



Memorandum

Date: 03.17.2016 **RE:** Citizens Advisory Committee
March 23, 2016

To: Citizens Advisory Committee

From: Anna LaForte – Deputy Director for Policy and Programming *all*

Subject: **ACTION** – Adopt a Motion of Support for Allocation of \$48,000 in Prop K Funds and \$1,684,954 in Prop AA funds, with Conditions, for Four Requests, and Appropriation of \$262,000 in Prop K Funds for Two Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have six requests totaling \$1,994,954 in Prop K and AA funds to present to the Citizens Advisory Committee. The San Francisco Municipal Transportation Agency (SFMTA) and the Transportation Authority are requesting a total of \$100,000 in Prop K District 6 Neighborhood Transportation Improvement Program (NTIP) planning funds for the Pedestrian Safety in SOMA Youth and Family Zone project. The SFMTA will use \$48,000 of the NTIP funds to obtain community input to inform the Folsom-Howard Streetscape Project. The Transportation Authority will use \$52,000 of the NTIP funds to develop recommendations for improving safety at three to five ramp intersections within the Zone. The SFMTA has also requested \$491,757 in Prop AA funds for design work to upgrade up to 25 painted safety zones to permanent bulb-outs on Pedestrian High Injury Corridors throughout the city and \$163,358 in Prop AA funds for construction of the Mansell Corridor Improvement project. San Francisco Public Works has requested \$1,029,839 in Prop AA funds for construction of phase four of Chinatown Broadway Street Improvements. Finally, we are requesting \$210,000 in Prop K funds for the Treasure Island Mobility Management Program for design engineering and environmental activities through Fiscal Year 2016/17 related to the implementation of congestion pricing and related transportation improvements on the Island.

BACKGROUND

We have received six requests for a combined total of \$310,000 in Prop K funds and \$1,684,954 in Prop AA funds to present to the Citizens Advisory Committee (CAC) at its March 23, 2016 meeting, for potential Board approval on April 26, 2016. As shown in Attachment 1, the requests come from the following Prop K and Prop AA categories:

- Transportation Demand Management/Parking Management
- Transportation/ Land use Coordination
- Prop AA Pedestrian Safety

Transportation Authority Board adoption of a 5-Year Prioritization Program (5YPP) for Prop K and Prop AA programmatic categories is a prerequisite for allocation of funds from these categories.

DISCUSSION

The purpose of this memorandum is to present three Prop K requests totaling \$310,000 and three Prop AA requests totaling \$1,684,954 to the CAC and to seek a motion of support to allocate or appropriate the funds as requested. Attachment 1 summarizes the six requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project are included in the enclosed Allocation Request Forms.

Treasure Island Mobility Management Program (TIMMP) (SFCTA): The Transportation Authority, in its role as the Treasure Island Mobility Management Agency, has been charged with developing an integrated and multimodal congestion pricing demonstration program that applies motorist user fees to reduce the traffic impacts of the Treasure Island/Yerba Buena Island Development Project. Conceptual design of the project is nearing completion, and we are requesting \$210,000 in Prop K funds to initiate the design engineering and to contribute to related staff and consultant costs through Fiscal Year 2016/17 for development of the System Engineering Management Plan, the environmental scope of work, and the System Integrator Request for Proposals. The requested Prop K funds would allow the project to proceed on schedule as we work to secure additional funding for the entirety of the TIMMP.

Staff Recommendation: Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest.

Transportation Authority staff and project sponsors will attend the CAC meeting to provide brief presentations on some of the specific requests and to respond to any questions that the CAC may have.

ALTERNATIVES

1. Adopt a motion of support for allocation of \$48,000 in Prop K funds and \$1,684,954 in Prop AA funds, with conditions, for four requests, and appropriation of \$262,000 in Prop K funds for two requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Adopt a motion of support for allocation of \$48,000 in Prop K funds and \$1,684,954 in Prop AA funds, with conditions, for four requests, and appropriation of \$262,000 in Prop K funds for two requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

This action would allocate \$48,000 in Fiscal Year (FY) 2015/16 Prop K sales tax funds and \$1,684,954 in FY 2015/16 Prop A vehicle registration funds, with conditions, for four requests, and appropriate \$262,000 in FY 2015/16 Prop K funds for two requests. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4, Prop K/Prop AA Allocation Summaries – FY 2015/16, shows the total approved FY 2015/16 allocations and appropriations to date for both programs, with associated annual cash flow commitments as well as the recommended allocations and cash flows that are the subject of this memorandum.

Sufficient funds are included in the adopted FY 2015/16 budget to accommodate the recommendation actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

RECOMMENDATION

Adopt a motion of support for the allocation of \$48,000 in Prop K funds and \$1,684,954 in Prop AA funds, with conditions, for four requests, and appropriation of \$262,000 in Prop K funds for two requests.

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K/Prop AA Allocation Summaries – FY 2015/16
5. Prop K/Prop AA Allocation Request Forms (6)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	43	SFCTA	Treasure Island Mobility Management Program	\$ 210,000	\$ -	\$ 5,659,654	54%	96%	Design and Environmental	6
Prop K	44	SFMTA	Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning]	\$ 48,000	\$ -	\$ 48,000	40%	0%	Planning	6
Prop K	44	SFCTA	Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning]	\$ 52,000	\$ -	\$ 73,340	40%	29%	Planning	6
Prop AA	Ped	SFMTA	Bulb-outs at WalkFirst Locations	\$ -	\$ 491,757	\$ 491,757	NA	0%	Design	Citywide
Prop AA	Ped	SFPW	Chinatown Broadway Phase IV	\$ -	\$ 1,029,839	\$ 7,275,558	NA	86%	Construction	3
Prop AA	Ped	SFMTA	Mansell Corridor Improvement	\$ -	\$ 163,358	\$ 5,826,409	NA	97%	Construction	9, 10, 11
TOTAL				\$ 310,000	\$ 1,684,954	\$ 19,374,718				

Footnotes

- ¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2012 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).
- ² Acronyms: SFCTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)
- ³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.
- ⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K or non-Prop AA funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
43	SFCTA	Treasure Island Mobility Management Program	\$ 210,000	\$ -	<p>Funds will be used for the design engineering and environmental phase of the Treasure Island Mobility Management Program. The scope of work includes civil engineering Plans, Specifications and Estimates; Project Approvals and Environmental Document approvals; final System Engineering, including System Requirements; and the final System Engineering Management Plan. We anticipates that the design and environmental phases will be completed by June 2017, with the project open for use (start of operations) in January 2019.</p>
44	SFMTA	Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning]	\$ 48,000	\$ -	<p>The SFMTA is requesting a portion of the District 6 Neighborhood Transportation Improvement Program (NTIP) planning funds for community-based planning for Folsom/Howard Streets. This project will engage relevant stakeholders to obtain further community input from within the SOMA Youth and Family Zone to explore how the Folsom and Howard re-designs can best address pedestrian safety and access to community assets (e.g. schools, recreation centers, etc.) within the zone. SFMTA anticipates completing the planning phase for this project June 2017.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
44	SFCTA	Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning]	\$ 52,000	\$ -	Requested NTIP planning funds will fund the Vision Zero Ramp Intersection Study which will develop recommendations for improving safety at three to five ramp intersections in the SOMA Youth and Family Zone. Likely study locations include the I-80 Westbound off-ramp at 5th and Harrison Street; the I-80 Eastbound on-ramp at 5th and Bryant Street; the US 101 SB on-ramp at 10th and Bryant Street; and the US 101 off-ramp to 9th and Bryant Streets. These locations are among the top twenty ramp intersections citywide, ranked by the number of injuries 2005-2012, and are proximate to sensitive uses (e.g., senior centers, schools, etc.). The final report is anticipated by June 2017.
Ped	SFMTA	Bulb-outs at WalkFirst Locations	\$ -	\$ 491,757	The SFMTA is requesting funds for the design phase to upgrade up to 25 existing painted safety zones to permanent concrete bulb-outs on Pedestrian High Injury Corridors throughout the city. See page X of the packet for the list of potential intersections where concrete bulbouts have been planned and legislated. The SFMTA will select the highest priority locations with collision patterns that warrant upgrade. Design would begin in spring 2016, with construction expected to begin in spring 2018. Construction would be funded with SFMTA revenue bonds.
Ped	SFPW	Chinatown Broadway Phase IV	\$ -	\$ 1,029,839	Funds will leverage One Bay Area Grant (OBAG) funds programmed by the Transportation Authority in 2013, prior Prop AA and Prop K allocations, SFMTA Revenue Bonds, and a state Safe Routes to School grant to fully fund streetscape and safety improvements to Broadway between Columbus and the Broadway Tunnel, including improvements near the Jean Parker Elementary School. SFPW is requesting additional Prop AA funds to cover higher than anticipated bids. SFPW plans to begin construction in June 2016 and finish by April 2017.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
Ped	SFMTA	Mansell Corridor Improvement	\$ -	\$ 163,358	Requested funds will leverage OBAG funds, prior Prop AA and Prop K allocations, Urban Greening grant, and Recreation and Park Department funds to fully fund complete street improvements on Mansell between Visitacion Ave nueand Dublin Street. The construction contract was awarded in August 2015 and construction is underway. The SFMTA is requesting additional Prop AA funds to cover higher than anticipated bids. The project is expected to be open for use by August 2016.
TOTAL			\$ 310,000	\$ 1,684,954	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendation
43	SFCTA	Treasure Island Mobility Management Program	\$ 210,000	\$ -	We are recommending a multi-phase allocation for environmental and design phases given the concurrent nature of the work.
44	SFMTA	Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning]	\$ 48,000	\$ -	
44	SFCTA	Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning]	\$ 52,000	\$ -	
Ped	SFMTA	Bulb-outs at WalkFirst Locations	\$ -	\$ 491,757	Our recommendation is contingent upon Board approval of the 2016 Prop AA call for projects programming recommendations, expected on March 22, 2016.
Ped	SFPW	Chinatown Broadway Phase IV	\$ -	\$ 1,029,839	Our recommendation is contingent upon Board approval of the 2016 Prop AA call for projects programming recommendations, expected on March 22, 2016.
Ped	SFMTA	Mansell Corridor Improvement	\$ -	\$ 163,358	Our recommendation is contingent upon Board approval of the 2016 Prop AA call for projects programming recommendations, expected on March 22, 2016.
TOTAL			\$ 310,000	\$ 1,684,954	

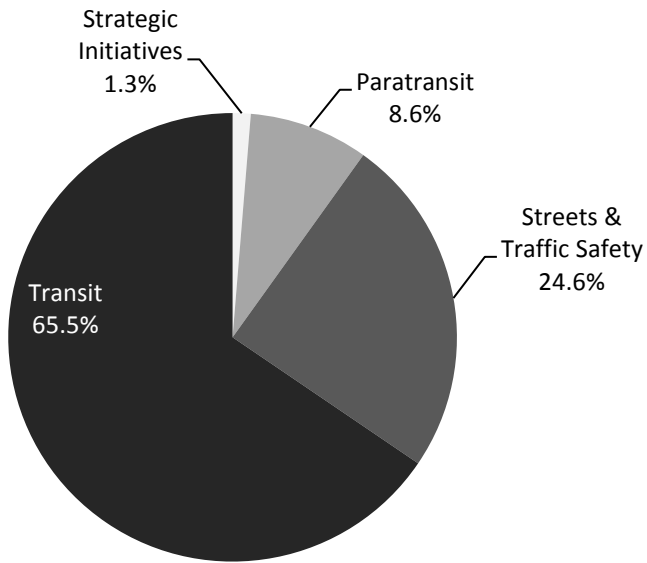
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K/ Prop AA Allocation Summaries - FY 2015/16**

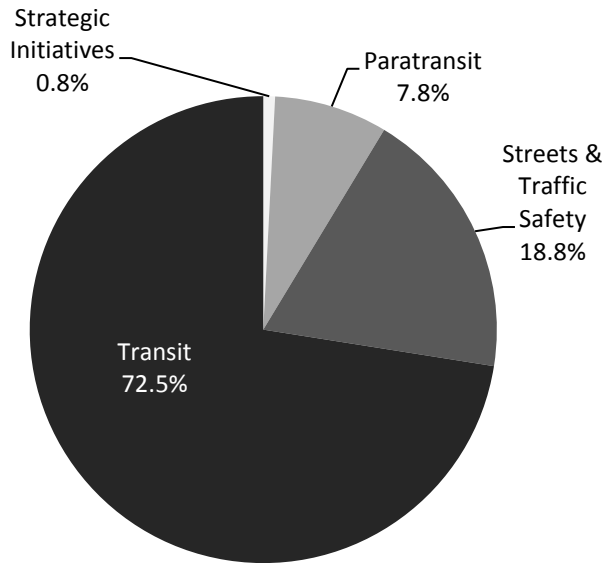
PROP K SALES TAX		CASH FLOW				
	Total	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	2019/20
Prior Allocations	\$ 189,066,527	\$ 95,019,629	\$ 81,006,158	\$ 12,760,186	\$ 150,577	\$ 32,495
Current Request(s)	\$ 310,000	\$ 127,000	\$ 173,000	\$ 10,000	\$ -	\$ -
New Total Allocations	\$ 189,376,527	\$ 95,146,629	\$ 81,179,158	\$ 12,770,186	\$ 150,577	\$ 32,495

The above table shows maximum annual cash flow for all FY 2015/16 allocations approved to date, along with the current recommended

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date

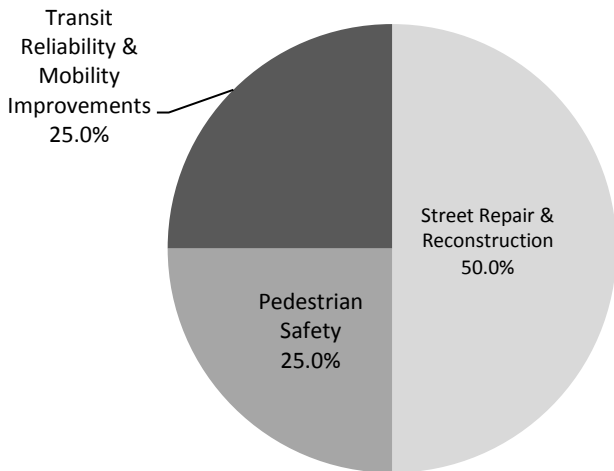


PROP AA VEHICLE REGISTRATION FEE

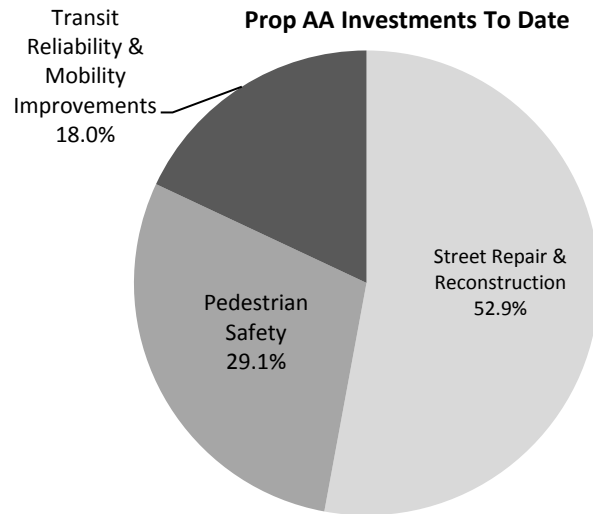
	Total	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19
Prior Allocations	\$ 1,094,980	\$ 221,750	\$ 729,730	\$ 71,750	\$ 71,750
Current Request(s)	\$ 1,684,954	\$ 200,662	\$ 1,484,292	\$ -	\$ -
New Total Allocations	\$ 2,779,934	\$ 422,412	\$ 2,214,022	\$ 71,750	\$ 71,750

The above table shows total cash flow for all FY 2015/16 allocations approved to date, along with the current recommended allocation(s).

