upon completion of draft of Task 1 (Rail yard Equipment Operation Analyses), provide electronic copy of the draft technical memorandum summarizing analyses.
2. Upon completion of draft of Task 2 (Station Study – Developing Conceptual Station Alternatives), provide electronic copies of the draft conceptual track and platform station layouts.
3. Upon completion of draft of Task 3 (Program Management/Agency Coordination), provide the draft electronic copies of preliminary cost estimates and financing strategies for the station alternatives.
4. Upon project completion (anticipated December 2015), provide final electronic copies of Deliverables 1, 2, and 3.

**Special Conditions:**

1. The recommended allocation is contingent upon a 5YPP amendment to the Transportation/Land Use Coordination category. See attached 5YPP amendment for details.
2. PCJPB may not incur expenses for planning/conceptual engineering until Transportation Authority staff releases the funds (\$22,940) pending receipt of the Caltrain North Terminal Study agreement between SF Planning and PCJPB. See Deliverable #1.

**Notes:**

1.
2.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	8.75%
Prop AA proportion of expenditures - this phase:	<input type="text"/>

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

SFCTA Project Reviewer:

Project # from SGA:

**MAPS AND DRAWINGS**

Insert or attach files of maps, drawings, photos of current conditions, photo compositions, etc. to support understanding of the project scope and evaluation of how geographic diversity was considered in the project prioritization process.

This text box and the blue header may be deleted to better accommodate any graphics.

**Draft Agreement for use of Priority Development Area Funds**

**Caltrain North Terminal Study to Support Future Caltrain Operations**

**Description of Services:**

This project consists of Rail Operational Analysis, conceptual study/preliminary engineering work associated with a new design for the northern terminus of the Caltrain right of way in San Francisco to meet future Caltrain electric vehicle service needs and support transit-oriented development.

Conceptual layouts will be informed by the 4<sup>th</sup> and King Terminus/Yard Reduction/Removal Feasibility Study prepared by Caltrain and the Railyard Alternatives and I-280 Boulevard Feasibility Study to be conducted by the City and County of San Francisco. Conceptual layouts will meet all rail requirements. Analysis will be performed to verify that the operational objectives can be met by the alternatives.

Conceptual study will include reconfiguring the platforms and railyard to meet current standards, to accommodate Caltrain's planned new fleet of electric vehicles, to use the space as efficiently as possible to make room for future development along the perimeter of the site, and to provide space for the Downtown Extension (DTX) infrastructure.

All layouts must not preclude HSR/Caltrain blended service planned for 2026/2029 to the Transbay Transit Center (TTC).

**Task 1: Rail Yard Equipment Operation Analyses**

This task includes system-level rail simulations to determine the maximum peak hour throughput possible at North Terminal based on various track/platform configurations. Examples of configurations to be completed include:

- The existing terminal configuration
- Design allowance for adjacent DTX facilities, which may include the transition of tracks from at-grade to underground and the underground station at Fourth and Townsend.
- Development of the 4th and King Station Air Rights over the rail yard including a mezzanine level above the tracks/platforms to improve station capacity and passenger flow.

**Deliverables:**

- A. Technical Memorandum summarizing the results of the Rail yard Equipment Operation Analyses of the North Terminal

**Timeframe:** January 2015 to July 2015

**Task 2: Station Study – Developing Conceptual Station Alternatives**

This task will develop conceptual track and platform station layouts based on a passenger flow analysis to be performed as part of Task 2 and the technical memorandum from Task 1.

**Deliverables:**

- A. Ridership Forecasts and Passenger Flow analysis

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

B. Conceptual Designs (10%) of the station

**Timeframe:** January 2015 to July 2015

**Task 3: Program Management / Agency Coordination**

This task includes coordination with multiple stakeholders whose plans/programs/operations could have an impact on the operations, potential future improvements at North Terminal or within its immediate environs. Task 3 will also develop preliminary cost estimates and financing strategies for the station alternatives.

**Deliverables:**

- A. Ongoing interagency coordination
- B. Cost estimates (order-of-magnitude) for each conceptual design alternative
- C. Development of funding strategies to support the project alternatives

**Timeframe:** January 2015 through December 2015

<b>Allocated PDA funds (not to exceed)</b>	\$177,060
<b>Required non-federal match</b>	\$22,940

Reimbursement of work is contingent on the completion of deliverables. The agency responsible for delivering the work as described above will provide proof of deliverable to Planning Department staff upon completion of the work described in each task. Invoicing documentation will be submitted with each deliverable.

AGREED TO AS WRITTEN ABOVE:  
PLANNING DEPARTMENT

AGREED TO AS WRITTEN ABOVE:  
PENINSULA CORRIDOR JOINT  
POWERS BOARD

By: \_\_\_\_\_  
JOHN RAHAIM  
Director of Planning

By: \_\_\_\_\_  
MICHAEL J. SCANLON  
Executive Director

Date: \_\_\_\_\_

Date: \_\_\_\_\_

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

**E9-107**

FY of Allocation Action:	2013/14	Current Prop K Request:	\$ 22,940
			Current Prop AA Request:

Project Name: Caltrain North Terminal Study

Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

**Signatures**

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

**Project Manager**

**Grants Section Contact**

Name (typed): Thomas Tumola

Peter Skinner

Title: Manager, Planning CalMod

Senior Grants Analyst

Phone: 650-508-7721

650-622-7818

Fax: \_\_\_\_\_

\_\_\_\_\_

Email: [tumolat@samtrans.com](mailto:tumolat@samtrans.com)

[skinnerp@samtrans.com](mailto:skinnerp@samtrans.com)

Address: 1250 San Carlos Avenue  
P.O. Box 3006  
San Carlos, CA 94070-1306

1250 San Carlos Avenue  
P.O. Box 3006  
San Carlos, CA 94070-1306

Signature: \_\_\_\_\_

\_\_\_\_\_

Date: \_\_\_\_\_

\_\_\_\_\_

**2009 Prop K 5YPP - Program of Projects  
Transportation/Land Use Coordination (EP 44)**

**Programming and Allocations To-date**

Pending Transportation Authority Board Approval

Last Update: February 20, 2014

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2009/10	2010/11	2011/12	2012/13	2013/14	
<b>Local Capital Match</b>									
Any Eligible	Local Capital Match Placeholder	Design	Programmed		\$0				\$0
DPW	Folsom Streetscape Improvements <sup>1</sup>	CON	Allocated		\$267,000				\$267,000
DPW	Second Street Streetscape Improvements	Design	Allocated		\$35,000				\$35,000
DPW	Second Street Streetscape Improvements	Design	Deobligated		(\$31,800)				(\$31,800)
DPW	Broadway Streetscape Improvements - Phase III	Design	Allocated		\$31,000				\$31,000
Any Eligible	Local Capital Match Placeholder <sup>3,6,7,8,12,15</sup>	CON	Programmed			\$1,225			\$1,225
BART	24th Street/Mission BART Plaza and Pedestrian Improvements <sup>3</sup>	Design	Allocated			\$303,047			\$303,047
DPW	24th Street/Mission BART Plaza Bus-bulb <sup>6</sup>	CON	Allocated			\$179,000			\$179,000
DPW	Marina Green Bicycle Trail <sup>6</sup>	CON	Allocated			\$113,625			\$113,625
DPW	Broadway Streetscape Improvements - Phase III <sup>6</sup>	CON	Allocated			\$245,000			\$245,000
DPW	24th/Mission BART SW Plaza - 24th Street Sidewalk, Curb, and Landscaping <sup>7</sup>	CON	Allocated				\$28,000		\$28,000
BART	24th/Mission BART SW Plaza and Pedestrian Improvements <sup>8</sup>	CON	Allocated				\$17,203		\$17,203
DPW	Broadway Streetscape Improvements - Phase III - Supplemental <sup>9</sup>	CON	Allocated				\$150,000		\$150,000
SFMTA	Market and Haight Street Transit and Pedestrian Improvement <sup>12</sup>	CON	Allocated					\$209,000	\$209,000
Any Eligible	Local Capital Match Placeholder <sup>13,14,16</sup>	Design	Programmed				\$0		\$0
Any Eligible	Local Capital Match Placeholder <sup>18</sup>	CON	Programmed					\$1,277,941	\$1,277,941
SFMTA	Central Subway Phase III Initial Study <sup>18</sup>	PLAN	Pending					\$173,212	\$173,212
DPW	Longfellow Elementary School Safe Routes to School <sup>13</sup>	ENV, Design	Allocated					\$24,981	\$24,981
DPW	ER Taylor Elementary School Safe Routes to School <sup>13</sup>	ENV, Design	Allocated					\$20,184	\$20,184

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2009/10	2010/11	2011/12	2012/13	2013/14	
DPW	Mansell Corridor Improvement <sup>13, 14</sup>	Design	Allocated					\$330,840	\$330,840
DPW	Second Street Streetscape Improvements <sup>16</sup>	ENV, Design	Pending					\$172,842	\$172,842
SFMTA	Persia Triangle Transit Improvements (Lifecycle March)	TBD	Programmed	\$200,685					\$200,685
SFMTA	19th Avenue/M-Ocean View Project <sup>15</sup>	PLAN	Pending					\$306,000	\$306,000
Neighborhood Transportation Planning									
SFCTA	Land Use Allocation Model Update <sup>11</sup>	PLAN/ CER	Programmed		\$0				\$0
SFCTA	Neighborhood Planning (e.g. CBTP) <sup>4</sup>	PLAN	Programmed		\$0				\$0
SFCTA	Bayview Hunters Point Mobility Solutions Study	PLAN	Allocated		\$20,000				\$20,000
SFCTA	Neighborhood Planning (e.g. CBTP) <sup>4, 11</sup>	PLAN	Programmed			\$0			\$0
SFCTA	Neighborhood Planning (e.g. CBTP) <sup>11</sup>	PLAN	Programmed				\$0		\$0
SFCTA	NTP Program - Evaluation / Citizens Guide <sup>11</sup>	PLAN/ CER	Programmed		\$0				\$0
SFCTA	Broadway Chinatown Neighborhood Transportation Plan <sup>11</sup>	PLAN/ CER	Appropriated					\$209,174	\$209,174
SFCTA	Cesar Chavez East Community Design Plan <sup>2</sup>	PLAN/ CER	Appropriated		\$29,559				\$29,559
Planning	Cesar Chavez East Community Design Plan <sup>2</sup>	PLAN/ CER	Allocated		\$22,729				\$22,729
SFCTA	19th Ave Transit Corridor Investment Study <sup>4</sup>	PLAN	Allocated			\$126,827			\$126,827
SFCTA	19th Ave Transit Corridor Investment Study	PLAN	Deobligated			(\$25,427)			(\$25,427)
Any Eligible	Planning Placeholder (e.g. Caltrans Planning)	PLAN/ CER	Programmed			\$0			\$0
Any Eligible	Planning Placeholder (e.g. Caltrans Planning) <sup>11, 17</sup>	PLAN/ CER	Programmed				\$4,211		\$4,211
PCJPB	Caltrain North Terminal Study <sup>17</sup>	PLAN/ CER	Pending					\$22,940	\$22,940
Any Eligible	Planning Placeholder (e.g. Caltrans Planning)	PLAN/ CER	Programmed					\$54,076	\$54,076
Planning for TOD/Infill Support									
Any Eligible	Planning Placeholder (e.g. Station Area Plan) <sup>1, 5, 10</sup>	PLAN/ CER	Programmed	\$0					\$0
Any Eligible	Planning Placeholder (e.g. Station Area Plan) <sup>10, 15</sup>	PLAN/ CER	Programmed		\$0				\$0
SFCTA	Balboa Park Station Area Circulation Study	PLAN/ CER	Allocated			\$65,600			\$65,600
Any Eligible	Planning Placeholder (e.g. Station Area Plan) <sup>15</sup>	PLAN/ CER	Programmed			\$0			\$0
Any Eligible	Planning Placeholder (e.g. Station Area Plan) <sup>15</sup>	PLAN/ CER	Programmed				\$0		\$0

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2009/10	2010/11	2011/12	2012/13	2013/14	
SFCTA	Balboa Park Station Area Circulation Study <sup>10</sup>	PLAN/ CER	Appropriated					\$59,400	\$59,400
Any Eligible	Planning Placeholder (e.g. Station Area Plan) <sup>15</sup>	PLAN/ CER	Programmed					\$0	\$0
<b>Total Programmed in 5YPP</b>				\$200,685	\$373,488	\$1,008,897	\$199,414	\$2,860,590	\$4,643,074
<b>Total Allocated and Pending in 5YPP</b>				\$0	\$405,288	\$1,033,099	\$195,203	\$1,528,573	\$3,162,163
<b>Total Deobligated in 5YPP</b>				\$0	(\$31,800)	(\$25,427)	\$0	\$0	(\$57,227)
<b>Total Unallocated in 5YPP</b>				\$200,685	\$0	\$1,225	\$4,211	\$1,332,017	\$1,538,138
<b>Total Programmed in Amended 2009 Strategic Plan *</b>				\$272,885	\$581,096	\$1,545,556	\$576,276	\$1,726,276	\$4,702,089
<b>Deobligated from Prior 5YPP Cycles **</b>				\$38					\$38
<b>Cumulative Remaining Programming Capacity</b>				\$72,238	\$279,846	\$816,505	\$1,193,367	\$59,053	\$59,053

\* The 2009 Strategic Plan was amended on March 30, 2010 through Res. 10-52.

\*\* "Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period, excluding deobligations incorporated in the December 31, 2012.

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

**FOOTNOTES:**

- <sup>1</sup> 5YPP Amendment to fully fund construction of the Folsom Streetscape Improvements (Res. 11-33, 12.14.2010)
- <sup>2</sup> FY 09/10 Planning Placeholder decreased from \$72,200 to \$69,020. Funds (\$3,180) redirected to Folsom Streetscape Improvements.
- <sup>3</sup> Cesar Chavez East Community Design Plan: On September 28, 2010, through Resolution 11-13, the Authority Board allocated up to \$54,076 for this project. Subsequently, that allocation was lowered to \$52,288 and split between an allocation to the Planning Department (\$22,729) and an appropriation to the Authority (\$29,559). Information on this action is available in MOA# 10/11 - 11.
- <sup>4</sup> Local Capital Match Placeholder was reduced by \$303,047 to fund the BART 24th Street Plaza and Pedestrian Improvements (Res. 11-62, 6.28.11)
- <sup>5</sup> 5YPP Amendment to add \$126,827 for the 19th Avenue Transit Corridor Investment Study (Res. 12-24, 11.15.11).  
19th Avenue Transit Corridor Investment Study: Added new project.  
Fiscal Year 2010/11 Neighborhood Planning (e.g. CBTP): Reduced programming from \$30,000 to \$0.
- <sup>6</sup> Fiscal Year 2011/12 Neighborhood Planning (e.g. CBTP): Reduced programming from \$50,000 to \$7,249.
- <sup>7</sup> Planning Placeholder (e.g. Station Area Plan) reduced in FY 2009/10 from \$69,020 to \$3,420 to fund Balboa Park Station Area Circulation Study (Res. 12-27, 12.13.11)
- <sup>8</sup> Local Capital Match Placeholder (Construction) was reduced from \$837,233 to \$478,608 to fund 3 DPW projects: 24th Street/Mission BART Plaza Bus-bulb (Res. 12-28, 12.13.2011), and Marina Green Bicycle Trail and Broadway Streetscape Improvements - Phase III (Res. 12-60, 04.24.2012).
- <sup>9</sup> Local Capital Match Placeholder (Construction) was reduced from \$478,608 to \$450,608 to fund DPW's 24th/Mission BART SW Plaza - 24th Street Sidewalk, Curb, and Landscaping project (Res. 13-12, 09.25.2012).
- <sup>10</sup> Local Capital Match Placeholder (Construction) was reduced from \$450,608 to \$433,405 to fund BART's 24th/Mission BART Plaza and Pedestrian Improvements project (Res. 13-30, 01.29.2013).
- <sup>11</sup> Local Capital Match Placeholder (Construction) was reduced from \$433,405 to \$283,405 to provide supplemental funds for DPW's Broadway Streetscape Improvements - Phase III project (Res. 13-43, 03.26.2013).
- <sup>12</sup> Planning Placeholder (e.g. Station Area Plan) reduced in FY 2009/10 from \$3,420 to \$0 and in FY 2010/11 from \$72,200 to \$16,220 to fund Balboa Park Station Area Circulation Study (Res. 14-05, 07.23.13)



Agency	Project Name	Phase	Status	Fiscal Year				Total
				2009/10	2010/11	2011/12	2012/13	

<sup>11</sup> 5YPP Amendment to add \$209,174 for the Broadway Chinatown Neighborhood Transportation Plan (Res. 14-05, 07.23.13).