Investment Commitments, per Prop AA Expenditure Plan



Prop AA Investments To Date



Attachment 5
Prop K Grouped Allocation Requests
April 2016 Board Action

Table of Contents

No.	Fund Source	Project Sponsor ¹	Expenditure Plan Line Item/ Category Description	Project Name	Phase	Funds Requested
1	Prop K	SFCTA	TDM/ Parking Management	Treasure Island Mobility Management Program	Design and Environmental	\$ 210,000
2	Prop K	SFMTA	Transportation/ Land Use Coordination	Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning]	Planning	\$ 48,000
3	Prop K	SFCTA	Transportation/ Land Use Coordination	Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning]	Planning	\$ 52,000
4	Prop AA	SFMTA	Pedestrian Safety	Bulb-outs at WalkFirst Locations	Design	\$ 491,757
5	Prop AA	SFPW	Transit Reliability and Mobility Improvements	Chinatown Broadway Phase IV	Construction	\$ 7,275,558
6	Prop AA	SFMTA	Transit Reliability and Mobility Improvements	Mansell Corridor Improvement	Construction	\$ 5,826,409
Total Requested						\$ 13,903,724

¹ Acronyms: SFCTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)



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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 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.

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

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

This request is Phase II of the Treasure Island Mobility Management Program. Phase II includes four elements with the following key deliverables:

Element 1, Governance/Administration/Outreach: Deliverables include Treasure Island Mobility Management Agency (TIMMA) project management; Agency and public outreach; regular Treasure Island Development Authority (TIDA) and TIMMA Board, Technical Advisory Committee, and Community Advisory Board meetings; and operating agreements with agency partners.

Element 2, Planning: Deliverables include development of program policies for the first 5 years of program launch; development of the Affordability Program and Transit Pass; Transportation Demand Management (TDM) plans; and transit service plans.

Element 3, Engineering: Deliverables include procurement of the System Integrator; final civil engineering Plans, Specifications and Estimates; Project Approvals and Environmental Document approvals; final System Engineering, including System Requirements; and final System Engineering Management Plan (SEMP).

Element 4, Construction: Deliverables include Final System Integration.

A detailed scope of work is attached. The requested Prop K funds would be used for Element 3, Engineering. This request funds useful deliverables, including the SEMP; and System Integrator request for proposals. This request allows the project to proceed on schedule as we work to secure additional funding. Approximately 20% of the work will be completed by SFCTA staff and 80% by outside consultants.

SCOPE OF WORK: TREASURE ISLAND MOBILITY MANAGEMENT PROGRAM

TIMMA Overview and Background

In June 2011, the San Francisco Board of Supervisors (BOS) voted to approve various pieces of legislation authorizing the Treasure Island/Yerba Buena Island Development Project (Development Project), entered into a Disposition and Development Agreement, and upheld the certification of the Development Project's Environmental Impact Report. The Development Project includes 8,000 new housing units (at least 25% below market rate), 207,000 square feet of retail, 244,000 square feet of adaptive reuse, up to 500 hotel rooms, up to 100,000 square feet of office space and over 300 acres of public open space. The Treasure Island Transportation Implementation Plan (Transportation Plan), adopted as part of the development projects' approvals, will allow development to occur without further straining the congested Bay Bridge travel corridor, and while simultaneously advancing sustainability in the region.

The centerpiece of this innovative approach to mobility is an integrated and multimodal congestion pricing demonstration program that applies motorist user fees to reduce the traffic impacts of the Development Project. The congestion fee, which is authorized under previous legislation (Assembly Bill (AB) 981, signed in 2008), in combination with parking and transit pass revenues, would help fund a comprehensive suite of transportation services, including: frequent ferry and bus service to San Francisco and Oakland, a free island circulator shuttle, bikeshare; and other cycling and pedestrian amenities. Other demand management elements include unbundled parking, required transit pass purchase for residents, and pricing of all parking on Treasure Island. Implementation of congestion pricing is intended to occur concurrently with the occupancy of the first 1,000 housing units on Treasure Island.

Under AB 981, these transportation services and policies (Transportation Program) are to be implemented by a Treasure Island Mobility Management Agency (TIMMA). On April 1, 2014, the San Francisco Board of Supervisors adopted a resolution designating the San Francisco County Transportation Authority (Transportation Authority) as the TIMMA to implement elements of the Transportation Plan in support of the Development Project.

On September 19, 2014 Governor Brown signed AB 141 (Ammiano), establishing TIMMA as an agency legally distinct from the Transportation Authority.

TIMMA Purpose

The purpose of the TIMMA is to implement the comprehensive and integrated Transportation Program outlined in the Transportation Plan to manage travel demand on Treasure Island as development occurs. As described in the enabling legislation, AB 981, the goals of a Treasure Island Mobility Management Program are to:

- Develop a comprehensive set of Transportation Demand Management (TDM) programs to encourage and facilitate transit use and to minimize the environmental and other impacts of private motor vehicles traveling to, from, and on Treasure Island.
- Manage Treasure Island-related transportation in a sustainable manner, with the goal of reducing vehicle miles traveled and minimizing carbon emissions and impacts on air and water quality.
- Create a flexible institutional structure that can set parking and congestion pricing rates, monitor the performance of the transportation program, collect revenues, and direct revenues to transportation services and programs serving Treasure Island.
- Promote multimodal access to, from, and on Treasure Island by a wide range of local, regional, and statewide visitors by providing a reliable source of funding for transportation services and programs serving Treasure Island that will include bus transit service provided by the San Francisco Municipal Transportation Agency (SFMTA) and ferry service.

To carry out pre-implementation planning on TIMMA and TIDA's behalf, the Transportation Authority Board and TIDA Board authorized an operating Memoranda of Agreement (MOA) between the Transportation Authority and TIDA in 2011, through Resolution 12-25, and in 2012, through Resolution 13-01. In each of those fiscal years, Transportation Authority staff carried out a scope of pre-implementation work funded by TIDA, including successful grant applications to the Federal Highway Administration and Metropolitan Transportation Commission (MTC) for planning and preliminary engineering work. With the Fiscal Year 2013/14 work program, authorized through Resolution 14-53, the Transportation Authority initiated Phase 1 policy and financial analysis, funded by the two grant awards: a FHWA Value Pricing Pilot Program (VPPP) and a MTC Priority Development Area (PDA) planning grant, matched by a TIDA contribution.

The Treasure Island Mobility Management Program includes three elements:

- 1. Governance, Administration, and Outreach**
- 2. Planning**
- 3. Engineering**

Furthermore, the TIMM Program work in these three elements is carried out in Phases:

Phase I: Conceptual Design

Phase II: PA&ED and Engineering Design / System Integration

Phase III: Operation

The scope, status, and expected completion date of activities within each element by Phase are described below.

PHASE I

Element 1: Governance, Administration, and Outreach

Start Date: FY 2013/14 Q1

End Date: FY 2015/16 Q4

In Phase 1, the Governance element includes:

- Ongoing Program Management activities, including work plan development, funding advocacy, budgeting, staff management, oversight, and communications.
- Legally forming the TIMMA as a new agency, including agency designation, clean-up legislation, code adoption, and agency initiation activities (organizational structure, staffing and budgeting), and meetings of the TIMMA Board.
- Development of funding strategy and fund raising.
- Policy agreements with partner and future operating agencies.
- Agency stakeholder and public outreach, including: regular meetings with the TIDA Board, Community Advisory Board, and SFCTA CAC (if applicable) and Board; and establishment and regular meetings of a project Technical Advisory Committee (TAC).

Element 2: Planning

This element of the Program completes the planning work necessary to develop Buildout Year Program policies and complete the Buildout Year financial feasibility analysis for the Program.

Start Date: FY2013/14 Q2

End Date: FY2015/16 Q4

Element 3: Engineering

Start Date: FY 2013/14 Q4

End Date: FY 2015/16 Q4

This Task will prepare key preliminary engineering documents for the Mobility Management Program: the ConOps and the draft SEMP.

PHASE II

Element 1: Governance, Administration, and Outreach

In Phase 1, the Governance element will include:

- Ongoing Program Management activities, including work plan development, funding advocacy, budgeting, staff management, oversight, and communications.
- Meetings of the TIMMA Board.
- Development of funding strategy and fund raising.
- Operating agreements with partner and future operating agencies.
- Agency stakeholder and public outreach, including: regular meetings with the TIDA Board, Community Advisory Board, and SFCTA CAC (if applicable) and Board; and establishment and regular meetings of a project Technical Advisory Committee (TAC).

Task 1.1 – Project Management

Start Date: FY 2016/17 Q1

End Date: FY 2018/19 Q4

This task includes the development of the project work plan, schedule and budget for all phases of the project. The overall project schedule will reflect deliverables and key milestones for all organizational, planning and engineering tasks associated with the TIMMA Program and will include key milestones associated with the overall Treasure Island Development and related infrastructure improvements. This task also includes all team check-in and status meetings required to review the project/program status and deliverables.

Deliverables:

Project Work Plan, Schedule and Budget (ongoing)

Weekly/Monthly Team Meetings as required

Task 1.2 – Agency Operation

Start Date: FY 2016/17 Q1

End Date: FY 2017/18 Q4

This task includes ongoing operational activities: TIMMA Board meetings, contract and grant administration; and auditing.

Deliverables:

TIMMA Board meetings (ongoing)

Contract Administration (ongoing)

Task 1.3 – Financial Planning and Programming

Start Date: FY 2016/17 Q1

End Date: FY 2017/18 Q4

The purpose of this task is to maintain the TIMMA funding strategy, and seek funding.

Deliverables:

Funding Strategy revisions as applicable

Grant Applications

Task 1.4 – Partner Agreements

Start Date: FY 2016/17 Q1

End Date: FY 2017/18 Q4

The purpose of this task is to prepare required agreements between TIMMA and partner agencies, including: TIDA; Caltrans; SFMTA; AC Transit; WETA; BATA; MTC; DPW; and other agencies as applicable. Procurement and Operating MOA follow policy MOUs developed in Phase I. Some operating MOA may be developed as part of Phase III.

Deliverables:

Procurement and Operating MOAs with TIDA; Caltrans; SFMTA; AC Transit; WETA; and BATA

Task 1.5 – Public Outreach

Start Date: FY 2016/17 Q1

End Date: FY 2017/18 Q4

This task includes all activities related to public and partner stakeholder outreach including development of outreach and educational materials. Outreach activities will include community meetings, development of educational materials and a program website. Educational briefing will be made to partners and stakeholders including the CAC, the TIDA Board and partner agency Boards. A TAC has been established to review all planning and development deliverables and to provide feedback on the program development. TAC members include FHWA, Caltrans, MTC and the Bay Area Toll Authority (BATA), the Association of Bay Area Governments (ABAG), the San Francisco Municipal Transportation Agency (SFMTA), AC Transit, the Water Emergency Transportation Authority (WETA), TIDA, and Treasure Island Community Development (TICD).

Deliverables:

Communications and Marketing Plan FY 16/17 Q3

Communications collateral materials (website, fact sheet)

Community and Partner Stakeholder Meetings/Presentations

Quarterly TAC meetings

Element 2: Planning

This element of the Program will complete the planning work necessary to develop initial year Program policies and complete the design of the parking, transit pass, and affordability components of the TIMM Program.

Task 2.1-Mobility Management Program 10 Year Implementation Plan and Policies

Start Date: FY 2015/16 Q3

End Date: FY 2016/17 Q4

Phase I prepares demand and financial analysis of the TIMM Programs' buildout year, and recommends TIMM Program toll policies to ensure that transportation system and financial performance measures are met in the long run. The purpose of this task is to determine how toll policies will be phased in as Island development is introduced in Phases. This Task will refine the Buildout Year toll policies based on changing transportation service and financial needs in the first 5 years of TIMM Program operation.

Task 2.1.2 – Demand Analysis

Start Date: FY 2015/16 Q3

End Date: FY 2016/17 Q2

The objective of this task is to analyze the demand profiles of mobility management scenarios during the first 5 years of TIMM Program operation (e.g., as new land uses and transit services are introduced on the Islands in phases).

This task will make use of the SFCTA's SF-CHAMP travel demand forecasting model. The Transportation Authority will oversee a Consultant to prepare modeling inputs, outputs, and analysis.

Deliverables

Up to seven SF-CHAMP model runs (scenarios)

Model outputs

Memorandum summarizing scenario definitions and demand profiles

Task 2.1.3 – Financial Analysis

Start Date: FY 2015/16 Q4

End Date: FY 2017/18 Q2

This task will revise the estimates of cost by year to implement and operate the entire Mobility Management Program during the first 5 years of operation. This estimate will utilize the financial model developed in Phase I.

The objective of this task is to analyze the financial profile of the Transportation Program Alternative Scenarios identified in previous tasks, and test any further policy options. The outcome of this task will support a revised Project Description that is sufficiently detailed to complete final Program Policy Development

This task will use the previously developed financial model to test alternative scenarios in each of the horizon years identified in Task 2.1.2, using variations of inputs including: pricing policies, demands, capital costs, financing/return on investment costs (if any), and operating and maintenance costs prepared as part of the other activities in the pre-implementation scope of work.

This task will be conducted iteratively with other Element 2 sub-tasks to understand the effects of alternative fee structures, discounts, pace of growth and other policies on the financial sustainability of the Program.

Based on results of financial analysis, this task will recommend refinements to the Project Description and provide assumptions about the Program's financial profile, project delivery approach, schedule and funding plan.

Task 2.1.4 – Transportation Program Revised Project Description (Policies) and Final Report

Start Date: FY 2013/14 Q3

End Date: FY 2014/15 Q4

This task will revise the initial Project Description developed in Phase I Task 2.1 based on the results of Tasks 2.2 through 2.4. The revised Project Description will include a discussion of program recommendations that will be the basis of the Final Program Policies. .

This task will produce a final study report that summarizes the findings of Study analyses and recommends program policies in an executive summary for consideration by the TIMMA Board of Directors and other stakeholders. The reports will include summaries of cost estimates and financial analysis completed in earlier tasks.

Deliverables:

TIMM Program 10 Year Implementation and Phasing Plan

Treasure Island Mobility Management Program toll policies for first 5 years of program operation

*Memorandum describing financial analysis framework, Scenario definitions, financial assumptions, and results
Final Study Report with technical appendices (Complete)*

This Task also includes supporting SFMTA's development of TIMM Program parking policies, and leading the design of:

- The required pre-paid transit pass
- Transportation Affordability Program
- Evaluation and monitoring plan

Task 2.2 – Transit and Shuttle Service

Start Date: FY 2015/16 Q4

End Date: FY 2016/17 Q2

This task includes transit demand, service, cost, and revenue analysis for the first 5 years of TIMM Program operation. This task will recommend transit service levels based on forecasts of transit demand on a rolling 5 year basis, and estimate transit operating costs and expected revenues. This task will include:

- Evaluation of options for initial ferry service delivery; recommend initial ferry service delivery approach
- Evaluation of and recommendation for initial ferry vessel procurement approach
- Support to WETA in developing a Ferry Service Phasing Plan
- Support to AC Transit in evaluating initial AC Transit service options and developing AC Transit Service Plan
- Development of Shuttle Service Program

Deliverables:

Memorandum

Transit service plans

Transit service cost and revenue projections

Ferry procurement and early year delivery approach

Task 2.3 – Transit Pass and Transportation Affordability Program (TAP) Design

Start Date: FY 2015/16 Q4

End Date: FY 2016/17 Q2

This task will design the required pre-paid Treasure Island transit pass as well as the Transportation Affordability Program (TAP) for residents of below-market rate housing. The Planning study in Phase I recommended a TAP that would reduce transportation cost burden for residents of BMR housing. The program would take the form of a cafeteria plan with discounts on multiple modes of travel, such as: carshare membership discounts; a transit-for-toll-credit program; bike share discounts; and a discount on the required pre-paid transit pass for BMR residents. Study will identify the transit pass monthly benefit amount and phasing. The plan will also identify technology options and regional integration needs.

This task will include an analysis of transit fare policy and will recommend transit fare levels.

Deliverables:

TI Transit Pass policies

Transit fare policy

TAP program design and cost estimate

Task 2.4 – Bicycle Access

Start Date: FY 2015/16 Q3

End Date: FY 2016/17 Q2

This task involves supporting TIDA, TICD, and SFMTA in the design and implementation of bicycle infrastructure on Yerba Buena Island.

Deliverables:

Meetings and briefings with project partners as required.

Task 2.5 – Parking Policies

Start Date: FY 2015/16 Q3

End Date: FY 2015/16 Q4

This Task includes support for SFMTA’s development of a Parking Management Plan (PMP). The PMP will define parking roles and responsibilities; identify parking phases through buildout; and recommend parking policies, including rate policy and approach to operations, enforcement, and management oversight.

Deliverables:

Parking Management Plan

Task 2.6 – Monitoring and Evaluation Plan

Start Date: FY 2015/16 Q3

End Date: FY 16/17 Q2

This Task includes the development of the Program Monitoring and Evaluation Plan called for in the TITIP and DDA. The activities will include defining roles and responsibilities of TIMMA and TICD, development of performance measures and completion of an evaluation plan.

Deliverables:

Program Performance Measures

Monitoring and Evaluation Plan

Start Date: FY 2015/16 Q3

End Date: FY 2017/18 Q2

This Task will prepare final civil engineering Plans, Specifications and Estimates, System Engineering (System Requirements, Final Systems Engineering Management Plan, and System Integration) and Project Approvals and Environmental Document approval.

Task 3.1 Final PS&E

Start Date; FY 2015/16 Q4

End Date: FY 2016/17 Q4

This Task includes preparing final engineering drawings, location and layout sheets, civil and electrical drawings for capital improvements

Deliverables:

Final Plans, Specifications and Estimate for Civil work

Task 3.2 – Environmental Approvals

Start Date: FY 2015/16 Q4

End Date: FY 2016/17 Q4

Deliverables:

- Environmental clearance (NEPA): Notice of Intent; CatEx or Draft EIS

Task 3.3 – System Requirements and SEMP

Start Date: FY 2015/16 Q3

End Date: FY 2016/17 Q3

Deliverables:

- Final System Requirements to be incorporated into System Integrator RFP
- Final SEMP.

Task 3.4 – Bid Documents

Start Date: FY 2016/17 Q1

End Date: FY 2016/17 Q3

Deliverables:

- Prepare System Integrator RFP
- System Integrator Procurement and Contract.

Element 4: Construction

Task 4.1 – Advertise Construction

Start Date: FY 2016/17 Q 3

End Date: FY 2017/18 Q1

Deliverables:

Final System Integrator Contract

Task 4.2 – Final System Integration

Start Date: FY 2017/18 Q2

End Date: FY 2018/19 Q2

This Task includes final system design by the System Integrator, testing, installation, integration and final commissioning

Deliverables

- Approved Final System Design
- Approved Factory Acceptance Test
- Approve Field Acceptance Test
- Commissioning of System

PHASE III:

The remaining scope of work after Phase II includes the operation phase of the Program. It reflects an anticipated opening date of approximately January 2019 to correspond to first development occupancy.

Activities include:

- Management and Operation of the toll facility
- Management and Oversight of TDM, Carshare, BikeShare and Equity Programs

- Management and Coordination of Program Monitoring and Performance Evaluation
- Management and Coordination of Transit and Parking elements of the Program
- Funding and Budget Controls
- Project Management
- Outreach and Communications

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

FY 2015/16

Project Name: Treasure Island Mobility Management Program

Implementing Agency: San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Type : CEQA completed; NEPA clearance required. Document type TBD.

Status: NEPA to be completed in Phase 2

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	3	2015/16
Environmental Studies (PA&ED)	4	2015/16	4	2016/17
R/W Activities/Acquisition				
Design Engineering (PS&E)	4	2015/16	4	2016/17
Prepare Bid Documents	1	2016/17	3	2016/17
Advertise Construction	3	2016/17		
Start Construction (e.g., Award Contract)	2	2017/18		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			2	2018/19
Project Closeout (i.e., final expenses incurred)			2	2019/20

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.

For the purpose of this section, the PS&E schedule refers to Design Engineering for the Civil Work, Prepare Bid Documents refers to the development of the RFP for the System Integrator; Advertise Construction refers to the Procurement of the System Integrator; and Start Constructions refers to the start of the System Integrator work including final toll system design, testing, installation and integration.
 Project Completion refers to the completion of the physical infrastructure and opening of the facility
 Project Closeout includes 1 year warranty period after facility opens prior to final acceptance of facility
 Planning/ Concept Engineering.
 - Phase 1, Planning/Concept Eng to be completed between July 2013 and March 2016.
 - Phase 2 will continue from March 2016 through first occupancy in January 2019.
 See scope for schedule detail on other project phases.

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

FY 2015/16

Project Name: Treasure Island Mobility Management Program

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				
Environmental Studies (PA&ED)	Yes	\$ 2,117,582	\$105,000	
Design Engineering (PS&E)	Yes	\$ 3,542,073	\$105,000	
R/W Activities/Acquisition				
Construction				
Operations				
		\$5,659,654	\$210,000	\$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	\$ 2,050,000	Actual
Environmental Studies (PA&ED)	\$ 2,117,582	CER equivalent
Design Engineering (PS&E)	\$ 3,542,073	CER equivalent / Engineer's estimate
R/W Activities/Acquisition		
Construction	\$ 8,321,345	CER equivalent / Engineer's estimate
Operations	\$ 1,462,000	CER equivalent / Engineer's estimate
Total:	\$ 17,493,000	

% Complete of Design: as of

Expected Useful Life: Years

Cost summary is for Phase 1, Phase 2, and the first year of Phase 3

Task	Phase			Total
	I	II	III	
Planning/Conceptual Engineering	\$ 2,050,000			\$ 2,050,000
Environmental Studies		\$ 2,117,582		\$ 2,117,582
Design Engineering		\$ 3,542,073		\$ 3,542,073
Construction		\$ 8,321,345		\$ 8,321,345
Operations			\$ 1,462,000	\$ 1,462,000
Total	\$ 2,050,000	\$ 13,981,000	\$ 1,462,000	\$ 17,493,000

See attached budget detail for the Design Engineering phase in Phase 2 of the project (the subject of this request).

Because this is a systems project, not a primarily civil project, the cost is in the design and development of software, rather than capital construction. The share of costs per phase is consistent with rules of thumb for systems projects. Systems integration costs are included in the capital construction line item since for a systems project, these costs are equivalent to capital construction.

TIMMA PHASE II BUDGET

		Phase II				
		Environmental (includes Project Mgmt and Planning) (subject of current request)	Design Engineering (subject of current request)	Construction	Total	
Staff Budget by Position	FTE	FY16/17 Fully Burd Rate	Estimated Cost	Estimated Cost		Total
Exec Dir	0.06	274.48	\$ 36,812	\$ -		\$ 36,812
Deputy Directors	0.50	218.95	\$ 127,705	\$ 49,640	\$ 49,640	\$ 226,986
Deputy Director - Capital Projects	0.08	235.78	\$ 13,582	\$ 13,582	\$ 13,582	\$ 40,745
Asst Deputy Director	0.02	179.70	\$ 7,800	\$ -		\$ 7,800
Sr. Engineer	1.16	151.18	\$ 14,839	\$ 175,123	\$ 175,123	\$ 365,086
Pr. Planner	1.27	151.18	\$ 396,213	\$ 3,450		\$ 399,663
Sr. Mgmt Analyst	0.15	121.05	\$ 37,934	\$ -		\$ 37,934
Communications Manager	0.24	151.18	\$ 75,239	\$ -		\$ 75,239
Sr. Graphic Design	0.08	121.05	\$ 21,018	\$ -		\$ 21,018
Planners	1.59	112.40	\$ 370,800			\$ 370,800
Sr Planner	0.22	130.35	\$ 60,353	\$ -		\$ 60,353
Grad Intern	0.89	65.00	\$ 120,382	\$ -		\$ 120,382
Staff Subtotal			\$ 1,282,677	\$ 241,796	\$ 238,345	\$ 1,762,818
Consultant Budget			Estimated Cost	Estimated Cost		Total
PM Support / Advising	250		\$ 150,800	\$ 182,000	\$ 182,000	\$ 514,800
Planning Professional Services			\$ 161,886			\$ 161,886
Monitoring and Evaluation Plan				\$ 51,333		\$ 51,333
10 Year Implementatin Plan				\$ 26,714		\$ 26,714
Transit Pass and Affordability Program				\$ 131,200		\$ 131,200
Systems Engineering				\$ 1,016,404		\$ 1,016,404
Environmental			\$ 130,000			\$ 130,000
Civil Engineering				\$ 200,000		\$ 200,000
Systems Integration					\$ 5,000,000	\$ 5,000,000
Civil Construction					\$ 2,000,000	\$ 2,000,000
Project Controls	200			\$ 27,000		\$ 27,000
Legal Counsel				\$ 104,200		\$ 104,200
Audit	200			\$ 22,000		\$ 22,000
Insurance				\$ 22,000		\$ 22,000
Misc			\$ 11,200	\$ 24,500		\$ 24,500
Outreach and Communications			\$ 143,000			\$ 143,000
Consultants Subtotal			\$ 596,886	\$ 1,807,352	\$ 7,182,000	\$ 9,575,037
Contingency (18%)			\$ 238,019	\$ 1,492,925	\$ 901,000	\$ 2,631,944
Grand Total			\$ 2,117,582	\$ 3,542,073	\$ 8,321,345	\$ 13,981,000

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

FY 2015/16

Project Name: Treasure Island Mobility Management Program

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$210,000

5-Year Prioritization Program Amount: \$210,000 (enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0

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

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

(Empty space for justification)

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		\$210,000		\$210,000
TIDA/TICD Funds	\$1,500,000			\$1,500,000
TBD	\$3,949,654			\$3,949,654
Total:	\$5,449,654	\$210,000	\$0	\$5,659,654

TBD could include additional funds from TIDA/TIDC, state cap and trade, federal Advanced Transportation Technologies for Congestion Management, and/or federal Transportation Investment Generating Economic Recovery (TIGER) funds, for which the SFCTA is actively applying in order to complete the Design and Environmental phases. These sources would be matched by planned local developer funds.

Actual Prop K Leveraging - This Phase: 96.29%
Expected Prop K Leveraging per Expenditure Plan: 54.33%

\$5,659,654
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		\$210,000	\$150,000	\$360,000
Federal/State			\$980,000	\$980,000
TIDA / TIDC	\$1,500,000		\$1,250,000	\$2,750,000
TBD	\$13,403,000			\$13,403,000
TBD could include additional funds from TIDA/TIDC, state cap and trade, federal Advanced Transportation Technologies for Congestion Management, and/or federal Transportation Investment Generating Economic Recovery (TIGER) funds, for which the SFCTA is actively applying in order to complete the Design and Environmental phases. These sources would be matched by planned local developer funds.				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
Total:		\$210,000	\$2,380,000	\$ 17,493,000

Actual Prop K Leveraging - Entire Project:	97.94%	\$ 17,493,000
Expected Prop K Leveraging per Expenditure Plan:	54.33%	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: \$210,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$105,000	50.00%	\$105,000
FY 2016/17	\$105,000	50.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$210,000		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount	Phase:
Prop K		
Appropriation	\$210,000	Multiple
Total:	\$210,000	

Notes (e.g., justification for multi-phase recommendations, notes for multi-EP line item or multi-sponsor recommendations):	We are recommending concurrent allocations for Design and Environmental phases due to 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 43	FY 2015/16	\$105,000	50.00%	\$105,000
Prop K EP 43	FY 2016/17	\$105,000	50.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$210,000	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 43	FY 2015/16	Design Engineering (PS&E)	\$105,000	50%	\$105,000
Prop K EP 43	FY 2016/17	Design Engineering (PS&E)	\$105,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$210,000		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

1.
2.
3.
4.
5.

Special Conditions:

1.