Broadway Chinatown Neighborhood Transportation Plan: Added new project.

Fiscal Year 2010/11 Neighborhood Planning (e.g. CBTP): Reduced programming from \$7,249 to \$0.

Fiscal Year 2011/12 Neighborhood Planning (e.g. CBTP): Reduced programming from \$50,000 to \$0.

Land Use Allocation Model Update: Reduced programming from \$50,000 to \$0.

NTP Program - Evaluation / Citizens Guide: Reduced programming from \$75,000 to \$0.

Fiscal Year 2012/13 Planning Placeholder (e.g. Caltrans Planning): Reduced programming from \$54,076 to \$27,151.

<sup>12</sup> Local Capital Match Placeholder (Construction) was reduced from \$283,405 to \$74,405 to provide local match funds for the construction of SFMTA's Market and Haight Street Transit and Pedestrian Improvement project (Res. 14-20, 09.24.2013).

<sup>13</sup> Local Capital Match Placeholder (Design) was reduced from \$400,000 to \$354,835 to provide local match funds for the environmental studies and design phases of DPW's Longfellow Elementary School Safe Routes to School project (\$24,981) and ER Taylor Elementary School Safe Routes to School project (\$20,184). (Res. 14-29, 10.22.2013).

<sup>14</sup> Local Capital Match Placeholder (Design) was reduced from \$354,835 to \$23,995 to provide local match funds for the design phase of SFMTA's Mansell Corridor Improvement (\$330,840) (Res. 14-34, 11.26.2013).

<sup>15</sup> 5YPP Amendment to add \$306,000 for the 19th Avenue/M-Ocean View Project (Res. 14-XX, XX.XX.XX).

19th Avenue/M-Ocean View Project: Added new project.

Fiscal Year 2011/12 Local Capital Match Placeholder: Reduced programming from \$74,405 to \$1,225.

Fiscal Year 2010/11 Planning Placeholder (e.g. Station Area Plan): Reduced programming from \$16,220 to \$0.

Fiscal Year 2011/12 Planning Placeholder (e.g. Station Area Plan): Reduced programming from \$72,200 to \$0.

Fiscal Year 2012/13 Planning Placeholder (e.g. Station Area Plan): Reduced programming from \$72,200 to \$0.

Fiscal Year 2013/14 Planning Placeholder (e.g. Station Area Plan): Reduced programming from \$72,200 to \$0.

<sup>16</sup> Local Capital Match Placeholder (Design) was reduced from \$23,995 to \$0, and Local Capital Match Placeholder (Construction) was reduced from \$1.6 million to \$1,451,153 to provide local match funds for the environmental studies and design phases of DPW's Second Street Improvement (\$172,842) (Res. 14-XX, XX.XX.XXXX).

<sup>17</sup> 5YPP Amendment to add \$22,940 for the Caltrain North Terminal Study (Res. 14-XX, XX.XX.XX).

Caltrain North Terminal Study: Added new project.

Fiscal Year 2012/13 Planning Placeholder: Reduced programming from \$27,151 to \$4,211.

<sup>18</sup> 5YPP Amendment to add \$175,212 for the Central Subway Phase III - Initial Study (Res. 14-XX, XX.XX.XX).

Central Subway Phase III - Initial Study: Added new project.

Fiscal Year 2013/14 Local Capital Match Placeholder: Reduced programming from \$1,451,153 to \$1,277,941.



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

FY of Allocation Action:

Project Name:

Implementing Agency:

**EXPENDITURE PLAN INFORMATION**

Prop K Category:  Gray cells will automatically be filled in.

Prop K Subcategory:

Prop K EP Project/Program:

Prop K EP Line Number (Primary):  Current Prop K Request:

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

**SCOPE**

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

**Overall Project:** Provide improvements on M-Ocean View line from Sloat Boulevard to Randolph Street to reduce traffic and pedestrian conflicts and improve service quality. Proposed line upgrade includes grade-separated crossing under 19th Avenue to westside alignment near Stonestown. The route would continue as partial or full subway along San Francisco State University and into Parkmerced, with grade-separated crossing of J. Serra Boulevard to Randolph Street. Upgrades would also be made to existing Metro stops, streetscape, pedestrian safety and bicycle improvements.

**Status and Funding Request Scope:** The Feasibility study will be completed in March 2014. The SFMTA is requesting \$306,000 in Prop K funds for the next phase of pre-environmental review conceptual design. This phase will include primarily (1) preparation of required Caltrans Project Study Report (PSR); (2) development of scope and alternatives for environmental review in a following phase; (3) engineering to about the 10% level; (4) refinement of project funding and implementation strategy; and (5) additional community outreach.

**Project Benefits and Prioritization:** This project received the highest score in the Transit Expansion & Optimization category for the San Francisco Municipal Transportation Agency (SFMTA) 20-Year Capital Plan (Fiscal Year 2013-32). It received strong community support during the feasibility study. This support is likely due to the way the project would address multiple goals, including:

1. Reducing M-line travel time and operating costs,
2. Improving pedestrian safety and walkability on a corridor recognized by the WalkFirst study as both a high-injury corridor and an important walking street,
3. Supporting transit-oriented development, and

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

4. Improving traffic and bicycle conditions.

**Community Outreach Program:** The community outreach program during the feasibility study included:

- Community meetings (both stand-alone project meetings and presentations to community groups),
- Website, including online survey about attitudes toward project alternatives,
- Email list, and
- Project fact sheet, Frequently Asked Questions and other materials.

Support for the project was demonstrated by attendance and participation at community meetings from institutions such as San Francisco State University, from Supervisor Norman Yee, and neighborhood leaders such as the officers of the Merced Extension Triangle Neighborhood Association (METNA) and Lakeside, Oceanview Merced Ingleside Heights (OMI), and West Portal stakeholders.

**Status in Adopted Plans and Programs:** The 19th Avenue Transit Corridor Investment Study received funding from the Prop K Transportation Land Use Expenditure Plan category. The overall capital project is included in the SFMTA *20-Year Capital Plan* (adopted in fall 2013) and *San Francisco Transportation Plan* (adopted in December 2013).

**Prioritization:** The requested allocation requires a 5-Year Prioritization Program (5YPP) amendment to the Transportation/Land Use category to program the subject project and use a total of \$73,180 in Fiscal Year 2011/12 Local Capital Match Placeholder funds and a total of \$232,820 in Planning Placeholder funds. See attached 5YPP amendment for details. A detailed scope and schedule is attached.

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

**19<sup>th</sup> Avenue/M-Ocean View Project**

**Scope of Work for Pre-Environmental Study Report Phase**

**General**

The 19<sup>th</sup> Avenue Transit Study, currently underway, identifies options for a major upgrade to the M-Ocean View light rail line between St. Francis Circle and Randolph Street to address existing deficiencies (transit travel speed, pedestrian and access and mobility) and support growth planned on the west side of 19<sup>th</sup> Avenue at Parkmerced, San Francisco State University, and potentially at the Stonestown Galleria. At the close of the current Study, expected in early 2014, a set of alternatives will be identified for the next stages of project development. The proposed M-Ocean View Westside Project Development effort will advance design of the alternatives and complete the Project Study Report-Project Development Support (PSR-PDS) documentation required for projects that affect Caltrans' owned right-of-way. A PSR-PDS precedes the environmental review process under NEPA and CEQA, anticipated to be an Environmental Impact Report/Environmental Impact Statement (EIR/EIS), which would happen concurrently with preparation of a Project Report (PR) for Caltrans. The Project Development effort will also include supportive tasks including ongoing land use coordination with neighboring developments, ongoing direct outreach/coordination with relevant neighborhood/stakeholder groups, and advancing a funding strategy through applying a "fair share" model to propose funding contribution requirements from public and private entities.

There is impetus for this work to begin seamlessly after completion of the current Study, given commitments between the City and County of San Francisco and Parkmerced Investors. The Development Agreement between these parties gave San Francisco until July 2013 to give notice to Parkmerced Investors as to whether a west-side alignment of the M-Ocean View will be selected over the alignment currently committed to, which includes the M making at-grade crossings of 19<sup>th</sup> Avenue at Holloway and Junipero Serra, and adding travel and turn lanes to segments of 19<sup>th</sup> Avenue and Junipero Serra to mitigate the congestion impact. In a letter to Parkmerced Investors dated July 26, 2013, the City provided notice of intent to pursue approval of both the Original Muni Realignment and a Modified Tier 5 Muni Realignment. The Development Agreement gives an additional 5 years, until July 2018, to complete the environmental and approvals/permitting process for the project. Completing this work by July 2018 is a condition that must be satisfied in order to use an estimated \$71.9 Parkmerced contribution towards the project's capital costs. It is estimated that the PSR-PDS process will take approximately 1-1.5 years; the subsequent PR/EIR/EIS process is anticipated to take another 3-3.5 years to complete.

**Scope of Work.**

**Task 1. Project Initiation and Ongoing Project Management** This task would include:

- Administrative start-up items, including updating and refining the work plan and schedule, procuring technical consultants, entering into Memorandums of Understanding with partner agencies and funders.
- Ongoing project management and meetings with technical and agency teams
- Grant reporting, invoices

This effort will include communications with Caltrans and other agencies to refine the scope and to smooth the transition from the earlier feasibility study to this phase. This will include the Caltrans Pre-Project Inception Document meeting to develop the Project Charter, based on the project purpose and need identified in the earlier feasibility study. Meetings with an interagency Technical Advisory Committee (TAC) or Project Development Team are expected every 2-4 months, with more frequent meetings for the core project management team.

**Deliverables:** Work plan and schedule refinement, Consultant procurement, interagency and Partner MOUs, including the Caltrans Cooperative Agreement and agreements between the SFMTA and the Transportation Authority, SF Planning.

**Estimated Schedule:** Procurement expected as March Request for Qualifications (RFQ) release for consultants contract award in June 2014, Workplan refinement with updated schedule for all deliverables in July 2014; Ongoing project management through completion of the effort in July 2015.

**Task 2. Communications and Outreach Strategy and Implementation.** This task provides for communications and public outreach activities during this phase of work, and would include the following subtasks:

**2.1 Communications Strategy.** A communications strategy will be developed at the outset of the work and updated as a working document throughout the course of the Project. The strategy will provide for: branding of the effort such as logo and clear description of Conceptual Design phase purpose and process, a set of protocols for who and how the effort is discussed with the public, stakeholders, and policy-makers.

**2.2. Public and Stakeholder Involvement Plan.** This subtask provides for the development of a public involvement plan to meet the Project's public involvement goals and objectives. This will include targeted plans for the notification, engagement techniques, and process for involving the community in advancing the conceptual design, including:

- **Build Alternative options:** St. Francis Circle grade separation, Ocean Avenue subway, full subway through SF State, Parkmerced
- **Conceptual design of entire corridor,** likely broken down to sub-area or neighborhood-level discussions; area of particular importance is design of bridge landing on Randolph Street
- **Multi-modal network considerations:** Bus-M-Ocean View inter-modal connectivity option refinement and vetting, improvements/upgrades to bicycle network; pedestrian amenity and safety improvements; on-street parking removal.

The techniques used will be tailored to demographic and linguistic needs of different neighborhoods, and is expected to require door-to-door outreach with Chinese-speaking interpreters to facilitate meaningful involvement in some parts of the corridor.

**2.3. Communications Materials:** This subtask provides for maintenance of a Study website, Frequently Asked Questions, Fact Sheets, regular email updates, notification materials, etc.

**2.4. Public Involvement Plan Implementation:** This sub-task would implement the public and stakeholder involvement plan and will likely include a variety of techniques including stakeholder interviews and small group meetings, direct outreach, door-to-door outreach, public meetings, walking tours, and web-based techniques.

**2.5. Policy Body Communications:** Agency staff will brief SFMTA and Transportation Authority Boards at key milestones during this phase. They may also present to the Planning Commission and the Directors Working Group.

**Deliverables:** Communications Strategy, Public and Stakeholder Involvement Plan, communications materials (monthly emails, fact sheet, frequently asked questions (FAQ) sheet, website, meeting outreach materials, public involvement plan implementation including several

**public meetings, plus regular attendance at neighborhood meetings.** Actual requirements will be refined by the Communications Plan.

**Estimated Schedule: Community and Outreach Strategy Initiation in April 2014 and Completion in September 2014, Major Outreach Activities in Fall/Winter 2014, Policy Body Communications Through Completion in July 2015.**

**Task 3. Build Alternative Options Development, Screening, and Evaluation.** While the Build Alternative (Longer Subway and Bridge) is being identified as the highest-performing alternative during the feasibility study phase, three options require further study in the conceptual design phase based on stakeholder and public feedback during the feasibility study, including:

- Option A: Beginning the subway just north of St. Francis Circle. Development of this option should consider feasibility of grade separating both the M-Ocean View and the K-Ingleside, as well as opportunities to reconfigure the intersection for improved walking, cycling, and driving conditions
- Option B: Building a subway station at Ocean Avenue. Consideration of this option should consider station locations that allow exit portals to both the west side of 19<sup>th</sup> Avenue and the Ocean Avenue commercial strip
- Option C: Keeping the subway underground longer, such that both tracks are underground in front of SF State and through Parkmerced only rising as needed to rise over Junipero Serra between Font and Randolph; this option will consider any synergies with grading and construction activity on Parkmerced property that could allow for a more cost effective improvement than would otherwise be possible.
- Option D: Shorter Subway with southbound tracks coming to surface before Winston Drive and northbound tracks coming to surface after Winston Drive This option would take the M-Ocean View under 19th Avenue from St. Francis Circle, with the southbound track coming to the surface just north of Winston Drive and the northbound track coming to the surface just south of Winston Drive. This option was developed during the Feasibility Study phase and carried through for evaluation and was found to be less desirable because it results in poorer light rail speed and reliability benefits as compared to the Longer Subway, and it results in less space available to re-purpose for wider sidewalks and bus stops and a landscaped median. This option is \$90 million less expensive than the Longer Subway and, while additional project development is not needed, benefit-cost analysis should be conducted as to whether it should continue to be studied as an alternative in the environmental review ie. if the funding for Longer Subway were not to become available, would the Shorter Subway be worth implementing.

For each option, this task would include development of conceptual designs, evaluation of conceptual designs, and decision-making in collaboration with the public and stakeholders as to whether to fold the option into the project definition, continue to study as a Build Alternative option, or remove from further consideration.

**Deliverables: Memos defining features of concepts and evaluation approach to guide task, conceptual drawings, evaluation result memo.**

**Estimated Schedule: Sub-Option Screening and Evaluation Commencement in August 2014 and Complete in October 2014**

**Task 4. Project Development.** This task would advance project development and convert existing depictions into preliminary engineering drawings (to an approximate 10% level). This task will focus on developing the following for the Build Alternative as well as any options that have been identified for inclusion in the Build Alternative based on Task 3.

One area that is known will require significant work is development and screening of options for design of bridge landing on Randolph Street. Another area for more work is network-level planning of bicycle facilities on 19<sup>th</sup> Avenue.