Notes:

1.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	3.71%
Prop AA proportion of expenditures - this phase:	NA

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

SFCTA Project Reviewer:

Project # from SGA:

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

MAPS AND DRAWINGS



TICD
Treasure Island Community Development, LLC

TREASURE ISLAND TRANSPORTATION IMPLEMENTATION PLAN
Figure 5.1
PROPOSED TRANSIT SERVICE

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

FY of Allocation Action:

2015/16

Current Prop K Request:

\$ 210,000

Current Prop AA Request:

\$ -

Project Name:

Treasure Island Mobility Management Program

Implementing Agency:

San Francisco County Transportation Authority

Project Manager

Grants Section Contact

Name (typed): Rachel Hiatt

Amber Crabbe

Title: Principal Transportation Planner

Asst Deputy Director

Phone: 415 522-4809

415-522-4801

Fax: 415 522-4829

415 522-4829

Email: rachel.hiatt@sfcta.org

amber.crabbe@sfcta.org

Address: 1455 Market St., 22nd Floor
San Francisco, CA 94103

1455 Market St., 22nd Floor
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 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:

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.

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

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

The San Francisco Municipal Transportation Agency (SFMTA) and the Transportation Authority propose a two-part planning project for addressing pedestrian safety in the SOMA Youth and Family Zone in District 6:

Part 1: Community-Based Planning for Folsom/Howard Streets	\$48,000 (SFMTA) (subject request)
Part 2: Vision Zero Ramp Intersection Study	\$52,000 (SFCTA)
Total:	\$100,000

Project Background

The San Francisco Municipal Transportation Agency (SFMTA) and Transportation Authority (SFCTA) have jointly developed project proposals for the District 6 Neighborhood Transportation Improvement Program. The Pedestrian Safety in SOMA Youth and Family Zone proposal was developed as part of that effort. The proposal was developed in response to input from Supervisor Kim's office and was informed by an analysis of transportation-related needs in District 6, including findings from WalkFirst, Vision Zero, the Western SOMA Neighborhood Transportation Plan, the Central SOMA Area Plan, the Eastern Neighborhoods Plan, and a walking audit of Bessie Carmichael School. It will support progress towards achieving San Francisco's Vision Zero goal of prioritizing street safety and eliminating traffic deaths in San Francisco by 2024.

The SFMTA and SFCTA propose a two-pronged planning project for addressing pedestrian safety in the SOMA Youth and Family Zone, supported by \$100,000 in Prop K District 6 Neighborhood Transportation Improvement Program (NTIP) planning funds. This request includes \$48,000 for the SFMTA's Community-Based Planning for Folsom/Howard Streets and \$52,000 for the SFCTA's Vision Zero Ramp Intersection Study. The segments of Folsom Street and Howard Street included in the proposal are Vision Zero High Injury Corridors. In addition, a large number of pedestrian injuries and fatalities have occurred in SOMA where freeway ramps intersect with city streets. Almost all of the NTIP project locations are within the boundaries of the SOMA Youth and Family Zone (see map, attached) and will increase pedestrian safety within the zone, helping to enhance the health and environment for youth and families.

See the following pages for details.

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form
Pedestrian Safety in SOMA Youth and Family Zone**

Part 1: Community-Based Planning for Folsom/Howard Streets - \$48,000 (SFMTA)

(Subject Request)

The SFMTA requests \$48,000 in Proposition K NTIP planning funds to engage the community, the Supervisor's Office and other relevant stakeholders during the predevelopment and planning/conceptual engineering phases of the Folsom-Howard Streetscape Project. The NTIP planning project would allow the SFMTA to work directly with community-based organizations to obtain further community input from within the Youth and Family Zone to explore how the Folsom and Howard re-designs can best address pedestrian safety and access to the community assets (e.g. schools, recreation centers, etc.) within the Zone. The planning phase for this project would be completed by Summer 2017.

The SOMA neighborhood of San Francisco has a high density of residents, transit services, commercial areas, freeway access, pedestrian traffic, and bicycle use. Folsom Street between The Embarcadero and 11th Street is a vehicle high injury corridor, Howard Street between New Montgomery Street and Hawthorne Street and between Harriet Street and 11th Street is a pedestrian high injury corridor, and Folsom Street between Hawthorne Street and Harriet Street is a pedestrian and cyclist high injury corridor. With the Central SOMA Plan, certain areas of this neighborhood will be rezoned to allow for additional residential and commercial density and capacity resulting in additional demands on the transportation network and public services. Folsom Street and Howard Street are wide one-way streets with narrow sidewalks and block lengths of approximately 860 feet between signalized intersections. A mix of commercial businesses, residential dwelling units, and light industrial use populate the two streets, which are visited by locals and area residents. While the vehicle speed limit on Folsom Street and Howard Street is 25 mph, the measured 85th-percentile speeds for certain segments of Folsom Street is 33 mph¹ while 85th-percentile speeds for certain segments of Howard Street is 31 mph².

The project seeks to create an inviting area to walk and bike, prepare the transportation network for future increases in employees and residents, address existing speeding on Folsom and Howard Streets, and address the safety issues for segments that appear on the high injury network. The project will also provide upgraded transit access to SOMA and address the existing impacts traffic has on transit service. The Folsom-Howard Streetscape Project will implement bicycle, pedestrian, transit, and motor vehicle improvements along Folsom Street and Howard Street in the SOMA neighborhood. The project will be located on Folsom Street between The Embarcadero and 11th Street and on Howard Street between 3rd Street and 11th Street.

The SFMTA will work closely with the San Francisco Planning Department staff who developed the Central SOMA Plan to share knowledge of key neighborhood stakeholder groups. SFMTA staff will also work with the Supervisor's office to identify additional opportunities for outreach to groups such as the SOMA Community Coalition and SOMA Youth Collaborative. Other potential stakeholder groups include SOMA Builders, South of Market Community Action Network, South of Market Business Association, Building Owners and Managers Association, Western SOMA Taskforce, and Yerba Buena Alliance.

With this NTIP funding, SFMTA will be able to more fully engage the leadership and membership of the Youth and Family Zone. The scope for outreach during the predevelopment and planning/conceptual

¹ May 2014 ADT on Folsom Street between 4th and 5th Streets

² February 2015 ADT on Howard Street between 4th and 5th Streets

**San Francisco County Transportation Authority
 Proposition K Sales Tax Program Allocation Request Form
 Pedestrian Safety in SOMA Youth and Family Zone**

engineering phases of the project includes several opportunities to gain input from the community. The table below shows how this funding will supplement the broader project’s work:

Project Task	Supplemental Task with NTIP	Timeline	Deliverable
1) Initial Stakeholder Interviews	Engage the leadership of the Youth and Family Zone through initial interviews and welcome them to the planning process. Understand existing concerns and preferred improvements in the neighborhood as well as best methods to engage this important constituency.	April – June 2016	Summarized interview notes including input on pedestrian facilities, safety, future improvements, and planning process
2) Public Open Houses ³	Work with representatives from the Youth and Family Zone to set open house dates and venues to maximize leadership and membership participation, or schedule supplemental outreach as needed to ensure participation opportunities.	August 2016 – May 2017	Documentation of efforts to specifically engage representatives of the Youth and Family Zone in the public outreach process
3) Follow-up Meetings	Meet with key Youth and Family Zone stakeholders to more fully understand reactions to the material presented at open houses and discuss next steps.	August 2016 - July 2017	Documentation of input from leadership as to how this input will be and incorporated, where appropriate, to improve pedestrian safety and access to community assets.

³ The first open house will not occur before the Central SOMA Draft EIR comment period has closed.

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

FY 2015/16

Project Name: Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning]

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Central SOMA EIR

Status: Underway

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	FY 2015/16	1	FY 2017/18
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.

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

FY 2015/16

Project Name: Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning]

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	Yes	\$48,000	\$48,000	
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$48,000	\$48,000	\$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	\$ 48,000	SFMTA Estimate
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
Total:	\$ 48,000	

% 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 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.

Folsom-Howard Streetscape - Community Engagement

SFMTA Allocation

Budget Summary by Phase

Phase	Subtotal	Total
Pre-Development		
Task 1: Initial Stakeholder Interviews	\$ 17,672	\$ 17,672
Planning/Conceptual Engineering		
Task 2: Public Open Houses	\$ 20,417	\$ 30,267
Task 3: Follow-up Meetings	\$ 9,851	
Design Engineering		
Construction		\$ -
City Attorney Review		\$ 500
		\$ 48,000

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

SFMTA Labor Detail

		FTE = Full Time Equivalent		MFB = Mandatory Fringe Benefits							
I. Initial Stakeholder Interviews (Predevelopment)		Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary + MFB) x Approved Rate	Fully Burdened Salary + MFB + Overhead	Hours	FTE	Cost		
Position (Title and Classification)											
	5203 Assistant Engineer	\$ 103,246	\$ 58,644	\$ 161,890	\$ 129,998	\$ 291,888	8	0.004	\$1,123		
	5289 Transportation Planner III	\$ 108,942	\$ 60,633	\$ 169,575	\$ 136,169	\$ 305,744	60	0.029	\$8,820		
	5207 Associate Engineer	\$ 120,085	\$ 65,513	\$ 185,599	\$ 149,036	\$ 334,635	32	0.015	\$5,148		
	5290 Transportation Planner IV	\$ 129,182	\$ 69,498	\$ 198,680	\$ 159,540	\$ 358,221	12	0.006	\$2,067		
	Subtotal						112	0.054	\$17,157		
	Contingency								\$515		
	Phase Total								\$17,672		

II. Public Open Houses (Planning/Conceptual Engineering Phase)

		Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary + MFB) x Approved Rate	Fully Burdened Salary + MFB + Overhead	Hours	FTE	Cost		
Position (Title and Classification)											
	5203 Assistant Engineer	\$ 103,246	\$ 58,644	\$ 161,890	\$ 129,998	\$ 291,888	8	0.004	\$1,123		
	5289 Transportation Planner III	\$ 108,942	\$ 60,633	\$ 169,575	\$ 136,169	\$ 305,744	60	0.029	\$8,820		
	5207 Associate Engineer	\$ 120,085	\$ 65,513	\$ 185,599	\$ 149,036	\$ 334,635	40	0.019	\$6,435		
	5290 Transportation Planner IV	\$ 129,182	\$ 69,498	\$ 198,680	\$ 159,540	\$ 358,221	20	0.010	\$3,444		
	Subtotal						128	0.062	\$19,822		
	Contingency								\$595		
	Phase Total								\$20,417		

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

III. Follow-up Meetings (Planning/Conceptual Engineering Phase)

Position (Title and Classification)	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary + MFB) x Approved Rate	Fully Burdened Salary + MFB + Overhead	Hours	FTE	Cost
5203 Assistant Engineer	\$ 103,246	\$ 58,644	\$ 161,890	\$ 129,998	\$ 291,888	12	0.006	\$1,684
5289 Transportation Planner III	\$ 108,942	\$ 60,633	\$ 169,575	\$ 136,169	\$ 305,744	20	0.010	\$2,940
5207 Associate Engineer	\$ 120,085	\$ 65,513	\$ 185,599	\$ 149,036	\$ 334,635	20	0.010	\$3,218
5290 Transportation Planner IV	\$ 129,182	\$ 69,498	\$ 198,680	\$ 159,540	\$ 358,221	10	0.005	\$1,722
Subtotal						62	0.030	\$9,564
Contingency								\$287
Phase Total								\$9,851

City Attorney Review (2 Hours x \$250/hour)	\$ 500
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SFMTA Total	\$ 48,439
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**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2015/16

Project Name: Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning]

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$48,000

5-Year Prioritization Program Amount: \$500,000 (enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0

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

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

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		\$48,000		\$48,000
				\$0
				\$0
				\$0
				\$0
Total:	\$48,000	\$0	\$0	\$48,000

Actual Prop K Leveraging - This Phase: 0.00%

Expected Prop K Leveraging per Expenditure Plan 40.48%

\$48,000

Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$48,000		\$48,000
				\$0
				\$0
				\$0
				\$0
				\$0
Total:		\$48,000	\$48,000	\$ 48,000

Actual Prop K Leveraging - Entire Project:	0.00%	\$ 48,000
Expected Prop K Leveraging per Expenditure Plan:	40.48%	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: \$48,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$15,000	31.00%	\$33,000
FY 2016/17	\$28,000	58.00%	\$5,000
FY 2017/18	\$5,000	10.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$48,000		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

	Amount	Phase:
Funding Recommended: Prop K Allocation	\$48,000	Planning/Conceptual Engineering
Total:	\$48,000	

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 44	FY 2015/16	\$15,000	31.00%	\$33,000
Prop K EP 44	FY 2016/17	\$28,000	58.00%	\$5,000
Prop K EP 44	FY 2017/18	\$5,000	10.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$48,000	99%	

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 2015/16	Planning/Conceptual Engineering	\$15,000	31%	\$33,000
Prop K EP 44	FY 2016/17	Planning/Conceptual Engineering	\$28,000	90%	\$5,000
Prop K EP 44	FY 2017/18	Planning/Conceptual Engineering	\$5,000	100%	\$0
				100%	\$0
				100%	\$0
Total:			\$48,000		

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

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

**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 contain a percent complete by task in addition to the requirements in the Standard Grant Agreement.
2. On completion of Task 1 (anticipated by June 2016), SFMTA will provide summarized interview notes including input on pedestrian facilities, safety, future improvements, and planning process.
3. On completion of Task 2 (anticipated by May 2017), SFMTA will provide documentation of efforts to specifically engage representatives of the Youth and Family Zone in the public outreach process.
4. On completion of Task 3 (anticipated by July 2017), SFMTA will provide documentation of input from leadership as to how this input will be and incorporated, where appropriate, to improve pedestrian safety and access to community assets.
5. Prior to Board adoption (anticipated June 2017), staff will present a draft final report, including key findings, recommendations, next steps, implementation, and funding strategy to the Plans and Programs Committee. Upon project completion the Board will accept or approve the final report.

Special Conditions:

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

Notes:

1.

Supervisory District(s):

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

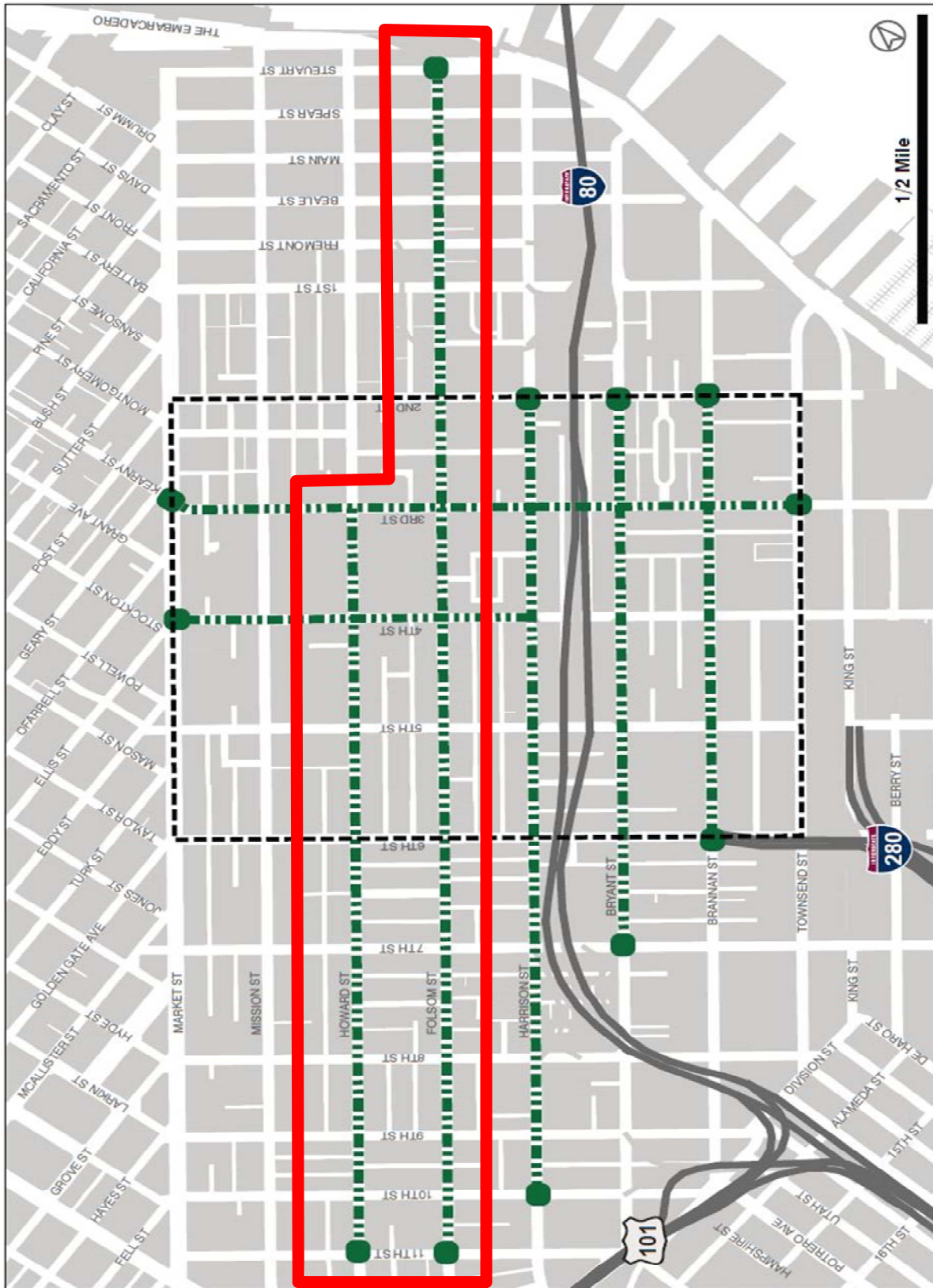
Sub-project detail? If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer:

Project # from SGA:

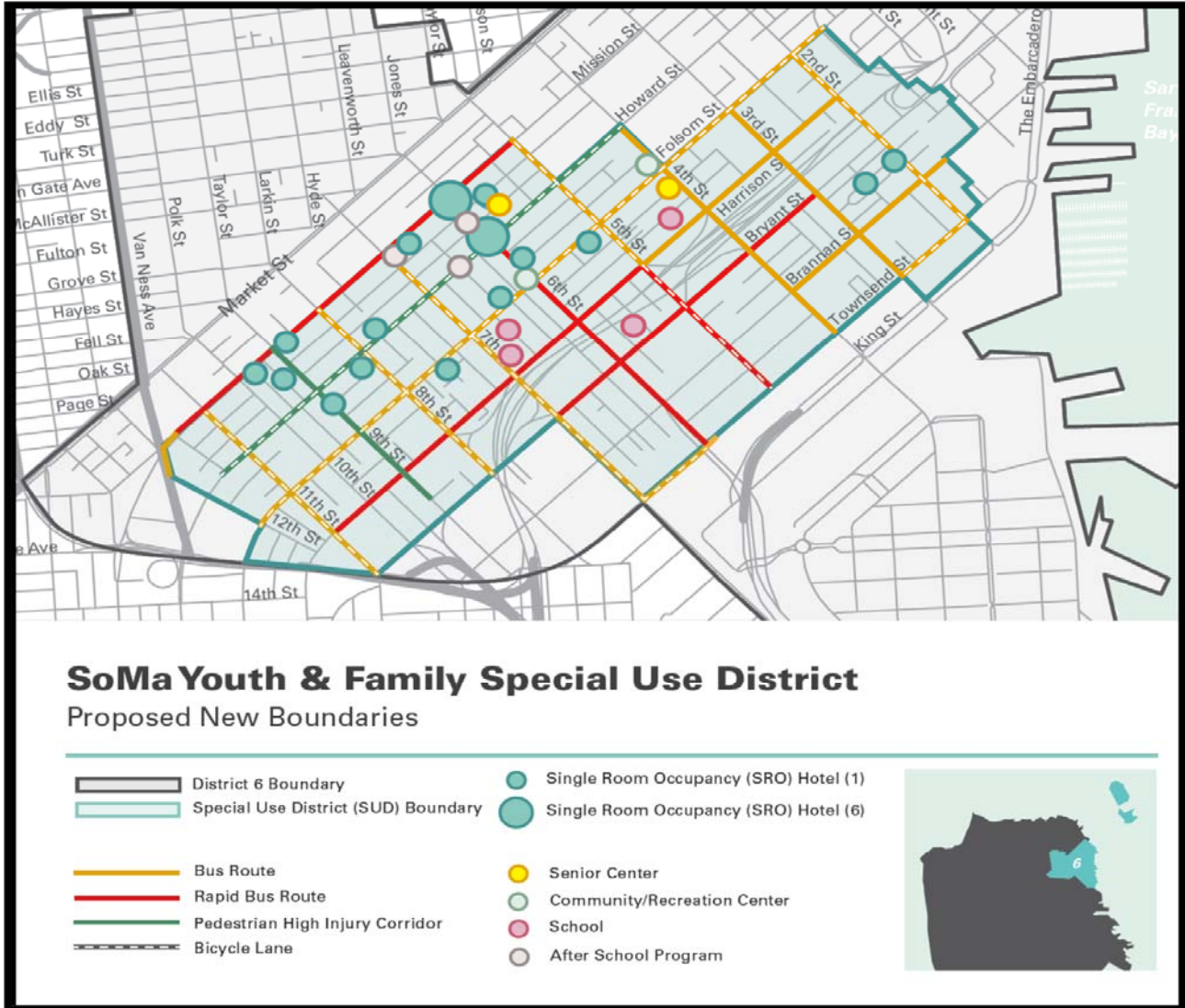
San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

MAPS AND DRAWINGS



Folsom and Howard Project Corridors

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: 2015/16 **Current Prop K Request:** \$ 48,000
Current Prop AA Request: NA

Project Name: Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning]

Implementing Agency: San Francisco Municipal Transportation Agency

Project Manager

Grants Section Contact

Name (typed): Paul Stanis

Joel C. Goldberg

Title: Project Manager

Capital Procurement
and Management

Phone: (415) 701-5396

(415) 701-4499

Fax: _____

Email: Paul.Stanis@sfmta.com

Joel.Goldberg@sfmta.com

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

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

Signature: _____

Date: _____



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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 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: \$

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.

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

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

The San Francisco Municipal Transportation Agency (SFMTA) and the Transportation Authority (SFCTA) propose a two-pronged planning project for addressing pedestrian safety in the SOMA Youth and Family Zone in District 6:

Part 1: Community-Based Planning for Folsom/Howard Streets	\$48,000 (SFMTA)
Part 2: Vision Zero Ramp Intersection Study	\$52,000 (SFCTA) (subject request)
Total:	\$100,000

Project Background

The San Francisco Municipal Transportation Agency (SFMTA) and Transportation Authority (SFCTA) have jointly developed project proposals for the District 6 Neighborhood Transportation Improvement Program. The Pedestrian Safety in SOMA Youth and Family Zone proposal was developed as part of that effort. The proposal was developed in response to input from Supervisor Kim's office and was informed by an analysis of transportation-related needs in District 6, including findings from WalkFirst, Vision Zero, the Western SOMA Neighborhood Transportation Plan, the Central SOMA Area Plan, the Eastern Neighborhoods Plan, and a walking audit of Bessie Carmichael School. It will support progress towards achieving San Francisco's Vision Zero goal of prioritizing street safety and eliminating traffic deaths in San Francisco by 2024.

The SFMTA and SFCTA propose a two-pronged planning project for addressing pedestrian safety in the SOMA Youth and Family Zone, supported by \$100,000 in Prop K District 6 Neighborhood Transportation Improvement Program (NTIP) planning funds. This request includes \$48,000 for the SFMTA's Community-Based Planning for Folsom/Howard Streets and \$52,000 for the SFCTA's Vision Zero Ramp Intersection Study. The segments of Folsom Street and Howard Street included in the proposal are Vision Zero High Injury Corridors. In addition, a large number of pedestrian injuries and fatalities have occurred in SOMA where freeway ramps intersect with city streets. Almost all of the NTIP project locations are within the boundaries of the SOMA Youth and Family Zone (see map, attached) and will increase pedestrian safety within the zone, helping to enhance the health and environment for youth and families. See the following pages for details.

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form
Pedestrian Safety in SOMA Youth and Family Zone**

Part 2: Vision Zero Ramp Intersection Study - \$52,000 (SFCTA) (Subject Request)

The Transportation Authority proposes to use \$52,000 in NTIP planning funds to develop recommendations for improving safety at between three and five ramp intersections within the SOMA Youth and Family Zone to improve safety for the all travelers within the zone, especially the most vulnerable populations, and to support progress towards the Vision Zero goal.

Project Need

The South of Market Area designated as a Youth and Family Zone includes approximately fifteen locations where freeway on or off ramps intersect city streets. These ramp intersections tend to have particularly high frequencies of traffic injuries and fatalities. The intersection of 4th and Harrison, for example, had seventy total traffic injuries (including four severe or fatal injuries) between 2008-2012, or about 14 injuries per year. In 2014, one ramp intersection alone (5th and Harrison Street), saw four traffic fatalities. These ramps are also located close to several public schools, single room occupancy hotels, and senior centers, which attract populations at high risk of injury from traffic collisions. Addressing road safety at these locations requires a special approach because the intersections fall within Caltrans' right of way, and making changes requires following Caltrans' approval process. Another unique challenge is the need to consider tradeoffs with congestion, as many of these locations are in high demand from motorists.

Scope of SFCTA Request

Likely study locations would include the I-80 Westbound off-ramp at 5th and Harrison Street; the I-80 Eastbound on-ramp at 5th and Bryant Street; the US 101 SB on-ramp at 10th and Bryant Street; and the US 101 off-ramp to 9th and Bryant Streets. These locations are among the top twenty ramp intersections citywide, ranked by the number of injuries 2005-2012, are within the Youth and Family Zone, are proximate to the sensitive uses (senior centers, schools), and appear to be good candidates for additional planning and project development work.

SCOPE TASKS (Vision Zero Ramp Intersection Study)

Task 1: Confirm Study Locations [May 2016]

We anticipate focusing the effort on three to five ramp intersections within the youth and family zone. We will confirm the study intersections by assessing the safety record of candidate intersections, ongoing or planned work that could result in safety improvement, and would identify gaps. We will be working to confirm these locations with SFMTA management, and may need to substitute different intersections pending additional input. Once the locations have been confirmed, we will need to share the proposal with key stakeholder groups for input, including local community-based organizations in the south of market. We anticipate making presentations at already-scheduled community meetings rather than organizing a stand-alone meeting or event.

Deliverables:

Memorandum 1: Proposed goals, objectives, and study locations

Memorandum 2: Summary of community stakeholder feedback

Task 2: Confirm Safety Toolbox [April 2016 – July 2016]

After confirming the study locations, we will work to confirm a potential toolbox of safety measures with Caltrans. This will ensure clear expectations regarding the level of Caltrans

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form
Pedestrian Safety in SOMA Youth and Family Zone**

review required for different types of treatments early on in the study process. Rough order of magnitude construction capital and support cost estimates will also be developed at this stage.

Memorandum 3: Summary of safety improvement measures and Caltrans' approval process for each.

Task 3: Existing Conditions Review [June 2016 – Sept 2016]

We will review existing conditions at the study intersections including collecting and analyzing collision reports; assessing relevant needs and constraints for transit users, bicyclists, and pedestrians, performing field reviews, and identifying ongoing or planned transportation improvements. This will also include preparing intersection operational analysis to understand existing traffic patterns and congestion levels.

Memorandum 4: Existing conditions summary

Task 4: Develop Recommendations [Sept 2016 – June 2017]

We will develop recommendations to improve safety and meet other objectives at the study intersections, focusing primarily on recommendations that can be implemented in the near term (e.g. within three years). SFMTA will be primarily responsible for developing recommendations for short-term treatments. If appropriate and sufficient budget remains, SFCTA will develop high level/qualitative concepts for mid- or longer-term treatment needs (e.g. identifying where ramp reconfiguration is needed in the long term). The study team will meet with community stakeholder groups to share concepts and obtain feedback prior to finalizing treatments. We anticipate making presentations at already-scheduled community meetings rather than organizing a stand-alone meeting or event.

Memorandum 5: Draft proposed treatment recommendations/preliminary engineering concepts (10 percent design). Preliminary cost estimates and implementation schedule will also be established for recommended treatments.

Memorandum 6: Summary of stakeholder and community feedback on treatment recommendations.

The final report will consist of the revised proposed treatment recommendations and cost estimates, with previous study memoranda attached as appendices.

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

FY 2015/16

Project Name: Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning]

Implementing Agency: San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Type : TBD

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.

- Planning/Conceptual Engineering
- Environmental Studies (PA&ED)
- R/W Activities/Acquisition
- Design Engineering (PS&E)
- Prepare Bid Documents
- Advertise Construction
- Start Construction (e.g., Award Contract)
- Procurement (e.g. rolling stock)
- Project Completion (i.e., Open for Use)
- Project Closeout (i.e., final expenses incurred)

Start Date	
Quarter	Fiscal Year
4	FY 2015/16

End Date	
Quarter	Fiscal Year
1	FY 2017/18

SCHEDULE COORDINATION/NOTES

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

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

FY 2015/16

Project Name: Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning]

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	\$ 73,340	\$ 52,000	
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$ 73,340	\$ 52,000	\$ 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	\$ 73,340	SFCTA Estimate
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
Total:	\$ 73,340	

% Complete of Design: 0 as of 2/22/16
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.