This task will include mapping of existing and planned utilities (in relationship to the proposed track horizontal and vertical alignment), stormwater data, right-of-way boundaries, etc. Key feasibility study data (such as collision data and M-line operating data) will be updated. Information should be collected about construction projects in the corridor, as a basis for coordination. Data may be mapped using geographic information systems (GIS) and visualization software. The project development team will hold joint field reviews of key locations. Key design standards will be identified (as the basis for determining later Caltrans design exceptions requests), stormwater treatment best practices, etc.

This task will also include developing:

- Plan view drawings for the entire project length showing multi-modal planning and design for 19<sup>th</sup> Ave street and all intersection re-configurations for the build alternative (at 100 scale or more detailed)
- Typical cross-section drawings of multi-modal 19<sup>th</sup> Ave areas for the Build Alternative
- Station locations and conceptual designs (including platform locations and general dimensions, vertical circulation strategy for subway stations and pedestrian/bicycle/bus/accessible loading access principles)
- Conceptual engineering of structures: tunnels under and alongside 19<sup>th</sup> Ave, and bridge across Junipero Serra with depressed Junipero Serra.
- Constructability analysis to review construction methods, particularly with an eye to impacts and mitigations for traffic and transit interruptions
- Refined cross-sections showing existing and planned utility locations in relationship to the proposed track horizontal and vertical alignment.

**Deliverables: Memos defining detailed requirements for and reviewing consultant deliverables, Engineering Drawings and Constructability Analysis Findings.**

**Estimated Schedule: Draft Project Development Drawings and Constructability Analysis Commencement in August 2014 and Complete in February 2015.**

**Task 5. Evaluation.** This task calls for review and update, as appropriate, of existing evaluation produced during the feasibility study as well as new evaluation areas. Evaluation will be conducted related to the project purpose, Caltrans design standards, etc.

#### **Review and Update Existing Analysis:**

1. **Traffic analysis:** This subtask would update existing analysis to format in the Caltrans Traffic Engineering Performance Assessment (TEPA) format and make any refinements as needed based on



Caltrans guidance. The TEPA will assess performance deficiencies and determine the scope of the traffic analysis that will be produced during the environmental review (PA&ED) phase.

2. **Transit travel time:** This subtask provides for additional review and refinement of the methodology used for the Feasibility Study, as needed.
3. **Transit operating cost savings:** This subtask provides for additional review and refinement of the model and results completed for the Feasibility Study, as needed. This subtask would include assessment of cost differences for subway vs. surface sections, considering operations staffing and maintenance factors.
4. **Bicycle and pedestrian:** This subtask provides for additional review and refinement of the work completed for the Feasibility Study, as needed. This subtask would include additional assessment of bicycle facility needs in the corridor and the pedestrian/bicycle bridge over J. Serra Blvd.
5. **Light rail ridership forecasts:** This subtask provides for additional review and refinement of the work completed for the Feasibility Study, as needed.
6. **Reductions in on-street parking:** This subtask provides for additional review and refinement of the work completed for the Feasibility Study, as needed.
7. **Capital cost estimates:** This subtask provides for additional review and refinement of the work completed for the Feasibility Study, as needed. Capital cost estimates should be prepared to the Level 4 (Concept Feasibility) as defined by the Association for the Advancement of Cost Engineering International. This is expected to include structure cost estimates consistent with Caltrans estimating procedures appropriate for this phase. Detailed estimates are needed for the next phase, which includes environmental review (CEQA and NEPA), engineering to about the 30% design level, Caltrans Project Report, and SFMTA Conceptual Engineering Report. This next phase needs to support a decision on overall project approval.
8. **Utility Conflict Analysis:** this subtask provides for mapping existing and planned utilities in relationship to the proposed track horizontal and vertical alignment.

#### New Analysis

- i. **Fleet and facility savings:** This subtask provides for an analysis of potential capital cost savings-quantifying any potential reduction in number of train sets needed based on travel time savings and the resultant capital cost savings in trains and fleet storage, including the potential for use of three-car (or potentially four-car) trains in the project corridor and between St. Francis Circle and the Market Street Subway;
- ii. **Farebox revenue:** This subtask is an analysis of the anticipated net change to operating revenue based on predicted new ridership.
- iii. **Health Impact Assessment.** This subtask provides a quantification of health benefits and impacts of the project, such as reduction in pedestrian or bicycle collisions, reduction in traffic noise, impacts on transit access for people with disabilities, and increase in active transportation. (The San Francisco Department of Public Health is expected to provide this assessment.)
- iv. **Safety and Security Analysis:** This subtask considers the potential impacts of the project on collisions for different modes, as well as personal security for passengers.
- v. **Risk Register:** A risk assessment is needed to identify and characterize the risk impacts by discipline.

**Deliverables: Operating cost, fleet and facility savings, safety and security, and revenue analyses, Evaluation Results Memorandum integrating updated and new analyses, Health Impact Assessment report, Caltrans Traffic Engineering Performance Assessment.**

**Estimated Schedule: Draft Evaluation Results Commencement in September 2014 and Complete in February 2015.**

**Task 6. Preliminary Environmental Assessment Report (PEAR).** This task provides for preparation of a Caltrans PEAR, a concise 5-15 page report prepared by environmental consultants used to document the issues that are anticipated to be addressed in the NEPA or CEQA documentation and the assumptions that were used to anticipate those issues. The PEAR reviews potential impacts, environmental resources, and specialized studies that may be needed. It recommends the type of documentation (expected to be an EIR/EIS). It identifies anticipated permits or approvals and includes an initial site assessment (ISA) for hazardous waste. More information on PEAR requirements and format can be found on the Caltrans website: <http://www.dot.ca.gov/ser/pear.htm>.

**Estimated Schedule: Draft PEAR Commencement in November 2014 and Complete in February 2015.**

**Deliverables: Caltrans PEAR**

**Task 7. Advance Funding and Implementation Strategy.** While a funding strategy has been developed during the Feasibility Study, additional work is needed to identify and prioritize funding for environmental review and design, as well as for construction of the project. This task includes work to advance land-based funding options such as Infrastructure Financing Districts or Mello-Roos/Community Benefits Districts. This task should also include financial feasibility analysis to compare the projects overall benefits relative to costs. This task also will advance planning of the delivery of the project, including potential phasing of project segments to match available funding. (For example, it may make sense to implement first the southern segment through Parkmerced and the connection to Randolph Street since construction should proceed before or in parallel with the Parkmerced development construction). Coordination with other construction projects should be considered.

This task would include the development of a project management plan for the team of agency staff and technical consultants that will be involved in the environmental phase to ensure a streamlined, efficient process. It also would consider project delivery models including design-build or other forms of public-private partnership. This task would also preview required approvals and develop a strategy to secure these approvals.

**Deliverables: Technical Memo Summarizing Financial Feasibility and Funding Strategy, White Paper on Value Capture Opportunities; Implementation Strategy Technical Memo**

**Estimated Schedule: Updated Funding and Implementation Strategy Commence in July 2014 and Complete in February 2015.**

**Task 8. Caltrans Project Documentation Package.** This task provides for preparation of a Caltrans Project Study Report-Project Development Support (PSR-PDR) Initiation Document. Information on PSR-PDR document requirements can be found on the Caltrans website: [http://www.dot.ca.gov/hq/oppd/pdpm/apdx\\_pdf/apdx\\_s.pdf](http://www.dot.ca.gov/hq/oppd/pdpm/apdx_pdf/apdx_s.pdf). Deliverables from earlier tasks will be included in the PSR-PDS package. Additional tasks to complete the package include, but are not limited to:

- Development and Refinement of a Project Charter
- Development and Refinement of the Project Purpose and Need

- Interagency coordination throughout the PSR-PDS development process
- Quality Management Program and review.

**Deliverables: Project Charter, Support and Facilitation for Interagency Technical Advisory Committee, Caltrans PSR-PDS Document**

**Estimated Schedule: PSR Document Preparation Commence in August 2014, Draft PSR-PDS Submitted to Caltrans in March 2015, Final Submitted in May 2015, Signed Document in July 2015.**

**Task 9. Land Use Integration, Design, and Coordination.** This task would:

- Assess consistency between transportation improvements (such as station locations) and planned land uses
- Develop preliminary concepts for reuse of potentially vacated properties (such as the private right-of-way between Sloat and 19<sup>th</sup> Avenue).
- Provide for coordination between SF State and Parkmerced plans, including SF State's ongoing process to issue Request for Proposals for development of SF State-owned parcels adjacent to Holloway, and consideration of integration with Parkmerced Development including changes to the site plan that would be needed if the Build Alternative (Longer Subway and Bridge) advances instead of the No Build Alternative (Baseline).
- Develop preliminary urban design concepts for gateway features and station integration with adjacent land uses.
- Ongoing coordination with the major west-side land owners to ensure that, as design is advanced, it integrates with their land use plans.

**Deliverables: Regular meetings with westside landowners and meeting summaries, design concept drawings.**

**Estimated Schedule: Land Use Task Commencement in July 2014, Design Concept Drawings in February 2015, Ongoing coordination with westside landowners throughout process through completion in July 2015.**

### **Implementation**

The scope of work will be implemented by: agency staff from the SFMTA, Transportation Authority, and SF Planning; a team of technical consultants to be procured through a competitive process, with Independent Quality Assurance provided by Caltrans. SFMTA will be leading and managing the work of this team and a Project Charter will be developed between the three agencies with major roles in the project: SFMTA, the Transportation Authority, and Caltrans. The Charter will further document each agency's roles and responsibilities. For efficiency of schedule and process, the Transportation Authority will be serving as the procuring agency for the consultant contract, which is expected to be released in March for approval by the Transportation Authority Board at its June 2014 meeting.

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

FY 2013/14

**Project Name:** 19th Avenue/M-Ocean View Project

**Implementing Agency:** San Francisco Municipal Transportation Agency

### ENVIRONMENTAL CLEARANCE

**Type :** EIR/EIS **Completion Date**  
(mm/dd/yy)

**Status:** To be completed in later phase 06/01/18

### PROJECT DELIVERY MILESTONES

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	1	2012/13	4	2017/18
Environmental Studies (PA&ED)	1	2015/16	4	2017/18
R/W Activities/Acquisition				
Design Engineering (PS&E)	1	2018/19	4	2019/20
Prepare Bid Documents	1	2020/21	1	2020/21
Advertise Construction	2	2020/21	2	2020/21
Start Construction (e.g., Award Contract)	3	2020/21		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			2	2023/24
Project Closeout (i.e., final expenses incurred)	3	2023/24	4	2023/24

### SCHEDULE COORDINATION/NOTES

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

**Task 1: Project Initiation and Ongoing Project Management**

Timeframe: March 2014 to July 2015

**Task 2: Communications and Outreach Strategy and Implementation**

Timeframe: April 2014 to July 2015

**Task 3: Build Alternative Operations Development, Screening, and Evaluation**

Timeframe: August 2014 to October 2014

**Task 4: Project Development**

Timeframe: August 2014 to February 2015

**Task 5: Evaluation**

Timeframe: September 2014 to February 2015

**Task 6: Preliminary Environmental Assessment Report**

Timeframe: November 2014 to February 2015

**Task 7: Advance Funding and Implementation Strategy**

Timeframe: July 2014 to February 2015

**Task 8: Caltrans Project Documentation Package**

Timeframe: August 2014 to July 2015

**Task 9: Land Use Integration, Design, and Coordination**

Timeframe: July 2014 to July 2015

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

FY 2013/14

**Project Name:** 19th Avenue/M-Ocean View Project

**Implementing Agency:** San Francisco Municipal Transportation Agency

**COST SUMMARY BY PHASE - CURRENT REQUEST**

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

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

		Cost for Current Request/Phase			
		Yes/No	Total Cost	Current Request	Current Request
Planning/Preliminary Engineering		Yes	\$1,020,000	\$306,000	
Environmental Studies (PA&ED)					
Design Engineering (PS&E)					
R/W Activities/Acquisition					
Construction					
Procurement (e.g. rolling stock)					
			\$1,020,000	\$306,000	\$0

**COST SUMMARY BY PHASE - ENTIRE PROJECT**

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

		Total Cost	Source of Cost Estimate
Planning/Preliminary Engineering		\$ 1,499,481	Feasibility Study and Actual past costs
Conceptual Engineering		\$ 23,005,000	Feasibility Study
Environmental Studies (PA&ED)		\$ 3,000,000	Feasibility Study
Design Engineering (PS&E)		\$ 57,000,000	Feasibility Study
R/W Activities/Acquisition		\$ -	
Construction		\$ 436,000,000	Feasibility Study
Procurement (e.g. rolling stock)		\$ -	
Total:		\$ 520,504,481	

**% Complete of Design:** 5 as of 12/30/2013

**Expected Useful Life:** 50 Years

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

**MAJOR LINE ITEM BUDGET**

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

Please see next pages for line-item budget.

Task	SFMTA	SFCTA	SF Planning	Consultant	Caltrans	Total
1 Project Management	\$52,000	\$30,000	\$1,000	\$50,000		\$133,000
Communications/ Outreach Strategy and						
2 Implementation	\$113,000	\$1,000	\$2,000	\$23,000		\$139,000
Project Sub-Option Development, Screening, and						
3 Evaluation	\$36,000	\$3,000	\$0	\$31,000		\$70,000
Project Development and Data Collection						
4	\$84,000	\$3,000	\$7,000	\$58,000		\$152,000
5 Evaluation	\$61,000	\$2,000	\$5,000	\$18,000		\$86,000
Preliminary Environmental						
6 Assessment	\$3,000	\$500	\$0	\$64,000		\$67,500
Advance Funding and Implementation						
7 Strategy	\$13,000	\$1,000	\$5,000	\$6,000		\$25,000
Caltrans Project Documentation						
8 Package	\$13,000	\$14,000	\$0	\$82,000	\$171,000	\$280,000
Land Use Integration, Design, and						
9 Coordination	\$5,000	\$0	\$10,000	\$0		\$15,000
<b>Total</b>	<b>\$380,000</b>	<b>\$55,000</b>	<b>\$30,000</b>	<b>\$332,000</b>	<b>\$171,000</b>	<b>\$968,000</b>

<b>Total Budget</b>	<b>\$ 968,000</b>
<b>Contingency (5%)</b>	<b>\$ 53,000</b>
<b>Total</b>	<b>\$ 1,020,000</b>

I. SFMTA Budget												
Overhead Rate: 0.803												
Agency Task Sub-total	Project Director	UPI Capital Planner	Project Manager	Civil/ Rail Engineering	Transit Service Mgr.	Jr. level Civil/Rail engineer	Transit Engineering & Livable Streets	Deputy PM	Outreach	Costs	Direct Costs	
	9181 Manager VII	5290 Transit Planner IV	(Contract PM- SFCTA Senior Transportation Planner)	5211 Sr. Engineer	5290 Transit Planner IV	5207- Associate Engineer	5290 Transit Planner 4	5211 Sr. Engineer	TBD 5277 Transit Planner I	1314 Public Relations Officer (no overhead)		
Hourly Rates	\$ 218.14	\$ 161.97	\$113.71	\$ 262.65	\$ 189.91	\$ 219	\$ 161.97	\$ 178.81	\$ 207.65	\$ 99.68	\$ 65	
1 Project Management			280							200		
Communications /Outreach Strategy and Implementation		20					15			40	600	\$ 35,000
2 Build Alternative Options Development, Screening, and Evaluation		5	70									
3 Project Development (incl. data collection)		3	90									
4 Review and update plan view, X-section, station location		3	70									
a Conceptual engineering of structures: tunnels under/alongside			10									
b Constructability analysis			10									
5 Evaluation		3	70									
a Review and Refine Existing Analysis		3	20									
b New Analysis			50									
6 Preliminary Environmental Assessment		3	15									
7 Advance Funding and Implementation Strategy		5	45									
8 Caltrans Project Documentation Package		5	70									
9 Land Use Integration, Design, and Coordination		10	18									
Agency Sub-Total -- Hours	2724	54	47	908	139	146	121	26	23	460	600	
Agency Sub-Total - Cost	\$ 380,000	\$ 12,000	\$ 8,000	\$ 103,000	\$ 37,000	\$ 28,000	\$ 20,000	\$ 5,000	\$ 5,000	\$ 46,000	\$ 39,000	\$ 35,000