		SFCTA Staff			SEMTA	Consultant		
		Deputy Director	Senior Transportation Planner	Intern	5207 Associate Engineer	Senior Engineer	Engineer	
		\$263.15	\$145.49	\$72.55	\$	200.00	\$	
		Fully Burdened Rate:						\$
Task 1 Project Administration		2	12		4			
0.1 Draft project information form and project charter		4	16					
0.2 Procure consultant support								
Task 2 Goals, Objectives and Study Location		2	16		2			
1.1 Confirm study goals, objectives, and proposed study locations		2	2		2			
1.2 Circulate for review		2	12		4			
1.3 Community presentation								
Task 3 Confirm Safety Toolbox		2	8			4		
2.1 Develop toolbox of safety measures for Caltrans								
Task 4 Existing Conditions Review		4	20	60	8	4	8	
3.1 Collect data on study intersections and corridors								
3.2 Prepare existing conditions summaries		4	8		8	16	40	
Task 5 Develop Recommendations		4	16		36	4	8	
4.1 Develop short term treatment recommendations		2	8		4	2		
4.2 Community presentation		4	8		8	8	32	
4.3 Analyze and refine treatments, obtain Caltrans feedback		4	24		8	2		
4.4 Prepare summary memorandum		32	150	60	80	40	88	
Hours - Total		\$8,421	\$21,824	\$4,353	\$12,871	\$8,000	\$11,880	
Staff Costs		\$0	\$0	\$0	\$0	\$0	\$2,500	
Direct Costs			\$34,597		\$12,871	\$22,380		
Total Costs by Agency			\$1,730		\$644	\$1,119		
Contingency (5%)			\$36,327		\$13,514	\$23,499		
Total Costs								
Grand Total							\$73,340	

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

SFCTA Labor Detail

Vision Zero Ramp Intersection Study (SFCTA)

FTE = Full Time Equivalent
 MFB = Mandatory Fringe Benefits

	Base Rate	Overhead (2.79)	Fully Burdened Rate
SFCTA Staff Rates			
Deputy Director	\$94.32	\$168.83	\$263.15
Senior Transportation Planner	\$52.15	\$93.34	\$145.49
Intern	\$26.00	\$46.55	\$72.55

I.

SFMTA Staff Rates

Position (Title and Classification)	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary + MFB) x Approved Rate	Fully Burdened Salary + MFB + Overhead
5203 Assistant Engineer	\$ 103,246	\$ 58,644	\$ 161,890	\$ 129,998	\$ 291,888
5289 Transportation Planner III	\$ 108,942	\$ 60,633	\$ 169,575	\$ 136,169	\$ 305,744
5207 Associate Engineer	\$ 120,085	\$ 65,513	\$ 185,599	\$ 149,036	\$ 334,635

II.

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

FY 2015/16

Project Name: Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning]

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$52,000

5-Year Prioritization Program Amount: \$500,000 (enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0

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

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

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		\$52,000		\$52,000
Congestion Management Agency planning funds			\$21,340	\$21,340
				\$0
				\$0
				\$0
				\$0
Total:	\$52,000	\$21,340	\$21,340	\$73,340

Actual Prop K Leveraging - This Phase: 29.10%
Expected Prop K Leveraging per Expenditure Plan: 40.48%

\$73,340
Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

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

Project will recommend potential improvements, cost TBD. Potential funding sources include Prop K, Prop AA, Highway Safety Improvement Program funds, Office of Traffic Safety, Active Transportation Program, new revenue measures, etc.

Actual Prop K Leveraging - Entire Project: #DIV/0!

Expected Prop K Leveraging per Expenditure Plan: 40.48% 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: \$52,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$7,000	13.00%	\$45,000
FY 2016/17	\$40,000	77.00%	\$5,000
FY 2017/18	\$5,000	10.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$52,000		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Appropriati	\$52,000	Planning/Conceptual Engineering
Total:	\$52,000		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 44	FY 2015/16	\$7,000	13.00%	\$45,000
Prop K EP 44	FY 2016/17	\$40,000	77.00%	\$5,000
Prop K EP 44	FY 2017/18	\$5,000	10.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$52,000	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2015/16	Planning/Conceptual Engineering	\$7,000	13%	\$45,000
Prop K EP 44	FY 2016/17	Planning/Conceptual Engineering	\$40,000	90%	\$5,000
Prop K EP 44	FY 2017/18	Planning/Conceptual Engineering	\$5,000	100%	\$0
				100%	\$0
				100%	\$0
Total:			\$52,000		

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

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

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 contain a percent complete by task.
2. On completion of Task 1 (anticipated May 2016), provide a draft copy of Memorandum 1: Proposed goals, objectives and study locations.
3. On completion of Task 2 (anticipated July 2016), provide a draft copy of Memorandum 3: Summary of safety improvement measures and Caltrans' approval process for each.
4. On completion of Task 3 (anticipated September 2016), provide a draft copy of Memorandum 4: Existing conditions summary.
5. On completion of Task 4 (anticipated June 2017), provide draft copies of Memorandum 5: Draft proposed treatment recommendations/preliminary engineering concepts (10% design), with preliminary cost estimates and implementation schedule) and Memorandum 6: Summary of stakeholder and community feedback on treatment recommendations).
6. Prior to Board adoption, (anticipated June 2017), staff will present a draft final report, including key findings, recommendations, next steps, implementation, and funding strategy to the Plans and Programs Committee. Upon project completion the Board will accept or approve the final report.

Special Conditions

1.
2.

Notes:

1.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	82.41%
Prop AA proportion of expenditures - this phase:	NA

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

SFCTA Project Reviewer:

Project # from SGA:

MAPS AND DRAWINGS



SoMa Youth & Family Special Use District
 Proposed New Boundaries

District 6 Boundary	Single Room Occupancy (SRO) Hotel (1)
Special Use District (SUD) Boundary	Single Room Occupancy (SRO) Hotel (6)
Bus Route	Senior Center
Rapid Bus Route	Community/Recreation Center
Pedestrian High Injury Corridor	School
Bicycle Lane	After School Program



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

FY of Allocation Action:

2015/16

Current Prop K Request:

\$ 52,000

Current Prop AA Request:

\$ -

Project Name:

Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning]

Implementing Agency:

San Francisco County Transportation Authority

Project Manager

Grants Section Contact

Name (typed): Ryan Greene-Roesel

Anna LaForte

Title: Senior Transportation Planner

Programming

Phone: 415-522-4808

415-522-4805

Fax:

Email: ryan@sfcta.org

Anna.LaForte@sfcta.org

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

1455 Market Street, 22nd Floor,
San Francisco

Signature:

Date:



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

FY of Allocation Action:

2015/16

Project Name:

Bulb-outs at WalkFirst Locations

Implementing Agency:

San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:

Prop K EP Line Number (Primary):

#N/A

Current Prop K Request:

Prop K Other EP Line Numbers:

Prop AA Category:

Pedestrian Safety

Current Prop AA Request:

\$ 491,757

Supervisorial District(s):

citywide

SCOPE

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

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

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

See following page for Scope.

San Francisco County Transportation Authority
Proposition K Transportation Sales Tax Allocation Request Form
Bulb-outs at WalkFirst Locations

The San Francisco Municipal Transportation Agency (SFMTA) is requesting \$491,757 in Proposition AA funding for the Bulb-outs at WalkFirst Locations project. Proposition AA will fund the design phase to evaluate and design the most cost-effective bulb-outs which will be upgraded from painted-safety zones to permanent concrete bulb-outs on Pedestrian High Injury Corridors throughout the city.

Scope

Over 36 intersections have 69 concrete bulb-outs planned and legislated, which are currently constructed as painted-safety zones. Planning phase work has been complete. Now SFMTA is seeking funding for detailed design of up to 25 painted-safety zones for upgrade to permanent bulb-outs. Painted-safety zones with the highest-priority collision patterns that warrant permanent bulb-outs will be considered for upgrade.

To identify specific locations to be addressed through this request, SFMTA staff will first filter out any painted safety zones that might have a bulb-out delivery plan through other projects. Next, staff will look at factors like the WalkFirst Intersection ranking (which incorporates number of collisions), collision patterns, and possibly feasibility with respect to drainage and high pressure valves.

These bulb-outs will improve pedestrian safety at intersections by reducing the crossing distance, providing increased visibility for pedestrians, and reducing the speed of turning vehicles through crosswalks. All of the potential bulb-outs emerged out of the WalkFirst planning process. WalkFirst is a data-driven planning process that identified the six percent of San Francisco's streets that account for 60 percent of pedestrian collisions. To improve pedestrian safety on these high injury corridors, the WalkFirst Investment Strategy identified a suite of countermeasures that comprise quick, inexpensive, and effective tools, including the countermeasures proposed in this project. The installation of these improvements will also work toward City and County of San Francisco's Vision Zero goal.

This project is ready to begin the detailed design phase immediately upon receiving funding from SFCTA. The construction phase will start shortly thereafter and will leverage time-sensitive 2014 Transportation Bond funding.

**San Francisco County Transportation Authority
Proposition K Transportation Sales Tax Allocation Request Form
Bulb-outs at WalkFirst Locations**

Prioritization

This project has completed planning and legislation through the San Francisco Planning's WalkFirst process, adopted March 5, 2014, and through the Painted-Safety Zone legislation. WalkFirst has provided San Francisco with a roadmap of urgently needed pedestrian safety projects and programs over the next five years and the toolbox of measures that can be leveraged to reduce serious pedestrian injuries and fatalities, all of which are directly addressed by this project. This project is also consistent with the Metropolitan Transportation Commission's (MTC) Plan Bay Area, adopted in July 2013. It works directly towards Targets 4 and 9:

- Target 4: Reduce by 50 percent the number of injuries and fatalities from all collisions (including bike and pedestrian)
- Target 9: Increase non-auto mode share by 10 percentage points (to 26 percent of trips) and decrease automobile vehicle miles traveled (VMT) per capita by 10 percent

In addition, the proposed pedestrian safety improvements will help to achieve SFMTA Strategic Plan Goal 1: Create a safer transportation experience for everyone, by working towards SFMTA Objective 1.3: Improve the safety of the transportation system.

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

**San Francisco County Transportation Authority
Proposition K Transportation Sales Tax Allocation Request Form
Bulb-outs at WalkFirst Locations**

Potential Locations

Location#	Intersection	District
1	Franklin and Pine	2
2	Bush and Polk	3
3	Jackson/Stockton	3
4	Columbus and Grant	3
5	Columbus and Kearny	3
6	Hyde and Sutter	3
7	McAllister and Webster	5
8	9th and Howard	6
9	Geary and Polk	6
10	Jones and O'Farrell	6
11	Geary and Leavenworth	6
12	Leavenworth and Turk	6
13	Taylor and Turk	6
14	Eddy and Leavenworth	6
15	Geary and Larkin	6
16	19th Ave and Taraval	7
17	Laguna and Market and Guerrero	8
18	16th and Market and Noe	8
19	14th and Church and Market	8
20	17th St and South Van Ness	9
21	19th and South Van Ness	9
22	20th and South Van Ness	9
23	22nd St and South Van Ness	9
24	18th St and Mission	9
25	Mission and Virginia	9

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

FY 2015/16

Project Name: Bulb-outs at WalkFirst Locations

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt

Status: Completed

PROJECT DELIVERY MILESTONES

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)	4	FY 2015/16	2	FY 2016/17
Prepare Bid Documents				
Advertise Construction				
Start Construction (e.g., Award Contract)	4	FY 2017/18		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			4	FY 2019/20
Project Closeout (i.e., final expenses incurred)			1	FY 2020/21

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.

Planning/Conceptual Engineering - Completed June 2015
Environmental Studies (PA&ED) - Completed June 2015

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

FY 2015/16

Project Name: Bulb-outs at WalkFirst Locations

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)	Yes	\$491,757		\$491,757
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$491,757	\$0	\$491,757

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)	\$ 491,757	Staff Estimate
R/W Activities/Acquisition		
Construction	\$ 5,000,000	Staff Estimate
Procurement (e.g. rolling stock)		
Total:	\$ 5,491,757	

% 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 FTE (full-time equivalent) ratio. A sample format is provided below.
5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.
6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

Budget Summary by Task

Overhead Rate: 0.901

Task	Salary Per FTE FY17	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	FTE Ratio	Hours	Total
Planning & Design								
Labor								
5241 Engineer	\$142,118	\$73,143	\$215,261	\$193,950	\$409,211	0.087	180	\$35,412
5288 Transportation Planner II	\$93,848	\$53,470	\$147,318	\$132,733	\$280,051	0.069	144	\$19,400
Planning & Design Subtotal						0.156	324	\$54,813

Task	Unit Cost	# of Units	Unit Type	Total
Other budget items				
DPW Detailed Design	\$ 20,000	7	LS	\$ 140,000
DPW JOC Contracting	\$ 20,000	7	LS	\$ 140,000
CP&C JOC	\$ 20,000	7	LS	\$ 140,000
Other Budget Subtotal				\$ 420,000
Design Subtotal				\$54,813
Contingency (15%)				\$ 16,444
City Attorney Review (2 Hours \$250/Hour)				\$ 500
TOTAL				\$ 491,757

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

FY 2015/16

Project Name: Bulb-outs at WalkFirst Locations

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$0

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

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$491,757

5-Year Prioritization Program Amount: \$491,757 (enter if appropriate)

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

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	\$491,757			\$491,757
				\$0
				\$0
				\$0
				\$0
Total:	\$491,757	\$0	\$0	\$491,757

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

\$491,757
 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 AA	\$491,757			\$491,757
SFMTA Revenue Bonds	\$5,000,000			\$5,000,000
				\$0
				\$0
Total:	\$5,491,757	\$0	\$5,491,757	\$ 5,491,757

Actual Prop K Leveraging - Entire Project:	#N/A	\$ 5,491,757
Expected Prop K Leveraging per Expenditure Plan:	#N/A	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	91.05%	

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: \$0

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	\$0
		#DIV/0!	\$0
		#DIV/0!	\$0
Total:	\$0		

Prop AA Funds Requested: \$491,757

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$91,757	19.00%	\$400,000
FY 2016/17	\$400,000	81.00%	\$0
		0.00%	\$0
Total:	\$491,757		

**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	\$491,757	Design Engineering (PS&E)
Total:	\$491,757		

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 - Ped	FY 2015/16	\$91,757	19.00%	\$400,000
Prop AA - Ped	FY 2016/17	\$400,000	81.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$491,757	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop AA - Ped	FY 2015/16	Design Engineering (PS&E)	\$91,757	19%	\$400,000
Prop AA - Ped	FY 2016/17	Design Engineering (PS&E)	\$400,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$491,757		

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.
2.
3.

Special Conditions:

1.
2.
3.

Notes:

1.
2.

Supervisorial District(s):

Prop K proportion of expenditures - this phase:	#N/A
Prop AA proportion of expenditures - this phase:	100%

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



Figure 1. Conceptual drawing of Painted Safety Zones (PSZ) before conversion to permanent concrete bulb-outs.



Figure 2. Conceptual drawing of Painted Safety Zones (PSZ) after conversion to permanent concrete bulb-outs.

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



Figure 3. Example of a Painted Safety Zone (PSZ) at Howard Street in San Francisco.

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

FY of Allocation Action:

2015/16

Current Prop K Request:

\$ -

Current Prop AA Request:

\$ 491,757

Project Name:

Bulb-outs at WalkFirst Locations

Implementing Agency:

San Francisco Municipal Transportation Agency

Project Manager

Grants Section Contact

Name (typed): Adrian Leung

Joel C. Goldberg

Title: Transportation Planner

Manager, Capital Procurement
and Management

Phone: (415) 749-2538

(415) 701-4499

Fax: _____

Email: Adrian.Leung@sfmta.com

Joel.Goldberg@sfmta.com

Address: 1 South Van Ness Ave., 7th Fl.
San Francisco, CA 94103

1 South Van Ness Ave., 8th Fl.
San Francisco, CA 94103

Signature: _____

Date: _____

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

FY of Allocation Action:

2015/16

Project Name:

Chinatown Broadway Phase IV

Implementing Agency:

Department of Public Works

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:

Prop K EP Line Number (Primary):

#N/A

Current Prop K Request:

Prop K Other EP Line Numbers:

Prop AA Category:

Pedestrian Safety

Current Prop AA Request:

\$ 1,029,839

Supervisorial District(s):

3

SCOPE

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

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

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

See attached.

Project Benefits and Scope

Broadway is a major four-lane arterial road that provides an important east-west connection for buses, bicyclists, pedestrians, and cars. Primary land uses along the corridor include neighborhood-serving retail, large-scale housing developments, including Ping Yuen public housing complex and Bayside Elderly Housing, and educational facilities including Jean Parker Elementary School and Wu Yee Child Infant Care Center.

The goal of the Street Design is to build on the community's vision to improve conditions along Broadway from Columbus Avenue to the Robert C. Levy Tunnel. This work will complement the streetscape improvements already installed by San Francisco Public Works that run to the east along Broadway from the Columbus Avenue intersection.

Numerous residents, merchants and community members have participated in the Planning Department's planning process to envision a new design for Broadway. Given the heavy foot traffic and proximity of schools and senior centers along a major arterial road, pedestrian safety was the top community concern. The final conceptual design is the result of collaboration among city agencies and the community. This design includes:

Roadway Configuration: Two lanes of travel in each direction, with curb-side parking/ loading lanes on both sides of the street.

Roadway Paving and Sidewalks: New roadway paving and new concrete sidewalks.

Pedestrian Crossings: Bulb-outs at all intersections with new curb ramps. Raised crosswalks at Cordelia Street. Special paving at the intersections to improve visibility of the intersection.

Bus Stop Improvements: Two new bus bulbs at existing Muni stops. Improvements to bus stops including shelters, seating and signage.

Trees & Landscaping: Sixty-two new street trees along the existing sidewalk. Trees and plantings along the new medians from the Charles C. Levy Tunnel to Powell Street.

Bike Facilities: Bike sharrows along the corridor to improve visibility of cyclists.

Sidewalk Seating: Seating designed by a local artist along the corridor.

Street Lighting: Forty-two new street lights along the corridor.

A focus on Jean Parker Elementary

The San Francisco Municipal Transportation Agency has received a state Safe Routes to Schools grant to improve pedestrian conditions around Jean Parker Elementary School. This grant includes both infrastructure and non-infrastructure work. The non-infrastructure work entails education, encouragement, and enforcement activities.

The existing grant covers the installation of three curb bulb-outs and eight curb ramps at the Broadway and Powell intersection, all of which are part of the Broadway Chinatown Streetscape Improvements. The bulb-outs will reduce the crossing distance for school children and the elderly using the intersection to go to school, nearby park or grocery shopping on Stockton Street.

Because of size limits on the state grant, additional enhancements, including more bulb-outs and special crosswalks, are needed to complete the vision for a safe Jean Parker Elementary. Design and construction of the remaining improvements are part of a One Bay Area Grant (OBAG) and other

local funding.

Agency Priority

This project has been a top priority for Prop AA, Prop K, and OBAG funding, as demonstrated by previous allocations, because it is the key complement to Public Works' three prior streetscape projects on Broadway. The San Francisco Planning Department completed the planning process for the project. This project was prioritized for additional Prop AA funding because of the unexpected increase in the construction cost (see Request for Additional Funds section below for more detail). The additional Prop AA allocation will enable this project to move along swiftly and deliver the community's vision in a timely fashion.

Public Input into the Prioritization Process

With funding from a Caltrans Environmental Justice Transportation Planning grant, the Planning Department, in partnership with the Chinatown Community Development Center, led an intensive community engagement process in 2011 and 2012. Three community workshops were held, all with translation, to engage the community in the planning process: May 4, August 16, and November 16, 2011. A fourth public meeting, the final Open House, was held June 6, 2012 at the International Hotel (848 Kearney St). More than 70 people attended this event. In addition, concept design materials from the project were on display in the lobby and windows of the East West Bank at the corner on Stockton and Broadway in July 2012.

Adopted Plans

This project is consistent with the Chinatown Area Plan, Objective 7 and Policy 7.1. Broadway is identified as a pedestrian safety corridor in the Chinatown Community Development Center's Pedestrian Safety Needs Assessment.

Request for Additional Funds

\$1,029,839 in additional Prop AA funds are being requested in anticipation of a funding shortfall when the project is re-advertised for bid. The project was initially advertised for bid on September 16, 2015. Only one bid was received in the amount of \$5,917,100, which was \$1,378,593 (30%) above the engineer's estimate and available funding of \$4,538,507. Due to lack of funds and interest in attracting additional bidders, Public Works did not accept this bid.

Public Works has reworked the bid package by reducing the Water Department's requested scope of work by \$111,225 and identifying alternate bid items, including sidewalk waterproofing, bronze alleyway name plaques, street tree irrigation, and 24 months of plant establishment. Public Works hopes to award the full contract, including all alternates, with the additional Prop AA funding. Public Works also hopes to receive more competitive bids, but know this may not occur due to the current bidding climate.

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

FY 2015/16

Project Name: Chinatown Broadway Phase IV

Implementing Agency: Department of Public Works

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt

Status: Completed

PROJECT DELIVERY MILESTONES

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	4	2010/11	4	2012/13
Environmental Studies (PA&ED)	2	2012/13	2	2014/15
R/W Activities/Acquisition				
Design Engineering (PS&E)	3	2013/14	2	2014/15
Prepare Bid Documents	3	2014/15	2	2015/16
Advertise Construction	3	2015/16	3	2015/16
Start Construction (e.g., Award Contract)	4	2015/16		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			4	2016/17
Project Closeout (i.e., final expenses incurred)			4	2019/20

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.

Start Construction (e.g. Award Contract) - June 2016
Open for Use - April 2017

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

FY 2015/16

Project Name: Chinatown Broadway Phase IV

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.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$ 7,275,558		\$ 1,029,839
Procurement (e.g. rolling stock)				
		\$7,275,558	\$0	\$1,029,839

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)	\$ 13,182	Actual
Design Engineering (PS&E)	\$ 910,851	Actual
R/W Activities/Acquisition		
Construction	\$ 7,275,558	Engineer's 100% Cost Estimate
Procurement (e.g. rolling stock)		
Total:	\$ 8,199,591	

% Complete of Design: 100 as of 12/1/2015

Expected Useful Life: 20-30 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.

Environmental	\$13,182			
Design	\$910,851			
Construction Total [1]+[2]	\$7,275,558			
[1] Construction Hard Costs	\$6,471,867			
Item	Unit	Quantity	Unit Price	Cost
Full Depth Planing 2" Depth	SF	77,610	\$1	\$77,610
Asphaltic Concrete	TON	1,568	\$170	\$266,560
10" Thick Concrete Base	SF	97,320	\$14	\$1,362,480
Combined 6" Curb and Gutter at Bulbs	LF	2,200	\$70	\$154,000
Combined 6" Curb and Gutter	LF	1,500	\$70	\$105,000
Combined 6" Curb and Gutter at Median	LF	1,200	\$50	\$60,000
8" Wide Concrete Band at Parking Strip	LF	1,475	\$15	\$22,125
8" Thick Concrete Parking Strip	SF	9,101	\$16	\$145,616
8" Thick Concrete Raised Crosswalk	SF	595	\$13	\$7,735
Special Paving at Crosswalks	SF	9,322	\$25	\$233,050
Concrete Curb Ramp w/ Detectable Surface Tiles	EA	24	\$3,000	\$72,000
Detectable Surface Tiles	SF	195	\$65	\$12,675
Sidewalk Paving w/ Special Finish	SF	44,000	\$15	\$660,000
Install Street Trees, 36" Box	EA	70	\$1,800	\$126,000
Irrigation	LS	1	\$220,000	\$220,000
Site Furnishings: Trash Receptacles	EA	12	\$2,500	\$30,000
Site Furnishings: Benches	EA	32	\$2,500	\$80,000
Site Furnishings: Tree Grates	EA	19	\$2,700	\$51,300
DG at Treewells	SF	840	\$7	\$5,880
3 Year Maintenance	EA	86	\$550	\$47,300
Install Median Trees, 36" Box	EA	16	\$1,800	\$28,800
Planting (5 gallon plants at 3'-0" o.c.)	EA	200	\$60	\$12,000
Weed Barrier Fabric (Median)	SF	1,450	\$1.50	\$2,175
Amended Backfill (Median) 18" Depth	CY	80.56	\$100	\$8,056
Gravel Mulch (Median)	CY	14.5	\$200	\$2,900
Unit Paver Maintenance Strip (Median)	SF	1,345	\$25	\$33,625
Tunnel Entrance/Exit Bollards @ 6' o.c.	EA	20	\$1,500	\$30,000
New Pedestrian Street Lighting	EA	54	\$15,000	\$810,000
Relocate Fire Alarm	EA	2	\$3,000	\$6,000
Relocate Traffic Signal Box	EA	3	\$15,000	\$45,000
Concrete Catch Basin w/ Frame Grating and MH	EA	12	\$15,000	\$180,000
Relocate Sewer Vents	EA	9	\$2,000	\$18,000
Relocate Low Pressure Fire Hydrant	EA	2	\$20,000	\$40,000
Adjust SFWD Valves	EA	3	\$1,500	\$4,500
Roadway Striping	LS	1	\$95,000	\$95,000
Sub-total				\$5,055,387
Arts Commission	LS	1	\$135,990	\$135,990
OCS De-energization	LS	1	\$289,279	\$289,279
Mobilization @ 5%	LS	1	\$252,769	\$252,769
Traffic Control @ 5%	LS	1	\$252,769	\$252,769
Sub-total				\$5,986,195
Contingency (8%)				\$485,672
[2] Construction Management and Support (12.4% of Hard Costs)				\$803,691
SF Public Works				\$799,611
SFMTA				\$4,080
GRAND TOTAL				\$8,199,591

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

FY 2015/16

Project Name: Chinatown Broadway Phase IV

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$1,029,839

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

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

Funding this request is contingent on Board approval of the 2016 Prop AA call for projects programming recommendations, expected on March 22, 2016.

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
OBAG			\$3,273,810	\$3,273,810
MTA Revenue Bonds			\$1,910,000	\$1,910,000
Prop AA	\$1,029,839			\$1,029,839
Prop K			\$737,986	\$737,986
State Safe Routes to Schools			\$323,923	\$323,923
Total:	\$1,029,839	\$0	\$6,245,719	\$7,275,558

Actual Prop K Leveraging - This Phase: 55.00% \$7,275,558
 Expected Prop K Leveraging per Expenditure Plan: #N/A Total from Cost worksheet

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

Fund Source	\$ Amount	Required Local Match	
		%	\$
OBAG	\$3,206,545	11.47%	\$375,506.00

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
OBAG			\$3,477,801	\$3,477,801
MTA Revenue Bonds			\$1,910,000	\$1,910,000
Prop AA		\$1,029,839	\$650,000	\$1,679,839
Prop K			\$744,951	\$744,951
State Safe Routes to Schools			\$387,000	\$387,000
Total:		\$1,029,839	\$15,369,343	\$ 8,199,591

Actual Prop K Leveraging - Entire Project: 90.91% \$ 8,199,591
 Expected Prop K Leveraging per Expenditure Plan: #N/A Total from Cost worksheet
 Actual Prop AA Leveraging - Entire Project: 79.51%

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 AA Funds Requested: \$1,029,839

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2016/17	\$1,029,839	100.00%	\$0
Total:	\$1,029,839		

**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 AA Allocation	\$1,029,839	Construction
Total:	\$1,029,839	

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 - Ped	FY 2015/16	\$0	0.00%	\$1,029,839
Prop AA - Ped	FY 2016/17	\$1,029,839	100.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$1,029,839	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop AA - Ped	FY 2015/16	Construction	\$0	0%	\$1,029,839
Prop AA - Ped	FY 2016/17	Construction	\$1,029,839	100%	\$0
Total:			\$1,029,839		

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

Action	Amount	Fiscal Year	Phase
Future Commitment to:			

Deliverables:

- With a quarterly progress report submitted during construction, provide 2-3 digital photos of construction work in progress.
- Upon project completion (anticipated April 2017), provide 2-3 digital photos of after conditions.

Special Conditions:

- The recommended allocation is contingent upon Board approval of the 2016 Prop AA call for projects programming recommendations, expected on March 22, 2016.

Notes:

-

Supervisory District(s):	3	Prop K proportion of expenditures - this phase:	45.00%
		Prop AA proportion of expenditures - this phase:	NA

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

SFCTA Project Reviewer: Project # from SGA:

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

MAPS AND DRAWINGS

Broadway Chinatown Typical Roadway Cross Section



Proposed Improvements at Powell Street and Broadway



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

Proposed Improvements at Stockton Street and Broadway



Proposed Improvements on Broadway at Grant Avenue looking west



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

FY of Allocation Action:

2015/16

Current Prop K Request:

\$ -

Current Prop AA Request:

\$ 1,029,839

Project Name:

Chinatown Broadway Phase IV

Implementing Agency:

Department of Public Works

Project Manager

Grants Section Contact

Name (typed): David Froehlich

Rachel Alonso

Title: Project Manager

Transportation Finance Analyst

Phone: 415-558-4041

415-558-4034

Fax:

Email: David.Froehlich@sfdpw.org

Rachel.Alonso@sfdpw.org

Address: 30 Van Ness Ave, 5th Floor
San Francisco, CA 94102

30 Van Ness Ave, 5th Floor
San Francisco, CA 94102

Date:



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

FY of Allocation Action:

2015/16

Project Name:

Mansell Corridor Improvement

Implementing Agency:

San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:

Prop K EP Line Number (Primary):

#N/A

Current Prop K Request:

Prop K Other EP Line Numbers:

Prop AA Category:

Pedestrian Safety

Current Prop AA Request:

\$ 163,358

Supervisorial District(s):

9, 10, 11

SCOPE

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

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

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

See attached.