<b>2. SFCTA Budget</b>									
		Agency Task	Senior Engineer	Deputy Capital Projects	Senior Management Analyst				
Staff		Sub-total	Engineer	Projects	Analyst				
Hourly Rates		\$	131.87	\$	205.67	\$	105.59		
1	Project Management	\$ 28,000	70	14	150				
2	Communications/Outreach Strategy and Implementation	\$ 1,000	8						
3	Build Alternative Options Development, Screening, and Evaluation	\$ 3,000	24						
4	Project Development	\$ 4,000	22	5					
a	Review and update plan view, X-section, station location		8						
b	Conceptual engineering of structures: tunnels under/alongside 19th, bridge across J Serra w depressed J Serra		7						
c	Constructability analysis		7						
5	Evaluation	\$ 2,000	12	4					
a	Review and Refine Existing Analysis		4						
b	New Analysis		8						
6	Preliminary Environmental Assessment	\$ 500	4						
7	Advance Funding and Implementation Strategy	\$ 1,000	8						
8	Caltrans Project Documentation Package	\$ 15,000	110	4					
9	Land Use Integration, Design, and Coordination	\$ -							
Agency Sub-Total -- Hours		\$ 435	258	27	150				
Agency Sub-Total - Cost		\$ 55,000	\$ 34,000	\$ 6,000	\$ 16,000				

<b>3. SF Planning Department Budget</b>									
		Agency Task		Transp		Planner		Planner	
Staff		Sub-total		Manager					
Hourly Rates		\$		123.09		\$		116.82	
		\$				\$		98.44	
1	Project Management	\$	1,000		6				6
2	Communications/Outreach Strategy and Implementation	\$	2,000		5		4		8
3	Build Alternative Options Development, Screening, and Evaluation	\$	-						
4	Project Development	\$	7,000		10		30		20
5	Evaluation	\$	5,000				30		15
6	Preliminary Environmental Assessment	\$	-						
7	Advance Funding and Implementation Strategy	\$	5,000		15		5		25
8	Caltrans Project Documentation Package	\$	-						
9	Land Use Integration, Design, and Coordination	\$	10,000		26		15		50
Agency Sub-Total -- Hours			270		62		84		124
Agency Sub-Total - Cost		\$	30,000	\$	8,000	\$	10,000	\$	12,000

4. Consultant Budget														
Staff	Hourly Rates	Consultant Task										Finance		
		Sub-total	Principal	PM	Engineer	Planner	Project Associate	Communications Senior	Communications Jr.	Communications Jr.	Outreach Sr.	Outreach Jr	Graphics	Expert
		\$ 260,000	\$ 200,000	\$ 220,000	\$ 180,000	\$ 120,000	\$ 175,000	\$ 125,000	\$ 65,000	\$ 100,000	\$ 225,000			
1	Project Management Communications/Outreach Strategy and Implementation	\$ 50,000	8	72			108	40	40	40	40	40	40	5
2	Build Alternative Options Development, Screening, 3 and Evaluation	\$ 23,000		8	8	8	8	10	20	15	15	80		\$ 2,000
3	4 Project Development	\$ 31,000	8	16	40	40	80							
4	5 Evaluation	\$ 58,000	12	24	100	20	120							\$ 10,000
5	Preliminary Environmental Assessment	\$ 18,000	8	16	8	8	80							\$ -
6	Advance Funding and Implementation Strategy	\$ 64,000	4	8	180	100	32							
7	Caltrans Project Documentation Package	\$ 6,000	24										20	
8	Land Use Integration, Design, and Coordination	\$ 82,000	6	70	144	60	200							
9	10 Final Report	\$ -												
10	Agency Sub-Total -- Hours	\$ 1953	70	214	480	236	628	50	60	55	55	80	25	
	Agency Sub-Total - Cost	\$ 332,000	\$ 18,000	\$ 43,000	\$ 106,000	\$ 42,000	\$ 75,000	\$ 9,000	\$ 8,000	\$ 4,000	\$ 7,000	\$ 8,000	\$ 6,000	\$ 12,000

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

FY 2013/14

Project Name: 19th Avenue/M-Ocean View Project

**FUNDING PLAN - FOR CURRENT PROP K REQUEST**

Prop K Funds Requested: \$306,000  
 5-Year Prioritization Program Amount: \$0 (enter if appropriate)  
 Strategic Plan Amount for Requested FY: \$2,216,390

**FUNDING PLAN - FOR CURRENT PROP AA REQUEST**

Prop AA Funds Requested: \$0  
 5-Year Prioritization Program Amount: (enter if appropriate)  
 Strategic Plan Amount for Requested FY:

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

The requested allocation requires a 5-Year Prioritization Program (5YPP) amendment to the Transportation/Land Use category to program the subject project and use \$73,180 in Fiscal Year 2011/12 Local Capital Match Placeholder funds and \$232,820 in Planning Placeholder funds.

The Strategic Plan amount is the amount programmed for the entire Transportation/Land Use category in Fiscal Year 2013/14 (\$1,726,276), programmed but unallocated funds from prior fiscal years (\$462,861), and cumulative remaining programming capacity (\$27,253).

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K sales tax	\$306,000			\$306,000
General Growth Partners (committed)		\$30,000		\$30,000
Priority Development Area Planning Grant		\$492,000		\$492,000
Parkmerced (committed)		\$80,000		\$80,000
SFMTA Operating		\$75,000		\$75,000
SF State U. (committed)		\$37,000		\$37,000
<b>Total:</b>	\$0	\$684,000	\$0	\$1,020,000

Actual Prop K Leveraging - This Phase: 70.00%  
 Expected Prop K Leveraging per Expenditure Plan: 40.48%

\$1,020,000  
 Total from Cost worksheet

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

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

Yes - Prop K

Fund Source	\$ Amount	Required Local Match	
		%	\$
Priority Development Area Planning Grant	\$492,000	11.47%	\$63,743.82

**FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)**

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K sales tax	\$306,000		\$101,400	\$407,400
General Growth Partners	\$30,000		\$26,827	\$56,827
Priority Development Area Planning Grant		\$492,000		\$492,000
Parkmerced		\$70,080,000	\$26,827	\$70,106,827
SFMTA Operating		\$75,000		
SF State U.	\$1,800,000	\$37,000	\$26,827	\$1,863,827
Caltrans Planning Grant			\$297,600	\$297,600
TBD (per Feasibility Study)	\$ 447,205,000			\$447,205,000
<b>Total:</b>	\$ 447,205,000	\$0	\$0	\$ 520,429,481

Actual Prop K Leveraging - Entire Project:

99.92%

\$ 520,504,481

Expected Prop K Leveraging per Expenditure Plan:

NA

Total from Cost worksheet

Actual Prop AA Leveraging - Entire Project:

NA

**FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST**

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

Prop K Funds Requested: \$306,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2013/14	\$76,500	25.00%	\$229,500
FY 2014/15	\$229,500	75.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	<b>\$306,000</b>		

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$306,000	Planning/Conceptual Engineering
<b>Total:</b>	<b>\$306,000</b>		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 44	FY 2013/14	\$76,500	25.00%	\$229,500
Prop K EP 44	FY 2014/15	\$229,500	75.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
<b>Total:</b>		\$ 306,000	100.00%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2013/14	Planning/Conceptual Engineering	\$76,500	25%	\$229,500
Prop K EP 44	FY 2014/15	Planning/Conceptual Engineering	\$229,500	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			\$ 306,000		

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

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

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

Trigger:

**Deliverables:**

- |    |  |
|----|--|
| 1. | With the quarterly progress report following contract award (anticipated June 2014), provide DBE and LBE project goal information.   |
| 2. | Quarterly progress reports shall provide percent complete by task, percent complete for the overall project scope, summary of outreach activities and community input, in addition to the requirements described in the SGA. |
| 3. | Upon completion of Task 2 (communications and outreach strategy and implementation) (anticipated by December 2014), provide an electronic copies of communications plan and fact sheet.                                      |
| 4. | Upon completion of Task 4 (project development) (anticipated February 2015), provide electronic copy of constructability analysis findings.  |
| 5. | Upon completion of Task 5 (evaluation) (anticipated February 2015), provide electronic copy of evaluation results memorandum.  |
| 6. | Upon completion of Task 7 (advance funding and implementation of strategy) (February 2015), provide copy of financial feasibility and funding strategy memo, and implementation strategy technical memorandum.               |
| 7. | Upon completion of Task 8 (Caltrans project documentation package) (anticipated July 2015), provide electronic copy of Caltrans Project Study Report-Project Development Support document.                                   |

**Special Conditions:**

- |    |   |
|----|---|
| 1. | The Transportation Authority will only reimburse SFMTA following execution of the Project Charter agreement.  |
| 2. | The recommended allocation is contingent upon a 5YPP amendment to the Transportation/Land Use Coordination category. See attached 5YPP amendment for details. |
| 3. | The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.             |

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

**Notes:**

1. A budget amount of \$25,000 is included to cover Transportation Authority costs of procuring consultant, and executing and administering consultant contract. These funds will be separately tracked, and will not be available for other uses.

Supervisorial District(s):

Prop K proportion of expenditures - this phase:	30.00%
Prop AA proportion of expenditures - this phase:	

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

SFCTA Project Reviewer:

Project # from SGA:



**MAPS AND DRAWINGS**

Insert or attach files of maps, drawings, photos of current conditions, photo compositions, etc. to support understanding of the project scope and evaluation of how geographic diversity was considered in the project prioritization process.

This text box and the blue header may be deleted to better accommodate any graphics.

From 19th Ave. Transit Feasibility Study Fact Sheet, September 2013

**Conceptual Alternatives and Their Performance**

Two conceptual alternatives are under consideration in comparison to the Baseline that represents the currently agreed to plan to re-align the M-Ocean View through Parkmerced. In the northern part of the corridor, both alternatives travel as a subway from south of St. Francis Circle, through Stonestown, but vary in the point at which they surface. In the southern part of the corridor, one option would go under the intersection of 19th Avenue and Junipero Serra Boulevard in a light rail tunnel and continue on 19th Avenue and Randolph Street. The other would follow Font Boulevard in Parkmerced to a light rail bridge over Junipero Serra Boulevard and continue on Randolph Street. The two northern and two southern options have been combined to create two full project alternatives for evaluation: Longer Subway and Bridge, and Shorter Subway and Tunnel.



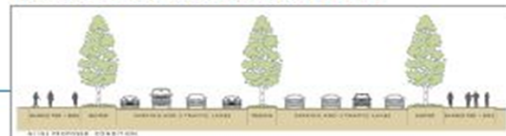
Portal in Lakeside private right-of-way, just south of St. Francis Circle.



New station between Macy's and Mercy High School with entrances on both sides of the street.



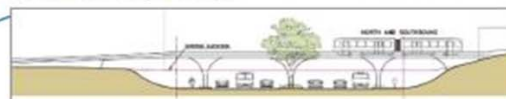
SF State's 19th Avenue frontage, reconfigured with wider sidewalks/bus stops, and a landscaped median.



New buffered pedestrian and bicycle space on both sides of street.



Narrowed, calmer street, providing a signature entranceway to the Broad-Randolph corridor.



Bridge between Font and Randolph for light rail, cyclists, and pedestrians.



Upgraded station on Randolph at Arch with level boarding.

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

FY of Allocation Action: 2013/14      Current Prop K Request: \$ 306,000  
Current Prop AA Request: \$ -

Project Name: 19th Avenue/M-Ocean View Project

Implementing Agency: San Francisco Municipal Transportation Agency

### Signatures

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

#### Project Manager

Name (typed): Frank Markowitz

Title: Sr. Transp. Planner (Tr. Plnr. IV)

Phone: 415-701-4442

Fax: 415-701-4343

Email: [frank.markowitz@sfmta.com](mailto:frank.markowitz@sfmta.com)

Address: SFMTA, 1 S. Van Ness, 7th fl. SF 94103

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

#### Grants Section Contact

Joel Goldberg

Manager, Capital Procurement & Management

415-701-4499

[joel.goldberg@sfmta.com](mailto:joel.goldberg@sfmta.com)

SFMTA, 1 S. Van Ness, 8th fl. SF 94103

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

**2009 Prop K 5YPP - Program of Projects  
Transportation/Land Use Coordination (EP 44)**

**Programming and Allocations To-date**

Pending Transportation Authority Board Approval

Last Update: February 20, 2014

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2009/10	2010/11	2011/12	2012/13	2013/14	
Local Capital Match									
Any Eligible	Local Capital Match Placeholder	Design	Programmed		\$0				\$0
DPW	Folsom Streetscape Improvements <sup>1</sup>	CON	Allocated		\$267,000				\$267,000
DPW	Second Street Streetscape Improvements	Design	Allocated		\$35,000				\$35,000
DPW	Second Street Streetscape Improvements	Design	Deobligated		(\$31,800)				(\$31,800)
DPW	Broadway Streetscape Improvements - Phase III	Design	Allocated		\$31,000				\$31,000
Any Eligible	Local Capital Match Placeholder <sup>3,6,7,8,12,15</sup>	CON	Programmed			\$1,225			\$1,225
BART	24th Street/Mission BART Plaza and Pedestrian Improvements <sup>3</sup>	Design	Allocated			\$303,047			\$303,047
DPW	24th Street/Mission BART Plaza Bus-bulb <sup>6</sup>	CON	Allocated			\$179,000			\$179,000
DPW	Marina Green Bicycle Trail <sup>6</sup>	CON	Allocated			\$113,625			\$113,625
DPW	Broadway Streetscape Improvements - Phase III <sup>6</sup>	CON	Allocated			\$245,000			\$245,000
DPW	24th/Mission BART SW Plaza - 24th Street Sidewalk, Curb, and Landscaping <sup>7</sup>	CON	Allocated				\$28,000		\$28,000
BART	24th/Mission BART SW Plaza and Pedestrian Improvements <sup>8</sup>	CON	Allocated				\$17,203		\$17,203
DPW	Broadway Streetscape Improvements - Phase III - Supplemental <sup>9</sup>	CON	Allocated				\$150,000		\$150,000
SFMTA	Market and Haight Street Transit and Pedestrian Improvement <sup>12</sup>	CON	Allocated					\$209,000	\$209,000
Any Eligible	Local Capital Match Placeholder <sup>13,14,16</sup>	Design	Programmed				\$0		\$0
Any Eligible	Local Capital Match Placeholder <sup>18</sup>	CON	Programmed					\$1,277,941	\$1,277,941
SFMTA	Central Subway Phase III Initial Study <sup>18</sup>	PLAN	Pending					\$173,212	\$173,212
DPW	Longfellow Elementary School Safe Routes to School <sup>13</sup>	ENV, Design	Allocated					\$24,981	\$24,981
DPW	ER Taylor Elementary School Safe Routes to School <sup>13</sup>	ENV, Design	Allocated					\$20,184	\$20,184

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2009/10	2010/11	2011/12	2012/13	2013/14	
DPW	Mansell Corridor Improvement <sup>13, 14</sup>	Design	Allocated					\$330,840	\$330,840
DPW	Second Street Streetscape Improvements <sup>16</sup>	ENV, Design	Pending					\$172,842	\$172,842
SFMTA	Persia Triangle Transit Improvements (Lifecycle March)	TBD	Programmed	\$200,685					\$200,685
SFMTA	19th Avenue/M-Ocean View Project <sup>15</sup>	PLAN	Pending					\$306,000	\$306,000
Neighborhood Transportation Planning									
SFCTA	Land Use Allocation Model Update <sup>11</sup>	PLAN/ CER	Programmed			\$0			\$0
SFCTA	Neighborhood Planning (e.g. CBTP) <sup>4</sup>	PLAN	Programmed		\$0				\$0
SFCTA	Bayview Hunters Point Mobility Solutions Study	PLAN	Allocated		\$20,000				\$20,000
SFCTA	Neighborhood Planning (e.g. CBTP) <sup>4, 11</sup>	PLAN	Programmed			\$0			\$0
SFCTA	Neighborhood Planning (e.g. CBTP) <sup>11</sup>	PLAN	Programmed			\$0	\$0		\$0
SFCTA	NTP Program - Evaluation / Citizens Guide <sup>11</sup>	PLAN/ CER	Programmed		\$0				\$0
SFCTA	Broadway Chinatown Neighborhood Transportation Plan <sup>11</sup>	PLAN/ CER	Appropriated					\$209,174	\$209,174
SFCTA	Cesar Chavez East Community Design Plan <sup>2</sup>	PLAN/ CER	Appropriated		\$29,559				\$29,559
Planning	Cesar Chavez East Community Design Plan <sup>2</sup>	PLAN/ CER	Allocated		\$22,729				\$22,729
SFCTA	19th Ave Transit Corridor Investment Study <sup>4</sup>	PLAN	Allocated			\$126,827			\$126,827
SFCTA	19th Ave Transit Corridor Investment Study	PLAN	Deobligated			(\$25,427)			(\$25,427)
Any Eligible	Planning Placeholder (e.g. Caltrans Planning)	PLAN/ CER	Programmed			\$0			\$0
Any Eligible	Planning Placeholder (e.g. Caltrans Planning) <sup>11, 17</sup>	PLAN/ CER	Programmed				\$4,211		\$4,211
PCJPB	Caltrain North Terminal Study <sup>17</sup>	PLAN/ CER	Pending					\$22,940	\$22,940
Any Eligible	Planning Placeholder (e.g. Caltrans Planning)	PLAN/ CER	Programmed					\$54,076	\$54,076
Planning for TOD/Infill Support									
Any Eligible	Planning Placeholder (e.g. Station Area Plan) <sup>1, 5, 10</sup>	PLAN/ CER	Programmed	\$0					\$0
Any Eligible	Planning Placeholder (e.g. Station Area Plan) <sup>10, 15</sup>	PLAN/ CER	Programmed		\$0				\$0
SFCTA	Balboa Park Station Area Circulation Study	PLAN/ CER	Allocated			\$65,600			\$65,600
Any Eligible	Planning Placeholder (e.g. Station Area Plan) <sup>15</sup>	PLAN/ CER	Programmed			\$0			\$0
Any Eligible	Planning Placeholder (e.g. Station Area Plan) <sup>15</sup>	PLAN/ CER	Programmed				\$0		\$0

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2009/10	2010/11	2011/12	2012/13	2013/14	
SFCTA	Balboa Park Station Area Circulation Study <sup>10</sup>	PLAN/ CER	Appropriated					\$59,400	\$59,400
Any Eligible	Planning Placeholder (e.g. Station Area Plan) <sup>15</sup>	PLAN/ CER	Programmed					\$0	\$0
<b>Total Programmed in 5YPP</b>				\$200,685	\$373,488	\$1,008,897	\$199,414	\$2,860,590	\$4,643,074
<b>Total Allocated and Pending in 5YPP</b>				\$0	\$405,288	\$1,033,099	\$195,203	\$1,528,573	\$3,162,163
<b>Total Deobligated in 5YPP</b>				\$0	(\$31,800)	(\$25,427)	\$0	\$0	(\$57,227)
<b>Total Unallocated in 5YPP</b>				\$200,685	\$0	\$1,225	\$4,211	\$1,332,017	\$1,538,138
<b>Total Programmed in Amended 2009 Strategic Plan *</b>				\$272,885	\$581,096	\$1,545,556	\$576,276	\$1,726,276	\$4,702,089
<b>Deobligated from Prior 5YPP Cycles **</b>				\$38					\$38
<b>Cumulative Remaining Programming Capacity</b>				\$72,238	\$279,846	\$816,505	\$1,193,367	\$59,053	\$59,053

\* The 2009 Strategic Plan was amended on March 30, 2010 through Res. 10-52.

\*\* "Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period, excluding deobligations incorporated in the December 31, 2012.

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

**FOOTNOTES:**

- <sup>1</sup> 5YPP Amendment to fully fund construction of the Folsom Streetscape Improvements (Res. 11-33, 12.14.2010)
- <sup>2</sup> FY 09/10 Planning Placeholder decreased from \$72,200 to \$69,020. Funds (\$3,180) redirected to Folsom Streetscape Improvements.
- <sup>3</sup> Cesar Chavez East Community Design Plan: On September 28, 2010, through Resolution 11-13, the Authority Board allocated up to \$54,076 for this project. Subsequently, that allocation was lowered to \$52,288 and split between an allocation to the Planning Department (\$22,729) and an appropriation to the Authority (\$29,559). Information on this action is available in MOA# 10/11 - 11.
- <sup>4</sup> Local Capital Match Placeholder was reduced by \$303,047 to fund the BART 24th Street Plaza and Pedestrian Improvements (Res. 11-62, 6.28.11)
- <sup>5</sup> 5YPP Amendment to add \$126,827 for the 19th Avenue Transit Corridor Investment Study (Res. 12-24, 11.15.11).  
 19th Avenue Transit Corridor Investment Study: Added new project.  
 Fiscal Year 2010/11 Neighborhood Planning (e.g. CBTP): Reduced programming from \$30,000 to \$0.
- <sup>6</sup> Fiscal Year 2011/12 Neighborhood Planning (e.g. CBTP): Reduced programming from \$50,000 to \$7,249.
- <sup>7</sup> Planning Placeholder (e.g. Station Area Plan) reduced in FY 2009/10 from \$69,020 to \$3,420 to fund Balboa Park Station Area Circulation Study (Res. 12-27, 12.13.11)
- <sup>8</sup> Local Capital Match Placeholder (Construction) was reduced from \$837,233 to \$478,608 to fund 3 DPW projects: 24th Street/Mission BART Plaza Bus-bulb (Res. 12-28, 12.13.2011), and Marina Green Bicycle Trail and Broadway Streetscape Improvements - Phase III (Res. 12-60, 04.24.2012).
- <sup>9</sup> Local Capital Match Placeholder (Construction) was reduced from \$478,608 to \$450,608 to fund DPW's 24th/Mission BART SW Plaza - 24th Street Sidewalk, Curb, and Landscaping project (Res. 13-12, 09.25.2012).
- <sup>10</sup> Local Capital Match Placeholder (Construction) was reduced from \$450,608 to \$433,405 to fund BART's 24th/Mission BART Plaza and Pedestrian Improvements project (Res. 13-30, 01.29.2013).
- <sup>11</sup> Local Capital Match Placeholder (Construction) was reduced from \$433,405 to \$283,405 to provide supplemental funds for DPW's Broadway Streetscape Improvements - Phase III project (Res. 13-43, 03.26.2013).
- <sup>12</sup> Planning Placeholder (e.g. Station Area Plan) reduced in FY 2009/10 from \$3,420 to \$0 and in FY 2010/11 from \$72,200 to \$16,220 to fund Balboa Park Station Area Circulation Study (Res. 14-05, 07.23.13)

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2009/10	2010/11	2011/12	2012/13	

<sup>11</sup> 5YPP Amendment to add \$209,174 for the Broadway Chinatown Neighborhood Transportation Plan (Res. 14-05, 07.23.13).

Broadway Chinatown Neighborhood Transportation Plan: Added new project.

Fiscal Year 2010/11 Neighborhood Planning (e.g. CBTP): Reduced programming from \$7,249 to \$0.

Fiscal Year 2011/12 Neighborhood Planning (e.g. CBTP): Reduced programming from \$50,000 to \$0.

Land Use Allocation Model Update: Reduced programming from \$50,000 to \$0.

NTP Program - Evaluation / Citizens Guide: Reduced programming from \$75,000 to \$0.

Fiscal Year 2012/13 Planning Placeholder (e.g. Caltrans Planning): Reduced programming from \$54,076 to \$27,151.

<sup>12</sup> Local Capital Match Placeholder (Construction) was reduced from \$283,405 to \$74,405 to provide local match funds for the construction of SFMTA's Market and Haight Street Transit and Pedestrian Improvement project (Res. 14-20, 09.24.2013).

<sup>13</sup> Local Capital Match Placeholder (Design) was reduced from \$400,000 to \$354,835 to provide local match funds for the environmental studies and design phases of DPW's Longfellow Elementary School Safe Routes to School project (\$24,981) and ER Taylor Elementary School Safe Routes to School project (\$20,184). (Res. 14-29, 10.22.2013).

<sup>14</sup> Local Capital Match Placeholder (Design) was reduced from \$354,835 to \$23,995 to provide local match funds for the design phase of SFMTA's Mansell Corridor Improvement (\$330,840) (Res. 14-34, 11.26.2013).

<sup>15</sup> 5YPP Amendment to add \$306,000 for the 19th Avenue/M-Ocean View Project (Res. 14-XX, XX.XX.XX).

19th Avenue/M-Ocean View Project: Added new project.

Fiscal Year 2011/12 Local Capital Match Placeholder: Reduced programming from \$74,405 to \$1,225.

Fiscal Year 2010/11 Planning Placeholder (e.g. Station Area Plan): Reduced programming from \$16,220 to \$0.

Fiscal Year 2011/12 Planning Placeholder (e.g. Station Area Plan): Reduced programming from \$72,200 to \$0.

Fiscal Year 2012/13 Planning Placeholder (e.g. Station Area Plan): Reduced programming from \$72,200 to \$0.

Fiscal Year 2013/14 Planning Placeholder (e.g. Station Area Plan): Reduced programming from \$72,200 to \$0.

<sup>16</sup> Local Capital Match Placeholder (Design) was reduced from \$23,995 to \$0, and Local Capital Match Placeholder (Construction) was reduced from \$1.6 million to \$1,451,153 to provide local match funds for the environmental studies and design phases of DPW's Second Street Improvement (\$172,842) (Res. 14-XX, XX.XX.XXXX).

<sup>17</sup> 5YPP Amendment to add \$22,940 for the Caltrain North Terminal Study (Res. 14-XX, XX.XX.XX).

Caltrain North Terminal Study: Added new project.

Fiscal Year 2012/13 Planning Placeholder: Reduced programming from \$27,151 to \$4,211.

<sup>18</sup> 5YPP Amendment to add \$175,212 for the Central Subway Phase III - Initial Study (Res. 14-XX, XX.XX.XX).

Central Subway Phase III - Initial Study: Added new project.

Fiscal Year 2013/14 Local Capital Match Placeholder: Reduced programming from \$1,451,153 to \$1,277,941.

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

**FY of Allocation Action:**

**Project Name:**

**Implementing Agency:**

**EXPENDITURE PLAN INFORMATION**

<b>Prop K Category:</b>	<input type="text" value="D. TSM/Strategic Initiatives"/>	Gray cells will automatically be filled in.
<b>Prop K Subcategory:</b>	<input type="text" value="ii. Transportation/Land Use Coordination"/>	
<b>Prop K EP Project/Program:</b>	<input type="text" value="b. Transportation/Land Use Coordination"/>	
<b>Prop K EP Line Number (Primary):</b>	<input type="text" value="44"/>	<b>Current Prop K Request:</b> <input type="text" value="\$ 173,212"/>
<b>Prop K Other EP Line Numbers:</b>	<input type="text"/>	

**Prop AA Category:**

**Current Prop AA Request:**

**Supervisorial District(s):**

**SCOPE**

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

The San Francisco Municipal Transportation Agency (SFMTA) requests an allocation of \$75,125 in Prop K funds and an appropriation of \$98,087 in Prop K funds to the San Francisco County Transportation Authority (SFCTA) for the Central Subway Phase III - Initial Study. This request would fund an initial planning study to determine the high-level feasibility and issues for a northern extension of the Central Subway from its current planned terminus in Chinatown to Fisherman's Wharf. This initial feasibility assessment will be useful in determining future land acquisitions and in the forthcoming SFMTA Rail Capacity Study.

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

### SCOPE OF WORK

Central Subway – Phase III Initial Study

**FINAL - PENDING**

#### **Background**

The T-Third Light Rail Transit (LRT) line opened in April 2007 as the first new rail line in the eastern part of San Francisco in over 50 years. The new rail line extended 5.1 miles from the San Francisco County Line near Visitacion Valley to the Caltrain Station at 4th and King Streets. Phase II of T-Line will extend the line from 4th and King Streets to Stockton and Clay Streets in Chinatown. The \$1.5 billion, 1.7 mile long extension will include four new stations and address transit need and congestion in a busy north-south corridor in the heart of downtown San Francisco. Phase II has received a full funding grant agreement (FFGA) from the Federal Transit Administration (FTA). The extension is expected to open for service in 2019. The actual Phase II construction will reach into North Beach where the tunnel boring machines will be removed from the ground at the intersection of Powell Street, Columbus Avenue and Union Street (Pagoda Palace site).

#### **Study Objectives**

The Central Subway – Phase III Initial Study (“Initial Study”) will analyze at a high-level the potential feasibility, benefits, and issues of extension of the T-Third LRT line from Chinatown (the northernmost station of Phase II) through North Beach and Russian Hill to Fisherman’s Wharf. Three possible alignments will be examined as a part of the Initial Study.

The Initial Study will be a multi-agency effort led by the San Francisco Municipal Transportation Agency (SFMTA) with input from the San Francisco County Transportation Authority (SFCTA) and the San Francisco Department of Planning (SF Planning).

The report will focus on feasibility with respect to the following items key areas:

- Alignment
- Grade Options
- Construction Methods
- Land Use & Economic Development
- Transit & Traffic Analysis
- Costs & Funding

The following table outlines the key focus areas that will be addressed with initial preferred action, but may change as more information is gathered.

#### **Task Summary**

1. Administration and Ongoing Management
2. Transportation Analysis
3. Land Use and Economic Conditions Analysis
4. Constructability Analysis



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

- 5. Costs, Funding, and Next Steps
- 6. Final Report

**1. Administration and Ongoing Management**

**Task 1.1:** Finalize Initial Study scope, agency roles, consultant roles, and tentative schedule among the SFMTA, SFCTA, and SF Planning and applicable on-call consultant services. Execute project charter among the three agencies to finalize roles, responsibilities and procedures. Establish planning goals and study outline.

- SFCTA will manage the distribution of funds, lead the transportation modeling and FTA New Starts ratings calculations, and assist with transportation analysis.
- SF Planning will write the scope of work for the economic development consultant task order and lead the analysis of land use and economic development.
- SFMTA will lead and manage the overall project and be responsible for all final deliverables.

**Task 1.2:** SFMTA will convene regular project meetings (once a month or more based on deliverables) with key staff from SFMTA, SF Planning, and SFCTA. SFMTA will create and distribute agendas prior to meetings and distribute notes and action items via email following meetings.

<b>Task</b>	<b>Deliverables</b>	<b>Documentation</b>	<b>Roles</b>
1.1	<ul style="list-style-type: none"> <li>• Final Scope</li> <li>• Project Charter</li> <li>• Executed Consultant Task Orders</li> <li>• Initial Study outline</li> </ul>	Documents themselves	<ul style="list-style-type: none"> <li>• SFMTA will lead scope finalizing and project charter, with SF Planning and SFCTA participating</li> <li>• SFMTA will lead the Initial Study outline, with SF Planning and SFCTA participating and reviewing</li> <li>• SF Planning will create a consultant task order scope for the economic development</li> <li>• SFCTA will execute consultant task orders</li> </ul>
1.2	<ul style="list-style-type: none"> <li>• Management meetings</li> </ul>	Meeting agendas, notes, and action items.	<ul style="list-style-type: none"> <li>• SFMTA to schedule meetings, create and distribute meeting agendas and record and distribute notes and action items to SFCTA, and SF Planning</li> <li>• SFCTA, SFMTA, and SF Planning will attend meetings</li> </ul>

**2. Transportation Analysis**

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

**Task 2.1:** SFMTA will summarize existing and currently planned transit service and traffic conditions that are projected to be present in the project area (North Beach, Russian Hill, Telegraph Hill, Fisherman’s Wharf) upon completion of Phase II of the T-Third LRT line. The summary will include service and frequencies of transit service (including any proposed changes from the Transit Effectiveness Project), transit facilities (i.e. transit only lanes), and street network configurations for automobiles and non-motorized travel.

**Task 2.2:** SFMTA will evaluate issues present concerning the addition of a new station in the North Beach area at the site of the Pagoda Palace or in the immediate vicinity.

**Task 2.3:** SFMTA will summarize conceptual alignment and station options for a Phase III extension of the Central Subway north of the existing line end at the intersection of Powell Street, Columbus Avenue and Union Street. This summary will include discussion of potential nexus opportunities with other transportation and public realm plans (i.e. Conrad Square). In addition, it will document the relative size and service quality (i.e. crowding levels, congestion, wait time, speed) of the travel markets that various alignments and station options would serve (i.e. tourists, convention attendees, residents, workers). This section will also document any communities of concern and location of populations with unique travel needs (i.e. zero auto and low income households).

**Task 2.4:** The Transportation Authority will develop preliminary travel ridership projections for the Phase III extension based on a representative land use and service plan scenario. These projections will drive a high-level analysis of New Starts competitiveness.

Task	Deliverables	Documentation	Roles
2.1	Summary of existing transit service and traffic conditions (post Phase II completion )	Section in Initial Study report.	SFMTA will lead task, SFCTA and SF Planning will review.
2.2	Summary of issues concerning a North Beach station	Section in Initial Study report.	SFMTA will lead task, SFCTA and SF Planning will review.
2.3	Summary of conceptual alignment options	Section in Initial Study report.	SFMTA will lead task, SFCTA and SF Planning will review.
2.4	Preliminary Ridership Forecasts	Section in Initial Study report.	SFCTA will lead task, SFMTA and SF Planning will review.

### 3. Land Use and Economic Conditions Analysis

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

**Task 3.1:** SF Planning will summarize existing and future land use conditions within the project area. Future conditions will both assume an “existing conditions” scenario without a Phase III Central Subway extension, and a build scenario with a Phase III Central Subway extension.

**Task 3.2:** SF Planning will summarize existing and future conditions within the project area with an emphasis on topography of the project area.

**Task 3.3:** SF Planning with consultant support will summarize existing and future conditions for economic conditions within the project area. Future conditions will assume an “existing conditions” scenario without a Phase III Central Subway extension, and a build scenario with a Phase III Central Subway extension. This analysis will include the role of various travel markets that Phase III would serve in supporting our economy (i.e. visitors, and large employers).

Task	Deliverables	Documentation	Roles
3.1	Summary of existing and future land use conditions within the project area.	Section in Initial Study report.	SF Planning to lead, SFMTA and SFCTA to review.
3.2	Summary of existing and future land forms (topography) within the project area	Section in Initial Study report.	SF Planning to lead, SFMTA and SFCTA to review.
3.3	Summary of existing and future economic conditions	Section in Initial Study report.	Consultant-led task, managed by SF Planning, with SFMTA and SFCTA review.

#### **4. Constructability Analysis**

The Initial Study will evaluate the constructability of various horizontal and vertical alignments and station locations with regards to geotechnical conditions, construction methods, sea level rise vulnerability, major utility conflicts and construction costs.

**Task 4.1:** The SFMTA with consultant support will evaluate preliminary alignment profiles based on existing geotechnical information

**Task 4.2:** The SFMTA with consultant support will discuss feasibility and recommendation of construction method for the alignments

**Task 4.3:** The SFMTA will identify potential major utility conflicts based on existing information

**Task 4.4:** The SFMTA with consultant support will conduct a risk analysis with regards to sea level change

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

**Task 4.5:** The SFMTA with consultant support will prepare a preliminary construction cost estimate

Task	Deliverables	Documentation	Roles
4.1	Geotechnical assessment	Section in Initial Study report.	Consultant-led task with management by SFMTA, SFCTA review.
4.2	Construction method feasibility	Section in Initial Study report.	Consultant-led task with management by SFMTA, SFCTA review.
4.3	Identification of potential major utility conflicts	Section in Initial Study report.	SFMTA lead, SFCTA review.
4.4	Risk analysis with regards to sea level change	Section in Initial Study report.	Consultant-led task with management by SFMTA, SFCTA review.
4.5	Preliminary construction cost estimate	Section in Initial Study report.	Consultant-led task with management by SFMTA, SFCTA review.

### **5. Costs, Funding and Next Steps**

Task 5.1: The SFMTA will use the results of Task 4.5 to perform high-level project-level cost estimates for promising options and summarize findings.

Task 5.2: The SFMTA will perform an initial analysis of existing and future public and public/private funding sources including but not limited to development contributions, tax increment and other funding opportunities from potential land-use zoning changes. The list of existing funding strategies will include but not be limited to federal New Starts funding, local sales tax funding, and other available local sources in addition to the private contributions from potential land-use changes. The Transportation Authority will perform a high-level calculation of a potential New Starts rating based on results from the transportation ridership analysis in Task 2.

Task 5.3: The SFMTA will document potential next steps and agency responsibilities for Central Subway Phase III. The Initial Study will reference the SFMTA Rail Capacity Improvement Strategy to develop a citywide rail transit optimization and expansion assessment during 2014 that will be the successor to the “Four Corridors Plan” adopted in 1995.

Task	Deliverables	Documentation	Roles
5.1	Summary of high-level cost estimates	Section in Initial Study report.	SFMTA to lead, SFCTA to review.
5.2	Summary of existing funding	Section in Initial Study report.	SFMTA to lead; SFCTA will

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

	sources		develop New Starts ratings; SF Planning will develop funding potential from land use strategies.
5.3	Outline next steps and responsibilities.	Section in Initial Study report.	SFMTA to lead, SFCTA and SF Planning to review.

## **6. Final Report**

**Task 6.1:** SFMTA will draft a final report summarizing all relevant information, findings and conclusions and information will be developed in the several deliverables listed in this scope of work summary.

**Task 6.2:** SFMTA will produce a presentation summarizing the Report's findings and recommendations. This presentation may be used for public outreach, presentation to policy boards and executive staff, and other uses as needed.

<b>Task</b>	<b>Deliverables</b>	<b>Documentation</b>	<b>Roles</b>
6.1	Final Report	Final report document	SFMTA to lead, SF Planning and SFCTA to review.
6.2	Final Report Presentation	Final report slide deck	SFMTA to lead, SF Planning and SFCTA to review.

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

FY 2013/14

**Project Name:** Central Subway- Phase III - Initial Study

**Implementing Agency:** San Francisco Municipal Transportation Agency

### ENVIRONMENTAL CLEARANCE

**Type :** Categorically Exempt **Completion Date (mm/dd/yy)**  
**Status:** Not Applicable

### PROJECT DELIVERY MILESTONES

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	3	2013/14	1	2014/15
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)				
Prepare Bid Documents				
Advertise Construction				
Start Construction (e.g., Award Contract)				
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)				
Project Closeout (i.e., final expenses incurred)				

### SCHEDULE COORDINATION/NOTES

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

The study is anticipated to be completed by July 2014.

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

**E9-149**

FY 2013/14

**Project Name:** Central Subway- Phase III - Initial Study

**Implementing Agency:** San Francisco Municipal Transportation Agency

**COST SUMMARY BY PHASE - CURRENT REQUEST**

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

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	Yes	\$ 173,212	\$ 173,212	
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$ 173,212	\$ 173,212	\$ -

**COST SUMMARY BY PHASE - ENTIRE PROJECT**

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$ 173,212	Similar efforts
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
<b>Total:</b>	<b>\$ 173,212</b>	

**% Complete of Design:**  as of

**Expected Useful Life:**  Years

## MAJOR LINE ITEM BUDGET

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

### Central Subway Phase III - Initial Study - Budget Totals

	Totals by Task	SFMTA	SFCTA	SF Planning	Consultants
Administration and Ongoing					
1 Management	\$ 14,126	\$ 4,100	\$ 8,286	\$ 1,740	\$ -
2 Transportation Analysis	\$ 24,344	\$ 16,400	\$ 7,074	\$ 870	\$ -
3 Land Use and Economic Analysis	\$ 58,039	\$ 984	\$ 230	\$ 26,825	\$ 30,000
4 Constructability Analysis	\$ 55,900	\$ 4,920	\$ 690	\$ 290	\$ 50,000
5 Costs, Funding, and Next Steps	\$ 7,123	\$ 3,936	\$ 1,012	\$ 2,175	\$ -
6 Final Report	\$ 13,680	\$ 9,840	\$ 795	\$ 3,045	\$ -
<b>Totals</b>	<b>\$ 173,212</b>	<b>\$ 40,180</b>	<b>\$ 18,087</b>	<b>\$ 34,945</b>	<b>\$ 80,000</b>

#### Summary by Agency

#### Amount

SFCTA (Consultant plus Staff)	\$ 98,087
SFMTA	\$ 40,180
SF Planning	\$ 34,945
<b>Total</b>	<b>\$ 173,212</b>

### Central Subway Phase III - Initial Study - SFCTA

	SFCTA Task Subtotal	Transportation Planner	Senior Transportation Planner	Deputy Director	Intern	Contract Administration
Hourly Rates		\$ 59	\$ 69	\$ 115	\$ 35	\$ 64
Administration and Ongoing						
1 Management	\$ 8,286		4	14		100
2 Analysis of Transportation Alternatives	\$ 7,074	50	16	8	60	
3 Land use Analysis	\$ 230			2		
4 Constructability Analysis	\$ 690			6		
5 Costs, Funding, and Next Steps	\$ 1,012		8	4		
6 Final Report	\$ 795	1	4	4		
<b>Sub-Total -- Hours</b>	<b>281</b>	<b>51</b>	<b>32</b>	<b>38</b>	<b>60</b>	<b>100</b>
<b>Sub-Total - Cost</b>	<b>\$ 18,087</b>	<b>\$ 3,009</b>	<b>\$ 2,208</b>	<b>\$ 4,370</b>	<b>\$ 2,100</b>	<b>\$ 6,400</b>



**Central Subway Phase III - Initial Study - SFMTA**

	SFMTA Task Subtotal	Transit Planner IV
Hourly Rates		\$ 164
Administration and Ongoing		
1 Management	\$ 4,100	25
2 Transportation Analysis	\$ 16,400	100
3 Land Use Analysis	\$ 984	6
4 Constructability Analysis	\$ 4,920	30
5 Costs, Funding, and Next Steps	\$ 3,936	24
6 Final Report	\$ 9,840	60
Hours	245	245
Cost	\$ 40,180	\$ 40,180

**Central Subway Phase III - Initial Study - SF Planning**

	SF Planning Task Subtotal	Planner III
Hourly Rates		\$ 145
1 Administration and Ongoing	\$ 1,740	12
2 Transportation Analysis	\$ 870	6
3 Land Use and Economic Analysis	\$ 26,825	185
4 Constructability Analysis	\$ 290	2
5 Costs, Funding, and Next Steps	\$ 2,175	15
6 Final Report	\$ 3,045	21
Sub-Total -- Hours	241	241
Sub-Total - Cost	\$ 34,945	\$ 34,945

**Central Subway Phase III - Initial Study - Consultant**

	Consultant Task Subtotal
Hourly Rates	
1 Administration and Ongoing	
2 Transportation Analysis	
3 Land Use and Economic Analysis	\$ 30,000
4 Constructability Analysis	\$ 50,000
5 Costs, Funding, and Next Steps	
6 Final Report	
Sub-Total - Cost	\$ 80,000

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

FY 2013/14

Project Name: Central Subway- Phase III - Initial Study

**FUNDING PLAN - FOR CURRENT PROP K REQUEST**

Prop K Funds Requested: \$ 173,212  
 5-Year Prioritization Program Amount: \$ - (enter if appropriate)  
 Strategic Plan Amount for Requested FY: \$ 2,216,390

**FUNDING PLAN - FOR CURRENT PROP AA REQUEST**

Prop AA Funds Requested: \$ -  
 5-Year Prioritization Program Amount: (enter if appropriate)  
 Strategic Plan Amount for Requested FY:

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

The requested allocation and appropriation require a 5-Year Prioritization Program (5YPP) amendment to the Transportation/Land Use category to add the subject project and use \$173,212 in Fiscal Year 2013/14 Local Capital Match Placeholder funds.

The Strategic Plan amount is the amount programmed for the entire Transportation/Land Use category in Fiscal Year 2013/14 (\$1,726,276), programmed but unallocated funds from prior fiscal years (\$462,861), and cumulative remaining programming capacity (\$27,253).

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 173,212			\$ 173,212
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
<b>Total:</b>	\$ 173,212	\$ -	\$ -	\$ 173,212

Actual Prop K Leveraging - This Phase: 0.00%  
 Expected Prop K Leveraging per Expenditure Plan: 40.48%

\$ 173,212  
 Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

**FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)**

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

Fund Source	Planned	Programmed	Allocated	Total
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
<b>Total:</b>		\$ -	\$ -	\$ -

Actual Prop K Leveraging - Entire Project:	0.00%	\$ 173,212
Expected Prop K Leveraging per Expenditure Plan:	40.48%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:		

**FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST**

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

Prop K Funds Requested: \$ 173,212

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2013/14	\$ 173,212	100.00%	\$ -
		0.00%	\$ -
		0.00%	\$ -
		0.00%	\$ -
		0.00%	\$ -
<b>Total:</b>	\$ 173,212		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 2.20.14 Resolution No. Res. Date:

Project Name: Central Subway- Phase III - Initial Study

Implementing Agency: San Francisco Municipal Transportation Agency

Table with columns: Funding Recommended, Amount, Agency, Phase. Rows include Prop K Allocation (\$75,125 SFMTA), Prop K Appropriation (\$98,087 SFCTA), and Total (\$173,212).

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

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

Table with columns: Source, Fiscal Year, Maximum Reimbursement, % Reimbursable, Balance. Shows Prop K EP 44 for FY 2013/14 with a total of \$173,212 at 100% reimbursement.

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

Table with columns: Source, Fiscal Year, Phase, Maximum Reimbursement, Cumulative % Reimbursable, Balance. Shows Prop K EP 44 for FY 2013/14 in the Planning/Conceptual Engineering phase with a total of \$173,212 at 100% reimbursement.

Prop K/Prop AA Fund Expiration Date: 3/31/2015 Eligible expenses must be incurred prior to this date.

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

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

**Deliverables:**

1.
2.
3.

**Special Conditions:**

1.
2.
3.

**Notes:**

1.
2.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	100.00%
Prop AA proportion of expenditures - this phase:	<input type="text"/>

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

SFCTA Project Reviewer:

Project # from SGA:

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

**SUB-PROJECT DETAIL**

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

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2013/14	Planning/Conceptual Engineering	\$75,125	43%	\$0
<b>Total:</b>			<b>\$75,125</b>		

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

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2013/14	Planning/Conceptual Engineering	\$98,087	57%	\$0
<b>Total:</b>			<b>\$98,087</b>		

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

**E9-157**

FY of Allocation Action:	2013/14	Current Prop K Request:	\$ 173,212
		Current Prop AA Request:	\$ -

Project Name: Central Subway- Phase III - Initial Study

Implementing Agency: San Francisco Municipal Transportation Agency

**Signatures**

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

**Project Manager**

**Grants Section Contact**

Name (typed): Paul Bignardi

Joel Goldberg

Title: Transportation Planner IV

Management

Phone: 415-701-4594

415-701-4499

Fax: \_\_\_\_\_

\_\_\_\_\_

Email: [paul.bignardi@sfmta.com](mailto:paul.bignardi@sfmta.com)

[joel.goldberg@sfmta.com](mailto:joel.goldberg@sfmta.com)

Address: SFMTA, 1 S. Van Ness, 8th fl.  
SF 94103

SFMTA, 1 S. Van Ness, 8th fl.  
SF 94103

Signature: \_\_\_\_\_

\_\_\_\_\_

Date: \_\_\_\_\_

\_\_\_\_\_

**2009 Prop K 5YPP - Program of Projects  
Transportation/Land Use Coordination (EP 44)**

**Programming and Allocations To-date**

Pending Transportation Authority Board Approval

Last Update: February 20, 2014

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2009/10	2010/11	2011/12	2012/13	2013/14	
Local Capital Match									
Any Eligible	Local Capital Match Placeholder	Design	Programmed		\$0				\$0
DPW	Folsom Streetscape Improvements <sup>1</sup>	CON	Allocated		\$267,000				\$267,000
DPW	Second Street Streetscape Improvements	Design	Allocated		\$35,000				\$35,000
DPW	Second Street Streetscape Improvements	Design	Deobligated		(\$31,800)				(\$31,800)
DPW	Broadway Streetscape Improvements - Phase III	Design	Allocated		\$31,000				\$31,000
Any Eligible	Local Capital Match Placeholder <sup>3,6,7,8,12,15</sup>	CON	Programmed			\$1,225			\$1,225
BART	24th Street/Mission BART Plaza and Pedestrian Improvements <sup>3</sup>	Design	Allocated			\$303,047			\$303,047
DPW	24th Street/Mission BART Plaza Bus-bulb <sup>6</sup>	CON	Allocated			\$179,000			\$179,000
DPW	Marina Green Bicycle Trail <sup>6</sup>	CON	Allocated			\$113,625			\$113,625
DPW	Broadway Streetscape Improvements - Phase III <sup>6</sup>	CON	Allocated			\$245,000			\$245,000
DPW	24th/Mission BART SW Plaza - 24th Street Sidewalk, Curb, and Landscaping <sup>7</sup>	CON	Allocated				\$28,000		\$28,000
BART	24th/Mission BART SW Plaza and Pedestrian Improvements <sup>8</sup>	CON	Allocated				\$17,203		\$17,203
DPW	Broadway Streetscape Improvements - Phase III - Supplemental <sup>9</sup>	CON	Allocated				\$150,000		\$150,000
SFMTA	Market and Haight Street Transit and Pedestrian Improvement <sup>12</sup>	CON	Allocated					\$209,000	\$209,000
Any Eligible	Local Capital Match Placeholder <sup>13,14,16</sup>	Design	Programmed				\$0		\$0
Any Eligible	Local Capital Match Placeholder <sup>18</sup>	CON	Programmed					\$1,277,941	\$1,277,941
SFMTA	Central Subway Phase III Initial Study <sup>18</sup>	PLAN	Pending					\$173,212	\$173,212
DPW	Longfellow Elementary School Safe Routes to School <sup>13</sup>	ENV, Design	Allocated					\$24,981	\$24,981
DPW	ER Taylor Elementary School Safe Routes to School <sup>13</sup>	ENV, Design	Allocated					\$20,184	\$20,184



Agency	Project Name	Phase	Status	Fiscal Year					Total
				2009/10	2010/11	2011/12	2012/13	2013/14	
DPW	Mansell Corridor Improvement <sup>13, 14</sup>	Design	Allocated					\$330,840	\$330,840
DPW	Second Street Streetscape Improvements <sup>16</sup>	ENV, Design	Pending					\$172,842	\$172,842
SFMTA	Persia Triangle Transit Improvements (Lifecycle March)	TBD	Programmed	\$200,685					\$200,685
SFMTA	19th Avenue/M-Ocean View Project <sup>15</sup>	PLAN	Pending					\$306,000	\$306,000
Neighborhood Transportation Planning									
SFCTA	Land Use Allocation Model Update <sup>11</sup>	PLAN/ CER	Programmed		\$0				\$0
SFCTA	Neighborhood Planning (e.g. CBTP) <sup>4</sup>	PLAN	Programmed		\$0				\$0
SFCTA	Bayview Hunters Point Mobility Solutions Study	PLAN	Allocated		\$20,000				\$20,000
SFCTA	Neighborhood Planning (e.g. CBTP) <sup>4, 11</sup>	PLAN	Programmed			\$0			\$0
SFCTA	Neighborhood Planning (e.g. CBTP) <sup>11</sup>	PLAN	Programmed				\$0		\$0
SFCTA	NTP Program - Evaluation / Citizens Guide <sup>11</sup>	PLAN/ CER	Programmed		\$0				\$0
SFCTA	Broadway Chinatown Neighborhood Transportation Plan <sup>11</sup>	PLAN/ CER	Appropriated					\$209,174	\$209,174
SFCTA	Cesar Chavez East Community Design Plan <sup>2</sup>	PLAN/ CER	Appropriated		\$29,559				\$29,559
Planning	Cesar Chavez East Community Design Plan <sup>2</sup>	PLAN/ CER	Allocated		\$22,729				\$22,729
SFCTA	19th Ave Transit Corridor Investment Study <sup>4</sup>	PLAN	Allocated			\$126,827			\$126,827
SFCTA	19th Ave Transit Corridor Investment Study	PLAN	Deobligated			(\$25,427)			(\$25,427)
Any Eligible	Planning Placeholder (e.g. Caltrans Planning)	PLAN/ CER	Programmed			\$0			\$0
Any Eligible	Planning Placeholder (e.g. Caltrans Planning) <sup>11, 17</sup>	PLAN/ CER	Programmed				\$4,211		\$4,211
PCJPB	Caltrain North Terminal Study <sup>17</sup>	PLAN/ CER	Pending					\$22,940	\$22,940
Any Eligible	Planning Placeholder (e.g. Caltrans Planning)	PLAN/ CER	Programmed					\$54,076	\$54,076
Planning for TOD/Infill Support									
Any Eligible	Planning Placeholder (e.g. Station Area Plan) <sup>1, 5, 10</sup>	PLAN/ CER	Programmed	\$0					\$0
Any Eligible	Planning Placeholder (e.g. Station Area Plan) <sup>10, 15</sup>	PLAN/ CER	Programmed		\$0				\$0
SFCTA	Balboa Park Station Area Circulation Study	PLAN/ CER	Allocated			\$65,600			\$65,600
Any Eligible	Planning Placeholder (e.g. Station Area Plan) <sup>15</sup>	PLAN/ CER	Programmed			\$0			\$0
Any Eligible	Planning Placeholder (e.g. Station Area Plan) <sup>15</sup>	PLAN/ CER	Programmed				\$0		\$0

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2009/10	2010/11	2011/12	2012/13	2013/14	
SFCTA	Balboa Park Station Area Circulation Study <sup>10</sup>	PLAN/ CER	Appropriated					\$59,400	\$59,400
Any Eligible	Planning Placeholder (e.g. Station Area Plan) <sup>15</sup>	PLAN/ CER	Programmed					\$0	\$0
<b>Total Programmed in 5YPP</b>				\$200,685	\$373,488	\$1,008,897	\$199,414	\$2,860,590	\$4,643,074
<b>Total Allocated and Pending in 5YPP</b>				\$0	\$405,288	\$1,033,099	\$195,203	\$1,528,573	\$3,162,163
<b>Total Deobligated in 5YPP</b>				\$0	(\$31,800)	(\$25,427)	\$0	\$0	(\$57,227)
<b>Total Unallocated in 5YPP</b>				\$200,685	\$0	\$1,225	\$4,211	\$1,332,017	\$1,538,138
<b>Total Programmed in Amended 2009 Strategic Plan *</b>				\$272,885	\$581,096	\$1,545,556	\$576,276	\$1,726,276	\$4,702,089
<b>Deobligated from Prior 5YPP Cycles **</b>				\$38					\$38
<b>Cumulative Remaining Programming Capacity</b>				\$72,238	\$279,846	\$816,505	\$1,193,367	\$59,053	\$59,053

\* The 2009 Strategic Plan was amended on March 30, 2010 through Res. 10-52.

\*\* "Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period, excluding deobligations incorporated in the December 31, 2012.

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

**FOOTNOTES:**

- 5YPP Amendment to fully fund construction of the Folsom Streetscape Improvements (Res. 11-33, 12.14.2010)
- FY 09/10 Planning Placeholder decreased from \$72,200 to \$69,020. Funds (\$3,180) redirected to Folsom Streetscape Improvements.
- Cesar Chavez East Community Design Plan: On September 28, 2010, through Resolution 11-13, the Authority Board allocated up to \$54,076 for this project. Subsequently, that allocation was lowered to \$52,288 and split between an allocation to the Planning Department (\$22,729) and an appropriation to the Authority (\$29,559). Information on this action is available in MOA# 10/11 - 11.
- Local Capital Match Placeholder was reduced by \$303,047 to fund the BART 24th Street Plaza and Pedestrian Improvements (Res. 11-62, 6.28.11)
- 5YPP Amendment to add \$126,827 for the 19th Avenue Transit Corridor Investment Study (Res. 12-24, 11.15.11).  
19th Avenue Transit Corridor Investment Study: Added new project.  
Fiscal Year 2010/11 Neighborhood Planning (e.g. CBTP): Reduced programming from \$30,000 to \$0.
- Fiscal Year 2011/12 Neighborhood Planning (e.g. CBTP): Reduced programming from \$50,000 to \$7,249.
- Planning Placeholder (e.g. Station Area Plan) reduced in FY 2009/10 from \$69,020 to \$3,420 to fund Balboa Park Station Area Circulation Study (Res. 12-27, 12.13.11)
- Local Capital Match Placeholder (Construction) was reduced from \$837,233 to \$478,608 to fund 3 DPW projects: 24th Street/Mission BART Plaza Bus-bulb (Res. 12-28, 12.13.2011), and Marina Green Bicycle Trail and Broadway Streetscape Improvements - Phase III (Res. 12-60, 04.24.2012).
- Local Capital Match Placeholder (Construction) was reduced from \$478,608 to \$450,608 to fund DPW's 24th/Mission BART SW Plaza - 24th Street Sidewalk, Curb, and Landscaping project (Res. 13-12, 09.25.2012).
- Local Capital Match Placeholder (Construction) was reduced from \$450,608 to \$433,405 to fund BART's 24th/Mission BART Plaza and Pedestrian Improvements project (Res. 13-30, 01.29.2013).
- Local Capital Match Placeholder (Construction) was reduced from \$433,405 to \$283,405 to provide supplemental funds for DPW's Broadway Streetscape Improvements - Phase III project (Res. 13-43, 03.26.2013).
- Planning Placeholder (e.g. Station Area Plan) reduced in FY 2009/10 from \$3,420 to \$0 and in FY 2010/11 from \$72,200 to \$16,220 to fund Balboa Park Station Area Circulation Study (Res. 14-05, 07.23.13)

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2009/10	2010/11	2011/12	2012/13	

<sup>11</sup> 5YPP Amendment to add \$209,174 for the Broadway Chinatown Neighborhood Transportation Plan (Res. 14-05, 07.23.13).

Broadway Chinatown Neighborhood Transportation Plan: Added new project.

Fiscal Year 2010/11 Neighborhood Planning (e.g. CBTP): Reduced programming from \$7,249 to \$0.

Fiscal Year 2011/12 Neighborhood Planning (e.g. CBTP): Reduced programming from \$50,000 to \$0.

Land Use Allocation Model Update: Reduced programming from \$50,000 to \$0.

NTP Program - Evaluation / Citizens Guide: Reduced programming from \$75,000 to \$0.

Fiscal Year 2012/13 Planning Placeholder (e.g. Caltrans Planning): Reduced programming from \$54,076 to \$27,151.

<sup>12</sup> Local Capital Match Placeholder (Construction) was reduced from \$283,405 to \$74,405 to provide local match funds for the construction of SFMTA's Market and Haight Street Transit and Pedestrian Improvement project (Res. 14-20, 09.24.2013).

<sup>13</sup> Local Capital Match Placeholder (Design) was reduced from \$400,000 to \$354,835 to provide local match funds for the environmental studies and design phases of DPW's Longfellow Elementary School Safe Routes to School project (\$24,981) and ER Taylor Elementary School Safe Routes to School project (\$20,184). (Res. 14-29, 10.22.2013).

<sup>14</sup> Local Capital Match Placeholder (Design) was reduced from \$354,835 to \$23,995 to provide local match funds for the design phase of SFMTA's Mansell Corridor Improvement (\$330,840) (Res. 14-34, 11.26.2013).

<sup>15</sup> 5YPP Amendment to add \$306,000 for the 19th Avenue/M-Ocean View Project (Res. 14-XX, XX.XX.XX).

19th Avenue/M-Ocean View Project: Added new project.

Fiscal Year 2011/12 Local Capital Match Placeholder: Reduced programming from \$74,405 to \$1,225.

Fiscal Year 2010/11 Planning Placeholder (e.g. Station Area Plan): Reduced programming from \$16,220 to \$0.

Fiscal Year 2011/12 Planning Placeholder (e.g. Station Area Plan): Reduced programming from \$72,200 to \$0.

Fiscal Year 2012/13 Planning Placeholder (e.g. Station Area Plan): Reduced programming from \$72,200 to \$0.

Fiscal Year 2013/14 Planning Placeholder (e.g. Station Area Plan): Reduced programming from \$72,200 to \$0.

<sup>16</sup> Local Capital Match Placeholder (Design) was reduced from \$23,995 to \$0, and Local Capital Match Placeholder (Construction) was reduced from \$1.6 million to \$1,451,153 to provide local match funds for the environmental studies and design phases of DPW's Second Street Improvement (\$172,842) (Res. 14-XX, XX.XX.XXXX).

<sup>17</sup> 5YPP Amendment to add \$22,940 for the Caltrain North Terminal Study (Res. 14-XX, XX.XX.XX).

Caltrain North Terminal Study: Added new project.

Fiscal Year 2012/13 Planning Placeholder: Reduced programming from \$27,151 to \$4,211.

<sup>18</sup> 5YPP Amendment to add \$175,212 for the Central Subway Phase III - Initial Study (Res. 14-XX, XX.XX.XX).

Central Subway Phase III - Initial Study: Added new project.

Fiscal Year 2013/14 Local Capital Match Placeholder: Reduced programming from \$1,451,153 to \$1,277,941.



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

FY of Allocation Action:

Project Name:

Implementing Agency:

**EXPENDITURE PLAN INFORMATION**

Prop K Category:	<input type="text"/>	Gray cells will automatically be filled in.
Prop K Subcategory:	<input type="text"/>	
Prop K EP Project/Program:	<input type="text"/>	
Prop K EP Line Number (Primary):	<input type="text"/>	Current Prop K Request: <input type="text"/>
Prop K Other EP Line Numbers:	<input type="text"/>	

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

**SCOPE**

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

Scope of work begins on next page.

## San Francisco County Transportation Authority Proposition K and AA Allocation Request Form

The Mayor's Office of Housing and Community Development (MOHCD) is requesting \$1.8 million in Prop AA funds for transit accessibility improvements at the Hunters View site in the Bayview Hunters Point neighborhood. Hunters View is a 22-acre site that originally included 267 public housing units, and is now under redevelopment as the first HOPE SF project. HOPE SF is an initiative to revitalize San Francisco's dilapidated public housing.

### Background

The new Hunters View will improve what was an isolated and underserved community by constructing up to 800 units of mixed income housing (include one-for-one replacement of the existing public housing), as well as the development of a new street grid and utilities infrastructure that will result in a more accessible neighborhood. An enhanced street network with increased pedestrian connections and transit accessibility will address the economic and social isolation of Hunters View residents by providing better physical connections to neighboring areas and transit connections to the rest of the City.

Phase II of Hunters View will consist of 107 units of public and affordable rental housing units. Prop AA funds will be used to construct transit accessibility improvements in Phase II along Middle Point Road, Fairfax Avenue, and Ironwood Way. The project result will be safer and accessible connections for pedestrians to reach the Muni 19-Polk and 44-O'Shaughnessy bus stops on Middle Point Road and Fairfax Avenue. Accessible pathways for pedestrians is critical in the neighborhood given the high number of disabled people who live at Hunters View and steep slopes encountered on the neighborhoods streets, including on Middle Point Road.

### Scope of Work

Prop AA funds will be used to improve access to transit for pedestrians and traffic calming through a number of treatments on Middle Point Road, Fairfax Avenue, and Ironwood way, as well make improvements for access from south of the Hunters View site (current site of Malcom X Academy and a youth park) to the neighborhood's central transit stop. Located at the highest point of the site, the intersection of Middle Point Road and Fairfax Avenue serves as a major neighborhood crossroads and is the central transit stop for Hunters View. Improved access to the transit stop will include:

- Transit stop with bus bulb-outs and bus shelters;
- Accessible sidewalks with maximum slopes leading from planned housing structures with elevators to the transit stop;
- New and improved street lighting;
- Bulb-outs at the intersection of Ironwood Way and Fairfax Avenue;
- Widened sidewalks (12-16'); and
- A narrowing of Middle Point Road to a width of 24' at the transit stop.

Other streetscape improvements to be built as part of Hunters View Phase II include new trees, plantings, and permeable pavers in 6-8' planter strips; decorative paving in the crosswalks at the

**San Francisco County Transportation Authority  
Proposition K and AA Allocation Request Form**

intersections of Fairfax Avenue with Middle Point Road and Ironwood Way; unloading strips at curbs for unloading vehicle passengers and intermittent paths linking parking landings with the sidewalk; and the undergrounding of all new overhead utilities.

### **Implementation**

The improvements will be constructed by a general contractor that is contracted to Hunters View Associates, LP (HVA), which in turn is the master developer of the project. HVA and/or its affiliates work closely with MOHCD to finalize design, secure permits, and to expend funds—including Prop AA—according to scope.

The improvements above are part of the overall Infrastructure Improvement Permit for Hunters View Phase II. Infrastructure Improvement Permits are coordinated by the Department of Public Works (DPW). Within DPW, the Infrastructure Task Force is charged with being a single point of City contact in assisting large redevelopment projects move through the design review and approvals processes, including HOPE SF projects. The Infrastructure Improvement Permits require several rounds of review (i.e., 30%, 60%, 90%, and 100% design) by all required City agencies. This review is coordinated by the Task Force. For the Hunters View project, the developer meets bi-weekly with the Task Force to track progress and work towards approvals for all related infrastructure components, including streets, open space, sewers, and other utilities (e.g., final map, street vacation, etc.). Ultimately, the Task Force works with the City Attorney's Office to make a recommendation that the City formally accept the streets and other infrastructure constructed as part of the redevelopment project.

The Hunters View project follows the Bayview Hunters Point Redevelopment Plan, which was adopted in 2006 by the Board of Supervisors. HVA has also worked closely with residents of Hunters View; since initiating the project in 2005, and have held monthly meetings open to all residents and community members. The project secured CEQA clearance in August 2008 and NEPA clearance was finalized in early 2012.

MOHCD and its contractor, HVA, will continue some aspect of design work (anticipated through spring 2015) in order to bring scope of improvements in line with approved master development plan and coordination with the City's Infrastructure Task Force. MOHCD anticipates that the Hunters View Phase II transportation elements will be open for use by summer 2016.

### **Funding**

The Prop AA funds requested by MOHCD for the Hunters View project leverage over \$40 million in funds from other sources, including MOHCD, state Housing and Community Development infill infrastructure funds, and Office of Community Investment and Infrastructure funds to develop neighborhood infrastructure including a street grid and utilities.

## San Francisco County Transportation Authority Proposition K and AA Allocation Request Form

### **Prioritization**

The Prop AA Strategic Plan includes a total of \$195,000 in design funds and \$1,649,994 in construction funds for two specific projects—transit access improvements at Middle Point Road and Fairfax Avenue and a pedestrian pathway. MOHCD is unable to move forward with pathway conceived of at the time of the Strategic Plan approval (December 2012), which would have improved an unmaintained footpath connecting Hunters View to the adjacent youth park. The current request will fund construction of a neighboring pathway, which will meet the intent of the project to improve transit accessibility from the Hunters View site to points south. MOHCD is requesting that all funds programmed in the Strategic Plan be used for construction of the improvements detailed in the Scope section above.



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

**E9-167**

FY 2013/14

**Project Name:** Hunters View Transit Connection

**Implementing Agency:** Mayor's Office of Housing and Community Development

**ENVIRONMENTAL CLEARANCE**

**Type :** CEQA/NEPA **Completion Date (mm/dd/yy)**  
**Status:** Completed **2008/2012**

**PROJECT DELIVERY MILESTONES**

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering			1	2013/14
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)	1	2012/2013	3	2013/2014
Prepare Bid Documents	3	2012/2013	4	2012/2013
Advertise Construction	4	2012/2013	4	2012/2013
Start Construction (e.g., Award Contract)	3	2013/2014		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			4	2015/2016
Project Closeout (i.e., final expenses incurred)			4	2016/2017

**SCHEDULE COORDINATION/NOTES**

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

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

FY 2013/14

**Project Name:** Hunters View Transit Connection

**Implementing Agency:** Mayor's Office of Housing and Community Development

**COST SUMMARY BY PHASE - CURRENT REQUEST**

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

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

Cost for Current Request/Phase		
	Total Cost	Prop K - Current Request
Yes/No		Prop AA - Current Request
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction	\$ 1,844,994	\$ 1,844,994
Procurement (e.g. rolling stock)		
	\$1,844,994	\$0

**COST SUMMARY BY PHASE - ENTIRE PROJECT**

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction	\$ 1,844,994	engineer's estimate
Procurement (e.g. rolling stock)		
Total:	\$ 1,844,994	

**% Complete of Design:** 65 as of 1/25/2014

**Expected Useful Life:** 30 Years

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

**E9-169**

**MAJOR LINE ITEM BUDGET**

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

**Hunters View Phase II - Prop AA Budget**

	Amount	Percent of Prop AA Budget
Survey	\$ 18,225	1.0%
Joint Trench (includes pedestrian lighting)	\$ 187,313	10.2%
Grading and Paving	\$ 151,367	8.2%
Planting & Irrigation	\$ 267,381	14.5%
Site Concrete	\$ 529,281	28.7%
Dust Control/Geotech	\$ 68,991	3.7%
Insurance	\$ 15,000	0.8%
Permits	\$ 30,000	1.6%
General Conditions/Requirements	\$ 116,875	6.3%
Contractor's Fee (Overhead & Profit)	\$ 40,906	2.2%
Contractor's Contingency	\$ 208,058	11.3%
Bonding	\$ 7,831	0.4%
Liability Insurance	\$ 8,766	0.5%
Architecture Design Services	\$ 100,000	5.4%
Landscape Architecture Design Services	\$ 50,000	2.7%
Civil Engineering Design Services	\$ 45,000	2.4%

**TOTAL \$ 1,844,994**

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

FY 2013/14

Project Name: Hunters View Transit Connection

**FUNDING PLAN - FOR CURRENT PROP K REQUEST**

Prop K Funds Requested: \$0  
 5-Year Prioritization Program Amount: (enter if appropriate)  
 Strategic Plan Amount for Requested FY:

**FUNDING PLAN - FOR CURRENT PROP AA REQUEST**

Prop AA Funds Requested: \$1,844,994  
 5-Year Prioritization Program Amount: \$1,844,994 (enter if appropriate)  
 Strategic Plan Amount for Requested FY: \$2,157,994

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

The Prop AA 5-Year Prioritization Program (5YPP) amount is the amount of Prop AA funds (\$1,844,994) available for allocation for the subject project for construction in Fiscal Year 2013/14. The Strategic Plan amount is the total amount of programming for the Transit Reliability and Mobility Improvements category in Fiscal Year 2013/14, the year of the request.

To fund this project, MOHCD has requested that the project's Prop AA design funds (\$195,000) be reprogrammed for use on the project's construction phase.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop AA - Transit		\$1,844,994		\$1,844,994
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>	\$1,844,994	\$0	\$0	\$1,844,994

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

\$1,844,994  
 Total from Cost worksheet

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

**E9-171**

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)				
Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.				
Fund Source	Planned	Programmed	Allocated	Total
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>			\$0	\$0

Actual Prop K Leveraging - Entire Project:

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

Actual Prop AA Leveraging - Entire Project:

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

Prop K Funds Requested:

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
<b>Total:</b>	\$0		

Prop AA Funds Requested:

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2013/14	\$787,160	43.00%	\$1,057,834
FY 2014/15	\$1,057,834	57.00%	\$0
		0.00%	\$0
<b>Total:</b>	\$1,844,994		

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop AA Allocation	\$1,844,994	Construction
<b>Total:</b>	<b>\$1,844,994</b>		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop AA - Transit	FY 2013/14	\$205,737	11.00%	\$1,639,257
Prop AA - Transit	FY 2014/15	\$961,606	52.00%	\$677,651
Prop AA - Transit	FY 2015/16	\$677,651	37.00%	\$0
			0.00%	\$0
			0.00%	\$0
<b>Total:</b>		<b>\$1,844,994</b>	<b>100%</b>	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop AA - Transit	FY 2013/14	Construction	\$205,737	11%	\$1,639,257
Prop AA - Transit	FY 2014/15	Construction	\$961,606	63%	\$677,651
Prop AA - Transit	FY 2015/16	Construction	\$677,651	100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$1,844,994</b>		

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

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution. No.  Res. Date:

Project Name:

Implementing Agency:

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

**Deliverables:**

1. With the first quarterly progress report due July 15, 2014, provide 2-3 digital photos of typical before conditions.
2. Upon project completion, provide 2-3 digital photos of completed project.
3.

**Special Conditions:**

1. The recommended allocation is contingent upon a Prop AA Strategic Plan/5YPP amendment to revise the scope (see Prioritization section of the Scope for details) and to reprogram funds that were originally split to design and construction, entirely to construction.

**Notes:**

1. MOHCD provided evidence of completion of 100% design (e.g. copy of certifications page). [Received February 18, 2014]
2. Construction phase may include minimal ongoing design costs to bring scope of improvements in line with approved master development plan and coordination with the City's Infrastructure Task Force.

Supervisorial District(s):

Prop K proportion of expenditures - this phase:	<input type="text"/>
Prop AA proportion of expenditures - this phase:	<input type="text"/>

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

SFCTA Project Reviewer:

Project # from SGA:

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

MAPS AND DRAWINGS

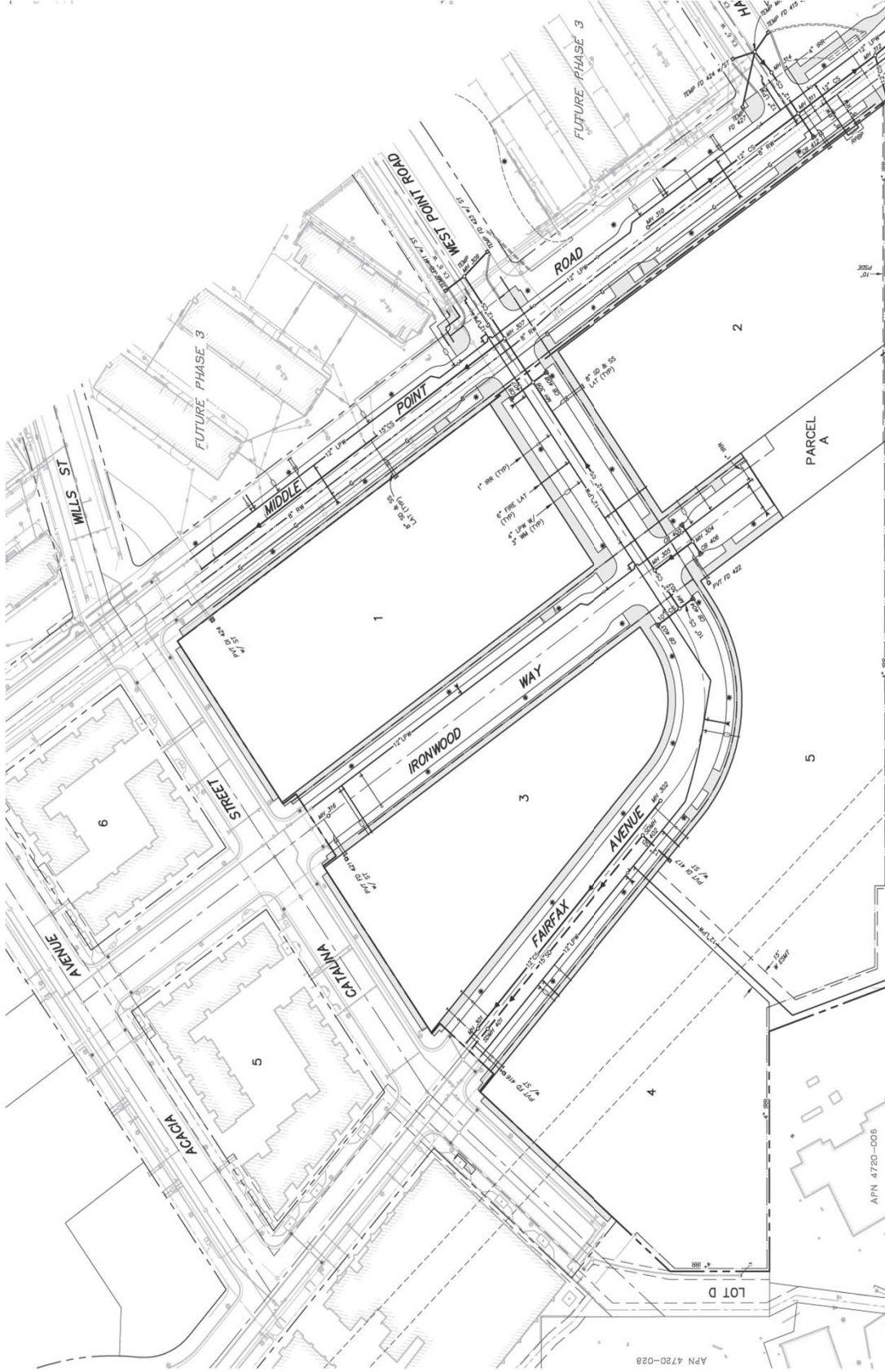
Insert or attach files of maps, drawings, photos of current conditions, photo compositions, etc. to support understanding of the project scope and evaluation of how geographic diversity was considered in the project prioritization process.

This text box and the blue header may be deleted to better accommodate any graphics.





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



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

FY of Allocation Action: 2013/14      Current Prop K Request: \$ -  
Current Prop AA Request: \$ 1,844,994

Project Name: Hunters View Transit Connection

Implementing Agency: Mayor's Office of Housing and Community Development

### Signatures

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

#### Project Manager

Name (typed): Erin Carson

Title: Construction Manager

Phone: 415.701.5513

Fax: \_\_\_\_\_

Email: erin.carson@sfgov.org

Address: 1 South Van Ness  
5th Floor  
San Francisco, CA 94103

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

#### Grants Section Contact

Benjamin McCloskey

Chief Financial Officer

415.701.5501

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benjamin.mccloskey@sfgov.org

1 South Van Ness  
5th Floor  
San Francisco, CA 94103

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