Project Background

Mansell Street is a divided highway running through the middle of McLaren Park, which is the largest park in southeastern San Francisco. The park serves as both a regional and neighborhood recreation facility for this area of San Francisco. Mansell Street serves as a major connecting route linking two San Francisco Priority Development Areas (PDAs), the Bayview /Hunters Point Shipyard/Candlestick Point and the Mission – San Jose Corridor. The park also serves the Community Air Risk Evaluation (CARE) Community of Eastern San Francisco and the Outer Mission/Crocker Amazon/Oceanview Community of Concern. The park serves many adjacent low income communities, including areas of Visitacion Valley and neighborhoods along Sunnydale Avenue. The Planned Affordable Housing Development, as described in the Visitacion Valley/Schlage Lock Plan, will increase the number of residents served by Mansell Street and McLaren Park.

Mansell Street was constructed in the 1950's as part of a never-completed cross-town freeway. By design, Mansell Street primarily serves motorized vehicles. Speeding is encouraged due to the wide traffic lanes and three different posted speed limits. Although there are several trail systems and a large recreational facility adjacent to Mansell Street, there are no pedestrian, bicycle, or bus stop facilities included within the existing configuration. Pedestrians have to walk on the street or climb over a guard rail and walk along an overgrown informal path to access different park facilities or to commute between neighborhoods. Bicyclists share the road with vehicles travelling 45 MPH, and public transit users have to wait on the street for a bus. These non-ideal conditions encourage residents to drive into the park, between park facilities and adjacent neighborhoods rather than walk. Existing facilities do not support multimodal travel or foster community vitality.

Many of these concerns were brought to the attention of the San Francisco Recreation and Park Department (SFRPD) during its 2010 McLaren Park Needs Assessment workshops. In 2010, SFRPD completed three community workshops to gather information on the greater needs in McLaren Park. More than 300 residents attended those workshops and overwhelmingly voiced their concern for pedestrian and bicycle safety in the park.

During this public process, the community expressed a need for traffic calming and pedestrian safety measures along all park roads, and Mansell Street was identified as the most problematic street. The community later described the specific need for sidewalks or paths adjacent to the road, bicycle facilities, bulb-outs and crosswalks, and other traffic calming measures. The community also

mentioned the desire to reduce the number of lanes on Mansell from four to two with a reduction of the speed limits. Currently, the highest speed limit is 45 mph.

Project Scope and Benefits

Additional community outreach was conducted in February and March of 2013, and resulted in development of the following scope. Pedestrian safety and bicycle access issues were addressed by reducing the number of vehicular lanes from four to two (one lane each way), separating vehicular traffic and moving it to the south side of the median between Visitacion Avenue and Brazil Avenue, and creating a multi-use path on the north side of the median. The multi-use path includes a Class I bike path with separate pedestrian and jogging paths. Safety improvements include a raised crosswalk at John F. Shelley Drive West, flashing beacons at all unimproved intersections, concrete bus stop pads at existing bus stops, and a corner bulb-out at the intersection of Mansell Street and Sunnydale Avenue. The entire roadway will be resurfaced and restriped with Class II and Class III bike paths painted between Brazil Avenue and Dublin Street, and a Class I bike path will be painted onto the closed section of Brazil Avenue from Mansell Street, north to where Brazil Avenue is open to traffic. Street-level lighting, trees and landscaping, bioswales, and site furnishings are also included to make this a complete streets project.

In addition to park users, these improvements will benefit residents of the adjacent communities and the region at large. Commuters who currently use Mansell Street to get to work or school will have more safe and efficient mode choices.

The project will improve the quality of life for residents within the two PDAs, the Eastern San Francisco CARE, and Southern San Francisco Community of Concern by providing multi-modal options that are safe and convenient. The Mansell Streetscape Improvement Project will provide improved connections between adjacent neighborhoods, park trail systems, recreational facilities and the three public schools located immediately adjacent to the Park. The addition of sidewalks and bicycle facilities will revitalize this portion of the park, which historically has become under-utilized due to access and isolation issues. Additional planned trail improvements adjacent to Mansell (that will be funded by the Land and Water Conservation Fund and in-kind volunteer labor) are expected to increase pedestrian volumes in the park once the pedestrian path and crosswalks are in place.

The Rec and Park Department strongly believes in induced demand: “if you build it, they will come.” Similar capital improvement projects and bicycle facility projects in the other San Francisco

parks have shown that renovation to park facilities results in higher usage and can instill a sense of pride and stewardship in the community.

The proposed facilities on Mansell Street will provide opportunities for increased physical activity by encouraging residents and park users to walk, stroll, skate, or bike. These activities have proven health benefits. Moreover, greater use of lower carbon-emission transportation modes will have a positive impact on the environment.

Prioritization and Previous Allocations

The Mansell Streetscape Improvement Project has been included as a line item under the Prop AA Strategic Plan under Street Repair and Reconstruction for \$2,325,624 and in the Prop K 5 Year Prioritization Plan under Expenditure Plan category for Transportation Land Use Coordination for \$888,903, as well as \$260,983 from the Bicycle and Pedestrian Circulation/Safety Categories for pre-design phases. This previous allocation required a partial deobligation of the prior design Prop K allocation in the amount of \$14,691 to be used to fund construction, for a total Prop K allocation of \$572,754. The total Prop K amount programmed to the project will not change.

The reduction of \$14,691 in the design budget occurred during the negotiation of the interdepartmental memorandum of understanding among SFMTA, DPW, and SFRPD to account for the fact that SFRPD could not charge for overhead costs for the phases of the project that were federally funded because it does not have a Caltrans Master Agreement. A similar reduction related to SFRPD costs was also applied to the construction phase.

Request for Additional Funds

Bids were received for the Mansell Streetscape Improvement Project on August 19, 2015, with a low bid of \$4,366,678.80. This bid is \$120,000 above the available funding for the base bid amount of the project. Without additional funding, eight (8) proposed street lights will be deleted from the project. We are requesting an additional \$163,358 to cover the \$120,000 for the street lights, along with \$22,050 for an alternate bid item of repairing existing damaged guardrails, and \$21,308 for construction management and inspection services for these items.

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

FY 2015/16

Project Name: Mansell Corridor Improvement

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt

Status: Completed

PROJECT DELIVERY MILESTONES

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	3	2009/10	4	2012/13
Environmental Studies (PA&ED)	4	2012/13	3	2014/15
R/W Activities/Acquisition				
Design Engineering (PS&E)	4	2013/14	4	2014/15
Prepare Bid Documents	4	2014/15	4	2014/15
Advertise Construction	4	2014/15	1	2015/16
Start Construction (e.g., Award Contract)	2	2015/16		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			1	2016/17
Project Closeout (i.e., final expenses incurred)			1	2019/20

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.

Start Construction (e.g. Award Contract) - November 2015
Open for Use - August 2016

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

FY 2015/16

Project Name: Mansell Corridor Improvement

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$ 5,826,409		\$ 163,358
Procurement (e.g. rolling stock)				
		\$5,826,409	\$0	\$163,358

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	\$ 311,471	Actual
Environmental Studies (PA&ED)	\$ 88,824	Actual
Design Engineering (PS&E)	\$ 729,002	Actual
R/W Activities/Acquisition		
Construction	\$ 5,826,409	Construction Contract
Procurement (e.g. rolling stock)		
Total:	\$ 6,955,706	

% Complete of Design: 100 as of 6/5/2015
Expected Useful Life: 20-30 Years

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

MAJOR LINE ITEM BUDGET				
Planning & Conceptual Engineering				\$311,471
Environmental				\$88,824
Design				\$729,002
Construction Total [1]+[2]				\$5,826,409
[1] Construction Hard Costs				\$5,087,540
Item	Unit	Quantity	Unit Price	Cost
Demolition	LS	1	\$340,062	\$340,062
Asphaltic Concrete 2" Overlay	SF	265,000	\$4	\$1,113,000
Asphalt Paving (sidewalk and bus stops)	SF	37,800	\$14	\$515,970
Speed Tables at Crosswalks	SF	4,300	\$26	\$112,875
Roadway Re-Striping/Rumble Strips	LS	1	\$73,500	\$73,500
6" Asphalt Curb	LF	4,300	\$21	\$90,300
6" Concrete Curb (at adjusted medians)	LF	1,475	\$32	\$46,463
Concrete Curb Ramps	EA	10	\$3,675	\$36,750
Rumble Strips	LF	4,760	\$1	\$2,999
Stabilized Decomposed Granite	SF	10,000	\$5	\$52,500
2'-4' High Concrete Wall at Brazil Bus Stop	LF	75	\$289	\$21,656
Re-Grade Roadway/Misc. Hardscape	SF	15,000	\$2	\$31,500
Drop Inlet	EA	10	\$10,500	\$105,000
Grading	SF	41,375	\$2	\$65,166
Bioswale/Retention Areas	SF	41,375	\$3	\$130,331
Bioswale Native Grass Planting	SF	41,375	\$1	\$43,444
Native Low Water Use Shrub Planting	SF	32,625	\$3	\$102,769
15 Gallon Tree Planting	EA	75	\$315	\$23,625
24" Box Tree Planting	EA	75	\$1,260	\$94,500
Irrigation System	SF	50,000	\$3	\$157,500
Benches	EA	12	\$2,625	\$31,500
Bike Racks	EA	18	\$735	\$13,230
Vehicular Bollards	EA	30	\$735	\$22,050
Vehicular Gates	EA	4	\$10,500	\$42,000
Jersey Barrier	LF	775	\$105	\$81,375
Kiosk/Signage	EA	2	\$15,750	\$31,500
Safe Hit Posts	EA	10	\$42	\$420
Flashing Beacon at Crosswalks	EA	8	\$15,750	\$126,000
Public Art	LS	1	\$36,750	\$36,750
Misc Utility Work	LS	1	\$78,750	\$78,750
Solar Street Lighting	EA	15	\$12,600	\$189,000
Persia/Sunnydale Intersection Improv.	LS	1	\$17,178	\$17,178
<i>Sub-total</i>				<i>\$3,829,662</i>
Traffic Control (5%)	LS	1	\$191,483	\$191,483
Striping	LS	1	\$327,865	\$327,865
Signage	LS	1	\$62,493	\$62,493
Guardrail Repair	LS	1	\$22,050	\$22,050
Mobilization (5%)	LS	1	\$191,483	\$191,483
<i>Sub-total</i>				<i>\$4,625,036</i>
Construction Contingency (10%)				\$462,504
[2] Construction Management and Support (14.5% of Hard Costs)				\$738,869
SFMTA				\$40,800
SF Public Works				\$693,117
SFRPD				\$4,952
GRAND TOTAL				\$6,955,706

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

FY 2015/16

Project Name: Mansell Corridor Improvement

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$163,358

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

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

Funding this request is contingent on Board approval of the 2016 Prop AA call for projects programming recommendations, expected on March 22, 2016.

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
OBAG			\$1,551,614	\$1,551,614
Rec Park Funds			\$300,000	\$300,000
Prop AA	\$163,358		\$2,325,624	\$2,488,982
Prop K Sales Tax			\$572,754	\$572,754
Urban Greening Grant			\$848,059	\$848,059
Rec Park Forestry Funds			\$65,000	\$65,000
Total:	\$163,358	\$0	\$5,663,051	\$5,826,409

Actual Prop K Leveraging - This Phase: 73.37% \$5,826,409

Expected Prop K Leveraging per Expenditure Plan: #N/A Total from Cost worksheet

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

Fund Source	\$ Amount	Required Local Match	
		%	\$
OBAG	\$1,551,614	11.47%	\$177,970

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
OBAG			\$1,762,239	\$1,762,239
Rec Park Funds			\$439,312	\$439,312
Prop AA	\$163,358		\$2,527,852	\$2,691,210
Prop K Sales Tax			\$1,149,886	\$1,149,886
Urban Greening Grant			\$848,059	\$848,059
Rec Park Forestry Funds			\$65,000	\$65,000
Total:		\$0	\$13,748,054	\$ 6,955,706

Actual Prop K Leveraging - Entire Project: 83.47% \$ 6,955,706

Expected Prop K Leveraging per Expenditure Plan: #N/A Total from Cost worksheet

Actual Prop AA Leveraging - Entire Project: 61.31%

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

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 AA Funds Requested: \$163,358

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$108,905	67.00%	\$54,453
FY 2016/17	\$54,453	33.00%	\$0
Total:	\$163,358		

**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 AA Allocation	\$163,358	Construction
Total:	\$163,358	

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 - Ped	FY 2015/16	\$108,905	67.00%	\$54,453
Prop AA - Ped	FY 2016/17	\$54,453	33.00%	\$0
Total:		\$163,358	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop AA - Ped	FY 2015/16	Construction	\$108,905	67%	\$54,453
Prop AA - Ped	FY 2016/17	Construction	\$54,453	100%	\$0
Total:			\$163,358		

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

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

Deliverables:

1. With a quarterly progress report submitted during construction, provide 2-3 digital photos of construction work in progress.
2. Upon project completion (anticipated August 2016), provide 2-3 digital photos of after conditions.

Special Conditions:

1. The recommended allocation is contingent upon Board approval of the 2016 Prop AA call for projects programming recommendations, expected on March 22, 2016.
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.

Supervisorial District(s):	<input type="text" value="9, 10, 11"/>	Prop K proportion of expenditures - this phase:	26.63%
		Prop AA proportion of expenditures - this phase:	NA

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

SFCTA Project Reviewer: **Project # from SGA:**

MAPS AND DRAWINGS

Mansell Location Map



Rendering of Design



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

FY of Allocation Action:

2015/16

Current Prop K Request:

\$ -

Current Prop AA Request:

\$ 163,358

Project Name:

Mansell Corridor Improvement

Implementing Agency:

San Francisco Municipal Transportation Agency

Project Manager

Grants Section Contact

Name (typed): David Froehlich

Joel C. Goldberg

Title: Project Manager

Capital Procurement & Mgmt

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Date: