

**Prop K Grouped Allocation Requests
June 2016 Board Action**

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2	Prop K	SFMTA	Guideways - SFMTA	Twin Peaks Tunnel Trackway Improvements	Construction	\$ 4,149,113	17
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5	Prop K	SFMTA	New Signals & Signs	New Traffic Signals Contract 63	Construction	\$ 1,700,000	69
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7	Prop K	SFMTA	Pedestrian and Bicycle Facility Maintenance	Bicycle Facility Maintenance	Construction	\$ 150,000	107
8	Prop K	SFMTA	Traffic Calming	Local-Track Application-Based Traffic Calming Program	Planning	\$ 213,525	119
9	Prop K	SFMTA	Traffic Calming	Glen Park Phase 2	Planning	\$ 260,000	133
10	Prop K	SFPW	Traffic Calming	South Park Traffic Calming [NTIP Capital]	Construction	\$ 30,000	151
11	Prop K	SFMTA	Transportation/ Land Use Coordination	66-Quintara Reconfiguration Study [NTIP Planning]	Planning	\$ 100,000	163
Total Requested						\$ 45,417,062	

¹ Acronyms: SFCTA (San Francisco County 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: 2016/17

Project Name: Van Ness Improvements Including Bus Rapid Transit

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

EXPENDITURE PLAN INFORMATION

Prop K EP category: Bus Rapid Transit/MUNI Metro Network: (EP-1)

Prop K EP Line Number (Primary): 1 Current Prop K Request: \$ 27,257,930

Prop K Other EP Line Numbers: 22M

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisorial District(s): District 02, District 03, District 05, District 06

REQUEST

Brief Project Description:

Implement bus rapid transit (BRT) improvements along Van Ness Avenue, bundled with utility, signals, streetlights, overhead contact system, and roadway resurfacing.

Detailed Scope, Project Benefits and Community Outreach:

See attached

Project Location:

Van Ness Avenue BRT is located in the northeastern quadrant of the City and County of San Francisco. Van Ness Avenue serves as U.S. Highway 101 (US 101) through the central part of the city and is owned by Caltrans. The BRT alignment follows Van Ness Avenue/South Van Ness Avenue approximately 2 miles from Mission Street in the south to Lombard Street in the north. Utility, signal, streetlight, and overhead contact work continues further north to North Point Avenue

Project Phase:

Construction (CON)

Map or Drawings Attached? Yes

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

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

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

Prop K 5YPP Amount: \$ 27,257,930 Prop AA Strategic Plan Amount: _____

Bus Rapid Transit (BRT) represents a package of features that together create rapid and reliable transit service for the benefit of passengers along a given corridor, and the transit system as a whole. The Van Ness Avenue BRT Project includes:

- Dedicated bus lanes separated from regular (mixed-flow) traffic to reduce delays and improve reliability.
- Low floor boarding to decrease passenger loading time, increase service reliability, and improve access for all users.
- Consolidated transit stops to reduce delays due to existing stop spacing that does not meet Muni standards.
- High-quality stations, each with an elevated platform, canopy for weather protection, comfortable seating, vehicle arrival time information, landscaping, and other amenities. Platforms would be large enough to safely and comfortably accommodate waiting passengers, long enough to load two BRT vehicles, and designed to provide Americans with Disabilities Act (ADA) accessibility.
- Traffic signal optimization using technology upgrades to allow real-time traffic management and optimal signal timing.
- Transit Signal Priority to recognize bus locations and provide additional green light time for buses approaching intersections and reduce delay at red lights.
- Fewer left-turn pocket lanes for mixed-flow traffic by eliminating left turns at certain intersections to reduce conflicts with the BRT operation.
- Pedestrian safety enhancements, including enhanced median refuges, nose cones, and curb bulbs to reduce crossing distances at intersections and increase safety. Accessible pedestrian signals with crossing time countdowns would be installed at all signalized intersections in the project corridor.
- On platform fare payment allowing passengers to swipe their fare cards before the buses arrive, will be evaluated and implemented if found to be effective in reducing passenger loading time.
- Improved streetscape design to increase the green and permeable area of the corridor.
- New pedestrians and street lighting to improve safety, comfort, and reduce ongoing maintenance costs.

Specific benefits of the Project are:

- Improve transit levels of service reliability, speed, connectivity, and comfort for existing users quickly and cost effectively;
- Strengthen the citywide network of rapid transit services;
- Raise the cost effectiveness of Muni services and operational efficiency of the city's Transit Preferential Streets (TPS) roadway network;
- Improve pedestrian comfort, amenities, and safety;
- Enhance the urban design and identity of Van Ness Avenue;
- Create a more livable and attractive street for local residential, commercial, and other activities; and
- Accommodate safe multimodal circulation and access within the corridor.

The expanded scope of Van Ness Improvements Project includes:

- Signals, streetlights, overhead contact system, and roadway resurfacing.
- Incremental cost of upgrading 15 motor coaches on the 47-Van Ness line from 40-footers to 60-foot articulated buses.

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

Project Name: Van Ness Improvements Including Bus Rapid Transit

ENVIRONMENTAL CLEARANCE

Environmental Type: EIR/EIS

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Dec	2007	Apr-Jun	2014
Environmental Studies (PA&ED)	Oct-Dec	2007	Oct-Dec	2013
Right-of-Way				
Design Engineering (PS&E)	Apr-Jun	2014	Apr-Jun	2016
Advertise Construction	Apr-Jun	2015		
Start Construction (e.g. Award Contract)	Apr-Jun	2016		
Operations (i.e., paratransit)				
Open for Use			Jan-Mar	2019
Project Completion (means last eligible expenditure)			Jan-Mar	2020

SCHEDULE DETAILS

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

This project will be delivered using the Construction Manager/General Contractor (CMGC) method. This method allowed SFMTA to award a contract before the completion of final design, in order to obtain valuable input from the contractor on design details and construction sequencing. The SFMTA bid the CMGC contract in February 2015, and selected Walsh Construction (Walsh) on a best value basis, awarding the preconstruction services contract in July 2015. This allocation request is based on the negotiated a Guaranteed Maximum Price (GMP) for the construction phase of the work. The SFMTA will seek to modify the contract to include construction phase services in June 2016, in order to begin utility work and traffic changes by August 2016. A separate Notice-To-Proceed will be issued for Bus Rapid Transit-specific work after both allocation of the Proposition K funding and execution of the Federal Transit Administration's Small Starts Grant Agreement, the latter of which is anticipated in fall 2016.

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

Project Name: Van Ness Improvements Including Bus Rapid Transit

FUNDING PLAN - FOR CURRENT REQUEST

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

Prop K EP Category	EP Line Number	Amount
Bus Rapid Transit/MUNI Metro Network: (EP-1)	1	\$ 21,541,930
Guideways: (EP-22)	22	\$ 5,716,000
Total:		\$ 27,257,930

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 27,257,930	\$ 2,275,000	\$ 29,532,930
Prop AA	\$ -	\$ -	\$ -	\$ -
Lifeline Prop 1B	\$ -	\$ 6,189,054		\$ 6,189,054
Federal 5307, 5309, 5337, CMAQ	\$ -	\$ 3,980,000	\$ 103,349,019	\$ 107,329,019
State Highway Operation and Protection Program (SHOPP)		\$ 7,304,868		\$ 7,304,868
Active Transportation Program (ATP)		\$ 4,058,000		\$ 4,058,000
Other Local (SFPUC, SFMTA Revenue Bonds, Central Freeway Parcel revenues, Prop B General Fund Set Aside)	\$ 60,886,228	\$ 70,159,052		\$ 131,045,280
Total:	\$ 60,886,228	\$ 118,948,904	\$ 105,624,019	\$ 285,459,151

See attached funding plan for more details.

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 27,257,930	\$ 10,846,460	\$ 38,104,390
Prop AA	\$ -	\$ -	\$ -	\$ -
Lifeline Prop 1B	\$ -	\$ 6,189,054		\$ 6,189,054
Federal 5307, 5309, 5337, CMAQ	\$ -	\$ 3,980,000	\$ 118,871,439	\$ 122,851,439
SHOPP		\$ 7,304,868		\$ 7,304,868
ATP		\$ 4,058,000		\$ 4,058,000
Planning, Programming and Monitoring			\$ 197,907	
Other Local & Regional (SFPUC, SFMTA Revenue Bonds, CFWY, CPMC, Prop B, AB664, SFMTA Operating)	\$ 61,451,313	\$ 70,809,275	\$ 5,253,683	\$ 137,514,271
Total:	\$ 61,451,313	\$ 119,599,127	\$ 135,169,489	\$ 316,219,929

See attached funding plan for more details.

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

COST SUMMARY				
Show total cost for ALL project phases (in year of expenditure dollars) based on best available information.				
Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	0	\$ -		
Environmental Studies (PA&ED)	\$ 14,853,139	\$ -		Actual Budget (ENV & CER Phases)
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 15,907,639	\$ -	\$ -	Actual Budget
Construction (CON)	\$ 285,459,151	\$ 27,257,930	\$ -	Guaranteed Maximum Price + Incremental cost of 15 BRT vehicles
Operations (Paratransit)		\$ -		
Total:	\$ 316,219,929	\$ 27,257,930	\$ -	

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

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST (instructions as noted below)						
Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 9,085,977	\$ 9,085,977	\$ 9,085,976	\$ -	\$ -	\$ 27,257,930
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Van Ness Improvement Funding Plan
Updated: June 2016

Source ²	Type	Status	Project Phases ¹			CON	Total by Status	TOTAL
			ENV, CER/PE	PS&E				
FTA 5309 Small Starts	Federal	Allocated	\$7,031,202	\$6,371,063	\$61,597,734	\$74,999,999	\$74,999,999	
		Programmed			\$0	\$0		
		Planned			\$0	\$0		
FTA 5307 Vehicles	Federal	Allocated				\$0	\$3,980,000	
		Programmed			\$3,980,000	\$3,980,000		
		Planned			\$0	\$0		
Lifeline Transportation Program - Prop 1B	State	Allocated				\$0	\$6,189,054	
		Programmed			\$6,189,054	\$6,189,054		
		Planned			\$0	\$0		
PPM Funds	State	Allocated	\$197,907			\$197,907	\$197,907	
		Programmed			\$0	\$0		
		Planned			\$0	\$0		
SHOPP ³	State	Allocated				\$0	\$7,304,868	
		Programmed			\$7,304,868	\$7,304,868		
		Planned			\$0	\$0		
California Pacific Medical Center Contribution ⁴	Local	Allocated	\$201,024	\$4,798,976		\$5,000,000	\$5,000,000	
		Programmed				\$0		
		Planned				\$0		
Central Freeway Parcel Revenues ⁵	Local	Allocated				\$0	\$12,654,135	
		Programmed			\$12,654,135	\$12,654,135		
		Planned			\$0	\$0		
Prop K Sales Tax ⁶	Local	Allocated	\$6,977,180	\$1,594,280		\$8,571,460	\$30,113,390	
		Programmed			\$21,541,930	\$21,541,930		
		Planned			\$0	\$0		
Prop B General Fund Set Aside	Local	Allocated				\$0	\$1,059,065	
		Programmed		\$3,470	\$1,055,595	\$1,059,065		
		Planned			\$0	\$0		
SFMTA Operating Funds	Local	Allocated	\$1,823			\$1,823	\$1,823	
		Programmed				\$0		
		Planned				\$0		
SFMTA Revenue Bonds	Local	Allocated				\$0	\$48,000,000	
		Programmed			\$48,000,000	\$48,000,000		
		Planned			\$0	\$0		

Van Ness Improvement Funding Plan
Updated: June 2016

Source ²		Type	Status	Project Phases ¹			Total by Status	TOTAL
				ENV, CER/PE	PS&E	CON		
Overhead Line Rehabilitation								
FTA 5337 State of Good Repair	Federal	Allocated			\$1,068,590	\$22,802,850	\$23,871,440	\$23,871,440
		Programmed					\$0	
		Planned						
AB 664	Regional	Allocated			\$251,860		\$251,860	\$251,860
		Programmed					\$0	
		Planned						
Prop K Sales Tax	Local	Allocated					\$0	\$5,716,000
		Programmed				\$5,716,000	\$5,716,000	
		Planned						
Prop B General Fund Set Aside	Local	Allocated					\$0	\$378,968
		Programmed				\$378,968	\$378,968	
		Planned						
SFgo Signal								
FTA CMAQ	Federal	Allocated			\$1,051,565	\$18,948,435	\$20,000,000	\$20,000,000
		Programmed					\$0	
		Planned						
Prop K Sales Tax	Local	Allocated				\$2,275,000	\$2,275,000	\$2,275,000
		Programmed					\$0	
		Planned						
Prop B General Fund Set Aside	Local	Allocated					\$0	\$2,308,609
		Programmed				\$2,308,609	\$2,308,609	
		Planned						
Water, Sewer, Streetlights, Green Infrastructure								
SFPUF Funds	Local	Allocated					\$0	\$61,451,314
		Programmed					\$0	
		Planned				\$565,086	\$60,886,228	
Other (Auxiliary Water Supply System, MuniForward)								
Active Transportation Program	State	Allocated					\$0	\$4,058,000
		Programmed				\$4,058,000	\$4,058,000	
		Planned						
Prop B General Fund Set Aside	Local	Allocated					\$0	\$4,642,747
		Programmed				\$267,785	\$4,642,747	
		Planned						

Van Ness Improvement Funding Plan
Updated: June 2016

Source ²	Type	Status	Project Phases ¹			Total by Status	TOTAL
			ENV, CER/PE	PS&E	CON		
SFMTA Revenue Bonds	Local	Allocated				\$0	\$1,765,751
		Programmed			\$1,765,751	\$1,765,751	
		Planned				\$0	
Totals		Allocated	\$14,409,136	\$15,136,334	\$105,624,019	\$135,169,489	\$316,219,930
		Programmed	\$0	\$650,223	\$118,948,904	\$119,599,127	
		Planned	\$0	\$565,086	\$60,886,228	\$61,451,314	
			\$14,409,136	\$16,351,643	\$285,459,151	\$316,219,930	

¹ Acronyms used for project phases include: ENV - Environmental Documentation, CER/PE - Conceptual Engineering Report/Preliminary Engineering (30% Design), PS&E - Plans, Specifications & Estimates or Final Design, CON - Construction. The construction phase includes the incremental cost for upgrading 15 motor coaches on the 47-Van Ness line from 40-footers to 60-foot articulated buses.

² Acronyms used for funding sources include: AB 664 - Assembly Bill 664 toll revenues, CMAQ - Congestion Mitigation and Air Quality, FTA - Federal Transit Administration, PPM - Planning, Programming and Monitoring, SFMTA - San Francisco Municipal Transportation Agency, SFPUUC - San Francisco Public Utilities Commission, and SHOPP - State Highway Operation and Protection Program.

³ SHOPP funding amount programmed in the 2014 SHOPP, adopted by the California Transportation Commission.

⁴ The development agreement with the California Pacific Medical Center was approved by the San Francisco Board of Supervisors through Ordinance 138-13 on July 11, 2013.

⁵ \$12.7 million in Central Freeway Parcel Revenues is dedicated for Van Ness Avenue State of Good Repair improvements.

⁶ Prop K amount for BRT includes \$420,900 in Transportation Authority operating funds in Fiscal Years 2009/10 and 2010/11.

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

Project Name: Van Ness Improvements Including Bus Rapid Transit

MAJOR LINE ITEM BUDGET

SAMPLE PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)							
Budget Line Item	Totals	% of contract	SFPUC	SFMTA	SFPW	Contractor	
1. Contract							
Van Ness BRT Subproject	\$ 115,408,872					\$ 115,408,872	
Van Ness Overhead Contact System (OCS) Subproject	\$ 22,707,312					\$ 22,707,312	
Van Ness SFgo Subproject	\$ 14,182,879					\$ 14,182,879	
SFPUC Subprojects (sewer, water, lighting, green infrastructure)	\$ 42,421,430					\$ 42,421,430	
Other Subprojects (auxiliary water supply system, pedestrian/transit access improvements)	\$ 8,359,741					\$ 8,359,741	
<i>Subtotal</i>	\$ 203,080,234					\$ 203,080,234	
2. SFMTA-Furnished Work/Materials	\$ 7,075,404			\$ 7,075,404			
3. Construction Management/Support	\$ 43,729,867	22%	\$ 11,201,738	\$ 16,264,065	\$ 16,264,065		
4. SFPUC-Furnished Work/Materials	\$ 3,423,646		\$ 3,423,646				
5. Vehicle Procurement Contribution	\$ 3,980,000			\$ 3,980,000			
6. Contingency	\$ 24,170,000	12%	\$ 3,839,414	\$ 10,165,293	\$ 10,165,293		
TOTAL CONSTRUCTION PHASE	\$ 285,459,151		\$ 18,464,798	\$ 37,484,762	\$ 26,429,358	\$ 203,080,234	

Bid Item Description	Subprojects											Total
	BRT	OCS	Sfgo	PUC Lighting	PUC Sewer	PUC Water	PUC GI	AWSS	MuniFwd	Total		
TOTAL WITH PROCUREMENT	\$ 189,500,241	\$ 30,218,268	\$ 24,583,608	\$ 12,963,311	\$ 20,558,787	\$ 26,782,567	\$ 1,146,649	\$ 6,197,471	\$ 4,269,027	\$ 316,219,928		
Bus Procurement	\$ 3,980,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,980,000		
Environmental Phase	\$ 5,973,081	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,973,081		
CER Phase	\$ 8,436,055	\$ 444,003	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,880,058		
Detailed Design Phase	\$ 12,767,789	\$ 1,255,415	\$ 1,051,565	\$ 547,280	\$ 4,867	\$ 5,302	\$ 7,635	\$ 267,785	\$ -	\$ 15,907,639		
Construction Phase	\$ 158,343,316	\$ 28,518,850	\$ 23,532,044	\$ 12,416,030	\$ 20,553,919	\$ 26,777,264	\$ 1,139,014	\$ 5,929,685	\$ 4,269,027	\$ 281,479,150		
Construction Contract	\$ 115,408,872	\$ 22,707,312	\$ 14,182,879	\$ 10,138,664	\$ 12,084,931	\$ 19,264,201	\$ 933,633	\$ 4,860,480	\$ 3,499,261	\$ 203,080,233		
Unallocated Contingency Total	\$ 16,405,199	\$ 1,798,365	\$ 1,483,903	\$ 782,940	\$ 1,296,106	\$ 1,688,543	\$ 71,825	\$ 373,919	\$ 269,200	\$ 24,170,000		
Owner Furnished During CON	\$ 2,003,904	\$ -	\$ 5,071,500	\$ -	\$ -	\$ 3,423,646	\$ -	\$ -	\$ -	\$ 10,499,050		
Owner Soft Costs During CON	\$ 24,525,342	\$ 4,013,173	\$ 2,793,761	\$ 1,494,426	\$ 7,172,882	\$ 2,400,874	\$ 133,555	\$ 695,287	\$ 500,566	\$ 43,729,867		
Construction Contract Details												
GENERAL	\$ 23,487,470	\$ 4,634,206	\$ 2,770,552	\$ 1,980,536	\$ 2,515,879	\$ 7,601,778	\$ 208,840	\$ 1,114,845	\$ 683,563	\$ 44,997,669		
SITE REMEDIATION	\$ 2,926,930	\$ 116,643	\$ 35,298	\$ 204,574	\$ 485,329	\$ 1,243,596	\$ 56,097	\$ 268,964	\$ 2,019	\$ 5,339,449		
CIVIL	\$ 11,076,348	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,076,348		
ROADWAY	\$ 20,783,630	\$ 324,645	\$ 324,645	\$ -	\$ 1,635,197	\$ 2,427,491	\$ -	\$ -	\$ 1,386,730	\$ 26,882,338		
ARCHITECTURAL	\$ 3,641,187	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,641,187		
LANDSCAPE ARCHITECTURE	\$ 11,136,415	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,136,415		
STRUCTURAL	\$ 180,902	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 180,902		
STREETLIGHT SYSTEM	\$ 820,438	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 820,438		
TRACTION POWER	\$ 5,956,980	\$ -	\$ -	\$ 4,586,155	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,956,980		
DUCTBANK	\$ 3,815,136	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,815,136		
COMMUNICATION AND NETWORKING	\$ 3,669,537	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,669,537		
TRAFFIC	\$ 12,651,853	\$ 1,752,592	\$ 1,094,661	\$ 782,521	\$ 932,737	\$ 1,295,387	\$ 72,060	\$ 375,141	\$ 270,079	\$ 19,227,031		
OVERHEAD (PARALLEL PROJECT)	\$ 4,542,876	\$ 15,879,225	\$ 587,315	\$ 2,584,878	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,594,294		
TRAFFIC SIGNALS (Sfgo - PARALLEL PROJECT)	\$ -	\$ -	\$ 9,370,408	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,370,408		
SEWER (PARALLEL PROJECT)	\$ 8,243,067	\$ -	\$ -	\$ -	\$ 6,294,970	\$ -	\$ -	\$ -	\$ -	\$ 14,538,037		
SFPUC WATER MAIN REPLACEMENT (PARALLEL PROJECT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,695,949	\$ -	\$ -	\$ -	\$ 6,695,949		
GREEN INFRASTRUCTURE (PARALLEL PROJECT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 566,443	\$ -	\$ -	\$ 566,443		
AWSS	\$ 289,155	\$ -	\$ -	\$ -	\$ 220,819	\$ -	\$ -	\$ 3,101,530	\$ -	\$ 3,611,504		
OPTION BID ITEMS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,194	\$ -	\$ -	\$ 30,194		
DELETABLE BID ITEMS	\$ 2,186,948	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,186,948		
GENERAL CONDITIONS & FEES (TO BE DISTRIBUTED TO LINE ITEMS)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		

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

TRANSPORTATION AUTHORITY RECOMMENDATION
This section is to be completed by Transportation Authority Staff.

Last Updated: 06.16.16 Res. No: _____ Res. Date: _____

Project Name: Van Ness Improvements Including Bus Rapid Transit

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

Special Conditions:

1. The recommended allocation is conditioned upon the SFMTA providing certification of full funding for the project. As of 06.16.16, the estimated \$61 million in SFPUC funds are not yet committed to the project. Expenses may not be incurred against the proposed allocation until the SGA is executed.
2. Transportation Authority staff will participate in key project team meetings.
3. Upon project completion (anticipated March 2019), provide final cost report including breakdown by agencies and by bid items within the construction contract.
4. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes:

1. Reminder: Prop K decals are required on vehicles purchased with Prop K funds. See SGA for details.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	89.65%	No Prop AA
Actual Leveraging - This Project	87.95%	No Prop AA

SFCTA Project CP
Reviewer: _____

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - MUNI

SGA Project Number: 101-xxxxxx Name: Van Ness Improvements - EP 1

Phase: Construction (CON) Fund Share: 7.55%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$9,085,977	\$7,219,098	\$ 5,236,855			\$21,541,930

Sponsor: San Francisco Municipal Transportation Agency - MUNI

SGA Project Number: 122-xxxxxx Name: Van Ness Improvements - EP 22M

Phase: Construction (CON) Fund Share: 2.00%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$0	\$1,866,879	\$3,849,121			\$5,716,000

Sponsor: _____

SGA Project Number: _____ Name: _____

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 27,257,930
Current Prop AA Request: \$ -

Project Name: Van Ness Improvements Including Bus Rapid Transit

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

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

Initials of sponsor staff member verifying the above statement
AES

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Peter Gabancho

Joel Goldberg

Title: Project Manager

Manager, CPM

Phone: 415-701-4306

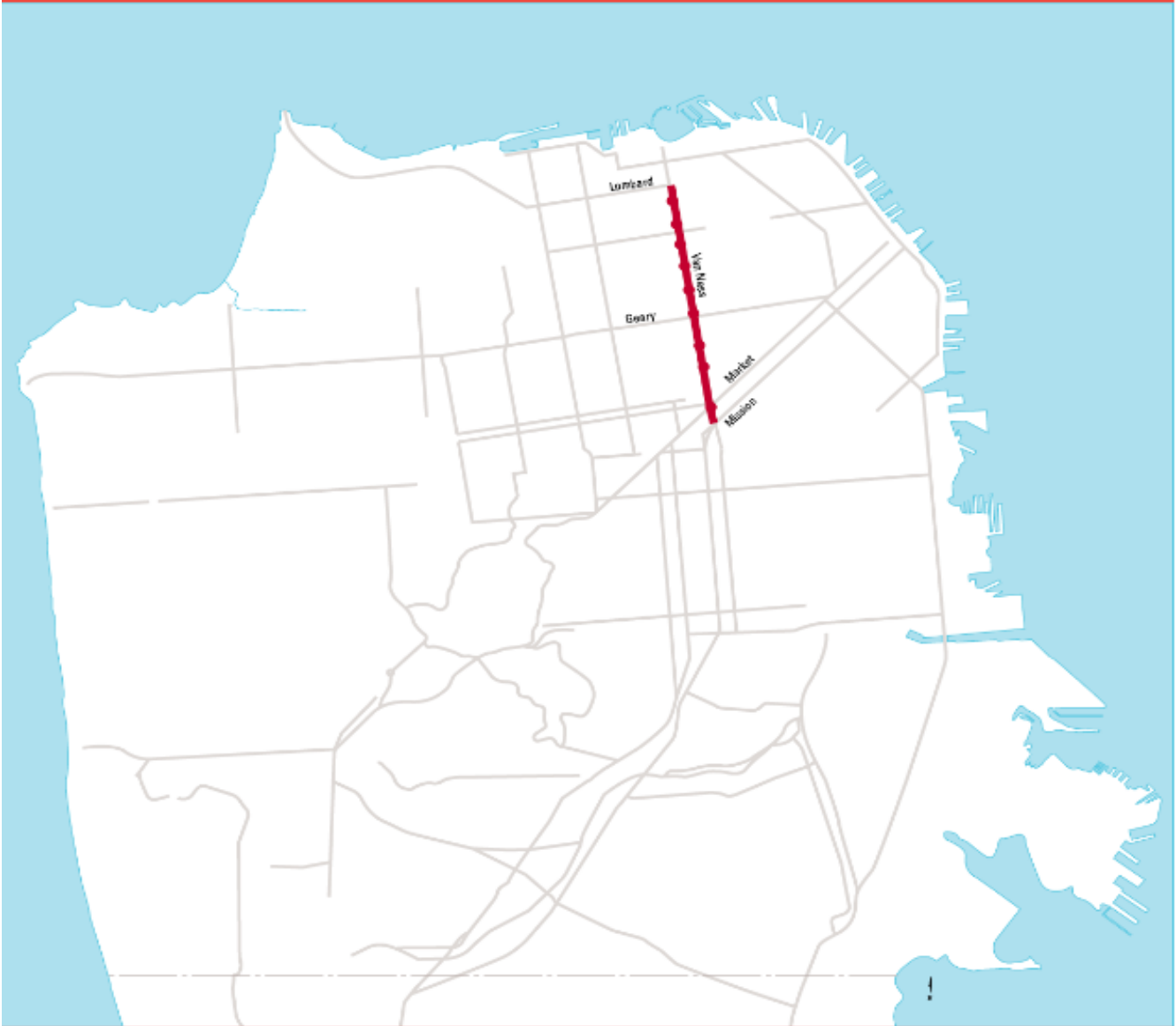
415-701-4499

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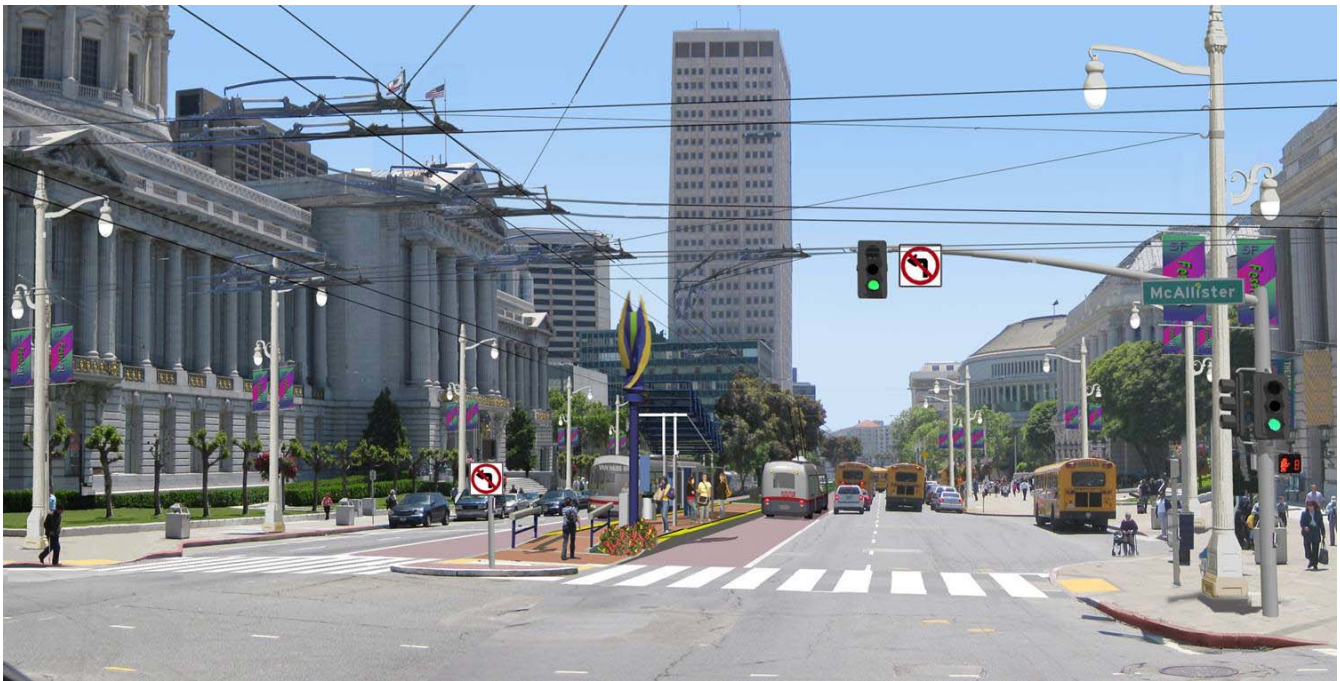
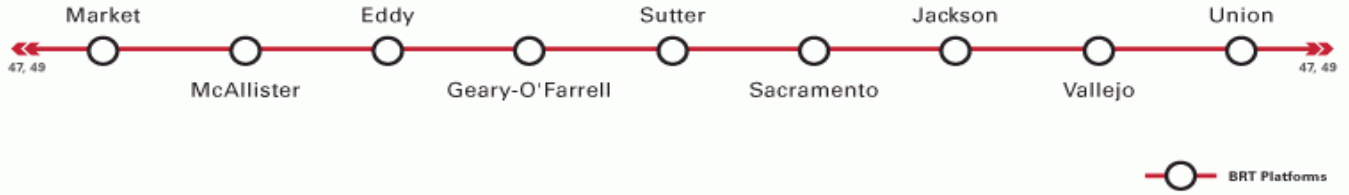
MUNIFORWARD



VAN NESS CORRIDOR TRANSIT
IMPROVEMENT PROJECT LOCATION



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: 2016/17

Project Name: Twin Peaks Tunnel Trackway Improvements

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

EXPENDITURE PLAN INFORMATION

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

Prop K EP Line Number (Primary): 22

Current Prop K Request: \$ 4,149,113

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisory District(s): District 08

REQUEST

Brief Project Description:

Conduct rail upgrades to bring the Twin Peaks tunnel into a state of good repair.

Detailed Scope, Project Benefits and Community Outreach:

Project includes: replacing worn track, switch machines, switch controllers, damaged drain line, and fire-suppression system. Scope also includes installing new flood lighting, deluge systems, guardrails, fire alarm and seismic upgrades. This project will enhance track system reliability, safety and efficiency, and reduce track infrastructure maintenance in the Twin Peaks Tunnel from West Portal to Castro Station.

The work of this project will be performed on 21 weekends, between 10:00pm Friday and 9:00pm Sunday. The weekends will not be consecutive but will be broken up by special events such as Fleet Week, Pride Parade, Outside Lands, Bay to Breakers, etc. The work will be entirely completed within 13 months. No work will be performed during the San Francisco Holiday moratorium which runs from Thanksgiving to New Year's Day. The tunnel will be closed and all Muni service for the K, L & M Lines will be shut down from Castro Station to the outer limits of the service during the weekends that work is being performed. During these weekend shutdowns diesel bus substitution will occur for the Muni K, L & M Lines.

See attached for additional details.

Project Location:

The project will improve the tunnel infrastructure located between West Portal and Castro Stations in central San Francisco.

Project Phase:

Construction (CON)

Map or Drawings Attached? Yes

PROJECT DETAILS

The Twin Peaks Tunnel Track Replacement is a needed rehabilitation project in the Muni Metro system that will also improve on-time performance and safety for Muni customers and the surrounding neighborhoods. The tunnel's infrastructure, including the tracks, concrete walls and drainage systems, must be maintained in a timely manner to keep up with the demands of the Muni system. The Twin Peaks Tunnel is currently under a speed restriction, which slows down trains as they travel through. Replacing the tracks will lift the speed restriction and allow trains to increase speeds from 25 MPH to 50 MPH in the undivided sections of the tunnel, which account for 88% of the tunnel's total length. The project will decrease travel time per passenger by 2.8 minutes for the 40,000 average daily passengers on the K, L and M light rail lines. Seismic reinforcements will better protect the tunnel's overall structure and stability.

Construction crews will be working in the tunnel to address the following upgrades:

- Replacing the existing light rail tracks and track fittings
- Replacing the machines which operate the track switching mechanisms
- Seismic upgrades to the original east portal of Twin Peaks Tunnel (Eureka Valley Station)
- Improving structure support between West Portal and Forest Hill stations
- Installing fire alarm system at West Portal Station
- Repairing areas on concrete walls and reinforcements
- Inspecting and cleaning tunnel's drainage systems

CURRENT STATUS (AS OF 5/18/16)

- Contract awarded to NTK Construction on April 5. Construction expected to begin in mid to late August.
- Construction schedule: (tentative) weekend shutdowns (closed late Friday night and reopening before start of regular service Monday morning)
- Tentative start for tunnel construction: Summer 2016 (mid to late August anticipated)
- Transit division is currently working on service plan for K Ingleside, M Ocean View and L Taraval
- SFMTA is working with SFDPW to minimize neighborhood impacts in West Portal during overlapping construction period. Please visit the SFDPW West Portal Improvement Project website for more information about the DPW work.

NEIGHBORHOOD IMPACTS

The tunnel is located in residential and business areas and some area impacts are expected. Construction noise may be expected in West Portal and Castro neighborhoods near the tunnel entrances. When the tunnel is closed, bus shuttles will be provided to bridge affected stations. Staging areas on both sides of the tunnel will be used to store materials and equipment, and ensure that crews have the necessary materials at hand to work quickly and efficiently. The staging area on the West Portal side of the tunnel will be on Junipero Serra between Sloat Boulevard and Ocean Avenue, along the inbound side of the K Ingleside Muni tracks. The staging area will not affect transit and vehicle traffic-- trains will run regular service and northbound Junipero Serra will maintain three traffic lanes. To accommodate the staging area, parking on the east side of Junipero Serra will be temporarily removed during construction.

On the Castro side of the tunnel, the areas in front of the original Twin Peaks Tunnel portals on Market Street will be used as a staging area. Bus stops affected by the staging area will be temporarily relocated during construction. The right turn onto Market Street from Collingwood Street will not be accessible. Vehicles on Collingwood headed to Market Street would need to turn onto 18th Street and Castro Street.

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

MEASURES TO MINIMIZE CONSTRUCTION NOISE

SFMTA understands that while these upgrades are necessary to maintain the Muni rail system, the construction will have an impact on the neighborhoods surrounding the tunnel entrances.

Noisereducing measures from the current Sunset Tunnel Trackway Improvement Project will be automatically applied to the Twin Peaks Tunnel work. These measures include:

- Limited heavy machinery usage between 9 p.m. - 7 a.m.
- Mufflers on loud machines that need to be used at night
- Lining gravel trucks with liners and keeping a layer of gravel in the trucks to minimize noise when gravel is poured
- Generators are required to be acoustically shielded at all times
- Lower decible vehicle safety beepers and use of crew flaggers

SFMTA will work with the neighborhoods throughout the project to ensure that construction noise is kept to a minimum. More information about the trackwork for Sunset Tunnel can be found on the [Sunset Tunnel Trackway Improvement Project Page](#).

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

Project Name: Twin Peaks Tunnel Trackway Improvements

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Mar	2013	Jul-Sep	2013
Environmental Studies (PA&ED)			Jul-Sep	2015
Right-of-Way				
Design Engineering (PS&E)	Jul-Sep	2013	Apr-Jun	2015
Advertise Construction	Apr-Jun	2015		
Start Construction (e.g. Award Contract)	Jul-Sep	2016		
Operations (i.e., paratransit)				
Open for Use			Jul-Sep	2017
Project Completion (means last eligible expenditure)				

SCHEDULE DETAILS

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

Contract was awarded by the SFMTA Board on April 5, 2016. The Notice to Proceed was issued to NTK Construction on May 16, 2016.

Implementation of the Blue Light Emergency Telephone Project and the Radio Replacement Project have been coordinated with the Twin Peaks Tunnel Trackway Improvement Project to minimize impacts to Muni customers and neighboring communities.

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

Project Name: Twin Peaks Tunnel Trackway Improvements

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 7,700,000	\$ -	\$ -	\$ 7,700,000
Prop AA	\$ -	\$ -	\$ -	\$ -
SFMTA Revenue Bond	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000
FTA funds			\$ 38,800,000	\$ 38,800,000
				\$ -
Total:	\$ 7,700,000	\$ -	\$ 40,800,000	\$ 48,500,000

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 7,700,000	\$ -	\$ -	\$ 7,700,000
Prop AA	\$ -	\$ -		\$ -
SFMTA Revenue Bond	\$ -	\$ -	\$ 4,754,780	\$ 4,754,780
FTA funds	\$ -	\$ -	\$ 39,375,567	\$ 39,375,567
AB664 Bridge Toll Funds	\$ -	\$ -	\$ 142,779	\$ 142,779
				\$ -
Total:	\$ 7,700,000	\$ -	\$ 44,273,126	\$ 51,973,126

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

COST SUMMARY

Show total cost for ALL project phases (in year of expenditure dollars) based on best available information.

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 641,779	\$ -		Actual cost
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 2,754,780	\$ -	\$ -	Actual cost
Construction (CON)	\$ 48,576,567	\$ 4,149,113	\$ -	Engineer's Estimate at 90%+ design
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 51,973,126	\$ 4,149,113	\$ -	

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 4,149,113	\$ -	\$ -	\$ -	\$ -	\$ 4,149,113
Prop AA	\$ -	\$ -		\$ -	\$ -	\$ -

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

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFMTA	Contractor	
1. Contract *	\$ 32,965,750			\$ 32,965,750	
3. Construction Management/Support	\$ 4,927,036	15%	\$ 4,927,036		
4. Other Direct Costs **	\$ 6,684,408	20%	\$ 6,684,408		
5. Contingency	\$ 3,999,373	12%	\$ 626,231	\$ 3,296,575	
TOTAL CONSTRUCTION PHASE	\$ 48,576,567		\$ 12,237,675	\$ 36,262,325	

* See contract cost detail, following page.

** Other Direct Costs include costs to provide bus bridging and for support from SFMTA maintenance personnel to ensure that the tracks are fit to be put back into service at the end of a working weekend.

**Contract Detail
Twin Peaks Tunnel Trackway Improvement Project**

CY = Cubic Yard, EA = Each, HRS = Hours, LBS = Pounds, LF = Linear Foot, LS = Lump Sum, NA = Not Applicable, SF = Square Foot, TF = Track Foot, TON = Ton, AL = Allowance

Item Description	Quantity	Unit	Unit Price	Bid Total
Mobilization and Demobilization (See bid item description under section 01220 for limitations)	-----	LS	-----	\$500,000
Current Schedules	12	EA	\$500	\$6,000
Record Drawings and Other Work	-----	LS	-----	\$5,000
Not Used	-----	-----	-----	
Allowance for Cleaning Tunnel Trackway, Walls and Niches of Debris, Sludge, Etc.	-----	AL	-----	\$100,000
Allowance for Electrical Work	-----	AL	-----	\$100,000
Allowance for Hazardous Material Work	-----	AL	-----	\$250,000
Allowance for Reimbursable Expenses	-----	AL	-----	\$250,000
Allowance for Off-Duty Uniformed San Francisco Police Officers	-----	AL	-----	\$300,000
Allowance for SFMTA's Share of Partnering Cost	-----	AL	-----	\$25,000
Allowance to Inspect Standpipe	-----	AL	-----	\$9,000
Allowance for Differing Site Conditions	-----	AL	-----	\$500,000
Tie and Ballast Tangent Track	16,700	TF	\$650	\$10,855,000
Tie and Ballast Guarded/Curved Track	4,800	TF	\$750	\$3,600,000
Direct Fixation Trackwork Using 115#RE Rail	1,200	TF	\$700	\$840,000
Transition Track	240	TF	\$700	\$168,000
Special Trackwork - Turnouts at Eureka Station	2	EA	\$470,000	\$940,000
Special Trackwork -Single Crossovers	4	EA	\$600,000	\$2,400,000
Special Trackwork - Replacement of Switches at West Portal Half-Grand Union	-----	LS	-----	\$675,000
Insulated Joint	52	EA	\$3,000	\$156,000
Ramping of Ballast Around Existing Tunnel Drainage Manhole Covers	19	EA	\$250	\$4,750
Track Concrete Pavement and Gutters in West Portal Entrance & Forest Hill Station	12,300	SF	\$25	\$307,500
Not Used	-----	-----	-----	
Cleaning and TV Inspection of Existing and Newly Repaired Portal and Tunnel Manholes and Drain Lines	-----	LS	-----	\$350,000
Cleaning of Tunnel Wall Weep Holes	880	EA	\$120	\$105,600
Not Used	-----	-----	-----	
Track Spare Parts	-----	LS	-----	\$320,000
Installation of Wayside Rail Lubrication Systems	3	EA	\$45,000	\$135,000
8-Inch Diameter VCP (Conditional Bid Item)	640	LF	\$115	\$73,600
12-Inch Diameter VCP (Conditional Bid Item)	2,020	LF	\$125	\$252,500
Slip Line Existing 8-Inch Diameter ISP Pipe With 7-Inch Nominal Size Perforated HDPE Pipe DR 11 (Conditional Bid Item)	3,200	LF	\$65	\$208,000
Slip Line Existing 12-Inch Diameter ISP Pipe With 10-Inch Nominal Size Perforated HDPE Pipe DR 11 (Conditional Bid Item)	10,100	LF	\$85	\$858,500
Post-Construction Television Inspection of Newly Slip Lined Drain Line	-----	LS	-----	\$120,000
Potholes (Conditional Bid Item)	50	CY	\$650	\$32,500
Standpipe Valve Service	-----	LS	-----	\$100,000
Forest Hill Station Deluge System	-----	LS	-----	\$120,000
Fire Watch	115	HRS	\$100	\$11,500
Track Switch Machine For Tunnel Crossovers	-----	LS	-----	\$910,000
Rail Bonding	-----	LS	-----	\$100,500
Tunnel Lighting	-----	LS	-----	\$64,000
Reconfiguration of West Portal Half Grand Union Track Switch Control and Signal System	-----	LS	-----	\$920,000
Provide 750 kcMIL Traction Power Feeder Cables	5200	LF	\$29	\$150,800
Provide 4" GRS Conduits in Eureka Gap Breaker Room	200	LF	\$95	\$19,000
Provide In-Line Splice Connector	3	EA	\$2,000	\$6,000
Provide 6-Pt. Multi-Tap Splice Connectors	1	EA	\$3,000	\$3,000
Provide 8-Pt. Multi-Tap Splice Connectors	3	EA	\$4,000	\$12,000
ATCS Loop Cable Removal and Reinstallation and Related Work	-----	LS	-----	\$270,000
Removal of Impedance Bonds	-----	LS	-----	\$43,000
Re-installation of Impedance Bonds (Deletable Bid Item)	-----	LS	-----	\$20,000
OCS Special Work Single Crossover I	-----	LS	-----	\$65,000
OCS Special Work Single Crossover II	-----	LS	-----	\$45,000
OCS Special Work Single Crossover III	-----	LS	-----	\$45,000
OCS Special Work Single Crossover IV	-----	LS	-----	\$45,000
Provide 4/0 Contact Wire	1,000	LF	\$66	\$66,000
Provide Dead-End and Contact Wire Supports	36	EA	\$2,000	\$72,000
Provide Eyebolt Supports	16	EA	\$1,500	\$24,000
Furnish Spare Overhead Parts	-----	LS	-----	\$68,000
Structural Work at Eureka Valley Station	-----	LS	-----	\$3,289,000
Repairing Tunnel Concrete Spalls and Cracks	-----	LS	-----	\$185,000
Brick Arch Retrofit Over Tunnel Ceiling	-----	LS	-----	\$600,000
Fireproofing of Structural Steel at Eureka Valley Station	-----	LS	-----	\$385,000
Design and Build New Notifier Fire Alarm System to Replace Existing Simplex Fire Alarm System	-----	LS	-----	\$220,000
Design and Build a New Notifier Fire Detection and Suppression System to Replace Existing Halon Fire Protection System	-----	LS	-----	\$160,000
Traffic Regulation	-----	LS	-----	\$500,000
				\$32,965,750

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 6/15/2016 Res. No: _____ Res. Date: _____

Project Name: Twin Peaks Tunnel Trackway Improvements

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$ 4,149,113	Construction (CON)
	Total:	\$ 4,149,113	

Total Prop K Funds: \$ 4,149,113 Total Prop AA Funds: \$ -

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

Fund Expiration Date: 09.30.2017 Eligible expenses must be incurred prior to this date.

Future Commitment:	Action	Amount	Fiscal Year	Phase
	Prop K Allocation	\$ 3,550,887	2017/18	Construction (CON)

Trigger: SFMTA submittal of allocation request for FY17/18 funds.

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 6/15/2016 **Res. No:** _____ **Res. Date:** _____

Project Name: Twin Peaks Tunnel Trackway Improvements

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

Deliverables:

- | | |
|----|---|
| 1. | Two to three digital photos of work in progress and completed project |
| 2. | |
| 3. | |
| 4. | |
| 5. | |

Special Conditions:

- | | |
|----|--|
| 1. | The recommended allocation is contingent upon the Transportation Authority Board's approval of a waiver to Prop K Strategic Plan policies to allow SFMTA to use Prop K funds for a contract that has already been awarded. |
| 2. | The recommended allocation is contingent upon a concurrent Muni Guideways 5YPP amendment. See attached 5YPP amendment for details. |
| 3. | The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges. |

Notes:

- | | |
|----|--|
| 1. | Prop K attribution reminder: acknowledgment of Prop K funding shall be included in any construction signage, flyers, brochures, posters, websites or other similar materials produced for the project. See Standard Grant Agreement (SGA) for details. |
| 2. | The Transportation Authority will only reimburse the expenses incurred after the SGA execution date. |

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	84.12%	No Prop AA
Actual Leveraging - This Project	85.18%	No Prop AA

SFCTA Project

Reviewer: P&PD

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - MUNI

SGA Project Number: 122-910xxx **Name:** Twin Peaks Tunnel Trackway Improvements

Phase: Construction (CON) **Fund Share:** 15.88%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$4,149,113					\$4,149,113

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 4,149,113

Current Prop AA Request: \$ -

Project Name: Twin Peaks Tunnel Trackway Improvements

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

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

Initials of sponsor staff member verifying the above statement
Derek Bower, Capital Financial Planning & Analysis

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: David Greenaway

Leda Young

Title: Project Manager

Grants Analyst

Phone: 415.701.4237

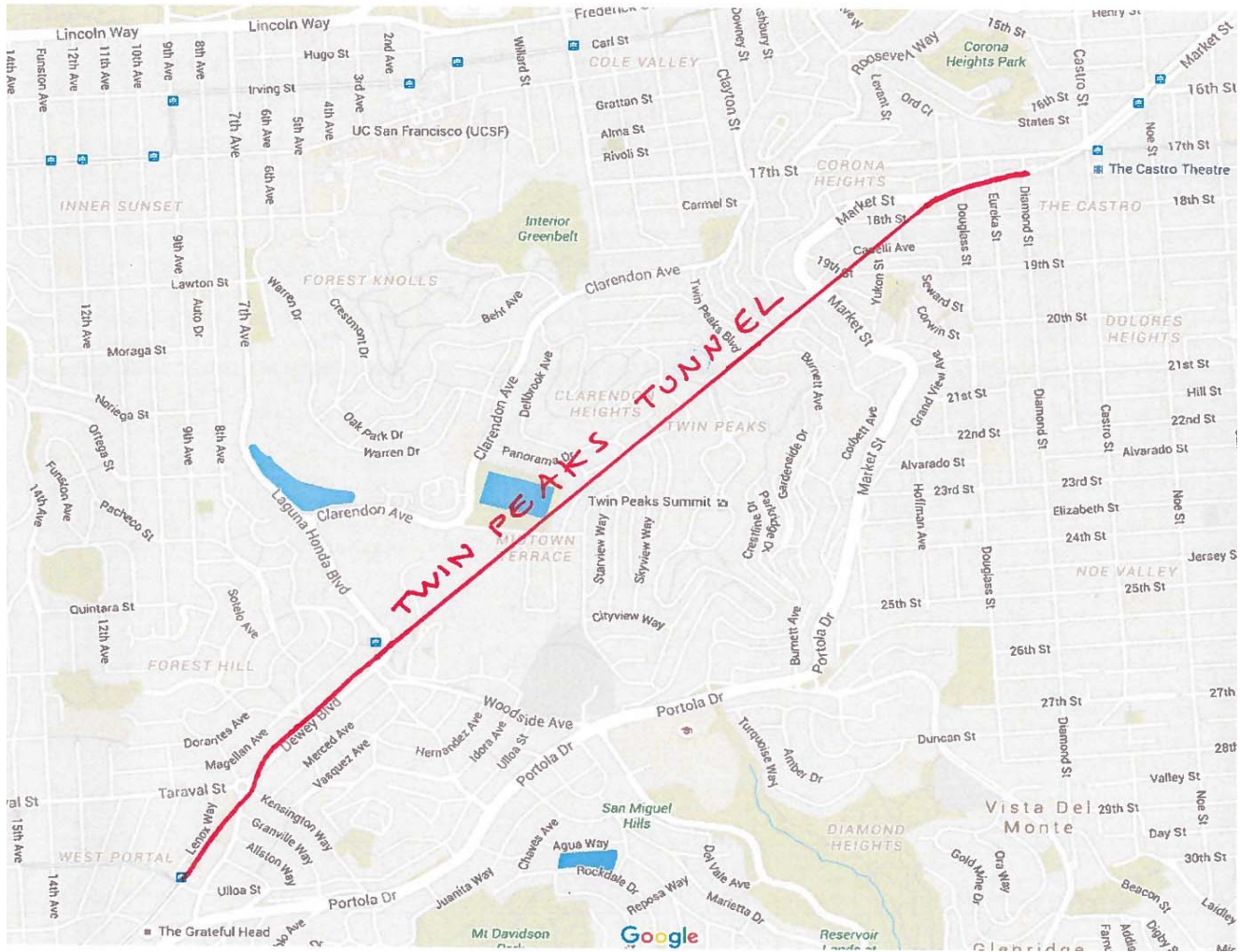
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San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

MAPS AND DRAWINGS



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



**Prop K 5-Year Project List
Guideways - Muni
Programming and Allocations to Date**
Pending 7/26/2016 Board Action

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Overhead System Rehab/Replacement	CON	Programmed			\$353,930			\$353,930
SFMTA	Overhead System Rehab/Replacement	CON	Programmed					\$1,481,100	\$1,481,100
SFMTA	Twin Peaks Tunnel Trackway Improvements ²	PS&E/ CON	Pending			\$4,149,113			\$4,149,113
SFMTA	Rail Grinding ¹	CON	Pending			\$1,036,400			\$1,036,400
SFMTA	Twin Peaks Tunnel Trackway Improvements ²	PS&E/ CON	Programmed				\$3,550,887		\$3,550,887
SFMTA	Muni Metro Rail Replacement Program ²	PS&E/ CON	Programmed				\$176,493	\$6,524,019	\$6,700,512
SFMTA	New Backup Vehicle Control Center	PS&E	Programmed			\$704,000			\$704,000
SFMTA	New Backup Vehicle Control Center	CON	Programmed					\$5,387,537	\$5,387,537
SFMTA	Cable Car Infrastructure	PS&E/ CON	Programmed				\$504,000		\$504,000
SFMTA	Van Ness Improvement ^{2,3}	CON	Pending			\$5,716,000			\$5,716,000
				Programmed in 5YPP					
				\$0	\$0	\$11,959,443	\$4,231,380	\$13,392,656	\$29,583,479
				Total Allocated and Pending in 5YPP					
				\$0	\$0	\$10,901,513	\$0	\$0	\$10,901,513
				Total Deobligated in 5YPP					
				\$0	\$0	\$0	\$0	\$0	\$0
				Total Unallocated in 5YPP					
				\$0	\$0	\$1,057,930	\$4,231,380	\$13,392,656	\$18,681,966
				Total Programmed in 2014 Strategic Plan					
				\$0	\$5,716,000	\$5,680,012	\$4,231,380	\$13,392,656	\$29,020,048
				Deobligated from Prior 5YPP Cycles **					
				\$563,431					\$563,431
				Cumulative Remaining Programming Capacity					
				\$563,431	\$6,279,431	\$0	\$0	\$0	(\$0)

Programmed
 Pending Allocation/ Appropriation
 Board Approved Allocation/ Appropriation

Prop K 5-Year Project List
Guideways - Muni

Cash Flow (\$) Maximum Annual Reimbursement

Project Name	Phase	Fiscal Year										Total		
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21						
Overhead System Rehab/Replacement	CON			\$117,977	\$117,977	\$117,976								\$353,930
Overhead System Rehab/Replacement	CON					\$493,700			\$493,700			\$493,700		\$1,481,100
Twin Peaks Tunnel Trackway Improvements 2	PS&E/ CON			\$4,149,113	\$0	\$0								\$4,149,113
Rail Grinding 1	CON			\$600,000	\$436,400									\$1,036,400
Twin Peaks Tunnel Trackway Improvements 2	PS&E/ CON				\$3,550,887			\$0			\$0			\$3,550,887
Muni Metro Rail Replacement Program 2	PS&E/ CON							\$1,108,706		\$3,417,133		\$2,174,673		\$6,700,512
New Backup Vehicle Control Center	PS&E			\$352,000	\$352,000									\$704,000
New Backup Vehicle Control Center	CON							\$2,030,512		\$1,678,512		\$1,678,513		\$5,387,537
Cable Car Infrastructure	PS&E/ CON				\$168,000			\$168,000		\$168,000				\$504,000
Van Ness Improvement 2, 3	CON			\$0	\$1,866,879	\$0		\$3,849,121						\$5,716,000.00
Cash Flow Programmed in 5YPP		\$0	\$0	\$5,219,090	\$6,492,143	\$7,768,015	\$5,757,345	\$4,346,886						\$29,583,479
Total Cash Flow Allocated		\$0	\$0	\$4,749,113	\$2,303,279	\$3,849,121	\$0	\$0						\$10,901,513
Total Cash Flow Deobligated		\$0	\$0	\$0	\$0	\$0	\$0	\$0						\$0
Total Cash Flow Unallocated		\$0	\$0	\$469,977	\$4,188,864	\$3,918,894	\$5,757,345	\$4,346,886						\$18,681,966
Cash Flow Programmed in 2014 Strategic Plan		\$0	\$1,905,333	\$3,916,004	\$5,326,464	\$7,768,015	\$5,757,345	\$4,346,886						\$29,020,048
Deobligated from Prior 5YPP Cycles **		\$563,431												\$563,431
Cumulative Remaining Cash Flow Capacity		\$563,431	\$2,468,764	\$1,165,678	\$0	\$0	\$0	\$0						(\$0)

Programmed
Pending Allocation/ Appropriation
Board Approved Allocation/ Appropriation

Footnotes

¹ 5YPP Amendment to fund Rail Grinding (Res. 16-XXX, xx.xx.2016):

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

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

² 5YPP Amendment to fund Twin Peaks Tunnel Trackway Improvements (Res. 17-XXX, 07.xx.2017):

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

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

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

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

³ Van Ness Improvement (renamed from Van Ness BRT Overhead Component): \$5,716,000 programmed in FY 15/16 was allocated in FY 16/17 (pending Res. 17-XXX, 07.xx.2017).



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

FY of Allocation Action: 2016/17

Project Name: Paratransit

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

EXPENDITURE PLAN INFORMATION

Prop K EP category: Paratransit: (EP-23)

Prop K EP Line Number (Primary): 23

Current Prop K Request: \$ 10,193,010

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisory District(s): Citywide

REQUEST

Brief Project Description:

The SFMTA provides paratransit services to persons with disabilities, in compliance with the Americans with Disabilities Act. Paratransit services are provided to persons with disabilities who are unable to independently ride bus or light rail service some or all of the time and are certified eligible according to federal criteria.

Detailed Scope, Project Benefits and Community Outreach:

See attached scope description and key performance trends.

Project Location:

Citywide

Project Phase:

Operations (Paratransit)

Map or Drawings Attached? No

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

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

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

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

Scope

The San Francisco Municipal Transportation Agency (SFMTA) requests \$10,193,010 in Prop K funds to pay for about 39% of the estimated \$25.4 million Fiscal Year 2016/17 contract with the broker that administers the Paratransit program. This is an annual request, of which \$9,670,000 is programmed in FY 2016/17 in the Strategic Plan.

The SFMTA provides paratransit services to persons with disabilities, in compliance with the Americans with Disabilities Act. Paratransit services are provided to persons with disabilities who are unable to independently ride bus or light rail service some or all of the time and are certified eligible according to federal criteria. Paratransit in San Francisco is administered by a broker and delivered through a diverse set of providers and resources, including 112 city-owned vehicles (67 of which are less than 5 years old), private taxis, and group vans associated with community centers throughout the city. The broker services performed by Transdev include determination of client eligibility, customer service, overseeing and monitoring the operation of the taxi debit card system, procuring, subcontracting, and oversight of van and taxi services, and reporting and record keeping. Transdev also operates the SF Access service and a portion of the Group Van Services (approx. 25%). In addition, the broker is responsible under the new contract for the development and implementation of several mobility management programs and activities to aid persons with disabilities and seniors, informing them by phone, in person and or through the internet about the transportation services available to them both privately and publicly in San Francisco. Approximately 800,000 paratransit trips are projected to be provided to 14,000 registered consumers in Fiscal Year 2016/17.

During this fiscal year, in anticipation of the expiration of the broker contract term, the SFMTA began the process to solicit proposals for a new paratransit broker. A Request for Proposals (RFP) for paratransit broker services was advertised on November 5, 2015. In an effort to solicit innovative proposals, the RFP delineated two options that proposers could respond to: Option A, a model of decentralized paratransit broker services, or Option B, which allowed proposers to submit proposals to provide both brokerage administrative functions and transportation services. Following a technical review and oral interview with the proposer, the Evaluation Panel recommended that SFMTA staff conduct negotiations with Transdev (formerly Veolia Transportation Services, Inc.) for its Option B proposal. The negotiations were successful and a contract with Transdev to provide paratransit broker and operating services, starting July 1, 2016 through June 30, 2021, with an option for a five-year extension, and in an amount not to exceed \$142,902,104. Under this new contract, Transdev will provide both broker and operations services. This contract has been approved by the SFMTA Board of Directors and is awaiting approval from the San Francisco Board of Supervisors.

The FY2016/17 Paratransit broker contract cost is approximately \$3.4 million higher than in FY2015/16, and expected to increase by at least \$1.2 million in each of the subsequent years in the term of the contract. The main factor leading to the increases in the Paratransit budget has been increases in labor costs. Before Transdev took over operation of the SF Access service and a portion of Group Van services in September 2014, there were significant issues related to driver salaries. At that time, as part of the transition between providers, an increase in driver salaries was implemented and subsequently a Collective Bargaining Agreement was ratified that further increased salaries and benefits and provided for future year increases with step increases for more senior employees to encourage retention of experienced drivers.

Many Adult Day Health Care (ADHC) programs have expanded their service areas and this coupled with increased congestion on the roads had resulted in long ride times for passengers using the Paratransit

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

program's group van service to access these centers. At the request of the San Francisco ADHC programs and Supervisor Yee, the SFMTA implemented operational changes starting in FY 2015/16 to decrease ride times in the group van program. The changes successfully decreased group van ride times, increasing the percentage of trips completed within the 60 minutes goal by three percent to approximately 81 percent of all trips. The additional funds allocated in Fiscal Year 2015/16 over the \$9,670,000 originally programmed have contributed toward further reducing ride times for Group Van riders and efforts in that regard will continue in FY 16-17.

To fully fund the increased program cost over the next three years the SFMTA is requesting an increase of \$523,010 (to \$10,193,010) in the annual amount of Prop K funds programmed for Paratransit operations in Fiscal Years 2016/17 through 2018/19. The additional funds would be advanced from the final year of Prop K programming for Paratransit (Fiscal Year 2025/26).

Specific paratransit services are described below.

SFMTA Paratransit Services

- 1) Taxi – Provides individual paratransit taxi trips to ADA-eligible paratransit users using both sedans and wheelchair accessible ramped taxis.
- 2) SF Access – Provides pre-scheduled, shared-ride door-to-door van service in City-owned vehicles for ADA eligible paratransit users.
- 3) Intercounty – Pre-scheduled paratransit trips provided to paratransit users to or from Muni's service area in San Francisco, to or from destinations in Alameda County, Marin, and Contra Costa County. These trips are provided by the East Bay Paratransit Consortium and Whistle Stop Wheels.
- 4) Group Van – Provides pre-scheduled group trips for ADA-eligible paratransit users who are going to a common destination such as an Adult Day Health Centers, developmentally disabled work sites, senior nutrition programs etc.
- 5) Department of Aging and Adult Services Group Van – Provides pre-scheduled group van services to senior centers funded by Department of Aging & Adult Services.

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

Prop K 5YPP Amount: \$ 9,670,000 Prop AA Strategic Plan Amount: _____

Please describe and justify the necessary amendment:

SFMTA is requesting a Prop K Strategic Plan amendment to advance programming in the Paratransit category from FY 2025/26 to meet the higher cost of the new paratransit broker contract beginning July 1, 2016. SFMTA requests an additional \$523,010 per year over the next three years (FYs 2016/17 - 2018/19) to fulfill Prop K's commitment to the contract until the next Prop K Strategic Plan update in 2018.

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

Table 2: Key Paratransit Performance Trends 2009-2016

Paratransit Performance Indicators	July - June					YTD FY 2015/16 (July 2015 - April 2016)
	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	
Total Passenger Trips Provided	904,598	810,663	777,324	771,175	780,048	648,874
On-time Percentage (Group Van & Access Van)	86.97%	84.10%	85.50%	86.43%	88.09%	88.92%
Taxi	85.59%	79.07%	88.26%	96.32%	95.58%	96.81%
Complaints	661	708	671	866	995	766
Cost per Passenger Trip	\$18.85	\$22.53	\$23.84	\$25.33	\$29.04	\$31.35

Annual change in # of trips:
 Change since June 2007: -12.9% -10.4% -4.1% -0.8% 1.2%
 Total Charges to Prop K: \$7,806,883 \$8,467,195 \$8,697,240 \$9,146,900 \$10,193,009 -32.7%
 Change in Prop K Charges: -8% 8% 3% 5% 11%
 % Change in charges to Prop K since Inception (\$9,670,000 in Year 1) -19% -12% -10% -5% 5%

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

Project Name: Paratransit

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE DETAILS

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

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

Project Name: Paratransit

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 523,010	\$ 9,670,000	\$ -	\$ 10,193,010
Prop AA	\$ -	\$ -	\$ -	\$ -
Federal Section 5307	\$ -	\$ 3,800,000	\$ -	\$ 3,800,000
State Transit Assistance		\$ 631,824		\$ 631,824
Department on Aging - Recovery		\$ 723,824		\$ 723,824
BART		\$ 1,756,465		\$ 1,756,465
Muni Operating Funds		\$ 8,782,439		\$ 8,782,439
Total:	\$ 523,010	\$ 25,364,552	\$ -	\$ 25,887,191

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K				\$ -
Prop AA				\$ -
				\$ -
				\$ -
Total:	\$ -	\$ -	\$ -	\$ -

See attached for multi-year contract funding plan

COST SUMMARY

Show total cost for ALL project phases (in year of expenditure dollars) based on best available information.

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction (CON)	\$ -	\$ -	\$ -	
Operations (Paratransit)	\$ 25,887,191	\$ 10,193,010		SFMTA estimates based upon contract.
Total:	\$ 25,887,191	\$ 10,193,010	\$ -	

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

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 10,193,010	\$ -	\$ -	\$ -	\$ -	\$ 10,193,010
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Paratransit Broker and Operating Agreement Sources of Funds

	FY 16/17	FY17/18	FY18/19	FY19/20	FY20/21	5 Year Total
Funding Sources						
Prop K	\$10,193,010	\$10,193,010	\$10,193,010	\$10,193,010	\$10,193,010	\$50,965,050
Federal Section 5307	3,800,000	3,914,000	4,031,420	4,152,363	4,276,933	20,174,716
State Transit Assistance	745,322	767,682	790,712	814,433	838,866	3,957,016
Department on Aging-Recovery	723,824	745,539	767,905	790,942	814,670	3,842,880
BART	1,756,465	1,840,993	1,953,789	2,051,133	2,139,364	9,741,744
Muni Operating Funds	8,547,047	9,544,391	10,923,380	12,086,287	13,119,591	54,220,697
Total Funding Sources	\$25,765,668	\$27,005,615	\$28,660,216	\$30,088,168	\$31,382,436	\$142,902,103
Prop K %	40%	38%	36%	34%	32%	36%
Muni Operating %	33%	35%	38%	40%	42%	38%

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

Table 3: Paratransit Budget & Funding Changes FY2016/17

	Approved		Proposed		Increase (Decrease)	% Change
	FY2015/16 Budget	% of Contract Budget	FY2016/17 Budget (as of 6/30/16)	% of Contract Budget		
Revenues/Recovery						
Federal Transit Operating Asst 5307	\$3,890,000	18%	\$3,800,000	15%	(\$90,000)	-2%
Prop K	\$10,193,009	46%	\$10,193,009	40%	\$0	0%
BART ADA Contribution	\$1,500,000	7%	\$1,756,465	7%	\$256,465	17%
State Transit Assistance-Paratransit	\$918,990	4%	\$631,454	2%	(\$287,536)	-31%
Muni Operating Budget	\$5,306,382	24%	\$8,782,439	35%	\$3,476,057	66%
Commission on Aging Recovery	\$723,824	3%	\$723,824	3%	\$0	0%
Total	\$22,532,199		\$25,887,191		\$3,354,992	15%

Apportionment

Paratransit Broker	\$22,021,879	100%	\$25,394,051	100%
Muni Paratransit Staff*	\$510,320	2%	\$493,140	2%
Total	\$22,532,199		\$25,887,191	

* Not Prop K funded.

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

Project Name: Paratransit

MAJOR LINE ITEM BUDGET

SAMPLE PROJECT BUDGET - ENVIRONMENTAL STUDIES, RIGHT-OF-WAY, DESIGN

FY16/17 Paratransit Program		
Budget Line Item	Totals	% of phase
Taxi	\$ 4,499,336	17%
SF Access	\$ 11,883,964	46%
Intercountry	\$ 151,094	1%
Group Van	\$ 3,924,814	15%
DAAS Group Van	\$ 723,824	3%
Shop-a-Round	\$ 401,864	2%
Broker	\$ 3,809,155	15%
Paratransit Broker and Operating Contract	\$ 25,394,051	98%
SFMTA Labor	\$ 493,140	
SF Paratransit Contract + SFMTA Labor	\$ 25,887,191	
TOTAL PHASE	\$ 25,887,191	

*Prop K funds are for reimbursement of contract expenses only.

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

TOTAL COST BY AGENCY	
SFMTA Labor	\$ 493,140
Broker Contract	\$ 25,394,051
TOTAL	\$ 25,887,191

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 5/25/2016 Res. No: _____ Res. Date: _____

Project Name: Paratransit

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

		Action	Amount	Phase
Funding Recommended:		Prop K Allocation	\$10,193,010	Operations (Paratransit)
		Total:	\$10,193,010	

Total Prop K Funds: \$10,193,010 Total Prop AA Funds: \$ -

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

Fund Expiration Date: 6/30/2017 Eligible expenses must be incurred prior to this date.

		Action	Amount	Fiscal Year	Phase
Future Commitment:					

Trigger: _____

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 5/25/2016 Res. No: _____ Res. Date: _____

Project Name: Paratransit

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

Deliverables:

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

Special Conditions:

1. The recommended allocation is contingent upon a Prop K Strategic Plan amendment to advance \$523,010 in the Paratransit category from FY 2026/27 to each fiscal year FY2016/17 through FY2018/19, for a total of \$1,569,030 to be re-programmed. See attached Strategic Plan amendment for details.
2. Prop K funds allocated to this project are only for eligible expenses incurred in the fiscal year for which the allocation was made (ending 6/30/17). After the deadline for submittal of final reimbursement requests or estimated expenditure accruals (estimated mid-July 2017), all remaining unclaimed amounts will be deobligated and made available for future allocations.
3. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes:

1. Expenses for implementation of the mobile data computer project and operation of the Shop-A-Round shuttle are not eligible for reimbursement from this grant. The SFMTA should invoice contract expenses only. SFMTA paratransit program staff costs will be paid from the SFMTA operating budget.
2. _____

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 5/25/2016 **Res. No:** _____ **Res. Date:** _____

Project Name: Paratransit

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	60.63%	No Prop AA
Actual Leveraging - This Project	60.63%	No Prop AA

SFCTA Project

Reviewer: P&PD

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - MUNI

SGA Project Number: 123-910xxx **Name:** Paratransit

Phase: _____ **Fund Share:** 39.37%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$10,193,010					\$10,193,010

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 10,193,010

Current Prop AA Request: \$ -

Project Name: Paratransit

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

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

TM

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Annette Williams

Joel C. Goldberg

Title: Project Manager

Manager, Capital Procurement & Managemer

Phone: (415) 701-4444

(415) 701-4499

Email: annette.williams@sfmta.com

joel.goldberg@sfmta.com



Adopted and Proposed Amended Strategic Plan

Pending July 2016 Board Action

19

18

17

16

15

14

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total 30-year Programming & Finance Costs	FY2016/17	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22
--------	--------------	-----------------------	---	---	-----------	-----------	-----------	-----------	-----------	-----------

Paratransit

Adopted 2014 Prop K Strategic Plan - Amendment 4
(pending June 2016 Board)

23	Paratransit	\$ 253,757,281	11.47%	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Programming</td> <td style="width: 50%; text-align: right;">\$ 207,553,283</td> </tr> <tr> <td>Finance Costs</td> <td style="text-align: right;">\$ 29,108,301</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">\$ 236,661,584</td> </tr> </table>	Programming	\$ 207,553,283	Finance Costs	\$ 29,108,301	Total	\$ 236,661,584	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000
Programming	\$ 207,553,283																
Finance Costs	\$ 29,108,301																
Total	\$ 236,661,584																
					\$ 286,685	\$ 1,243,969	\$ 1,042,274	\$ 992,549	\$ 2,304,291	\$ 2,341,075							
					\$ 9,956,685	\$ 10,913,969	\$ 10,712,274	\$ 10,662,549	\$ 11,974,291	\$ 12,011,075							

Proposed 2014 Prop K Strategic Plan - Amendment 5

23	Paratransit	\$ 253,758,919	11.72%	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Programming</td> <td style="width: 50%; text-align: right;">\$ 207,553,283</td> </tr> <tr> <td>Finance Costs</td> <td style="text-align: right;">\$ 29,731,628</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">\$ 237,284,911</td> </tr> </table>	Programming	\$ 207,553,283	Finance Costs	\$ 29,731,628	Total	\$ 237,284,911	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000
Programming	\$ 207,553,283															
Finance Costs	\$ 29,731,628															
Total	\$ 237,284,911															
					\$ 291,249	\$ 1,271,804	\$ 1,074,192	\$ 1,021,785	\$ 2,374,821	\$ 2,409,896						
					\$ 10,484,259	\$ 11,464,814	\$ 11,267,202	\$ 10,691,785	\$ 12,044,821	\$ 12,079,896						

Change

23	Paratransit	\$ 1,638	0.25%	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Programming</td> <td style="width: 50%; text-align: right;">\$ -</td> </tr> <tr> <td>Finance Costs</td> <td style="text-align: right;">\$ 623,327</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">\$ 623,327</td> </tr> </table>	Programming	\$ -	Finance Costs	\$ 623,327	Total	\$ 623,327	\$ 523,010	\$ 523,010	\$ 523,010	\$ -	\$ -	\$ -
Programming	\$ -															
Finance Costs	\$ 623,327															
Total	\$ 623,327															
					\$ 4,564	\$ 27,835	\$ 31,918	\$ 29,236	\$ 70,530	\$ 68,821						
					\$ 527,574	\$ 550,845	\$ 554,928	\$ 29,236	\$ 70,530	\$ 68,821						

Prop K Total

Adopted 2014 Prop K Strategic Plan - Amendment 4
(pending June 2016 Board)

Prop K	\$ 2,922,168,754	8.36%	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Programming</td> <td style="width: 50%; text-align: right;">\$ 2,536,333,768</td> </tr> <tr> <td>Finance Costs</td> <td style="text-align: right;">\$ 244,213,135</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">\$ 2,780,546,903</td> </tr> </table>	Programming	\$ 2,536,333,768	Finance Costs	\$ 244,213,135	Total	\$ 2,780,546,903
Programming	\$ 2,536,333,768								
Finance Costs	\$ 244,213,135								
Total	\$ 2,780,546,903								

Strategic Plan - Amendment 5

Prop K	\$ 2,922,185,976	8.37%	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Programming</td> <td style="width: 50%; text-align: right;">\$ 2,536,333,768</td> </tr> <tr> <td>Finance Costs</td> <td style="text-align: right;">\$ 244,701,587</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">\$ 2,781,035,356</td> </tr> </table>	Programming	\$ 2,536,333,768	Finance Costs	\$ 244,701,587	Total	\$ 2,781,035,356
Programming	\$ 2,536,333,768								
Finance Costs	\$ 244,701,587								
Total	\$ 2,781,035,356								

Change

Prop K	\$ 17,223	0.02%	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Programming</td> <td style="width: 50%; text-align: right;">\$ -</td> </tr> <tr> <td>Finance Costs</td> <td style="text-align: right;">\$ 488,452</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">\$ 488,452</td> </tr> </table>	Programming	\$ -	Finance Costs	\$ 488,452	Total	\$ 488,452
Programming	\$ -								
Finance Costs	\$ 488,452								
Total	\$ 488,452								

Adopted and Proposed Amended Strategic Plan

Pending July 2016 Board Action

EP No.	EP Line Item	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33
Paratransit												
Adopted 2014 Prop K S (pending June 2016 Bo												
23	Paratransit	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 2,362,821	\$ 2,084,305	\$ 1,824,702	\$ 1,562,487	\$ 1,149,896	\$ 629,378	
		\$ 2,497,856	\$ 2,443,337	\$ 2,366,454	\$ 2,404,801	\$ 2,362,821	\$ 2,084,305	\$ 1,824,702	\$ 1,562,487	\$ 1,149,896	\$ 629,378	
		\$ 12,167,856	\$ 12,113,337	\$ 12,036,454	\$ 12,074,801	\$ 2,362,821	\$ 2,084,305	\$ 1,824,702	\$ 1,562,487	\$ 1,149,896	\$ 629,378	
Proposed 2014 Prop K S												
23	Paratransit	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 8,100,970	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 2,569,571	\$ 2,515,863	\$ 2,435,574	\$ 2,423,651	\$ 2,385,922	\$ 2,108,845	\$ 1,850,385	\$ 1,583,730	\$ 1,175,648	\$ 667,273	
		\$ 12,239,571	\$ 12,185,863	\$ 12,105,574	\$ 10,524,621	\$ 2,385,922	\$ 2,108,845	\$ 1,850,385	\$ 1,583,730	\$ 1,175,648	\$ 667,273	
Change												
23	Paratransit	\$ -	\$ -	\$ -	\$ (1,569,030)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 71,715	\$ 72,526	\$ 69,120	\$ 18,850	\$ 23,101	\$ 24,540	\$ 25,683	\$ 21,243	\$ 25,752	\$ 37,895	
		\$ 71,715	\$ 72,526	\$ 69,120	\$ (1,550,180)	\$ 23,101	\$ 24,540	\$ 25,683	\$ 21,243	\$ 25,752	\$ 37,895	

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

FY of Allocation Action: 2016/17

Project Name: South Ocean Beach Multi-Use Trail

Grant Recipient: Department of Public Works

EXPENDITURE PLAN INFORMATION

Prop K EP category: Great Highway Erosion Repair: (EP-26)

Prop K EP Line Number (Primary): 26

Current Prop K Request: \$ 5,278

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisory District(s): District 07

REQUEST

Brief Project Description:

The Project will create a Multi-Use Trail between on the Great Highway between Sloat and Skyline. Southbound lane asphalt will be removed. A 12-foot shared-use path, 6-foot wide crusher fines path, and a 19,500 square feet parking lot will be created. The area will be revegetated with native plants.

Detailed Scope, Project Benefits and Community Outreach:

See Attached

Project Location:

The South Ocean Beach Trail project is located the on the southbound lanes of the Great Highway from Sloat Boulevard to Skyline Boulevard.

Project Phase:

Design Engineering (PS&E)

Map or Drawings Attached? Yes

Other Items Attached? Yes Detail Scope, Project Benefits, and Community Outreach

5YPP/STRATEGIC PLAN INFORMATION

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

Please describe and justify the necessary amendment:

5YPP amendment to add this project with funding from the Great Highway Restoration project. The Permanent Restoration project is fully funded and requires less Prop K funding than anticipated.

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form
South Ocean Beach Multi-Use Trail**

Scope: The South Ocean Beach Trail project is located the on the southbound lanes of the Great Highway from Sloat Boulevard to Skyline Boulevard. Currently the existing pavement width varies from 32 feet to 64 feet with a posted speed of 35 mph. Approximately 0.45 miles of the southbound direction has been reduced from two to one lane due to coastal erosion encroaching onto the roadway. The Project proposes to remove all of the asphalt (~160,700 square feet) from the existing southbound pavement, except for a 12-foot section to create a new shared-use path, and for the development of a ~50-space parking lot of ~19,500 square feet in size. A 6-foot wide crusher fines (gravel) path will be placed alongside the 12-foot shared use path. The area will also be revegetated with native plants

Project Need: The current configuration of the Great Highway south of Sloat Boulevard dates from an emergency storm damage recovery in 2010, after severe erosion closed the southbound lanes for 10 months. Through 2015, the current roadway configuration provided interim access to the two upper bluff-top parking lots, however, due to continued erosion, the south lot of these two parking areas is now closed and only the most northern parking lot at Sloat is open. Traffic in this area of the Great Highway is controlled by means of movable concrete barriers. There are no pedestrian or bicycle facilities through the project area, although San Francisco Bike Route 95 is aligned on this portion of the Great Highway. There are also no designated beach access points, or open space connections from Fort Funston to the south of the Great Highway. On busy days, informal parking blocks significant portions to the bluff top, forcing pedestrians on the roadway, as well as accelerating erosion of the bluff-top. According to city data, 19 collisions occurred on the Great Highway between Sloat Boulevard and Skyline Boulevard, resulting in 24 injuries¹. Three of the collisions involved bicycles.

The project is identified in the Ocean Beach Master Plan (OBMP), a long -range interagency adaptation plan that presents a vision for protecting threatened infrastructure, improving coastal access, and restoring ecological function. It was developed through a broad-based public outreach process and in close coordination with agency and community stakeholders. The South Ocean Beach Trail Project is an essential component of a broader "managed retreat" strategy for addressing erosion at South Ocean Beach.

Project Benefit: This project will provide a clear, protected pathway for pedestrians and bicyclists, and clarify vehicular access points and locations of potential intermodal conflict. Safety improvements include separating the bicycle and pedestrian traffic from the roadway, removing the informal parking along the southbound lanes, and providing a designated parking spaces with access to trails and the shared-use path. It will be completed in conjunction with related projects to reconfigure parking away from eroding bluffs, formalize parking locations and access, and narrow the roadway, reducing traffic speeds and volumes. The majority of funding is coming from the Federal Land Access Program (FLAP) Grant administered by the Federal Highway Administration. Project delivery will be provided by the Central Federal Lands Highway Division (CFLHD), who provides Project Management, Project Development, technical services, construction management, and program administration.

¹ City and County of San Francisco, San Francisco Municipal Transportation Agency, Traffic Collision History Report, Midblock Collisions, Arterial: Great Highway, Limit 1: Skyline Blvd, Limit 2: Sloat Blvd., Date Range 4/1/2007 – 3/21/2012.

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

Project Name: South Ocean Beach Multi-Use Trail

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt (Anticipated)

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-Jun	2015	Oct-Dec	2015
Environmental Studies (PA&ED)	Apr-Jun	2016	Jan-Mar	2017
Right-of-Way				
Design Engineering (PS&E)	Apr-Jun	2016	Jul-Sep	2017
Advertise Construction	Jul-Sep	2017		
Start Construction (e.g. Award Contract)	Apr-Jun	2018		
Operations (i.e., paratransit)				
Open for Use			Jan-Mar	2019
Project Completion (means last eligible expenditure)			Apr-Jun	2019

SCHEDULE DETAILS

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

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

Responsible Lead	Product/Service/Role	Schedule Start-Finish
FHWA-CFLHD	NEPA compliance document	5/1/ 2016 – 3/6/17
RPD	CEQA compliance document	4/3/17
FHWA-CFLHD	15% Plan Submittal	9/16/16
RPD	Review of 15% Plans	9/19/16 – 9/30/16
FHWA-CFLHD	50% PS&E submittal	1/17/17
RPD	Project team review of 50% PS&E	1/18/17 – 1/31/17
FHWA-CFLHD	50% Field Review	2/2/17
FHWA-CFLHD	Revised 50% PS&E for SF RPD Review	3/6/17
RPD	RPD Comm. approval of 50% PS&E	3/7//17 – 4/3/17
FHWA-CFLHD	95% PS&E submittal	5/12/17
RPD	Review of 95% PS&E	5/15/17 – 5/29/17
FHWA-CFLHD	Completion of 100% PS&E	7/18/17
FHWA-CFLHD	Submit PS& E Advertisement Package	8/16/17
RPD	Permits required for non-Federal projects	8/16/17
DPW	Complete Great Highway rerouting project	3/31/18
FHWA-CFLHD	Construction of Project	4/18 – 7/18

The project will be closely coordinated with the Great Highway Erosion Repair Project. The project must be completed before March 31, 2019.

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

Project Name: South Ocean Beach Multi-Use Trail

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 5,278		\$ -	\$ 5,278
Prop AA	\$ -	\$ -	\$ -	\$ -
Federal Land Access Program	\$ -	\$ 274,722	\$ -	\$ 274,722
San Francisco Bay Area Planning and Urban Research Association (SPUR)			\$ 45,000	\$ 45,000
RPD- In-Kind		\$ 1,810		\$ 1,810
Total:	\$ 5,278	\$ 276,532	\$ 45,000	\$ 326,810

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 264,397	\$ -	\$ -	\$ 264,397
Prop AA	\$ -	\$ -	\$ -	\$ -
Federal Land Access Program	\$ -	\$ 1,690,579	\$ -	\$ 1,690,579
SPUR			\$ 45,000	\$ 45,000
RPD In-Kind		\$ 1,810		\$ 1,810
Total:	\$ 264,397	\$ 1,692,389	\$ 45,000	\$ 2,001,786

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		
Environmental Studies (PA&ED)		\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 326,810	\$ 5,278	\$ -	RPD Capital Finance Staff and DHR Federal Highway Administration, Central Federal Lands Highway Division

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

Construction (CON)	\$ 1,674,976		\$ -	Federal Highway Administration, Central Federal Lands Highway Division
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 2,001,786	\$ 5,278	\$ -	

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 5,278		\$ -	\$ -	\$ -	\$ 5,278
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Project Name: South Ocean Beach Multi-Use Trail

MAJOR LINE ITEM BUDGET

SAMPLE PROJECT BUDGET - ENVIRONMENTAL STUDIES, RIGHT-OF-WAY, DESIGN

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 1,810	1%
2. Consultant *	\$ 325,000	99%
3. Other Direct Costs		
4. Contingency		
TOTAL PHASE	\$ 326,810	

* Federal Highway Administration, Central Federal Lands Highway Division

TOTAL LABOR COST BY AGENCY	
SFMTA	-
SFPW	-
RPD	\$ 1,810
TOTAL	\$ 1,810

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 5/31/2016 **Res. No:** _____ **Res. Date:** _____

Project Name: South Ocean Beach Multi-Use Trail

Grant Recipient: Department of Public Works

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$ 5,278	Design Engineering (PS&E)
	Total:	\$ 5,278	

Total Prop K Funds: \$ 5,278 **Total Prop AA Funds:** \$ -

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

Fund Expiration Date: 3/31/2018 **Eligible expenses must be incurred prior to this date.**

Future Commitment:	Action	Amount	Fiscal Year	Phase
	Prop K Allocation	\$259,119	2016/17	Construction (CON)

Trigger: Design is complete and project is ready to proceed with construction.

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 5/31/2016 **Res. No:** _____ **Res. Date:** _____

Project Name: South Ocean Beach Multi-Use Trail

Grant Recipient: Department of Public Works

Deliverables:

1. Upon completion of design (anticipated September 2017), provide evidence of completion of 100% design (e.g. copy of certifications page).
2. _____
3. _____

Special Conditions:

1. The recommended allocation is contingent upon a 5YPP amendment to the Great Highway Erosion Repair category, to reprogram \$264,397 from the Great Highway Restoration to the subject project (\$5,278 for design and \$259,119 for construction). See attached 5YPP amendment for details.
2. _____

Notes:

1. _____
2. _____

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	98.38%	No Prop AA
Actual Leveraging - This Project	86.79%	No Prop AA

SFCTA Project P&PD
Reviewer: _____

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 5/31/2016 Res. No: _____ Res. Date: _____

Project Name: South Ocean Beach Multi-Use Trail

Grant Recipient: Department of Public Works

SGA PROJECT NUMBER

Sponsor: Department of Public Works

SGA Project Number: 1xx Name: South Ocean Beach Multi-Use Trail

Phase: Design Engineering (PS&E) Fund Share: 1.62%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$5,278					\$5,278

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 5,278
Current Prop AA Request: \$ -

Project Name: South Ocean Beach Multi-Use Trail

Grant Recipient: Department of Public Works

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

Initials of sponsor staff member verifying the above statement
RA

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Brian Stokle

Rachel Alonso

Title: Planner III

Transportation Finance Analyst

Phone: 415 575-5606

415 558-4034

Email: brian.stokle@sfgov.org

rachel.alonso@sfdpw.org

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

MAPS AND DRAWINGS

Project Elements

proposed multi-use path

segment of Great Highway to be narrowed (SFDPW)

proposed coastal access parking

new trail connection

existing trail



San Francisco Dept of Recreation and Parks
CA Access Program Grant 1/30/2015

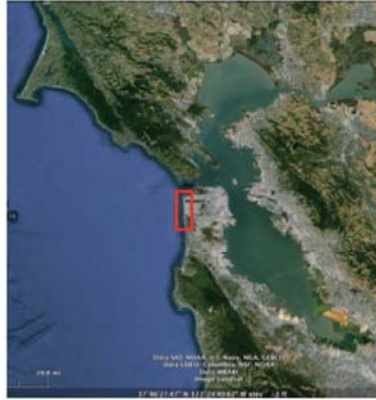
San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

Project Site & Context

Land's End

Golden Gate Park

Regional
Context



Great Highway

Sloat Boulevard

SF Zoo

Lake Merced

Project Site

Oceanside
Treatment Plant

Fort Funston



San Francisco Dept of Recreation and Parks
CA Access Program Grant 1/30/2015

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)
New and Upgraded Streets (EP 26)
Programming and Allocations to Date**

Pending Board approval 07.26.2016

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Great Highway Erosion Repair (EP 26)									
SFPW	Great Highway Restoration	PA&ED	Programmed	\$30,000					\$30,000
SFPW	Great Highway Restoration ^{1,2}	PS&E	Programmed	\$39,464					\$39,464
SFPW	South Ocean Beach Mutli-Use Trail ⁷	PS&E	Pending			\$5,278			\$5,278
SFPW	Great Highway Reroute (Permanent Restoration) ⁶	PS&E	Pending			\$64,734			\$64,734
SFPW	Great Highway Reroute (Permanent Restoration) ¹	PLAN/ CER	Allocated	\$47,715					\$47,715
SFPW	Great Highway Reroute (Permanent Restoration) ¹	PA&ED	Allocated	\$10,552					\$10,552
SFPW	Great Highway & Skyline Roundabout ²	PLAN/ CER	Allocated	\$138,357					\$138,357
SFPW	Great Highway & Skyline Roundabout ²	PA&ED	Allocated	\$69,178					\$69,178
SFPW	Great Highway Restoration ⁸	CON	Programmed		\$1,035,603				\$1,035,603
SFPW	South Ocean Beach Mutli-Use Trail ⁸	CON	Planned			\$259,119			\$259,119
Total Programmed in 5YPP				\$335,266	\$1,035,603	\$70,012	\$0	\$0	\$1,440,881
Total Allocated and Pending in 5YPPs				\$265,802	\$0	\$70,012	\$0	\$0	\$335,814
Total Deobligated in 5YPPs				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPPs				\$69,464	\$1,035,603	\$0	\$0	\$0	\$1,105,067
Total Programmed in 2014 Strategic Plan				\$400,000	\$1,300,000	\$0	\$0	\$0	\$1,700,000
Deobligated from Prior 5YPP Cycles **				\$104,704					\$104,704
Cumulative Remaining Programming Capacity				\$169,438	\$433,835	\$363,823	\$363,823	\$363,823	\$363,823

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
New and Upgraded Streets (EP 26)
Cash Flow (\$) Maximum Annual Reimbursement

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Great Highway Erosion Repair (EP 26)							
Great Highway Restoration	PA&ED	\$30,000					\$30,000
Great Highway Restoration ^{1, 2}	PS&E		\$34,186				\$34,186
South Ocean Beach Mutli-Use Trail	PS&E			\$5,278			\$5,278
Great Highway Reroute (Permanent Restoration) Design Phase ⁶	PS&E			\$64,734			\$64,734
Great Highway Reroute (Permanent Restoration) ¹	PLAN/ CER	\$47,715					\$47,715
Great Highway Reroute (Permanent Restoration) ¹	PA&ED		\$10,552				\$10,552
Great Highway & Skyline Roundabout ²	PLAN/ CER	\$92,238	\$46,119				\$138,357
Great Highway & Skyline Roundabout ²	PA&ED		\$69,178				\$69,178
Great Highway Restoration ⁸	CON		\$520,441	\$520,441			\$1,040,881
South Ocean Beach Mutli-Use Trail	PS&E				\$259,119		\$259,119
Cash Flow Programmed in 5YPP							
		\$169,953	\$680,476	\$590,453	\$0	\$0	\$1,440,881
Total Cash Flow Allocated		\$139,953	\$125,849	\$70,012	\$0	\$0	\$335,814
Total Cash Flow Deobligated		\$0	\$0	\$0	\$0	\$0	\$0
Total Cash Flow Unallocated		\$30,000	\$554,627	\$520,441	\$0	\$0	\$1,105,067
Cash Flow Programmed in 2014 Strategic Plan							
		\$215,000	\$835,000	\$650,000	\$0	\$0	\$1,700,000
Deobligated from Prior 5YPP Cycles **		\$104,704					\$104,704
Cumulative Remaining Cash Flow Capacity		\$149,751	\$304,276	\$363,823	\$363,823	\$363,823	\$363,823

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)
New and Upgraded Streets (EP 26)
Programming and Allocations to Date**

Pending Board approval 07.26.2016

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

** Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period.

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

- ¹ To accommodate allocation of \$58,267 in FY 2014/15 funds for the Great Highway Reroute (Permanent Restoration)
Great Highway Restoration: Reduced from \$370,000 to \$311,733 in Fiscal Year 2014/15.
- ² 5YPP amendment to fund Great Highway & Skyline Roundabout in Fiscal Year 2014/15 (Resolution 15-46, 3/24/15).
Great Highway & Skyline Roundabout: Added project with planning (\$138,357) and environmental (\$69,178) phases in Fiscal Year 2014/15.
Great Highway Restoration: Design phase of project decreased from \$311,733 to \$104,198. Funds not needed in Fiscal Year 2014/15.
- ³ 5YPP Amendment to add the Geneva-Harney BRT project (Resolution 15-52, 4/28/2015).
Cumulative Remaining Programming Capacity: Reduced by \$30,920. Funds deobligated from the US101 Candlestick Interchange Re-Configuration Project Study Report project, which was completed in 2014.
Geneva-Harney BRT: Added project with \$30,920 in Fiscal Year 2014/15 funds for planning.
- ⁴ To accommodate funding of the Geneva-Harney BRT Feasibility Study (Resolution 16-06, 7/28/15).
Geneva-Harney BRT: Placeholder reduced by \$50,000 in FY 2015/16.
Geneva-Harney BRT Feasibility/Pre-Environmental Study: Added appropriation with \$50,000 in Fiscal Year 2015/16 planning/ environmental funds.
- ⁵ 5YPP amendment to add the Lombard Street US-101 Corridor [NTIP Capital] in FY 2015/16
Neighborhood Transportation Improvement Program (NTIP): Placeholder reduced by \$475,000 in FY 2015/16.
Lombard Street US-101 Corridor [NTIP Capital]: Added project with \$400,000 in FY 2015/16 for design.
Lombard Street US-101 Corridor - SFCTA Project Support: Added project with \$75,000 in FY 2015/16 for design.
- ⁵ To accommodate funding of the Geneva-Harney BRT Pre-Environmental Study Supplement (Resolution 2016-018, 10/27/15).
Geneva-Harney BRT: Placeholder reduced by \$135,000 in FY 2015/16.
Geneva-Harney BRT Pre-Environmental Study Supplement: Added project with \$135,000 in Fiscal Year 2015/16 planning/ environmental funds.
- ⁶ To accommodate allocation of \$64,734 in FY 2016/17 for the Great Highway Reroute (Permanent Restoration)
Great Highway Restoration: Reduced from \$104,198 to \$39,464 in FY 2014/15.
- ⁷ 5YPP amendment to add the South Ocean Beach Multi-Use Trail project (Resolution XX-XX, xx/xx/xx).
Great Highway Restoration: Reduced from \$1,300,000 to \$1,035,603 in FY 2015/16. Project cost is estimated at less than the amount of funds programmed.
South Ocean Beach Multi-Use Trail: Added project with \$5,278 in design funds and \$259,119 in construction funds in FY 2016/17.

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

FY of Allocation Action: 2016/17

Project Name: New Signals Contract 63

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

EXPENDITURE PLAN INFORMATION

Prop K EP category: New Signals and Signs: (EP-31)

Prop K EP Line Number (Primary): 31

Current Prop K Request: \$ 1,700,000

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisorial District(s): District 01, District 03, District 06, District 07, District 08

REQUEST

Brief Project Description:

Installation of 7 new traffic signals and 3 new flashing beacons at existing unsignalized intersections, of which Prop K funds will be used for 6 new signals and 2 new flashihng beacons.

Detailed Scope, Project Benefits and Community Outreach:

See additional Word document

Project Location:

Folsom and Mabini Streets
28th Avenue and Fulton Street
33rd Avenue and Fulton Street
37th Avenue and Fulton Street
19th and Dolores Streets
Columbus and Francisco Streets
Monterey and Detroit Streets
O'Shaughnessy Boulevard & Malta Street

Project Phase:

Construction (CON)

Map or Drawings Attached? Yes

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

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

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

Prop K 5YPP Amount: \$ 1,500,000 Prop AA Strategic Plan Amount: \$ -

Please describe and justify the necessary amendment:

The SFMTA requests an amendment to the New Signals and Signs 5YPP to reprogram the \$200,000 from previous projects completed under budget to the subject project. See attached 5YPP amendment for details.

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

Scope

The San Francisco Municipal Transportation Agency (SFMTA) is requesting Prop K funds for the construction of six new signalized intersections and two new flashing beacons as part of the Contract 63 New Traffic Signals Project. All new signal locations will have new pedestrian countdown signals (PCS), accessible pedestrian signals (APS), controllers, conduit, wiring, poles, and curb ramps. New flashing beacon locations will have new poles, wiring, and curb ramps.

The locations under this project are as follows:

Contract 63 Locations							
Prop K – Funded Signals/Beacons							
ID	Intersection	Type	Pedestrian Improvements	Funding	Existing Control	Dist	Vision Zero Location
1	Folsom and Mabini Streets	Traffic Signal	PCS, APS	Prop K	One-way stop	6	Y
2	28 th Avenue and Fulton Street	Traffic Signal	PCS, APS	Prop K	One-way stop	1	Y
3	33 rd Avenue and Fulton Street	Traffic Signal	PCS, APS	Prop K	One-way stop	1	Y
4	37 th Avenue and Fulton Street	Traffic Signal	PCS, APS	Prop K	One-way stop	1	N
5	19 th and Dolores Streets	Traffic Signal	PCS, APS	Prop K	One-way stop	8	Y
6	Columbus and Francisco Streets	Traffic Signal	PCS, APS	Prop K	Two-way stop	3	Y
7	Monterey and Detroit Streets	Flashing Beacon	NA	Prop K	None	7	N
8	O'Shaughnessy Boulevard & Malta Street	Flashing Beacon	NA	Prop K	One-way stop	7,8	N
Non Prop K – Funded Signals/Beacons							
9	California and Commonwealth	Flashing Beacon	NA	Private	One-way stop	1	Y
10	Russ and Howard Streets	Traffic Signal	PCS, APS	SOMA Stabilization Fund	One-way stop	6	Y

Implementation:

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

Task

- Design
- Electrical Design
- Construction Management
- Contract Support
- Construction Support

Force Account Work Performed By

SFMTA Sustainable Streets Division
 SFDPW- Infrastructure Design and Construction
 SFDPW Infrastructure Construction Management
 SFDPW Bureau of Engineering
 SFMTA Sustainable Streets Division

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Public Engagement

SFMTA has secured public hearing approval for the 7 new signals in Contract 63 on 5/1/15. As part of the public hearing agenda process, staff secured a categorical exemption finding on 4/17/15. The SFMTA Board approved the new signals on 6/2/15. Additional parking and traffic changes related to the new signals and beacons were approved at a public hearing on 3/4/16, and subsequently approved by the SFMTA Board on 4/5/2016.

Project Benefits

New traffic signals provide the benefits of improved right-of-way assignment and access across major streets. All but one of the proposed signal locations currently have stop sign controls on the side street, while the major street is uncontrolled. Motorists from the side street have to stop and proceed only when there is a safe gap in traffic. Most importantly, pedestrians who cross the major street must also choose a gap in traffic in determining when to cross and depend on motorists to yield to them once they legally enter the crosswalk. New traffic signals will improve conditions for pedestrians by stopping traffic along the major street while allowing pedestrians and cross-traffic to proceed.

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

Project Location Selection Evaluation

The intersections in this scope were selected after careful review by SFMTA staff of traffic signal requests received by the Agency each year, as well as locations nominated by staff. Locations are prioritized based on collision history, traffic volumes, benefits to roadway users including pedestrians, bicyclists, transit and motorists, proximity to schools or senior centers and any joint departmental opportunities (e.g. scheduled paving projects, corridor improvements).

All the locations proposed for signalization are intended to improve pedestrian safety on the City's primary and secondary arterial streets. The Agency will be developing a separate but concurrent new signal contract which addresses intersections that are in the Walkfirst Pedestrian High-Injury Corridors. That separate project will be funded by Walkfirst funds.

The intersections in this subject request involve multi-lane streets like Folsom Street, Fulton Street, Dolores Street, Columbus Avenue and Monterey Boulevard which are susceptible to the multiple-threat situation where a motorist may stop for a pedestrian or other cross street traffic but motorists in the adjacent lane may not. Speeds can also be a significant factor. Even streets with 25 MPH speed limits can be very intimidating for pedestrians to cross. At most of these locations, the

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

SFMTA has installed continental crosswalks, advance signage, and other traffic control devices to highlight these pedestrian crossings. At this time, however, SFMTA staff believes signalization would improve the pedestrian right-of-way issues at these locations.

The Folsom Street and Mabini Street intersection was identified in the Central Corridor Plan as a location to be signalized to allow for a protected crossing of Folsom Street. It is supported by the Yerba Buena Consortium group. Russ Street and Howard Street was an intersection requested by the South of Market Community groups. It would complement the signal at Folsom Street and Russ Street installed as part of Contract 60 in 2012, using the same funding source. Russ Street connects the Victoria Draves Manalo Park and Bessie Carmichael Elementary School to the northern portion of the SOMA neighborhood grid.

The three locations along Fulton Street were identified as locations where pedestrian safety would be improved with a traffic signal. All three locations are at transit stops. The intersection at 37th Avenue and Fulton Street is adjacent to a senior citizen facility.

The intersection at 19th Street and Dolores Street is adjacent to Dolores Park and is located between two signalized intersections. It also flanks Dolores Park playground and is a key entrance into the park.

Columbus Avenue and Francisco Street is the only uncontrolled intersection along the Columbus Avenue corridor and where the Agency has received multiple requests in the past for STOP signs or signal control.

The three flashing beacon locations are being proposed at intersections where full signal control is not warranted but where beacons are appropriate devices: Monterey Boulevard midblock crosswalk at Detroit Street, O'Shaughnessy Boulevard midblock crosswalk at Malta Drive, and the California Street crosswalk at Commonwealth Avenue. The California Street crosswalk will be paid for by private funds from California Pacific Medical Center.

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Project Name: New Signals Contract 63

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)			Oct-Dec	2015
Right-of-Way				
Design Engineering (PS&E)	Jul-Sep	2015	Jul-Sep	2016
Advertise Construction	Jul-Sep	2016		
Start Construction (e.g. Award Contract)	Jan-Mar	2017		
Operations (i.e., paratransit)				
Open for Use			Jul-Sep	2017
Project Completion (means last eligible expenditure)			Apr-Jun	2018

SCHEDULE DETAILS

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

SFMTA held public hearings on 5-1-2015 and 3-4-2016 regarding new signals and associated parking and traffic changes such as bulbouts, red zones. All items were approved at the public hearing and subsequently approved by the SFMTA Board.

The 3 traffic signals on Fulton and the one at 19th and Dolores Streets were coordinated with the recent paving projects. Traffic signal conduits and pullboxes were installed in advance of the paving.

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Project Name: New Signals Contract 63

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 200,000	\$ 1,500,000	\$ -	\$ 1,700,000
Prop AA	\$ -	\$ -	\$ -	\$ -
SOMA Stabilization	\$ -	\$ 290,000	\$ -	\$ 290,000
California Pacific Medical Center		\$ 66,000		\$ 66,000
				\$ -
Total:	\$ 200,000	\$ 1,856,000	\$ -	\$ 2,056,000

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 200,000	\$ 1,500,000	\$ 280,000	\$ 1,980,000
Prop AA	\$ -	\$ -	\$ -	\$ -
California Pacific Medical Center	\$ -	\$ 66,000	\$ 14,000	\$ 80,000
SOMA Stabilization	\$ -	\$ 290,000	\$ 60,000	\$ 350,000
Total:	\$ 200,000	\$ 1,856,000	\$ 354,000	\$ 2,410,000

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 354,000	\$ -	\$ -	Based on actual cost and cost to complete.
Construction (CON)	\$ 2,056,000	\$ 1,700,000	\$ -	Based on 90% design, and past projects
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 2,410,000	\$ 1,700,000	\$ -	

% Complete of Design: 90% as of 5/5/2016
Expected Useful Life: 30 Years

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 950,000	\$ 750,000	\$ -	\$ -	\$ -	\$ 1,700,000
Prop AA			\$ -	\$ -	\$ -	\$ -

San Francisco County Transportation Authority
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Project Name: New Signals Contract 63

MAJOR LINE ITEM BUDGET

PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)						
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor	Contractor
1. Contract						
Task 1: Curb Ramps	\$ 60,000				\$ 60,000	
Task 2: Signals /Mountings	\$ 158,000				\$ 158,000	
Task 3: Poles	\$ 190,000				\$ 190,000	
Task 4: Pullboxes/Conduits	\$ 364,000				\$ 364,000	
Task 5: Wiring	\$ 145,000				\$ 145,000	
Task 6: Traffic Routing	\$ 81,000				\$ 81,000	
Task 7: Misc	\$ 165,050				\$ 165,050	
Contract Total	\$ 1,163,050				\$ 1,163,050	
2. SFMTA-Provided Materials						
Controller Cabinets	\$ 160,000			\$ 160,000		
Accessible Ped Signals	\$ 60,000			\$ 60,000		
Ped Countdown Modules	\$ 9,000			\$ 9,000		
Wireless Vehicle Sensors	\$ 30,000			\$ 30,000		
Subtotal	\$ 259,000			\$ 259,000		
3. Construction Management/Support	\$ 459,000	39%	\$ 287,000	\$ 172,000		
4. Other Direct Costs *	\$ 500			\$ 500		
5. Contingency	\$ 174,450	15%			\$ 174,450	
TOTAL CONSTRUCTION PHASE	\$ 2,056,000		\$ 287,000	\$ 431,500	\$ 1,337,500	

* City Attorney Review

The tables shown here are meant as an example to demonstrate how the required budget information can be represented. Applicant may modify the format as needed to fit the proposed project as long as the requested information is provided in Excel format.

San Francisco County Transportation Authority
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TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 5/26/2016 Res. No: _____ Res. Date: _____

Project Name: New Signals Contract 63

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

		Action	Amount	Phase
Funding Recommended:		Prop K Allocation	\$ 1,700,000	Construction (CON)
		Total:	\$ 1,700,000	

Total Prop K Funds: \$ 1,700,000 Total Prop AA Funds: \$ -

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

Fund Expiration Date: 9/30/2018 Eligible expenses must be incurred prior to this date.

		Action	Amount	Fiscal Year	Phase
Future Commitment:					

Trigger: _____

**San Francisco County Transportation Authority
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TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 5/26/2016 **Res. No:** _____ **Res. Date:** _____

Project Name: New Signals Contract 63

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

Deliverables:

1. Quarterly progress reports shall provide anticipated dates of upcoming benchmarks (e.g. signal activations, ribbon-cutting), the number of locations opened for use in the previous quarter and digital photos of work in progress (if any), in addition to all other requirements described in the Standard Grant Agreement (SGA). See SGA for definitions.
2. Upon project completion, anticipated September 2017, provide 2-3 digital photos of the completed project at each location.
3. _____
4. _____
5. _____

Special Conditions:

1. The recommended allocation is contingent upon a concurrent New Signals and Signs 5YPP amendment. See attached 5YPP amendment for details.
2. The Transportation Authority will reimburse SFMTA only up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
3. _____

Notes:

1. _____
2. _____

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	17.32%	No Prop AA
Actual Leveraging - This Project	17.84%	No Prop AA

SFCTA Project

Reviewer: P&PD

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - DPT

SGA Project Number: 131-907xxx **Name:** New Signals Contract 63

Phase: Construction (CON) **Fund Share:** 82.68%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$950,000	\$750,000				\$1,700,000

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FY of Allocation Action: 2016/17

Current Prop K Request: \$ 1,700,000

Current Prop AA Request: \$ -

Project Name: New Signals Contract 63

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

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

Initials of sponsor staff member verifying the above statement
MV

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Manito Velasco

Joel Goldberg

Title: Senior Engineer

Mgr, Grants Procurement & Management

Phone: 415-701-4447

415-701-4499

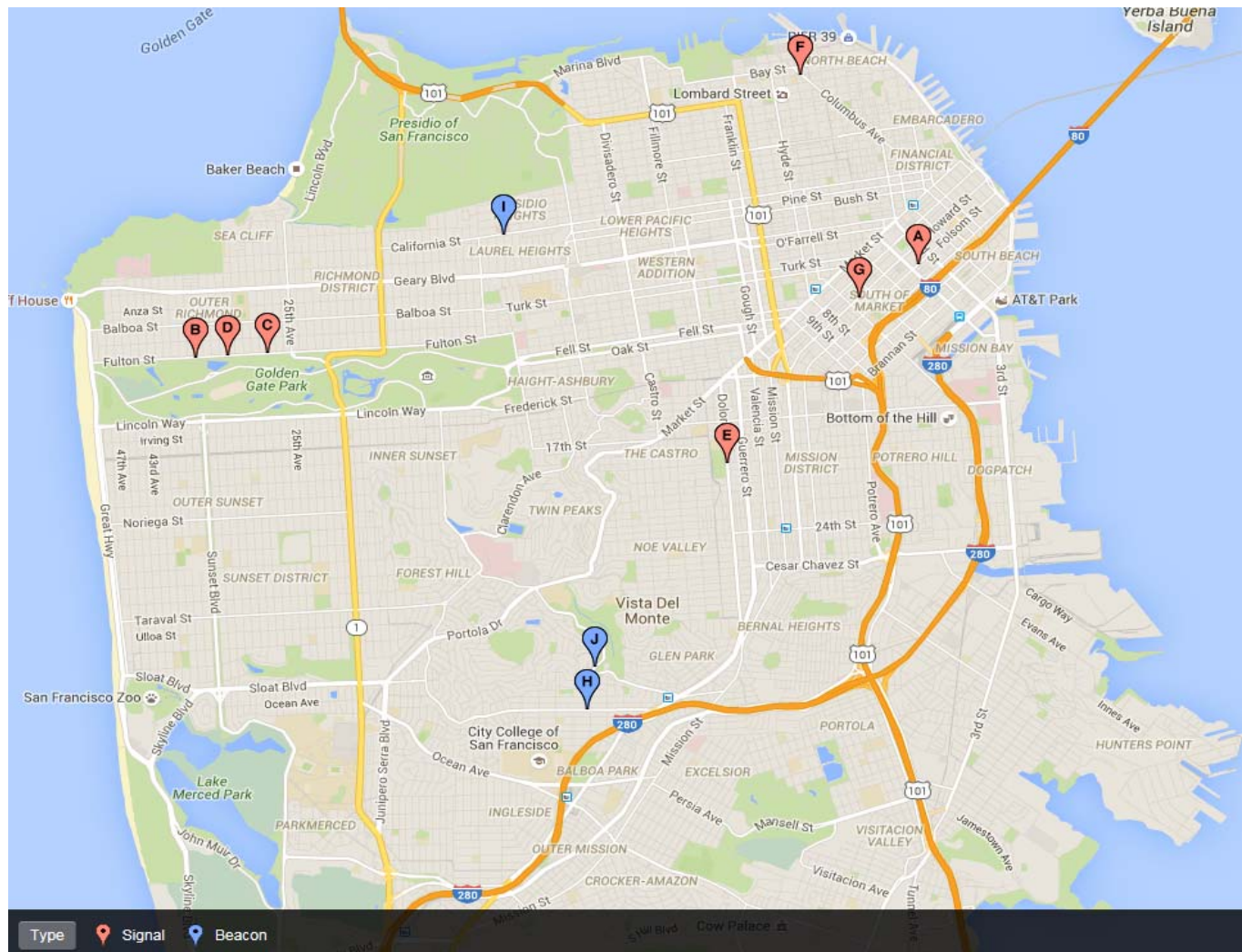
Email: manito.velasco@sfmta.com

joel.goldberg@sfmta.com

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

MAPS AND DRAWINGS

CONTRACT 63 NEW SIGNALS AND BEACONS



Contract 63	
A	Folsom and Mabini
B	37th Avenue and Fulton
C	28th Avenue and Fulton
D	33rd Avenue and Fulton
E	19th and Dolores
F	Columbus and Francisco
G	Russ and Howard
H	Monterey and Detroit
I	California and Commonwealth
J	O'Shaughnessy and Malta

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
New Signals and Signs (EP 31)
Programming and Allocations to Date
 Pending 7/26/2016

Agency	Project Name	Phase(s)	Status	Fiscal Year				Total
				2014/15	2015/16	2016/17	2017/18	
New Equipment								
SFMTA	New Equipment	PROC	Programmed		\$200,000			\$200,000
Follow-the-Paving								
SFMTA	Follow-the-Paving (New Pavement Markers and Conduits) ³	CON/ PROC	Programmed	\$0				\$0
SFMTA	Traffic Signal Conduit Contract	CON	Allocated		\$150,000			\$150,000
SFMTA	Follow-the-Paving (New Pavement Markers and Conduits)	CON/ PROC	Programmed			\$150,000		\$150,000
SFMTA	Follow-the-Paving (New Pavement Markers and Conduits)	CON/ PROC	Programmed				\$150,000	\$150,000
New Traffic Signals								
SFMTA	New Traffic Signals (Contract 62) ⁴	CON	Programmed		\$0			\$0
SFMTA	New Traffic Signals (Contract 62)	CON	Allocated		\$1,500,000			\$1,500,000
SFMTA	New Traffic Signals (Contract 62) ¹	CON	Allocated	\$150,000				\$150,000
SFMTA	New Traffic Signals (5 Locations) ^{2, 4}	PS&E	Programmed	\$0				\$0
SFMTA	New Traffic Signals (Contract 63) ²	PS&E	Allocated	\$280,000				\$280,000
SFMTA	New Traffic Signals (5 Locations) ⁴	CON	Programmed			\$0		\$0
SFMTA	New Traffic Signals (Contract 63) ⁴	CON	Pending			\$1,700,000		\$1,700,000
SFMTA	New Traffic Signals (5 Locations)	PS&E	Programmed			\$375,000		\$375,000
Safe Streets								
SFMTA	Active Transportation Program Local Match	PS&E, CON	Programmed			\$975,000		\$975,000
SFMTA	Active Transportation Program Local Match	PS&E, CON	Programmed				\$231,250	\$231,250
SFMTA	New Pavement Markers	CON	Programmed			\$200,000		\$200,000
SFMTA	New Pavement Markers	CON	Programmed				\$200,000	\$200,000
SFMTA	New Pedestrian Countdown Signals	PS&E, CON	Programmed			\$868,473		\$868,473
SFMTA	New Traffic Signs	CON	Programmed			\$300,000		\$300,000
SFMTA	New Traffic Signs	CON	Programmed				\$300,000	\$300,000
SFMTA	Neighborhood Transportation Improvement Program	PS&E, CON	Programmed		\$500,000			\$500,000

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)
New Signals and Signs (EP 31)
Programming and Allocations to Date**

Pending 7/26/2016

Agency	Project Name	Phase(s)	Status	Fiscal Year				Total	
				2014/15	2015/16	2016/17	2017/18		2018/19
	Total Programmed in 5YPP			\$430,000	\$2,350,000	\$4,568,473	\$0	\$881,250	\$8,229,723
	Total Allocated and Pending in 5YPPs			\$430,000	\$1,650,000	\$1,700,000	\$0	\$0	\$3,780,000
	Total Deobligated in 5YPPs			\$0	\$0	\$0	\$0	\$0	\$0
	Total Unallocated in 5YPPs			\$0	\$700,000	\$2,868,473	\$0	\$881,250	\$4,449,723
	Total Programmed in 2014 Strategic Plan			\$525,000	\$2,225,000	\$4,368,473	\$0	\$881,250	\$8,009,723
	Deobligated from Prior 5YPP Cycles **			\$338,828					\$338,828
	Cumulative Remaining Programming Capacity			\$433,828	\$318,828	\$118,828	\$118,828	\$118,828	\$118,828

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

- ¹ Added FY 2014/15 construction funds for New Traffic Signals (Contract 62) with \$150,000 in funds deobligated from the design phase.
- ² To accommodate allocation of \$280,000 for New Traffic Signals (Contract 63) (Resolution 2015-056, 5/19/14):
 - Reduced placeholder for New Traffic Signals (5 Locations) from \$375,000 in FY 2014/15 design funds to \$90,000.
 - Added New Traffic Signals (Contract 63) with \$280,000 in FY 2014/15 design funds.
- ³ To accommodate allocation of \$150,000 for Traffic Signal Conduit Contract (Resolution 2015-061, 6/23/15):
 - Reduced placeholder for Follow-the-Paving (New Pavement Markers and Conduits) from \$150,000 in FY 2014/15 construction/ procurement funds to \$0.
 - Added Traffic Signal Conduit Contract with \$150,000 in FY 2015/16 construction funds.
- ⁴ 5YPP Amendment to fully fund the construction phase of New Traffic Signals (Contract 63) (Resolution 2017-0XX, xx/xx/16):
 - New Traffic Signals (Contract 62): Reduced remaining construction funds from \$35,000 in FY 2015/16 funds to \$0. Project completed under budget.
 - New Traffic Signals (5 Locations): Reduced remaining design funds from \$95,000 in FY 2014/15 to \$0. Design phase of New Traffic Signals (Contract 63), completed under budget.
 - Deobligations from prior 5YPP cycles: Reduced by \$70,000 from \$188,828 to \$118,828.
 - New Traffic Signals (5 Locations): Reduced placeholder from \$1,500,000 in FY 2016/17 construction funds to \$0.
 - New Traffic Signals (Contract 63): Added project with \$1,700,000 in FY 2016/17 construction funds.

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
New Signals and Signs (EP 31)
Cash Flow (\$) Maximum Annual Reimbursement
 Pending 7/26/2016

Project Name	Phase	Fiscal Year					Total					
		2014/15	2015/16	2016/17	2017/18	2018/19		2019/20				
New Equipment												
New Equipment	PROC		\$100,000	\$100,000								\$200,000
Follow-the-Paving												
Follow-the-Paving (New Pavement Markers and Conduits) 3	CON/ PROC	\$0										\$0
Traffic Signal Conduit Contract	CON		\$150,000									\$150,000
Follow-the-Paving (New Pavement Markers and Conduits)	CON/ PROC			\$150,000								\$150,000
Follow-the-Paving (New Pavement Markers and Conduits)	CON/ PROC								\$150,000			\$150,000
New Traffic Signals												
New Traffic Signals (Contract 62) 4	CON		\$0	\$0								\$0
New Traffic Signals (Contract 62)	CON		\$767,500	\$732,500								\$1,500,000
New Traffic Signals (Contract 62) 1	CON	\$50,000	\$100,000									\$150,000
New Traffic Signals (5 Locations) 2, 4	PS&E	\$0	\$0									\$0
New Traffic Signals (Contract 63) 2	PS&E		\$280,000									\$280,000
New Traffic Signals (5 Locations) 4	CON			\$0				\$0				\$0
New Traffic Signals (Contract 63) 4	CON			\$950,000				\$750,000				\$1,700,000
New Traffic Signals (5 Locations)	PS&E			\$187,500				\$187,500				\$375,000
Safe Streets												
Active Transportation Program Local Match	PS&E, CON			\$487,500				\$487,500				\$975,000
Active Transportation Program Local Match	PS&E, CON								\$231,250			\$231,250
New Pavement Markers	CON			\$100,000				\$100,000				\$200,000
New Pavement Markers	CON								\$100,000			\$200,000
New Pedestrian Countdown Signals	PS&E, CON			\$289,491				\$289,491				\$868,473
New Traffic Signs	CON			\$150,000				\$150,000				\$300,000
New Traffic Signs	CON								\$150,000			\$300,000
Neighborhood Transportation Improvement Program	PS&E, CON		\$250,000									\$500,000

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
New Signals and Signs (EP 31)
Cash Flow (\$) Maximum Annual Reimbursement
 Pending 7/26/2016

Project Name	Phase	Fiscal Year					Total	
		2014/15	2015/16	2016/17	2017/18	2018/19		2019/20
Total Cash Flow in 5YPP		\$50,000	\$1,647,500	\$3,396,991	\$1,964,491	\$920,741	\$250,000	\$8,229,723
Total Cash Flow Allocated		\$50,000	\$1,297,500	\$1,682,500	\$750,000	\$0	\$0	\$3,780,000
Total Cash Flow Deobligated		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Cash Flow Unallocated		\$0	\$350,000	\$1,714,491	\$1,214,491	\$920,741	\$250,000	\$4,449,723
Total Cash Flow in 2014 Strategic Plan		\$337,500	\$1,305,000	\$3,231,991	\$1,964,491	\$920,741	\$250,000	\$8,009,723
Deobligated from Prior 5YPP Cycles **		\$338,828						\$338,828
Cumulative Remaining Cash Flow Capacity		\$626,328	\$283,828	\$118,828	\$118,828	\$118,828	\$118,828	\$118,828
Programmed								
Pending Allocation/Appropriation								
Board Approved Allocation/Appropriation								

See 2014 Prop K 5YPP - Program of Projects Programming and Allocations to Date table for programming footnotes.

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

Webster Street Pedestrian Signals (SFMTA)

Scope

The SFMTA is requesting Prop K and Prop AA funds for the construction of pedestrian countdown signals (PCS) and/or signal visibility upgrades at seven intersections along Webster Street. Webster Street is a wide (90-feet) four lane street, with two traffic lanes going north and south and includes, bike lanes, parking lanes and a median island.

The locations under this project are as follows:

Intersection	Walk First Area	PCS in place	Muni Lines	Sup. District
Turk and Webster Streets	Y	None	None	5
Sutter and Webster Streets	Y	None	2, 3	5
Golden Gate Avenue and Webster Streets	Y	None	None	5
Eddy and Webster Streets	Y	PCS missing crossing Eddy	31	5
McAllister and Webster Streets	Y	PCS missing crossing McAllister	5	5
California and Webster Streets	Y	PCS missing crossing Webster	None	2
Post and Webster Streets	Y	Existing PCS	None	5

Except for Post and Webster Streets, the existing signal hardware at the proposed locations is approaching the end of its useful life and does not have the capability to accommodate PCS because it lacks the underground conduits required for installation. A total of 36 new pedestrian signal heads will be installed at the above intersections. The first six signal locations listed above will be fully upgraded with new pedestrian countdown signals (PCS), accessible pedestrian signals (APS), controllers, conduit, wiring, and poles.

Post and Webster Streets is proposed to be added as a seventh location to this project. The original scope previously submitted only had six locations. Although Post and Webster Streets has existing PCS, signal visibility improvements are recommended.

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

The San Francisco Municipal Transportation Agency (SFMTA) worked with San Francisco Public Works (SFPW) to ensure the installation of underground signal conduits was included as part of SFPW's Webster Street Pavement Renovation project, which began construction in early 2016. The SFMTA will implement the above-grade signal project on Webster after the paving project is complete in order to take advantage of the conduits installed in coordination with the paving project. New curb ramps for the corridor are being built by the pavement renovation project. The upgraded signals should also complement the planned buffered bike lanes on Webster Street which are scheduled to be installed after completion of the paving project.

Implementation:

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

<u>Task</u>	<u>Force Account Work Performed By</u>
• Design	SFMTA Sustainable Streets Division
• Electrical Design	SFPW- Infrastructure Design and Construction
• Construction Management	SFPW Infrastructure Construction Management
• Contract Support	SFPW Bureau of Engineering
• Construction Support	SFMTA Sustainable Streets Division

Public Engagement

This project is located along the WalkFirst corridor of Webster Street as determined by the Mayor's Pedestrian Safety Task Force. WalkFirst Corridors are targeted for improvements because they comprise only 6% of San Francisco streets, but contribute to 60% of the total pedestrian injuries in the City.

Project Benefits

All intersections in this subject request involve multi-lane streets like California Street, Webster Street, and Golden Gate Avenue, and Sutter Street, where larger pedestrian crossing distances pose challenges for slower-moving pedestrians. All traffic signals in this project will have Pedestrian Countdown Signals (PCS). PCS have been effective in reducing the number of pedestrians remaining in the crosswalk at the beginning of the conflicting vehicle green light, thereby reducing the potential for vehicle-pedestrian conflicts. The countdown feature of the PCS is helpful for pedestrians to discern as to whether there is enough time left in a signal cycle to cross the intersection safely. In addition, all new traffic signals will receive accessible pedestrian signals (APS) on all the corners to help the visually impaired receive pedestrian indications.

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

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

Project Location Selection Evaluation

The Webster Street PCS project will address documented safety concerns in a WalkFirst Corridor where there are a disproportionately high number of accidents relative to the City at large. The dollars to be programmed to this project will have a greater impact on improving safety than a non-WalkFirst corridor. The SFMTA project will also improve the quality of life for a densely populated neighborhood with a public housing complex, and other neighborhood facilities such as schools, senior centers, supermarkets, transit, and numerous churches.

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

5YPP/STRATEGIC PLAN INFORMATION

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

Please describe and justify the necessary amendment:

This project is named in the Prop AA Strategic Plan, but not the Prop K 5YPP. SFMTA requests a Prop K 5YPP amendment to the Prop K Signals and Signs category to add the project with unneeded funds from the following projects: Polk Corridor Signal Upgrade (\$984,000), which will be completed under budget; Traffic Signal Upgrades (\$46,000) and Traffic Signal Visibility Upgrades (\$300,000), which SFMTA will implement using Prop B funds; and funds deobligated in prior 5YPP cycles (\$28,000). Additional Prop AA funds would come from Gough Street Pedestrian Signals (\$37,000), which is anticipated to be completed under budget.

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

Project Name: Webster Street Pedestrian Signals

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right-of-Way				
Design Engineering (PS&E)	Jan-Mar	2015	Jul-Sep	2016
Advertise Construction	Jul-Sep	2016		
Start Construction (e.g. Award Contract)	Jan-Mar	2017		
Operations (i.e., paratransit)				
Open for Use			Oct-Dec	2017
Project Completion (means last eligible expenditure)			Apr-Jun	2018

SCHEDULE DETAILS

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

Conduits currently being installed in coordination with a paving project on Webster Street. The paving project is estimated to reach substantial completion in January 2017.

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

Project Name: Webster Street Pedestrian Signals

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 1,358,206	\$ -	\$ -	\$ 1,358,206
Prop AA	\$ 37,000	\$ 104,794	\$ -	\$ 141,794
	\$ -		\$ -	\$ -
				\$ -
				\$ -
Total:	\$ 1,395,206	\$ 104,794	\$ -	\$ 1,500,000

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 1,358,206	\$ -	\$ -	\$ 1,358,206
Prop AA	\$ 37,000	\$ 104,794	\$ 260,000	\$ 401,794
	\$ -		\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
				\$ -
Total:	\$ 1,395,206	\$ 104,794	\$ 260,000	\$ 1,760,000

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 260,000	\$ -		Actual cost plus cost to complete
Construction (CON)	\$ 1,500,000	\$ 1,358,206	\$ 141,794	90% Design and previous projects
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 1,760,000	\$ 1,358,206	\$ 141,794	

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

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 658,206	\$ 700,000	\$ -	\$ -	\$ -	\$ 1,358,206
Prop AA	\$ 141,794	\$ -	\$ -	\$ -	\$ -	\$ 141,794

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

Project Name: Webster Street Pedestrian Signals

MAJOR LINE ITEM BUDGET

SAMPLE PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)						
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor	
1. Contract						
Task 1: Signals/Mountings	\$ 148,000				\$ 148,000	
Task 2: Poles	\$ 176,000				\$ 176,000	
Task 3: Pullboxes/Conduits	\$ 159,000				\$ 159,000	
Task 4: Wiring	\$ 135,000				\$ 135,000	
Task 5: Traffic Routing	\$ 48,000				\$ 48,000	
Task 6: Misc	\$ 180,000				\$ 180,000	
Subtotal	\$ 846,000				\$ 846,000	
2. Contingency	\$ 128,500	15%			\$ 128,500	
3. MTA Provided Materials						
Controller Cabinets	\$ 120,000			\$ 120,000		
Accessible Ped Signals	\$ 60,000			\$ 60,000		
Ped Countdown Modules	\$ 10,000			\$ 10,000		
Subtotal	\$ 190,000			\$ 190,000		
4. Construction Management/Support	\$ 335,000	40%	\$ 210,000	\$ 125,000		
5. Other Direct Costs *	\$ 500			\$ 500		

TOTAL CONSTRUCTION PHASE	\$ 1,500,000		\$ 210,000	\$ 315,500	\$ 974,500
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* City Attorney Review

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 5/31/2016 **Res. No.:** _____ **Res. Date:** _____

Project Name: Webster Street Pedestrian Signals

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$ 1,358,206	Construction (CON)
	Prop AA Allocation	\$ 141,794	Construction (CON)
	Total:	\$ 1,500,000	

Total Prop K Funds: \$ 1,358,206 **Total Prop AA Funds:** \$ 141,794

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

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

Future Commitment:

Action	Amount	Fiscal Year	Phase

Trigger: _____

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 5/31/2016 **Res. No.:** _____ **Res. Date:** _____

Project Name: Webster Street Pedestrian Signals

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

Deliverables:

1. Upon project completion, provide 2-3 digital photos of completed project.
2. _____
3. _____
4. _____
5. _____

Special Conditions:

1. The recommended allocation is contingent upon concurrent amendments to the Prop K Signals and Signs 5YPP and the Prop AA Strategic Plan. See the 5YPP/Strategic Plan Information section and the attached amendments for details.
2. SFMTA may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$1,500,000) pending receipt of evidence of completion of design (e.g. copy of certifications page).
3. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes:

1. _____
2. _____

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	9.45%	90.55%
Actual Leveraging - This Project	22.83%	77.17%

SFCTA Project P&PD
Reviewer: _____

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 5/31/2016 **Res. No:** _____ **Res. Date:** _____

Project Name: Webster Street Pedestrian Signals

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - DPT

SGA Project Number: 133-907xxx **Name:** Webster Street Pedestrian Signals - EP33

Phase: Construction (CON) **Fund Share:** 90.55%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$658,206	\$700,000				\$1,358,206

Sponsor: San Francisco Municipal Transportation Agency - DPT

SGA Project Number: 716-xxxxxx **Name:** Webster Street Pedestrian Signals - Prop AA

Phase: Construction (CON) **Fund Share:** 9.45%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop AA	\$141,794					\$141,794

Sponsor: _____

SGA Project Number: _____ **Name:** _____

Phase: _____ **Fund Share:** _____

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
						\$0

Sponsor: _____

SGA Project Number: _____ **Name:** _____

Phase: _____ **Fund Share:** _____

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
						\$0

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 1,358,206

Current Prop AA Request: \$ 141,794

Project Name: Webster Street Pedestrian Signals

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

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

Initials of sponsor staff member verifying the above statement
GD

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Geraldine de Leon

Joel Goldberg

Title: Engineer

Mgr, Grants Procurement & Management

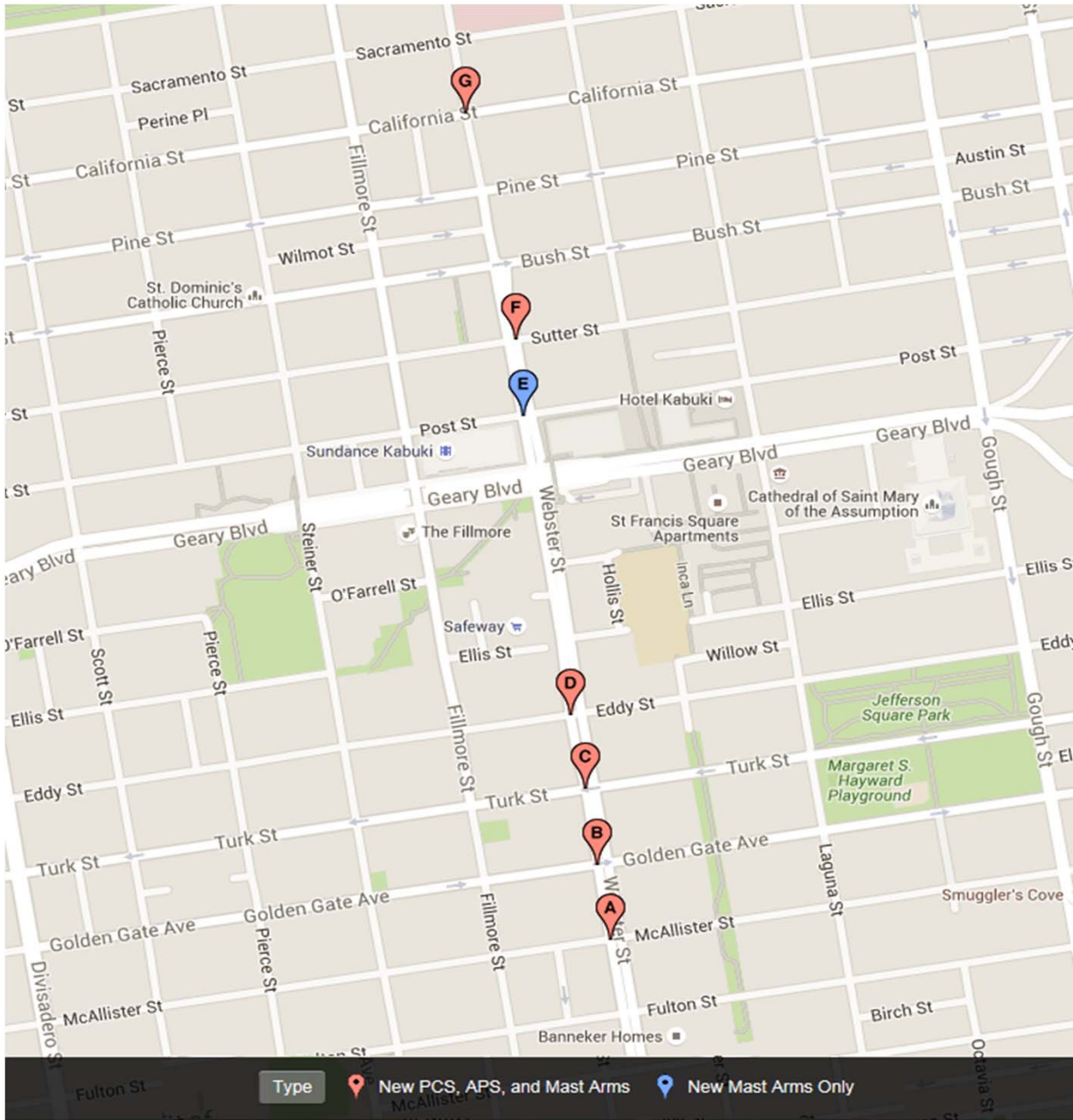
Phone: 415-701-4675

415-701-4499

Email: geraldine.deleon@sfmta.com

joel.goldberg@sfmta.com

Webster Street Pedestrian Signals



A	Webster at McAllister
B	Webster at Golden Gate
C	Webster at Turk
D	Webster at Eddy
E	Webster at Post
F	Webster at Sutter
G	Webster at California

Signals and Signs (EP 33)
Programming and Allocations to Date

Pending Board Approval 7/26/16

Agency	Project Name	Phase(s)	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Follow-the-Paving									
SFMTA	Follow-the-Paving (Spot Traffic Signal Improvements) ³	PS&E, CON	Programmed	\$0					\$0
SFMTA	Follow-the-Paving (Spot Traffic Signal Improvements) ³	PS&E, CON	Programmed		\$0				\$0
SFMTA	Traffic Signal Conduit Contract ³	CON	Allocated		\$400,000				\$400,000
SFMTA	Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON	Programmed			\$200,000			\$200,000
SFMTA	Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON	Programmed				\$200,000		\$200,000
SFMTA	Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON	Programmed					\$150,000	\$150,000
Traffic Signal Upgrades									
SFMTA	Traffic Signal Upgrades (15 Locations) ^{1,4,7}	PS&E	Programmed	\$0					\$0
SFMTA	Traffic Signal Upgrade Contract 34 [Vision Zero] ⁴	PS&E	Allocated		\$518,000				\$518,000
SFMTA	7th Avenue and Lincoln Way Intersection Improvements ¹	CON	Allocated	\$95,476					\$95,476
SFMTA	Traffic Signal Upgrades (15 Locations) ⁷	CON	Programmed		\$2,640,000				\$2,640,000
SFMTA	Traffic Signal Upgrades (15 Locations)	PS&E	Programmed		\$660,000				\$660,000
SFMTA	Webster Street Pedestrian Signals ⁷	CON	Pending			\$1,358,206			\$1,358,206
SFMTA	Franklin/Divisadero Corridor Signal Upgrade	CON	Programmed		\$272,080				\$272,080
SFMTA	Franklin and Divisadero Corridor Signal Upgrade	CON	Allocated		\$3,162,920				\$3,162,920
SFMTA	Eddy and Ellis Traffic Calming Improvement (NTIP)	CON	Programmed	\$142,271					\$142,271
SFMTA	19th Avenue Signals Phase III (9)	PS&E	Allocated	\$630,000					\$630,000
SFMTA	19th Avenue Signals Phase III (9)	CON	Programmed			\$2,520,000			\$2,520,000
SFMTA	3rd Street Traffic Signal Detection Upgrade - Phase 1	CON, PROC	Allocated	\$300,000					\$300,000
SFMTA	3rd Street Traffic Signal Detection Upgrade - Phase 2	CON, PROC	Programmed			\$300,000			\$300,000
SFMTA	3rd Street Traffic Signal Detection Upgrade - Phase 3	CON, PROC	Programmed				\$457,950		\$457,950
SFMTA	Traffic Signal Visibility Upgrades (12) ⁷	PS&E, CON	Programmed		\$0				\$0
SFMTA	South Van Ness Conduit Installation ⁶	PS&E, CON	Programmed	\$0					\$0
SFMTA	South Van Ness Signal Upgrade (12) ⁶	PS&E	Programmed	\$46,100					\$46,100
SFMTA	South Van Ness Signal Upgrade (12) ⁶	CON	Allocated		\$552,000				\$552,000
SFMTA	South Van Ness Signal Upgrade (12)	CON	Programmed			\$1,434,900			\$1,434,900
SFMTA	Polk Corridor Signal Upgrade ^{2,5,7}	PS&E	Programmed	\$0					\$0
SFMTA	Polk Corridor Signal Upgrade ²	CON	Allocated	\$382,900					\$382,900
SFMTA	Polk Corridor Signal Upgrade ^{5,7}	CON	Programmed		\$0				\$0
SFMTA	Polk Streetscape Signal Modifications ⁵	CON	Allocated		\$516,000				\$516,000
SFMTA	Gough Corridor Signal Upgrade (14)	PS&E	Programmed	\$328,000					\$328,000
SFMTA	Gough Corridor Signal Upgrade (14)	CON	Programmed		\$2,450,000				\$2,450,000
SFMTA	Gough Corridor Signal Upgrade	PS&E	Allocated		\$135,000				\$135,000
SFMTA	Great Highway Traffic Signal Upgrade (8)	CON	Programmed			\$607,729			\$607,729
SFMTA	Van Ness BRT SFgo Signal Improvements	CON	Allocated		\$2,275,000				\$2,275,000
SFMTA	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed		\$357,729				\$357,729

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

Signals and Signs (EP 33)

Programming and Allocations to Date

Pending Board Approval 7/26/16

Agency	Project Name	Phase(s)	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Total Programmed in 5YPP				\$1,924,747	\$13,938,729	\$6,420,835	\$657,950	\$150,000	\$23,092,261
Total Allocated and Pending in 5YPPs				\$1,408,376	\$7,558,920	\$1,358,206	\$0	\$0	\$10,325,502
Total Deobligated in 5YPPs				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPPs				\$516,371	\$6,379,809	\$5,062,629	\$657,950	\$150,000	\$12,766,759
Total Programmed in 2014 Strategic Plan				\$3,653,371	\$13,540,229	\$5,062,629	\$657,950	\$150,000	\$23,064,179
Deobligated from Prior 5YPP Cycles **				\$239,713					\$239,713
Cumulative Remaining Programming Capacity				\$1,968,337	\$1,569,837	\$211,631	\$211,631	\$211,631	\$211,631

** "Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period.

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

- 5YPP Amendment to fully fund 7th Avenue and Lincoln Way Intersection Improvements (Resolution 15-046, 03/24/2015):
Traffic Signal Upgrades (15 Locations): Reduced by \$95,476 in FY 2014/15 design funds. 7th Avenue and Lincoln Way is one of the 15 locations covered by this placeholder.
7th Avenue and Lincoln Way: Added project with \$95,476 for construction.
- 5YPP Amendment to reprogram \$382,900 from the PS&E phase to the construction phase of the Polk Street Traffic Signal Upgrade project (Resolution 2015-056, 5/19/2015). Design fully funded through Federal HSIP grant and SFMTA operating funds.
- To accommodate allocation of \$400,000 for Traffic Signal Conduit Contract (Resolution 15-061, 6/23/2015):
Reduced placeholder for Follow-the-Paving (Spot Traffic Signal Improvements) from \$200,000 in FY 2014/15 and \$200,000 in FY 2015/16 design/
Added Traffic Signal Conduit Contract with \$400,000 in FY 2015/16 construction funds.
- To accommodate allocation of \$518,000 for Traffic Signal Conduit Contract (Resolution 15-061, 6/23/2015):
Reduced programming for Traffic Signal Upgrades (15 Locations) from \$564,524 in FY 2014/15 design funds to \$46,524;
Added Traffic Signal Upgrade Contract 34 [Vision Zero] with \$518,000 in FY 2015/16 design funds.
- To accommodate allocation of \$516,000 for Polk Streetscape Signal Modifications project (Resolution 2016-028, 12/15/2015):
Polk Corridor Signal Upgrade: Reduced by \$277,100 in FY2014/15 design funds and \$238,900 in FY2015/16 construction funds.
Added Polk Streetscape Signal Modifications with \$516,000 in FY2015/16 construction funds.
- To accommodate allocation of \$552,000 for South Van Ness Signal Upgrade project (Resolution 2016-040, 2/23/2016):
South Van Ness Conduit Installation: Reduced by \$200,000 in FY2014/15 design/construction funds.
South Van Ness Signal Upgrade: Reduced by \$352,000 in FY2014/15 design funds.
Added South Van Ness Signal Upgrade with \$552,000 in FY2015/16 construction funds.
- To accommodate allocation of \$1,358,206 to Webster Street Pedestrian Signals (Resolution xx, 7/26/2016)
Traffic Signal Upgrades: Reduced by \$46,524 in FY2014/15 design funds. Project to be funded via Prop B.
Traffic Signal Visibility Upgrades: Reduced by \$300,000 in FY2015/16 construction funds. Project to be funded via Prop B.
Polk Corridor Signal Upgrade: Reduced by \$277,100 in FY2014/15 design funds and \$706,500 in FY2015/16 construction funds. Project to be completed under budget.
Deobligated from Prior 5YPP Cycles: Reduced by \$28,082.

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

Signals and Signs (EP 33)

Cash Flow (\$) Maximum Annual Reimbursement

Pending Board Approval 7/26/16

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Follow-the-Paving							
Follow-the-Paving (Spot Traffic Signal Improvements) 3	PS&E, CON						\$0
Follow-the-Paving (Spot Traffic Signal Improvements) 3	PS&E, CON						\$0
Traffic Signal Conduit Contract 3	CON		\$180,000	\$220,000			\$400,000
Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON			\$200,000			\$200,000
Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON				\$200,000		\$200,000
Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON					\$150,000	\$150,000
Traffic Signal Upgrades							
Traffic Signal Upgrades (15 Locations)1, 4,7	PS&E	\$0	\$0				\$0
Traffic Signal Upgrade Contract 34 [Vision Zero] 4	PS&E		\$130,000	\$388,000			\$518,000
7th Avenue and Lincoln Way Intersection Improvements 1	CON		\$95,476				\$95,476
Traffic Signal Upgrades (15 Locations) 7	CON		\$440,000	\$1,320,000	\$880,000		\$2,640,000
Traffic Signal Upgrades (15 Locations)	PS&E		\$330,000	\$330,000			\$660,000
Webster Street Pedestrian Signals7	CON			\$658,206	\$700,000		\$1,358,206
Franklin/Divisadero Corridor Signal Upgrade	CON		\$272,080	\$0			\$272,080
Franklin and Divisadero Corridor Signal Upgrade	CON		\$1,581,460	\$1,581,460			\$3,162,920
Eddy and Ellis Traffic Calming Improvement (NTIP)	CON		\$71,136	\$71,135			\$142,271
19th Avenue Signals Phase III (9)	PS&E		\$472,500	\$157,500			\$630,000
19th Avenue Signals Phase III (9)	CON			\$2,000,000	\$520,000		\$2,520,000
3rd Street Traffic Signal Detection Upgrade - Phase 1	CON, PROC		\$200,000	\$100,000			\$300,000
3rd Street Traffic Signal Detection Upgrade - Phase 2	CON, PROC			\$200,000	\$100,000		\$300,000
3rd Street Traffic Signal Detection Upgrade - Phase 3	CON, PROC				\$305,300	\$152,650	\$457,950
Traffic Signal Visibility Upgrades (12)7	PS&E, CON		\$0	\$0			\$0
South Van Ness Conduit Installation6	PS&E, CON	\$0					\$0
South Van Ness Signal Upgrade (12)6	PS&E	\$0	\$46,100				\$46,100
South Van Ness Signal Upgrade (12)6	CON			\$302,000	\$250,000		\$552,000
South Van Ness Signal Upgrade (12)	CON			\$478,300	\$478,300	\$478,300	\$1,434,900
Polk Corridor Signal Upgrade2, 5, 7	PS&E	\$0	\$0				\$0
Polk Corridor Signal Upgrade2	CON		\$191,450	\$191,450			\$382,900
Polk Corridor Signal Upgrade 5, 7	CON		\$0	\$0			\$0
Polk Streetscape Signal Modifications 5	CON			\$387,000	\$129,000		\$516,000
Gough Corridor Signal Upgrade (14)	PS&E	\$96,500	\$231,500				\$328,000
Gough Corridor Signal Upgrade (14)	CON		\$0	\$800,000	\$1,650,000		\$2,450,000
Gough Corridor Signal Upgrade	PS&E		\$67,500	\$67,500			\$135,000
Great Highway Traffic Signal Upgrade (8)	CON			\$0	\$303,865	\$303,864	\$607,729
Van Ness BRT SFgo Signal Improvements	CON		\$775,000	\$750,000	\$750,000		\$2,275,000
Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON		\$178,865	\$178,864			\$357,729

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

Signals and Signs (EP 33)

Cash Flow (\$) Maximum Annual Reimbursement

Pending Board Approval 7/26/16

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Total Cash Flow in 5YPP		\$96,500	\$5,263,067	\$10,381,415	\$6,266,465	\$1,084,814	\$23,092,261
Total Cash Flow Allocated		\$0	\$3,693,386	\$4,803,116	\$1,829,000	\$0	\$10,325,502
Total Cash Flow Deobligated		\$0	\$0	\$0	\$0	\$0	\$0
Total Cash Flow Unallocated		\$96,500	\$1,569,681	\$5,578,299	\$4,437,465	\$1,084,814	\$12,766,759
Total Cash Flow in 2014 Strategic Plan		\$2,175,550	\$6,586,801	\$8,779,549	\$4,437,465	\$1,084,814	\$23,064,179
Deobligated from Prior 5YPP Cycles **		\$239,713					\$239,713
Cumulative Remaining Cash Flow Capacity		\$2,318,763	\$3,642,497	\$2,040,631	\$211,631	\$211,631	\$211,631

** "Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period.

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

See 2014 Prop K 5YPP - Program of Projects Programming and Allocations to Date table for programming footnotes.

Table 3 - Prioritization Criteria and Scoring Table
Signals and Signs (EP 33)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA			Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Replace Asset at End of Useful Life	Provides Benefits to Multiple Users	
Total Possible Score	4	3	3	4	3	3	20
Follow-the-Paving							
Follow-the-Paving (Spot Traffic Signal Improvements)	Locations will be scored at the time of allocation. See text and Project Information Form for more details.						
Traffic Signal Conduit Contract	4	1	3	3	3	1	15
Traffic Signal Upgrades							
Traffic Signal Upgrades (15 Locations) FY 16-PS&E	Locations will be scored at the time of allocation. See text and Project Information Form for more details.						
Traffic Signal Upgrades (15 Locations) FY 16-CON	Locations will be scored at the time of allocation. See text and Project Information Form for more details.						
Traffic Signal Upgrades (15 Locations) FY 18-PS&E	Locations will be scored at the time of allocation. See text and Project Information Form for more details.						
Webster Street Pedestrian Signals	4	3	3	4	3	3	20
Traffic Signal Upgrade Contract 34 [Vision Zero]	4	1	1	3	3	3	15
7th Avenue and Lincoln Way Intersection Improvements	4	3	2	4	1	3	17
Franklin/Divisadero Corridor Signal Upgrade	4	1	1	3	3	3	15
Eddy and Ellis Traffic Calming Improvement	4	3	2	3	3	3	18
19th Avenue Signals Phase 3 (9)-PSE	3	3	2	3	3	3	17
19th Avenue Signals Phase 3 (9)-CON	2	3	2	3	3	3	16
Replace Video Detection on 3rd Street	2	1	0	2	3	3	11
Traffic Signal Visibility Upgrades (12)	3	1	0	4	3	3	14
South Van Ness Conduit Installation	4	1	3	4	3	3	18
South Van Ness Signal Upgrade (12)-PS&E	4	1	3	4	3	3	18
South Van Ness Signal Upgrade (12)-CON	3	1	3	4	3	3	17
Polk Corridor Signal Upgrade-PS&E	4	1	3	4	3	3	18

Table 3 - Prioritization Criteria and Scoring Table
Signals and Signs (EP 33)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA			Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Replace Asset at End of Useful Life	Provides Benefits to Multiple Users	
<i>Total Possible Score</i>	4	3	3	4	3	3	20
Polk Corridor Signal Upgrade-CON	2	1	3	4	3	3	16
Gough Corridor Signal Upgrade (14)-PS&E	4	1	2	4	3	3	17
Gough Corridor Signal Upgrade (14)-CON	2	1	2	4	3	3	15
Great Highway Traffic Signal Upgrade	2	1	0	3	3	3	12
Van Ness BRT SFgo Signal Improvements	4	1	2	3	3	3	16

Prioritization Criteria Definitions:

Project Readiness: Project likely to need funding in fiscal year proposed. Factors to be considered include adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors may significantly delay project.

Community Support: Project has clear and diverse community support and/or was it identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program.
Three points for a project in an adopted community based plan with evidence of diverse community support.
Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups.
One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

Time Sensitive Urgency: Project needs to proceed in proposed timeframe to enable construction coordination with another project (e.g., minimize costs and construction impacts); to support another funded or proposed project (e.g. new signal controllers need to be installed to support TEP implementation); or to meet timely use of funds deadlines associated with matching funds.

Safety: (One point for each): Addresses demonstrated safety issue; reduces potential conflicts between modes; benefits users of multiple modes; and increases security.

Replaces asset at end of useful life: Replaces equipment that has reached the end of useful life per industry-accepted levels.

Provides Benefits to Multiple Users: Project receives one point each for addressing the needs of pedestrians, bicyclists, and/or transit users.

Prop AA Strategic Plan
Programming and Allocations (Pending Board Approval 7.26.16)

Project Name	Phase	Sponsor	Fiscal Year 2012/13	Fiscal Year 2013/14	Fiscal Year 2014/15	Fiscal Year 2015/16	Fiscal Year 2016/17	5-Year Total
Funds Available in Category			\$ 4,358,888	\$ 2,210,086	\$ 2,210,086	\$ 2,210,086	\$ 2,210,086	\$ 13,199,232
9th Street Pavement Renovation	CON	SFPW	\$ 2,216,627					\$ 2,216,627
28th Ave Pavement Renovation	CON	SFPW	\$ 1,174,260					\$ 1,174,260
	Deobligation	SFPW	\$ (4,417)					\$ (4,417)
Chinatown Broadway St	DES	SFPW		\$ 650,000				\$ 650,000
Mansell Corridor Improvement Project	DES	SFMTA		\$ 202,228				\$ 202,228
	CON	SFMTA			\$ 2,325,624			\$ 2,325,624
McAllister St Pavement Renovation	CON	SFPW		\$ 2,210,000				\$ 2,210,000
Dolores St Pavement Renovation	CON	SFPW			\$ 2,210,000			\$ 2,210,000
Brannan St Pavement Renovation	CON	SFPW					\$ 2,210,000	\$ 2,210,000
Subtotal Programmed (48%)			\$ 3,386,470	\$ 3,062,228	\$ 4,535,624	\$ -	\$ 2,210,000	\$ 13,194,322

Pedestrian Safety

Funds Available in Category			\$ 2,179,444	\$ 1,365,043	\$ 1,105,043	\$ 2,104,780	\$ 1,105,043	\$ 7,859,353
Arguello Gap Closure	CON	Presidio		\$ 350,000				\$ 350,000
Mid-Block Crossing on Natoma/8th	DES	SFMTA		\$ 55,000				\$ 55,000
	CON	SFMTA			\$ 310,000			\$ 310,000
Ellis/Eddy Traffic Calming Improvement	DES	SFMTA		\$ 337,450	\$ -			\$ 337,450
Franklin and Divisadero Signal Upgrades	DES	SFMTA		\$ 825,000				\$ 825,000
	Deobligation	SFMTA		\$ (564,730)				\$ (564,730)
	CON	SFMTA			\$ 636,480			\$ 636,480
Franklin St Pedestrian Signals	DES	SFMTA		\$ -				\$ -
	CON	SFMTA			\$ -			\$ -
Pedestrian Countdown Signals	CON	SFMTA	\$ 1,683,000					\$ 1,683,000
McAllister St Campus Streetscape	DES	UC Hastings		\$ 83,000				\$ 83,000
	CON	UC Hastings			\$ 1,762,206			\$ 1,762,206
Webster St Pedestrian Signals ¹²	DES	SFMTA			\$ 260,000			\$ 260,000
	CON	SFMTA				\$ 141,794		\$ 141,794
Gough St Pedestrian Signals ¹²	DES	SFMTA			\$ 300,000			\$ 300,000
Broadway Chinatown Streetscape Improvements	DES/CON	SFMTA				\$ -		\$ -
	CON	SFPW				\$ 1,029,839		\$ 1,029,839
Mansell Streetscape Improvements	CON	SFMTA				\$ 163,358		\$ 163,358
Bulb-outs at WalkFirst Locations	DES	SFMTA				\$ 491,757		\$ 491,757
Subtotal Programmed (28%)			\$ 1,683,000	\$ 1,085,720	\$ 2,968,686	\$ 1,984,954	\$ 141,794	\$ 7,864,154

Transit Reliability and Mobility Improvements

Funds Available in Category			\$ 2,179,444	\$ 1,105,043	\$ 1,105,043	\$ 1,105,043	\$ 1,105,043	\$ 6,599,616
Civic Center BART/Muni Bike Station	CON	BART		\$ 248,000				\$ 248,000
City College Pedestrian Connector	DES	SFMTA		\$ 42,000				\$ 42,000
	CON	SFMTA			\$ 891,000			\$ 891,000
	CON	SFMTA			\$ -			\$ -
Hunters View Transit Connection	DES	MOH		\$ 195,000				\$ 195,000
	CON	MOH		\$ 1,649,994				\$ 1,649,994
24th St Mission SW BART Plaza and Pedestrian Improvements	CON	BART	\$ 1,217,811					\$ 1,217,811
	Deobligation	BART	\$ (503,980)					\$ (503,980)
Rapid Network Placeholder	DES/CON	SFMTA			\$ -	\$ 965,000	\$ 1,099,919	\$ 2,064,919
Elevator Safety and Reliability Upgrades	CON	SFMTA				\$ 287,000		\$ 287,000
Muni Bus Layover Area at BART Daly City Station	CON	BART				\$ 507,980		\$ 507,980
Subtotal Programmed (24%)			\$ 713,831	\$ 2,134,994	\$ 891,000	\$ 1,759,980	\$ 1,099,919	\$ 6,599,724

Total Programmed	\$ 5,783,301	\$ 6,282,942	\$ 8,395,310	\$ 3,744,934	\$ 3,451,713	\$ 27,658,200
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Total Available Funds	\$ 8,717,775	\$ 4,680,172	\$ 4,420,172	\$ 5,419,909	\$ 4,420,172	\$ 27,658,200
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Allocated
Pending



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

FY of Allocation Action: 2016/17

Project Name: Bicycle Facility Maintenance

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

EXPENDITURE PLAN INFORMATION

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

Prop K EP Line Number (Primary): 37

Current Prop K Request: \$ 150,000

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisory District(s): Citywide

REQUEST

Brief Project Description:

Bicycle facilities require maintenance and on-going cleaning to preserve their safety features. Bicycle facilities with enhanced features such as physical buffers and green-paint roadway markings fade and deteriorate over time without restriping and maintenance. Additionally, plastic traffic channelizers along buffered bikeways have been identified as roadway features that require replacement.

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

Detailed Scope, Project Benefits and Community Outreach:

The San Francisco Municipal Transportation Agency (SFMTA) requests \$150,000 to maintain bicycle facilities Citywide that are in poor condition. The scope will focus on restriping existing bicycle facilities, including green bike lanes and bike boxes, and replacing delineators. After testing delineator alternatives, the SFMTA has decided to replace all existing standard Safe-Hit Posts with more effective Davidson Posts. The Prop K funds will also allow the SFMTA to test new, more substantial types of delineators and green coloring products for bike lanes, boxes, and mixed zones.

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

Replacing delineators and maintaining existing bike boxes and green lane markings are essential aspects of Vision Zero, a San Francisco policy that has set goals of eliminating all traffic deaths and reducing severe and fatal injury inequities across neighborhoods, transportation modes, and populations by 2024.

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

Potential Corridors:

- Market Street between 8th and 9th Street – Repaint bike lanes and reinstall bike stencils.
- The Wiggle Bike Route – Reinstall green back sharrows and repaint bike lanes.
- Monterey Blvd – Replace outdated Safe Hit Posts with Davidson Posts.
- Cesar Chavez Street – Replace outdated Safe Hit Posts with Davidson Posts.
- 14th St/Folsom Intersection – Install green thermoplastic bike box.

Project Location:

Citywide

Project Phase:

Construction (CON)

Map or Drawings Attached? Yes

Other Items Attached? No

5YPP/STRATEGIC PLAN INFORMATION

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

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

Prop K 5YPP Amount:	\$	150,000	Prop AA Strategic Plan Amount:	<input type="text"/>
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**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Project Name: Bicycle Facility Maintenance

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE DETAILS

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

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

Project Name: Bicycle Facility Maintenance

FUNDING PLAN - FOR CURRENT REQUEST

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

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

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

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

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

COST SUMMARY

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

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

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 112,500	\$ 37,500	\$ -	\$ -	\$ -	\$ 150,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Project Name: Bicycle Facility Maintenance

MAJOR LINE ITEM BUDGET

Allocation Request Summary	
Item	Amount
Construction - SFMTA Labor	\$75,347
Construction - Materials	\$49,300
Construction Contingency (20%)	\$24,900
City Attorney Office Fees	\$500
Project Total	\$150,047
Rounded Allocation Request	\$150,000

Construction - Materials							
Description	Number (approx.)	Unit Cost	Unit				Cost
Davidson Posts	1000	\$24.00	Each				24,000
Green Bike Lane - thermoplastic	150	\$5.53	Square Foot				830
Green Epoxy Pavement Treatment (StreetsBond CL)	10,000	\$2.45	Square Foot				24,500
Total							\$ 49,330

City Attorney Office Fees							
Description				Hourly Rate	FTE Ratio	Hours	Cost
City Attorney				\$ 250	0.001	2	\$ 500
Total							\$ 500

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 5/16/2016 Res. No: _____ Res. Date: _____

Project Name: Bicycle Facility Maintenance

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

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

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

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

Fund Expiration Date: 9/30/2018 Eligible expenses must be incurred prior to this date.

		Action	Amount	Fiscal Year	Phase
Future Commitment:					

Trigger:

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 5/16/2016 **Res. No:** _____ **Res. Date:** _____

Project Name: Bicycle Facility Maintenance

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

Deliverables:

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

Special Conditions:

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

Notes:

1. _____
2. _____

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	100.00%	No Prop AA
Actual Leveraging - This Project	0.00%	No Prop AA

SFCTA Project P&PD
Reviewer: _____

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 5/16/2016 Res. No: _____ Res. Date: _____

Project Name: Bicycle Facility Maintenance

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - DPT

SGA Project Number: 137-907xxx Name: Bicycle Facility Maintenance

Phase: Construction (CON) Fund Share: 100.00%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$112,500	\$37,500				\$150,000

Sponsor: _____

SGA Project Number: _____ Name: _____

Phase: _____ Fund Share: _____

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
						\$0

Sponsor: _____

SGA Project Number: _____ Name: _____

Phase: _____ Fund Share: _____

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
						\$0

Sponsor: _____

SGA Project Number: _____ Name: _____

Phase: _____ Fund Share: _____

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
						\$0

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 150,000

Current Prop AA Request: \$ -

Project Name: Bicycle Facility Maintenance

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

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

Initials of sponsor staff member verifying the above statement
JG

CONTACT INFORMATION

Project Manager

Name: Shahram Shariati

Title: 5201 Junior Engineer

Phone: 415-701-5659

Email: Shahram.Shariati@sfmta.com

Grants Section Contact

Joel C. Goldberg

Manager, Capital Procurement & Mgmt

415-701-4499

Joel.Goldberg@sfmta.com

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

MAPS AND DRAWINGS

New Delineator Standard: Davidson Posts



Market Street Bike Lane





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

FY of Allocation Action: 2016/17

Project Name: Local-Track Application-Based Traffic Calming Program

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

EXPENDITURE PLAN INFORMATION

Prop K EP category: Traffic Calming: (EP-38)

Prop K EP Line Number (Primary): 38 Current Prop K Request: \$213,525

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ _____ -

Supervisorial District(s): Citywide

REQUEST

Brief Project Description:

Project includes citywide program outreach, evaluation and prioritization of all eligible applications (up to 100 per year), planning recommendations for traffic calming devices, project development including balloting and targeted community outreach where needed, and conceptual engineering of traffic calming measures in up to 50 site-specific locations.

Detailed Scope, Project Benefits and Community Outreach:

See attached.

Project Location:

Citywide

Project Phase:

Planning/Conceptual Engineering (PLAN)

Map or Drawings Attached? No

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

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

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

Prop K 5YPP Amount: \$ 600,000 Prop AA Strategic Plan Amount: _____

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

Project Background

The San Francisco Municipal Transportation Agency (SFMTA) requests an allocation of \$213,525 in Prop K funds for the Local-Track Application-Based Traffic Calming program. This allocation will cover citywide program outreach, evaluation and prioritization of all eligible applications (up to 100 per year), planning recommendations for traffic calming devices, project development including balloting and targeted community outreach where needed, and conceptual engineering of traffic calming measures in up to 50 site-specific locations. Further funds will be requested for detailed design and construction of these measures. The traffic calming projects that will be developed as a result of this allocation are intended to slow speeding traffic and reduce collisions to improve safety and enhance the quality of life for neighborhood residents.

In 2012, SFMTA received Prop K funding to conduct an analysis of the program and to develop a revised methodology for selecting and implementing Traffic Calming projects to improve response and delivery, and to realign the program's focus with the original program intent and City priorities. Prop K has funded two cycles of this program. In the first application cycle SFMTA received 44 applications and completed design and construction of traffic calming measures at 17 locations. In the second year SFMTA received 55 applications, 17 of these applications are currently moving into the design phase.

Scope

The following deliverables will result from this allocation request:

- Evaluation of up to 100 applications, including speed surveys at approximately 70 locations.
- Ranked list of eligible projects based on speeds, collisions, schools, etc.
- Project list of up to 50 locations that will be constructed in 2017 with notification letters sent to all applicants (accepted and not accepted into the traffic calming program)
- Community meetings for up to 10 locations
- Ballots and notification letters sent to residents for up to 50 project sites
- Conceptual design of up to 50 traffic calming devices, including an estimated 5-10 traffic islands/chicanes and up to 50 speed humps.

Of the total amount:

- \$14,449 will fund outreach and ongoing correspondence with traffic calming applicants.
- \$173,598 will fund project selection and development. This includes evaluation and ranking of submitted applications, of which \$75,000 will cover up to 300 uni-directional speed surveys at 100 locations. It also includes project development for up to 50 traffic calming locations, including recommendation of appropriate device(s) for each selected location, community outreach to finalize device selection, conceptual engineering of the devices, as well as balloting, legislation, and public hearing to approve the devices.
- \$25,478 will fund conceptual design engineering of up to 50 traffic calming devices.

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

Process*A. Program Outreach and Correspondence*

1. Program Outreach

This portion of the allocation will fund outreach efforts to disseminate and collect information regarding potential traffic calming projects. SFMTA will update and print applications and a brochure, and update the traffic calming program website as needed. SFMTA staff will also reach out to neighborhood organizations to inform them of the traffic calming application, planning and implementation process.

The website will include:

- An overview of the residential traffic calming program
- Information about ranking and criteria for inclusion
- Detailed instructions for applying
- Links to resources that residents can pursue independently
- Traffic calming application
- Brochure that neighborhood champions can use as a talking point tool to help describe the benefits of traffic calming to their neighbors

Application materials will be made available in English, Spanish and Chinese.

2. Year-Round Correspondence

This portion of the allocation will allow SFMTA staff to be available to respond to questions throughout the year about the traffic calming process and about whether their neighborhood might be an appropriate candidate for these requests. In addition, if residents submit applications in advance of the annual deadline, SFMTA staff will review the applications for completeness within 30 days of receipt, and request missing information if applicable.

B. Project Selection and Development

3. Evaluation and Ranking

This portion of the allocation will fund the evaluation and ranking of traffic calming applications from the general public. If a member of the public contacts the SFMTA to request traffic calming in their neighborhood and gathers the necessary 20 signatures (or 50 percent of addresses for blocks with fewer than 40 residential units) from their neighbors to submit an application on or before August 1, 2016, SFMTA staff will perform an evaluation to establish whether that location could be considered for traffic calming. The SFMTA will contract with an outside firm to conduct speed surveys for each eligible location (excluding locations that are not local-access residential streets), and staff will review application information for accuracy and will compile additional data needed for the ranking process.

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

Each application requires staff to perform the following tasks:

- Contact the applicant to acknowledge receipt and to ask follow-up questions;
- Conduct a field investigation;
- Review a traffic speed and volume survey;
- Research previous correspondence and history;
- Review collision history;
- Review street designation and layout;
- Investigate whether engineering or other measure can address problem(s);

Once all data is collected, project locations will be ranked based on the following criteria:

- Evidence of speeding
- Presence of a school, playground, senior center, etc.
- Traffic volumes
- Collision history
- Evidence of exhibition driving
- Opportunities for increasing walking and biking

The SFMTA will rank all eligible locations from the year's batch of applications.

4. Planning Recommendations

Once the locations with greatest need for traffic calming are identified, SFMTA staff will begin the process of reviewing locations for the most appropriate engineering solution, beginning with the top ranked locations. Blocks will first be evaluated for whether a speed hump would be appropriate for the location and possible given street geometry. If a speed hump is not an appropriate solution, staff would consider other traffic calming devices such as chicanes, traffic islands, medians and traffic circles. The budget estimate is based on approximately up to 50 devices constructed per year, of which 65% are speed humps. If the top locations result in a significantly higher or lower proportion of speed humps, or the total number of accepted locations is fewer than expected, the total number of devices would change for that year.

After the list of projects is identified, SFMTA staff will inform applicants of the results. These responses could take one of these forms:

- Accepted – top ranked locations recommended for devices in the current cycle
- Rejected – locations that do not rank for the current cycle. Applicants wishing to be considered in future years must re-apply.

5. Community Outreach for Island/Chicane Locations

For locations where the recommended device would require parking removal or displacement, or is considered a potentially controversial choice for the location, SFMTA staff will offer to meet with interested residents. SFMTA staff would work with the primary applicant to find a meeting location, and would send the meeting announcement to all residents on the affected block.

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

The purpose of these meeting would be for SFMTA staff to present the pros and cons of one or two devices that would be appropriate for the location, and take feedback from neighbors to advise the projects' final design.

For locations requiring this additional community outreach, the implementation cycle may be delayed a month or two compared to locations receiving standard speed humps.

6. Project Development

Project development includes funding for SFMTA staff to finalize community approval for specific traffic calming measures – which typically includes a balloting process and a public hearing. In the balloting process SFMTA staff typically mails letters to all addresses on the block where changes are proposed and asks the neighbors on the block to vote 'yes' or 'no' on the possible location of a traffic calming measure (such as a speed hump). To move forward, at least 50% of those voting have to approve the installation, with at least 20% of the ballots having been returned. Signatures from the application petition will count as "yes" votes unless a "no" vote is received from that household at ballot. In addition to determining if a traffic calming measure will be installed, the votes also influence where a measure is sited. The SFMTA makes every effort to avoid installing measures in front of a property which submitted a 'no' vote, to minimize opposition during or after construction.

C. Design Engineering

7. Design Engineering

SFMTA staff will perform conceptual design of all proposed devices that are approved by residential ballot. This does not include detailed design for complex measures (such as chicanes), striping drawing updates, or work order preparations, which will be included in a future Prop K allocation request to be submitted in January of 2017.

Schedule

Applications for traffic calming are due August 1, 2016. At that point, SFMTA staff will begin the process of evaluating the applications, plans to complete rankings by the end of the December 2016, and make planning recommendations by the end of January 2017. Upon completion of planning recommendations, the SFMTA will submit the project list to the SFCTA along with a Prop K Allocation Request for the construction phase. Community outreach, project development, and initial design will take place in the January through June 2017.

Completion of the associated construction phase of this project is expected to take place by December 2017.

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

Project Name: Local-Track Application-Based Traffic Calming Program

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE DETAILS

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

August 1, 2016: Applications due

January 2017: Notify residents of whether their applications are accepted or not

February 2016: Ballot residents

March-May 2017: Possible community meeting for complex measures, public hearing for all measures

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

Project Name: Local-Track Application-Based Traffic Calming Program

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 213,525		\$ 213,525
Prop AA	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ 213,525	\$ -	\$ 213,525

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 578,511	\$ -	\$ 578,511
Prop AA	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ 578,511	\$ -	\$ 578,511

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 213,525	\$ 213,525		Estimate based on prior requests.
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 113,919		\$ -	Estimate based on prior requests.
Construction (CON)	\$ 251,067	\$ -	\$ -	Estimate based on prior requests.
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 578,511	\$ 213,525	\$ -	

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 213,525	\$ -	\$ -	\$ -	\$ -	\$ 213,525
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

General Instructions

- Sponsor may attach budget details in sponsor agency format (Excel), which includes all required information (per phase) detailed below.
- Contingencies should be called out in each phase.

For Conceptual Engineering Reports:

- Provide total labor cost by agency and discipline (e.g. SFMTA Operations, SFMTA Engineering, SFPW Engineering), consultant costs, other direct costs, and contingency.

For Other Planning and/or Conceptual Engineering Work: (e.g. neighborhood transportation plans)

- Provide a detailed labor cost estimate by task and agency, consultant costs by task, other direct costs, contingency.
- 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.

Project Name: Local-Track Application-Based Traffic Calming Program

MAJOR LINE ITEM BUDGET

I. BUDGET SUMMARY BY PHASE

	TOTAL SFMTA LABOR	MATERIALS & SURVEY CONTRACT TOTAL	TOTAL PROJECT COSTS	CURRENT REQUEST
A. PROGRAM OUTREACH AND CORRESPONDENCE	\$ 9,814	\$ 4,635	\$ 14,449	\$ 14,449
B. PROJECT SELECTION AND DEVELOPMENT	\$ 96,348	\$ 77,250	\$ 173,598	\$ 173,598
C. CONCEPTUAL DESIGN	\$ 25,478	\$ -	\$ 25,478	\$ 25,478
D. DESIGN ENGINEERING** - (Not in this allocation request)	\$ 113,919	\$ -	\$ 113,919	\$ -
E. CONSTRUCTION** - (Not in this allocation request)	\$ 70,405	\$ 180,662	\$ 251,067	\$ -
TOTAL	\$ 315,964	\$ 262,547	\$ 578,511	\$ 213,525

FTE = Full Time Equivalent; MFB = Mandatory Fringe Benefits

A. PROGRAM OUTREACH AND CORRESPONDENCE

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE	Cost
Sr. Engineer (5211)	\$ 165,809.75	\$ 85,928.15	\$ 251,737.90	\$ 216,494.59	\$ 468,232.49	4	0.002	\$ 900
Engineer (5241)/Transit Planner IV (5290)	\$ 143,225.22	\$ 76,036.13	\$ 219,261.34	\$ 188,564.76	\$ 407,826.10	12	0.006	\$ 2,353
Assistant Engineer (5203)/Transit Planner II (5288)	\$ 106,343.80	\$ 60,403.15	\$ 166,746.95	\$ 143,402.38	\$ 310,149.32	44	0.021	\$ 6,561
						60	0.03	
							LABOR SUBTOTAL	\$ 9,814

Outreach Materials	Unit Cost	# Units	Total
Program Outreach materials	\$ 4,000	1	\$ 4,000
City Attorney Fee	\$ 254	2.5	\$ 634
OUTREACH MATERIALS SUBTOTAL			\$ 4,634

A. PROGRAM OUTREACH AND CORRESPONDENCE SUBTOTAL \$ 14,448

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

B. Project Selection and Development									
Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE	Cost	
Engineer Principal (5212)	\$ 192,324.50	\$ 97,541.61	\$ 289,866	\$ 249,285	\$ 539,151	5	0.002	\$ 1,296	
Sr. Engineer (5211)	\$ 165,809.75	\$ 85,928.15	\$ 251,738	\$ 216,495	\$ 468,232	30	0.014	\$ 6,753	
Engineer (5241)/Transit Planner IV (5290)	\$ 143,225.22	\$ 76,036.13	\$ 219,261	\$ 188,565	\$ 407,826	150	0.072	\$ 29,411	
Associate Engineer (5207)/Transit Planner III (5289)	\$ 123,688.03	\$ 67,478.84	\$ 191,167	\$ 164,404	\$ 355,570	50	0.024	\$ 8,547	
Assistant Engineer (5203)/Transit Planner II (5288)	\$ 106,343.80	\$ 60,403.15	\$ 166,747	\$ 143,402	\$ 310,149	290	0.139	\$ 43,239	
Engineer Assistant (5362)	\$ 79,344.89	\$ 48,445.33	\$ 127,790	\$ 109,900	\$ 237,690	0	0.000	\$ -	
Intern (5381)	\$ 59,579.87	\$ 39,691.40	\$ 99,271	\$ 85,373	\$ 184,645	80	0.038	\$ 7,102	
						1,500	0.3		
LABOR SUBTOTAL \$									96,348

Survey Contract	Unit Cost	# Units	Total
Speed Surveys	\$ 250	309	\$ 77,250
SURVEY CONTRACT SUBTOTAL \$			77,250

B. Project Selection and Development SUBTOTAL \$ 173,598									
C. Conceptual Design									
Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE	Cost	
Engineer Principal (5212)	\$ 192,324.50	\$ 97,541.61	\$ 289,866	\$ 249,285	\$ 539,151	5	0.002	\$ 1,296	
Sr. Engineer (5211)	\$ 165,809.75	\$ 85,928.15	\$ 251,738	\$ 216,495	\$ 468,232	5	0.002	\$ 1,126	
Associate Engineer (5207)/Transit Planner I	\$ 143,225.22	\$ 76,036.13	\$ 219,261	\$ 188,565	\$ 407,826	16	0.008	\$ 3,137	
Associate Engineer (5207)/Transit	\$ 123,688.03	\$ 67,478.84	\$ 191,167	\$ 164,404	\$ 355,570	26	0.013	\$ 4,445	
Assistant Engineer (5203)/Transit	\$ 106,343.80	\$ 60,403.15	\$ 166,747	\$ 143,402	\$ 310,149	70	0.034	\$ 10,438	
Senior Administrative Analyst (182)	\$ 107,882	\$ 61,084	\$ 168,966	\$ 145,311	\$ 314,277	0	0.000	\$ -	
Engineer Assistant (5362)	\$ 79,344.89	\$ 48,445.33	\$ 127,790	\$ 109,900	\$ 237,690	36	0.017	\$ 4,114	
Intern (5382)	\$ 59,579.87	\$ 39,691.40	\$ 99,271	\$ 85,373	\$ 184,645	25	0.012	\$ 2,219	
						183	0.09		
LABOR SUBTOTAL \$									25,478

D. Design Engineering (Not in this allocation request)									
Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE	Cost	
Engineer Principal (5212)	\$ 192,324.50	\$ 97,541.61	\$ 289,866	\$ 249,285	\$ 539,151	5	0.002	\$ 1,296	
Sr. Engineer (5211)	\$ 165,809.75	\$ 85,928.15	\$ 251,738	\$ 216,495	\$ 468,232	5	0.002	\$ 1,126	
Engineer (5241)/Transit Planner I	\$ 143,225.22	\$ 76,036.13	\$ 219,261	\$ 188,565	\$ 407,826	16	0.008	\$ 3,137	
Associate Engineer (5207)/Transit	\$ 123,688.03	\$ 67,478.84	\$ 191,167	\$ 164,404	\$ 355,570	26	0.013	\$ 4,445	
Assistant Engineer (5203)/Transit	\$ 106,343.80	\$ 60,403.15	\$ 166,747	\$ 143,402	\$ 310,149	400	0.192	\$ 59,644	
Senior Administrative Analyst (182)	\$ 107,882	\$ 61,084	\$ 168,966	\$ 145,311	\$ 314,277	60	0.029	\$ 9,066	
Engineer Assistant (5362)	\$ 79,344.89	\$ 48,445.33	\$ 127,790	\$ 109,900	\$ 237,690	300	0.144	\$ 34,282	
Intern (5382)	\$ 59,579.87	\$ 39,691.40	\$ 99,271	\$ 85,373	\$ 184,645	25	0.012	\$ 2,219	
						837	0.40		
LABOR SUBTOTAL \$									113,919

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

E. Construction (Not in this allocation request)									
Engineer (5241)/Transit Planner IV (5290)									
Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE	Cost	
Engineer Principal (5212)	\$ 192,324.50	\$ 97,541.61	\$ 289,866	\$ 249,285	\$ 539,151	10	0.005	\$ 2,592	
Sr. Engineer (5211)	\$ 165,809.75	\$ 85,928.15	\$ 251,738	\$ 216,495	\$ 468,232	10	0.005	\$ 2,251	
Engineer (5241)/Transit Planner IV	\$ 143,225.22	\$ 76,036.13	\$ 219,261	\$ 188,565	\$ 407,826	30	0.014	\$ 5,882	
Associate Engineer (5207)/Transit	\$ 123,688.03	\$ 67,478.84	\$ 191,167	\$ 164,404	\$ 355,570	53	0.025	\$ 9,060	
Assistant Engineer (5203)/Transit	\$ 106,343.80	\$ 60,403.15	\$ 166,747	\$ 143,402	\$ 310,149	214	0.103	\$ 31,910	
Senior Administrative Analyst (182)	\$ 107,882	\$ 61,084	\$ 168,966	\$ 145,311	\$ 314,277	40	0.019	\$ 6,044	
Engineer Assistant (5362)	\$ 79,344.89	\$ 48,445.33	\$ 127,790	\$ 109,900	\$ 237,690	72	0.035	\$ 8,228	
Intern (5382)	\$ 59,579.87	\$ 39,691.40	\$ 99,271	\$ 85,373	\$ 184,645	50	0.024	\$ 4,439	
						479	0.23		
						LABOR SUBTOTAL		\$	70,405

Construction Materials & Contract Work	Unit Cost	# Units	Total
Construct Approximately 50 Speed Humps (estimated costs include SFMTA materials and DPW Labor and Materials)	\$ 3,600	50	\$ 180,000
Construct Approximately 10 Chicane or Islands (estimated costs include SFMTA materials and DPW Labor and Materials)	\$ 11,700	10	\$ 117,000
Speed Surveys	\$ 250	50	\$ 12,500
CONSTRUCTION MATERIALS & CONTRACT WORK SUBTOTAL			\$ 309,500
			Construction Subtotal \$ 379,905

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 06.15.16 **Res. No:** _____ **Res. Date:** _____

Project Name: Local-Track Application-Based Traffic Calming Program

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

	Action	Amount	Phase
Funding Recommended:	Prop K Allocation	\$ 213,525	Planning/Conceptual Engineering (PLAN)
	Total:	\$ 213,525	

Total Prop K Funds: \$ 213,525 **Total Prop AA Funds:** \$ -

Fund Expiration Date: 12/31/2017 **Eligible expenses must be incurred prior to this date.**

Deliverables:

1. Quarterly progress reports (QPRs) should describe outreach, evaluation, prioritization, and project development activities (i.e. community meetings, balloting) performed in the prior quarter in addition to the standard requirements for QPRs (see Standard Grant Agreement (SGA) for details).
2. With the first QPR due October 15, 2016, following the August 2016 deadline for submitting traffic calming requests, submit the full list of applications received.
3. With QPR due January 15, 2017, submit the ranked list of applications, and identify the top locations that will be considered for implementation.
4. With QPR due April 15, 2017, submit the updated ranked list of applications describing balloting results and community outreach performed and identifying any changes to the overall ranking as a result of those processes; and final list of locations, treatments, and associated cost by location.
5. Upon completion of planning, please provide the updated scope/schedule/budget. The latter can be included as part of an allocation request for the next phase(s).

Special Conditions:

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

Notes:

1. Reminder: Prop K attribution is required on any public materials developed for the subject project. See SGA for details.
2. _____

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 06.15.16 **Res. No:** _____ **Res. Date:** _____

Project Name: Local-Track Application-Based Traffic Calming Program

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

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

**SFCTA Project
Reviewer:** _____

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - DPT

SGA Project Number: 138-xxxx **Name:** Local-Track Application-Based Traffic Calming Program

Phase: Planning/Conceptual Engineering (PLAN) **Fund Share:** 100.00%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$213,525					\$213,525

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

E6-131

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 213,525
Current Prop AA Request: \$ -

Project Name: Local-Track Application-Based Traffic Calming Program

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

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

Initials of sponsor staff member verifying the above statement
RLH (Becca Homa)

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Becca Homa

Joel Goldberg

Title: Transportation Planner, Livable Streets

Manager Capital Grants and Procurement

Phone: 4156462822

4157014499

Email: becca.homa@sfmta.com

joel.goldberg@sfmta.com



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

FY of Allocation Action: 2016/17

Project Name: Glen Park Phase 2

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

EXPENDITURE PLAN INFORMATION

Prop K EP category: Traffic Calming: (EP-38)

Prop K EP Line Number (Primary): 38 **Current Prop K Request:** \$ 260,000

Supervisorial District(s): District 08

REQUEST

Brief Project Description:

Glen Park Phase 2 will consider pedestrian safety and traffic calming opportunities on Bosworth Street in Glen Park, a continuation of improvements recently implemented at Bosworth and Diamond streets.

Detailed Scope, Project Benefits and Community Outreach:

Requested funds will implement recommendations in the Glen Park Community Plan (2009). As part of the Glen Park Community Plan EIR/EA and Transportation Feasibility Study (2009), two concepts were proposed for improvements on Bosworth. Overall, these concepts were to improve crossings on Bosworth Street at both the Arlington and Lyell intersections. One improvement considered is installation of a roundabout at Arlington and the signalization of the Lyell intersection.

The Glen Park Phase 2 project proposes traffic calming and improved pedestrian facilities at the Bosworth Street/Arlington Street and Bosworth Street/Lyell Street intersections. Bosworth/Arlington is an off-set intersection with the south leg of the intersection serving as the on-ramp to I-280 South. Currently, there are no striped crosswalks to cross Bosworth. Patrons that are trying to access the Glen Park Bart Station from the north side of Bosworth need to walk west 350 feet to the intersection of Bosworth and Diamond Streets, which is a signalized intersection with striped crosswalks on all four legs. The Bosworth/Lyell intersection is controlled with an all-way stop about 300 feet to the east of Bosworth/Arlington. This intersection also does not provide striped crosswalks to cross Bosworth.

Given the proximity of Diamond, Arlington, and Lyell to one another, it is not advisable to signalize all of these intersections. Tasks for this planning phase project will include:

- Task 1 Project Initiation
- Task 2 Community outreach, including community-based meetings that build on past robust community processes and narrow options in a short time frame based on feasibility analysis and community input
- Task 3 Design survey to analyze and inform feasibility of potential solutions
- Task 4 Preliminary engineering/recommendations for the Arlington/Bosworth and Lyell/Bosworth intersections.

The goal of this project is to have preferred designs that can move on to final design and construction. A consultant will perform survey and conceptual design for a roundabout. SFMTA staff will perform outreach, feasibility analysis, and consultant and project management.

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

Project Location:

Bosworth and Arlington; Bosworth and Lyell intersections

Project Phase:

Planning/Conceptual Engineering (PLAN)

Map or Drawings Attached? Yes No

Other Items Attached? Yes No

5YPP/STRATEGIC PLAN INFORMATION

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

Please describe and justify the necessary amendment:

The SFMTA proposes to reduce programming for the Howard Street Streetscape project to fund this request. Improvements on Howard Street will be funded with Eastern Neighborhoods Interagency Plan Implementation Committee (IPIC) funds as part of the larger Folsom-Howard project.

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

Project Name: Glen Park Phase 2

ENVIRONMENTAL CLEARANCE

Environmental Type: TBD

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE DETAILS

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

- Task 1 Project Initiation: October 2016 - December 2016
- Task 2 Public Participation: July 2017 - December 2018
- Task 3 Survey: January 2017 - December 2017
- Task 4 Preliminary Engineering/Recommendations: January 2018 - December 2018

Design and construction schedules will be developed as part of the planning phase. Arlington/Bosworth intersection design could potentially be particularly complex. Design and construction phasing will be dependent on complexity of design solutions.

A full outreach plan will be developed in the project charter which will be shared with the Transportation Authority as an initial grant deliverable.

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

Project Name: Glen Park Phase 2

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 260,000	\$ -	\$ -	\$ 260,000
Prop AA	\$ -	\$ -	\$ -	\$ -
				\$ -
				\$ -
Total:	\$ 260,000	\$ -	\$ -	\$ 260,000

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 260,000	\$ 436,000	\$ -	\$ 696,000
Prop AA	\$ -	\$ -	\$ -	\$ -
SFMTA Revenue Bond	\$ 3,400,000	\$ -	\$ -	\$ 3,400,000
				\$ -
Total:	\$ 3,660,000	\$ 436,000	\$ -	\$ 4,096,000

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 260,000	\$ 260,000		Labor estimates, including SFMTA and consultant support.
Environmental Studies (PA&ED)	\$ -	\$ -		Included in planning phase.
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 436,000		\$ -	Costs to be refined in planning phase (currently based on proposed conceptual ideas from the Glen Park plan and similar projects)
Construction (CON)	\$ 3,400,000	\$ -	\$ -	Same as assumptions for design cost
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 4,096,000	\$ 260,000	\$ -	

% Complete of Design: 0% as of 5/13/2016
Expected Useful Life: N/A Years

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

E6-137

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 100,000	\$ 100,000	\$ 60,000	\$ -	\$ -	\$ 260,000
Prop AA	\$ -		\$ -	\$ -	\$ -	\$ -

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

Project Name: Glen Park Phase 2

MAJOR LINE ITEM BUDGET

PLANNING

BUDGET SUMMARY						
Agency	Task 1 - Project Initiation	Task 2 - Public Participation	Task 3 - Survey	Task 4 - Preliminary Engineering/Recommendations	Task 5 - Project Management	Total
SFMTA - Sustainable Streets	\$ 13,000	\$ 25,000	\$ -	\$ 20,000	\$ 15,000	\$ 73,000
Consultant	\$ -	\$ -	\$ 60,000	\$ 80,000	\$ -	\$ 140,000
Other Direct Costs *	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
Contingency (20% per task)	\$ 2,000	\$ 5,000	\$ 12,000	\$ 20,000	\$ 3,000	\$ 42,000
Total	\$ 15,000	\$ 35,000	\$ 72,000	\$ 120,000	\$ 18,000	\$ 260,000

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

DETAILED LABOR COST ESTIMATE - BY AGENCY						
SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	Full-Time Equivalent	Total
5203 Assistant Engineer	141	\$ 50.74	0.901	\$ 149.84	0.068	\$ 21,127
5289 Transportation Planner III	197	\$ 53.54	0.901	\$ 156.91	0.095	\$ 30,911
5241 Engineer (Design Review)	35	\$ 68.33	0.901	\$ 196.74	0.017	\$ 6,886
5211 Associate Engineer (Design Review)	22	\$ 79.08	0.901	\$ 225.71	0.011	\$ 4,966
5504 Project Manager	43	\$ 73.26	0.901	\$ 210.03	0.021	\$ 9,031
Total	438		0.901		0.211	\$ 72,922
					rounded	\$ 73,000

Note: This budget includes a full planning phase, including an anticipated less-than-EIR level environmental phase (i.e., flat fee-based Categorical Exemption). If this project requires an EIR, additional funding will be needed.

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

TRANSPORTATION AUTHORITY RECOMMENDATION
This section is to be completed by Transportation Authority Staff.

Last Updated: 06.14.16 **Res. No:** _____ **Res. Date:** _____

Project Name: Glen Park Phase 2

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$ 260,000	Planning/Conceptual Engineering (PLAN)
	Total:	\$ 260,000	

Total Prop K Funds: \$ 260,000 **Total Prop AA Funds:** \$ -

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

Deliverables:

1. Quarterly progress reports 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 December 2016), provide the project charter and a full outreach plan.
3. On completion of Task 2 (anticipated by December 2018), provide a summary of the outcome of community outreach.
4. On completion of Task 3 (anticipated by December 2017), provide a copy of the completed design survey.
5. On completion of Task 4 (anticipated by December 2018), provide a copy of the recommended design options and updated scope/schedule/budget. The latter can be included as part of an allocation request for the next phase(s).

Special Conditions:

1. The recommended allocation is contingent upon a concurrent 5YPP amendment to re-program \$260,000 in funds from Howard Streetscape Improvement to the subject project. See attached 5YPP amendment for details.
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes:

1. _____

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.00%	No Prop AA
Actual Leveraging - This Project	83.01%	No Prop AA

SFCTA Project P&PD
Reviewer: _____

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

TRANSPORTATION AUTHORITY RECOMMENDATION
<u>This section is to be completed by Transportation Authority Staff.</u>

Last Updated: 06.14.16 **Res. No:** _____ **Res. Date:** _____

Project Name: Glen Park Phase 2

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - DPT

SGA Project Number: 138.xxxx **Name:** Glen Park Phase 2

Phase: Planning/Conceptual Engineering (PLAN) **Fund Share:** 100.00%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$90,000	\$110,000	\$ 60,000			\$260,000

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

E6-141

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 260,000

Current Prop AA Request: \$ -

Project Name: Glen Park Phase 2

Grant Recipient: Sustainable Streets

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

Initials of sponsor staff member verifying the above statement
NP

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Chava Kronenberg

Joel Goldberg

Title: Program Manager

Capital Procurement and Management

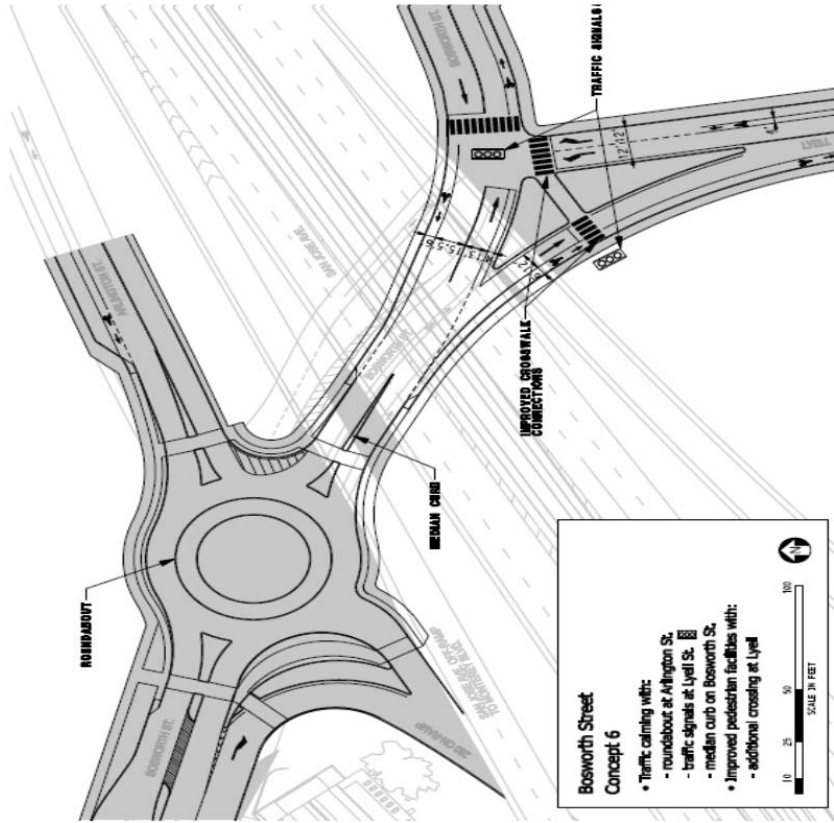
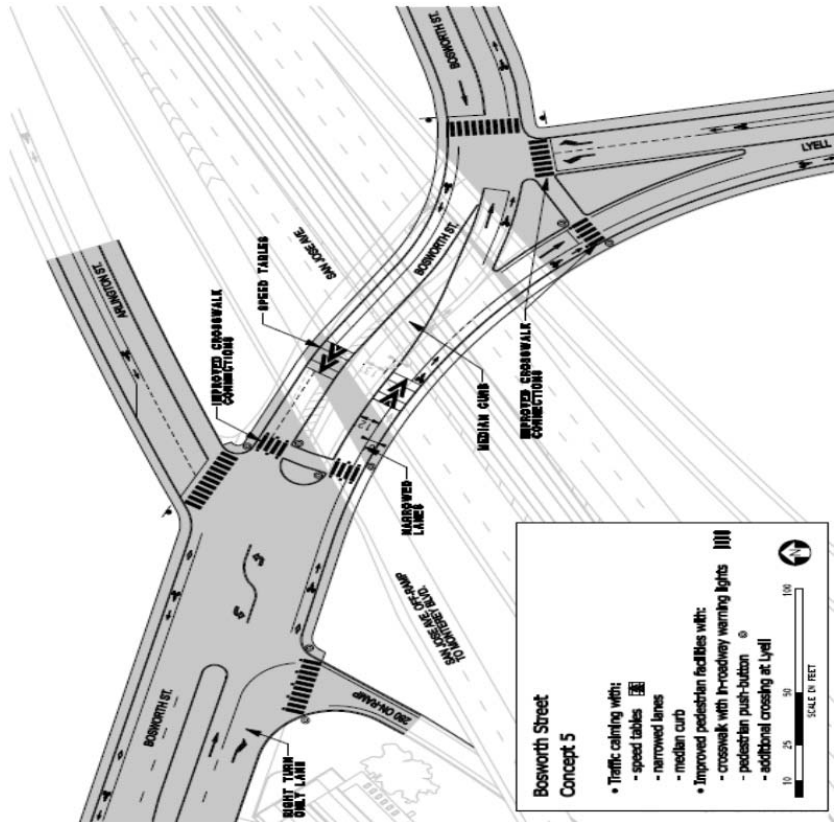
Phone: 415-701-4451

415-701-4499

Email: chava.kronenberg@sfmta.com

Joel.Goldberg@sfmta.com

“Calm the Streets”
Proposed Improvements to Bosworth Street



Glen Park Community Plan EIR/EA and Transportation Feasibility Study
SFMTA Community Outreach Meeting - November 4, 2009

DRAFT CONCEPTS - SUBJECT TO APPROVAL BY SFMTA

SHEET 4

SFMTA | Municipal Transportation Agency

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

Traffic Calming (EP 38) Programming and Allocations to Date

Pending 07/26/16 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Local/Neighborhood Track									
SFMTA	Local Track Application-Based Traffic Calming	CON	Programmed	\$364,000					\$364,000
SFMTA	Local Track Application-Based Traffic Calming ^{3,8}	PLAN/ CER	Programmed	\$0					\$0
SFMTA	Local Track Application-Based Traffic Calming ³	PLAN/ CER	Allocated		\$203,400				\$203,400
SFMTA	Local Track Application-Based Traffic Calming	PS&E	Programmed	\$41,000					\$41,000
SFMTA	Local Track Application-Based Traffic Calming ⁸	Any	Programmed		\$503,075				\$503,075
SFMTA	Local Track Application-Based Traffic Calming ⁸	PLAN/ CER	Pending			\$213,525			\$213,525
SFMTA	Local Track Application-Based Traffic Calming	Any	Programmed			\$600,000			\$600,000
SFMTA	Local Track Application-Based Traffic Calming	Any	Programmed				\$600,000		\$600,000
SFMTA	Local Track Application-Based Traffic Calming	Any	Programmed					\$600,000	\$600,000
SFMTA	Proactive Residential Traffic Calming Improvements	PLAN/ CER	Programmed	\$125,000					\$125,000
SFMTA	Proactive Residential Traffic Calming Improvements	Any	Programmed		\$978,651				\$978,651
SFMTA	Proactive Residential Traffic Calming Improvements	Any	Programmed			\$903,651			\$903,651
SFMTA	Proactive Residential Traffic Calming Improvements	PS&E, CON	Programmed				\$853,651		\$853,651
SFMTA	Proactive Residential Traffic Calming Improvements	PS&E, CON	Programmed					\$853,654	\$853,654
SFMTA	Traffic Calming Implementation (Prior Area-wide Plans)	CON	Programmed	\$2,441,123					\$2,441,123
SFMTA	Traffic Calming Implementation (Prior Area-wide Plans) ²	PS&E	Allocated	\$25,000					\$25,000
SFPW	Sloat Boulevard Pedestrian Improvements ⁵	CON	Allocated		\$122,477				\$122,477
SFMTA, other eligible	Neighborhood Transportation Improvement Program (NTIP) ⁶	PS&E, CON	Programmed		\$970,000				\$970,000
SFPW	South Park Traffic Calming [NTIP Capital] ⁶	CON	Pending			\$30,000			\$30,000

Programming and Allocations to Date

Pending 07/26/16 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Schools Track									
SFMTA	Schools Track Traffic Calming Program	PLAN/ CER	Programmed				\$44,000		\$44,000
SFMTA	Schools Track Traffic Calming Program	PS&E	Programmed				\$50,000		\$50,000
SFMTA	Schools Track Traffic Calming Program	CON	Programmed					\$110,000	\$110,000
SFMTA	Cesar Chavez Elementary Safe Routes to School	PS&E	Programmed		\$59,885				\$59,885
SFMTA	Cesar Chavez Elementary Safe Routes to School	CON	Programmed			\$37,365			\$37,365
SFMTA	Redding Elementary Safe Routes to School	PS&E	Programmed	\$18,352					\$18,352
SFMTA	Redding Elementary Safe Routes to School	CON	Programmed			\$91,760			\$91,760
SFMTA	Bessie Carmichael Safe Routes to School	PS&E	Programmed	\$115,000					\$115,000
SFMTA	Bessie Carmichael Safe Routes to School	CON	Programmed		\$68,820				\$68,820
SFMTA	John Yehall Chin Safe Routes to School ¹	PLAN/ CER	Allocated	\$40,433					\$40,433
SFMTA	John Yehall Chin Safe Routes to School ¹	PLAN/ CER	Deobligated	(\$4,433)					(\$4,433)
SFMTA	John Yehall Chin Safe Routes to School ¹	PS&E	Programmed	\$6,242					\$6,242
SFMTA	John Yehall Chin Safe Routes to School	CON	Programmed			\$20,646			\$20,646
Arterials and Commercial Corridors Track									
SFMTA	Columbus Avenue Corridor Improvements	PS&E	Programmed	\$150,000					\$150,000
SFMTA	Howard Street Streetscape ⁷	PLAN/ CER	Programmed		\$0				\$0
SFMTA	Howard Street Streetscape ⁷	PS&E	Programmed			\$120,000			\$120,000
SFMTA	Glen Park Phase 2 ⁷	PLAN/ CER	Pending			\$260,000			\$260,000
SFMTA	Howard Street Streetscape	CON	Programmed				\$590,000		\$590,000
SFMTA	8th Street Streetscape	PS&E	Programmed		\$645,960				\$645,960
SFMTA	Arterials Track Traffic Calming Program ⁴	PLAN/ CER	Programmed	\$0					\$0
SFMTA	Arterials Track Traffic Calming Program ⁴	PLAN/ CER, PS&E	Programmed		\$77,557				\$77,557
SFMTA	Taylor Street Safety Project	PLAN	Allocated		\$220,000				\$220,000
SFMTA	Lombard Street US-101 Corridor [NTIP Capital] ⁴	PS&E	Allocated		\$138,586				\$138,586
SFMTA	Lombard Street US-101 Corridor [NTIP Capital] ⁴	CON	Allocated		\$33,000				\$33,000
SFMTA	Arterials Track Traffic Calming Program	PLAN/ CER, PS&E	Programmed			\$93,600			\$93,600

Programming and Allocations to Date

Pending 07/26/16 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Follow-the-Paving									
SFMTA	Follow-the-Paving: Spot Improvements	CON	Programmed	\$100,000					\$100,000
SFMTA	Follow-the-Paving: Spot Improvements	CON	Programmed			\$100,000			\$100,000
SFMTA	Follow-the-Paving: Spot Improvements	CON	Programmed					\$100,000	\$100,000
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	CON	Programmed	\$49,100					\$49,100
SFPW	San Jose Avenue Follow the Paving	CON	Allocated	\$250,900					\$250,900
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	PS&E	Programmed		\$75,000				\$75,000
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	CON	Programmed			\$100,000			\$100,000
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	PS&E	Programmed				\$75,000		\$75,000
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	CON	Programmed					\$33,600	\$33,600
Total Programmed in 5YPP				\$3,721,717	\$4,096,411	\$2,570,547	\$2,212,651	\$1,697,254	\$14,298,580
Total Allocated and Pending in 5YPP				\$316,333	\$717,463	\$503,525	\$0	\$0	\$1,537,321
Total Deobligated from Prior 5YPP Cycles **				(\$4,433)	\$0	\$0	\$0	\$0	(\$4,433)
Total Unallocated in 5YPP				\$3,409,817	\$3,378,948	\$2,067,022	\$2,212,651	\$1,697,254	\$12,765,692
Total Programmed in 2014 Strategic Plan				\$4,268,627	\$3,877,459	\$2,247,022	\$2,212,651	\$1,697,254	\$14,303,013
Deobligated from Prior 5YPP Cycles **				\$724,929					\$724,929
Cumulative Remaining Programming Capacity				\$1,271,839	\$1,052,887	\$729,362	\$729,362	\$729,362	\$729,362

Programmed
Pending Allocation/ Appropriation
Board Approved Allocation/ Appropriation

Programming and Allocations to Date

Pending 07/26/16 Board

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

FOOTNOTES:

- ¹ 5YPP amendment to add \$28,758 for the planning/conceptual engineering phase of John Yehall Chin Safe Routes to School (Resolution 15-017, 11.25.14)
John Yehall Chin Safe Routes to School: Reduced programming for the design phase in FY 2014/15 from \$35,000 to \$6,242 to fund the project's planning/conceptual engineering phase.
- ² 5YPP amendment to reprogram \$25,000 in FY 14/15 funds currently programmed to the construction phase of "Traffic Calming Implementation (Prior Area-wide Plans)" to the design phase.
- ³ Local Track Application-Based Traffic Calming funds from Fiscal Year 2014/15 (\$203,476) were allocated to Local Track Application-Based Traffic Calming in Fiscal Year 2015/16.
- ⁴ 5YPP amendment to fund the Lombard Street US-101 Corridor [NTIP Capital] (Resolution 16-06, 7/28/15)
Arterials Track Traffic Calming Program: Reduced programming for the planning/conceptual engineering phase in FY 2014/15 from \$100,000 to \$0 and in FY 2015/16 from \$369,143 to \$297,557.
Lombard Street US-101 Corridor [NTIP Capital]: Added project with \$138,586 for the design phase and \$33,000 for the construction phase in FY 2015/16.
- ⁵ 5YPP amendment to fund Sloot Boulevard Pedestrian Improvements (Resolution 16-28, 12.15.15)
Traffic Calming Implementation (Prior Area-wide Plans): Reduced programming for construction phase in FY 2014/15 from \$2,563,600 to \$2,441,123.
Sloot Boulevard Pedestrian Improvements: Added project with \$122,477 for the construction phase in FY 2015/16.
- ⁶ 5YPP amendment to fund construction phase of South Park Traffic Calming (Resolution 17-0XX, 7/xx/16)
Neighborhood Transportation Improvement Program (NTIP) design or construction: Reduced placeholder from \$1,000,000 in FY 2016/17 to \$970,000.
South Park Traffic Calming [NTIP Capital]: Added project with \$30,000 in FY 2016/17 construction funds.
- ⁷ 5YPP amendment to fund planning phase of Glen Park Phase 2 (Resolution 17-0XX, 7/xx/16)
Howard Streetscape Improvement: Reduced from \$80,000 to zero in FY 15/16 and from \$300,000 to \$120,000 in FY 16/17.
Glen Park Phase 2: Added project with \$260,000 in FY 2016/17 planning funds.
- ⁸ Local Track Application-Based Traffic Calming funds from FY 2014/15 (\$116,600) and from FY 2015/16 (\$96,925) were allocated to Local Track Application-Based Traffic Calming in FY 2016/17.

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

Traffic Calming (EP 38)

Cash Flow (\$) Maximum Annual Reimbursement

Pending 07/26/16 Board

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Local/Neighborhood Track							
Local Track Application-Based Traffic Calming	CON	\$364,000					\$364,000
Local Track Application-Based Traffic Calming 3, 8	PLAN/ CER	\$0					\$0
Local Track Application-Based Traffic Calming 3	PLAN/ CER		\$203,400				\$203,400
Local Track Application-Based Traffic Calming	PS&E	\$41,000					\$41,000
Local Track Application-Based Traffic Calming 8	Any		\$503,075				\$503,075
Local Track Application-Based Traffic Calming 8	PLAN/ CER			\$213,525			\$213,525
Local Track Application-Based Traffic Calming	Any			\$600,000			\$600,000
Local Track Application-Based Traffic Calming	Any				\$600,000		\$600,000
Local Track Application-Based Traffic Calming	Any					\$600,000	\$600,000
Proactive Residential Traffic Calming Improvements	PLAN/ CER	\$100,000	\$25,000				\$125,000
Proactive Residential Traffic Calming Improvements	Any		\$978,651				\$978,651
Proactive Residential Traffic Calming Improvements	Any			\$903,651			\$903,651
Proactive Residential Traffic Calming Improvements	PS&E, CON				\$853,651		\$853,651
Proactive Residential Traffic Calming Improvements	PS&E, CON					\$853,654	\$853,654
Traffic Calming Implementation (Prior Area-wide Plans)	CON	\$1,193,371	\$1,294,300				\$2,487,671
Traffic Calming Implementation (Prior Area-wide Plans)2	PS&E	\$25,000					\$25,000
Sloat Boulevard Pedestrian Improvements5	PS&E		\$122,477				\$122,477
Neighborhood Transportation Improvement Program (NTIP) 6	PS&E, CON		\$310,000	\$330,000			\$970,000
South Park Traffic Calming [NTIP Capital] 6	CON			\$30,000			\$30,000
Schools Track							
Schools Track Traffic Calming Program	PLAN/ CER				\$22,000		44,000
Schools Track Traffic Calming Program	PS&E				\$25,000		50,000

Cash Flow (\$) Maximum Annual Reimbursement

Pending 07/26/16 Board

Project Name	Phase	Fiscal Year							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20		
Schools Track Traffic Calming Program	CON					\$110,000			110,000
Cesar Chavez Elementary Safe Routes to School	PS&E		\$59,885						59,885
Cesar Chavez Elementary Safe Routes to School	CON			\$5,000	\$32,365				37,365
Redding Elementary Safe Routes to School	PS&E	\$18,352							18,352
Redding Elementary Safe Routes to School	CON			\$45,880	\$45,880				91,760
Bessie Carmichael Safe Routes to School	PS&E	\$115,000							115,000
Bessie Carmichael Safe Routes to School	CON		\$34,410	\$34,410					68,820
John Yehall Chin Safe Routes to School	PLAN/ CER	\$40,433							40,433
John Yehall Chin Safe Routes to School	PLAN/ CER	(\$4,433)							(4,433)
John Yehall Chin Safe Routes to School	PS&E	\$6,242							6,242
John Yehall Chin Safe Routes to School	CON			\$20,646					20,646
Arterials and Commercial Corridors Track									
Columbus Avenue Corridor Improvements	PS&E	\$150,000							\$150,000
Howard Street Streetscape 7	PLAN/ CER		\$0	\$0					\$0
Howard Street Streetscape 7	PS&E			\$0	\$120,000				\$120,000
Glen Park Phase 2 7	PLAN/ CER			\$90,000	\$110,000	\$60,000			\$260,000
Howard Street Streetscape	CON				\$50,000	\$540,000			\$590,000
8th Street Streetscape	PS&E		\$645,960						\$645,960
Arterials Track Traffic Calming Program4	PLAN/ CER	\$0							\$0
Arterials Track Traffic Calming Program4	PLAN/ CER, PS&E		\$77,557						\$77,557
Taylor Street Safety Project	PLAN		\$26,368	\$72,672	\$78,972	\$41,988			\$220,000
Lombard Street US-101 Corridor [NTIP Capital]4	PS&E		\$104,000	\$34,586					\$138,586
Lombard Street US-101 Corridor [NTIP Capital]4	CON		\$33,000						\$33,000
Arterials Track Traffic Calming Program	PLAN/ CER, PS&E			\$93,600					\$93,600
Follow-the-Paving									
Follow-the-Paving: Spot Improvements	CON	\$50,000	\$50,000						\$100,000
Follow-the-Paving: Spot Improvements	CON			\$50,000	\$50,000				\$100,000
Follow-the-Paving: Spot Improvements	CON					\$50,000	\$50,000		\$100,000
Follow-the-Paving: Traffic Calming Major Corridors	CON	\$24,550	\$24,550						\$49,100
San Jose Avenue Follow the Paving	CON		\$125,450	\$125,450					\$250,900

Cash Flow (\$) Maximum Annual Reimbursement

Pending 07/26/16 Board

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Follow-the-Paving: Traffic Calming Major Corridors	PS&E		\$37,500	\$37,500				\$75,000
Follow-the-Paving: Traffic Calming Major Corridors	CON			\$50,000	\$50,000			\$100,000
Follow-the-Paving: Traffic Calming Major Corridors	PS&E				\$37,500	\$37,500		\$75,000
Follow-the-Paving: Traffic Calming Major Corridors	CON					\$33,600		\$33,600
Total Cash Flow in 5YPP		\$2,123,515	\$4,655,583	\$2,736,920	\$2,405,368	\$2,373,742	\$50,000	\$14,345,128
Cash Flow Allocated and Pending		\$65,433	\$614,695	\$566,233	\$188,972	\$101,988	\$0	\$1,537,321
Cash Flow Deobligated		(\$4,433)	\$0	\$0	\$0	\$0	\$0	(\$4,433)
Cash Flow Unallocated		\$2,062,515	\$4,040,888	\$2,170,687	\$2,216,396	\$2,271,754	\$50,000	\$12,812,240
Cash Flow Programmed in 2014 Strategic Plan		\$2,749,327	\$4,624,849	\$2,260,687	\$2,346,396	\$2,271,754	\$50,000	\$14,303,013
Deobligated from Prior 5YPP Cycles		\$724,929						\$724,929
Cumulative Remaining Cash Flow Capacity		\$1,350,741	\$1,320,007	\$843,774	\$784,802	\$682,814	\$682,814	\$9,079,026



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

E6-151

FY of Allocation Action: 2016/17

Project Name: South Park Traffic Calming [NTIP Capital]

Grant Recipient: Department of Public Works

EXPENDITURE PLAN INFORMATION

Prop K EP category: Traffic Calming: (EP-38)

Prop K EP Line Number (Primary): 38 Current Prop K Request: \$ 30,000

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisorial District(s): District 06

REQUEST

Brief Project Description:

Install traffic calming elements including three bulbouts and special paving at the gateway entrances to the park at Second and Third Streets.

Detailed Scope, Project Benefits and Community Outreach:

"South Park is the oldest public park in San Francisco. Originally intended to be an English picturesque strolling park, it has fallen into disrepair. In 2012, the South Park Improvement Association (SPIA), with support from the San Francisco Parks Alliance (SFPA), approached the Recreation and Parks Department (RPD) with a proposal for a public/private partnership to design and fund a major capital renovation of South Park. Project planning included three community meetings and many key stakeholders meetings in 2013 and 2014 that collected design input from the South Park Improvement Association, Fletcher Studio Landscape, park neighbors and community leaders and developed a master plan for the park's renovation.

Project planning concluded in February 2014 with RPD Commission approval of the conceptual plan renovation, and a Grant Agreement between RPD, SPIA, and SFPA that established a framework for the joint design, construction, and funding of the project. Construction started in early 2016 and the traffic calming scope is scheduled for installation September 2016.

Full scope of proposed park improvements includes upgrades to the park's infrastructure, new accessible paths, irrigation, drainage, site lighting, site furnishings, trees and landscaping, new children's play area, large open meadow and several plazas. The requested \$30,000 in Prop K funds will be used for proposed traffic calming improvements in the park, including stamped asphalt at the crosswalks into the park and bulb outs. The benefits of the traffic calming include slowing motorists by providing a visual and textural identification of the pedestrian crosswalk beyond the crosswalk striping. Many drivers turn into South Park as a short cut to the Bay Bridge and accelerate at the gentle road curve, sometimes ignoring stop signs. 22 South Park, a single occupancy residence where several disabled residents live, is near one of these curve/crosswalks, and inattentive drivers pose a danger to these residents crossing the street. The asphalt stamping will provide motorists a visual and textural cue that they are entering a residential neighborhood.

Project website: <http://sfrecpark.org/project/south-park/>

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

Project Location:

South Park Street at both entrances from Second Street and Third Streets between Brannan & Bryant

Project Phase:

Construction (CON)

Map or Drawings Attached? Yes

Other Items Attached? No

5YPP/STRATEGIC PLAN INFORMATION

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

Please describe and justify the necessary amendment:

This project will draw from the NTIP Placeholder in the Traffic Calming 5YPP. Transportation Improvement Program (NTIP) is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other neighborhoods with high unmet needs.

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

Project Name: South Park Traffic Calming [NTIP Capital]

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Sep	2012	Oct-Dec	2013
Environmental Studies (PA&ED)	Oct-Dec	2012	Jan-Mar	2014
Right-of-Way				
Design Engineering (PS&E)	Jan-Mar	2014	Jul-Sep	2015
Advertise Construction	Oct-Dec	2015		
Start Construction (e.g. Award Contract)	Jan-Mar	2016		
Operations (i.e., paratransit)				
Open for Use			Oct-Dec	2016
Project Completion (means last eligible expenditure)			Jan-Mar	2017

SCHEDULE DETAILS

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

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

Project Name: South Park Traffic Calming [NTIP Capital]

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 30,000	\$ -	\$ -	\$ 30,000
Prop AA	\$ -	\$ -	\$ -	\$ -
2012 C&SN Parks Bond			\$ 885,000	\$ 885,000
2008 C&SN Parks Bond			\$ 1,500,000	\$ 1,500,000
SoMA Stabilization Fund			\$ 375,000	\$ 375,000
SPIA (cash donation)			\$ 160,000	\$ 160,000
Total:	\$ 30,000	\$ -	\$ 2,920,000	\$ 2,950,000

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 30,000	\$ -	\$ -	\$ 30,000
Prop AA	\$ -	\$ -	\$ -	\$ -
2012 C&SN Parks Bond	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
2008 C&SN Parks Bond			\$ 200,000	\$ 200,000
Eastern Neighborhood Impact Fees			\$ 1,500,000	\$ 1,500,000
SoMA Stabilization Fund			\$ 375,000	\$ 375,000
SPIA (in-kind)			\$ 250,000	\$ 250,000
SPIA (cash donation)			\$ 250,000	\$ 250,000
Total:	\$ 30,000	\$ -	\$ 3,575,000	\$ 3,605,000

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

E6-155

COST SUMMARY

Show total cost for ALL project phases (in year of expenditure dollars) based on best available information.

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 160,000	\$ -		RPD: actual cost
Environmental Studies (PA&ED)	\$ 160,000	\$ -		RPD: actual cost
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 335,000	\$ -	\$ -	RPD: actual cost
Construction (CON)	\$ 2,950,000	\$ 30,000	\$ -	Engineer's estimate at 100% design
Operations (Paratransit)		\$ -		
Total:	\$ 3,605,000	\$ 30,000	\$ -	

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ 30,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Project Name: South Park Traffic Calming [NTIP Capital]

MAJOR LINE ITEM BUDGET

SAMPLE PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)						
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor	
1. Contract						
Task 1: Mobilization/partnering	\$ 116,000				\$ 116,000	
Task 2: Park Renovation	\$ 2,346,650				\$ 2,346,650	
Task 3: Streetscape	\$ 20,000				\$ 20,000	
Subtotal	\$ 2,482,650				\$ 2,482,650	
2. Alt 1: Traffic Calming	\$ 25,000	1%			\$ 25,000	
Alt 2: Drinking Fountain	\$ 5,500	0%			\$ 5,500	
3. Construction						
Management/Support	\$ 164,000	7%	\$ 163,000			
4. Other Direct Costs *	\$ 24,585	1%				
5. Contingency	\$ 248,265	10%				
TOTAL CONSTRUCTION PHASE	\$ 2,950,000		\$ 163,000	\$ -	\$ 2,513,150	

* e.g. PUC meter fees, BSM fees (\$5K)

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 6/16/2016 Res. No: _____ Res. Date: _____

Project Name: South Park Traffic Calming [NTIP Capital]

Grant Recipient: Department of Public Works

		Action	Amount	Phase
Funding Recommended:		Prop K Allocation	\$ 30,000	Construction (CON)
		Total:	\$ 30,000	

Total Prop K Funds: \$ 30,000 Total Prop AA Funds: \$ -

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

Fund Expiration Date: 12/31/2017 Eligible expenses must be incurred prior to this date.

		Action	Amount	Fiscal Year	Phase
Future Commitment:					

Trigger:

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 6/16/2016 **Res. No:** _____ **Res. Date:** _____

Project Name: South Park Traffic Calming [NTIP Capital]

Grant Recipient: Department of Public Works

Deliverables:

1. Quarterly progress reports shall provide the percent complete for the funded traffic calming improvements, the number of curb bulbs constructed in the previous quarter, and anticipated dates of upcoming project benchmarks (e.g. ribbon-cutting), in addition to all other requirements described in the Standard Grant Agreement (SGA). See SGA for definitions.
2. Upon project completion, provide 2-3 digital photos of completed project.
3. _____
4. _____
5. _____

Special Conditions:

1. _____
2. _____
3. _____

Notes:

1. Prop K funds shall only be used for three corner bulbouts, traffic calming asphalt stamping and related permits and fees.
2. The Transportation Authority will share quarterly progress reports with the District Supervisor for this NTIP project.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	98.98%	No Prop AA
Actual Leveraging - This Project	99.17%	No Prop AA

SFCTA Project P&PD
Reviewer: _____

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 6/16/2016 Res. No: _____ Res. Date: _____

Project Name: South Park Traffic Calming [NTIP Capital]

Grant Recipient: Department of Public Works

SGA PROJECT NUMBER

Sponsor: Department of Public Works

SGA Project Number: 138-908xxx Name: South Park Traffic Calming [NTIP Capital]

Phase: Construction (CON) Fund Share: 1.02%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$30,000					\$30,000

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 30,000

Current Prop AA Request: \$ -

Project Name: South Park Traffic Calming [NTIP Capital]

Grant Recipient: Department of Public Works

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

Initials of sponsor staff member verifying the above statement
RA

CONTACT INFORMATION

Project Manager

Name: J. Marien Coss

Title: Project Manager, RPD

Phone: 415 581 2557

Email: marien.coss@sfgov.org

Grants Section Contact

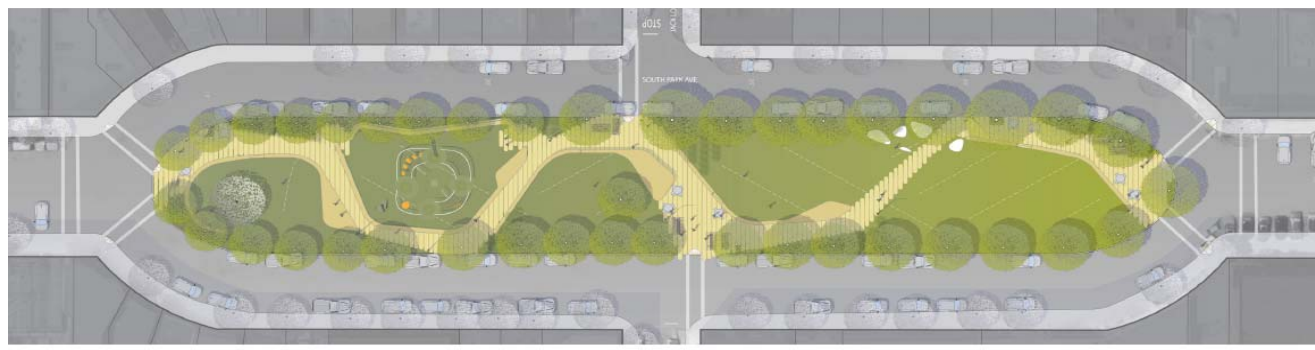
Rachel Alonso

Transportation Finance Analyst

415 558 4034

rachel.alonso@sfdpw.org

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



THE SOUTH PARK MASTER PLAN SOUTH PARK RECREATION ASSOCIATION
 Fletcher Studio LANDSCAPE ARCHITECTURE 11.05.13
 Parks Alliance

EROSION CONTROL NOTES

- THIS PLAN MAY NOT COVER ALL THE SITUATIONS OF PAVED AND UNPAVED AREAS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IDENTIFYING ALL SITUATIONS AND PROVIDING THE NECESSARY EROSION CONTROL MEASURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF SAN FRANCISCO AND THE COUNTY OF SAN DIEGO. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF SAN FRANCISCO AND THE COUNTY OF SAN DIEGO. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF SAN FRANCISCO AND THE COUNTY OF SAN DIEGO.
- THE SITE SHALL BE MAINTAINED TO AS TO MINIMIZE EROSION. EROSION CONTROL MEASURES SHALL BE INSTALLED TO PREVENT EROSION. EROSION CONTROL MEASURES SHALL BE INSTALLED TO PREVENT EROSION. EROSION CONTROL MEASURES SHALL BE INSTALLED TO PREVENT EROSION.
- IF EXISTING VEGETATION IS REMOVED DURING CONSTRUCTION, THE CONTRACTOR SHALL PLACE STRIP ROCK AT A MINIMUM WIDTH OF 12 INCHES AND A MINIMUM THICKNESS OF 2 INCHES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF SAN FRANCISCO AND THE COUNTY OF SAN DIEGO.
- EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL THE CONSTRUCTION IS COMPLETE. EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL THE CONSTRUCTION IS COMPLETE. EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL THE CONSTRUCTION IS COMPLETE.
- THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL EROSION CONTROL MEASURES ARE INSTALLED AND MAINTAINED AS SHOWN ON THIS PLAN. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL EROSION CONTROL MEASURES ARE INSTALLED AND MAINTAINED AS SHOWN ON THIS PLAN.

1 FIBER ROLL DETAIL
 N.T.S.

2 DROP INLET PROTECTION
 N.T.S.

3 TEMPORARY CONSTRUCTION ENTRANCE
 N.T.S.

SOUTH PARK
 RENOVATION
 SAN FRANCISCO, CA

BKF
 200 Broadway Blvd, Suite 200
 San Francisco, CA 94102
 415-398-8300
 415-398-8300 (fax)

EROSION CONTROL PLAN, NOTES & DETAILS
 SHEET: C4.0

FY of Allocation Action: 2016/17

Project Name: 66 Quintara Reconfiguration Study [NTIP Planning]

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

EXPENDITURE PLAN INFORMATION

Prop K EP category: Transportation/Land Use Coordination: (EP-44)

Prop K EP Line Number (Primary): 44 **Current Prop K Request:** \$ 100,000

Supervisorial District(s): District 04, District 07

REQUEST

Brief Project Description:

This study will evaluate reconfiguring the 66-Quintara, an underutilized Muni route on the West Side, in order to improve route performance and strengthen the West Side's access to transit hubs.

Detailed Scope, Project Benefits and Community Outreach:

See attached Word document.

Project Location:

Sunset District

Project Phase:

Planning/Conceptual Engineering (PLAN)

Map or Drawings Attached? Yes

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

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

Please describe and justify the necessary amendment:

This project will draw from the NTIP Placeholder in EP 44.

66-Quintara Reconfiguration Study

I. Background

SFMTA has made, and is making, a number of transit improvements in the outer Sunset including introducing an all-day Rapid service on 19th Avenue, safety and reliability improvements along major transit corridors such as 19th Avenue and Taraval and modifying the 18 route alignment to provide a faster, more reliable connection. In 2016, the San Francisco County Transportation Authority (SFCTA) released a Strategic Analysis Report on "Improving West Side Transit Access." The report initiated by Supervisor Katy Tang, explored how the area's transit hubs could be better utilized by residents in this area of the city. The study area referred to as "West Side" includes the area south of Golden Gate Park, north of the county line, and West of the hill districts. The major transit hubs serving this area include West Portal, Balboa Park, 9th/Judah and Daly City BART Station. Despite these major transit hubs, the report states residents in this area of the city drive more for their daily trips than most other San Francisco neighborhoods. Recommendations from this report suggest both near-term and long-term solutions that focus on improving transit hub access with the goal of reducing vehicle travel.

This project proposal looks to analyze Recommendation #2, specifically, to leverage underutilized routes to strengthen connections to transit hubs. The 66-Quintara was identified as a route that stands out as one of the least utilized routes serving the West Side and suggests reconfiguring this route as an opportunity to improve route performance and strengthen the West Side's access to transit hubs.

II. Project Description

There is a desire to have better transit connections to activity nodes and transit hubs in the outer Sunset as identified in the Westside Transit Access Study completed by the SFCTA in 2016. This project will identify if there is a market for reconfiguring transit routes in the west side (such as the 66, 48, 23 and 57) to better serve destinations like West Portal and what time of day those travel patterns need to be served and will carry on the next steps of the SFCTA's report recommendation to research and propose 66-Quintara reconfiguration options to the area's transit hubs.

III. Project Scope

The end result of the project will be alignment recommendations and an implementation packet (Title VI analysis, CEQA, SFMTA Board documentation) for west side transit routes, including but limited to the 66-Quintara. SFMTA staff will help complete a benefits presentation associated with the final alignment selection that the consultants will develop (including but not limited to market assessment, stakeholder outreach, operating cost and expected ridership of the alternative alignment). SFMTA staff and the project team will work with Supervisor Districts 4 and 7 in identifying stakeholders and appropriate Community Based Organizations (CBO's) to assist with the outreach efforts.

IV. Deliverables

Task 1 Project Initiation

Task 2 Public Participation

- a. Stakeholder Outreach Plan and Implementation

- i. Develop Stakeholder Action Committee
- ii. Develop outreach plan
 1. Including a culturally competent approach for communicating with the community and receiving feedback
 2. Including at least two (2) meetings with the community
- iii. Set up a website to develop community interaction for:
 1. Distribution of information
 2. Receiving input and comment
 3. Conducting surveys
- iv. Implement outreach plan

Task 3 Survey and Analysis

- b. Market Assessment
 - i. Identify key mobility needs and opportunities related to work and school commute, shopping, health and medical, and recreation and entertainment
 - ii. Identify key destinations
 1. Rank transit hub connection options to West Side area
 - iii. Summarize current West Side Transit Service
 1. Summary of Current Transit Service
 2. Summary of service and ridership
 3. Current travel patterns (including a survey of existing ridership origin/destination)
- c. Service Analysis and Needs Assessment
 - i. Needs Assessment
 1. Conduct study of population demographics
 2. Conduct gap analysis of current service
 3. Conduct analysis of unmet service demand
 - ii. Service Analysis
 1. Analysis of current service performance, including ridership and reliability
 2. Analysis of opportunities and challenges to transit service in the study area
 3. Analysis of barriers to transit access and connectivity to transit hubs

Task 4 Recommendations

- d. Viable Reconfiguration Options for 66-Quintara and potentially other routes (i.e., 23,48,57)
 - i. Develop 2-3 reconfiguration options that include analysis of the following:
 1. Potential mode shift or travel market capture and service coverage
 2. Key destinations and connectivity of route (major destination and/or transit hub)
 3. Analysis of operational and service drawback and benefits
 4. Analysis of route viability, including street widths, turns, and stop locations
 5. Summary of infrastructure needs and costs
- e. Final recommendation
 - i. Recommended alignment graphics of final alignment and presentation materials with associated benefits

- ii. Title VI analysis, if needed
- iii. CEQA documentation, if needed
- iv. Draft SFMTA Board legislative packet

V. Schedule

- a. Project Start Date: August 2016
- b. Project End Date: August 2017

VI. Cost Proposal

- a. Total estimated project cost is \$100,000.
 - i. Approximately 28% of the budget will be allocated to cover MTA labor costs.
 - ii. An estimated 63% will be allotted to the consultant. The following details the consultant cost breakdown:
 - 1. \$5,000 – Project Initiation
 - 2. \$18,000 – Public Participation
 - 3. \$20,000 – Survey and Analysis
 - 4. \$15,000 - Preliminary Engineering/Recommendations
 - 5. \$5,000 – Project Management
 - iii. A total of \$9,000 has been identified as contingency funds.



Project Name: 66 Quintara Reconfiguration Study [NTIP Planning]

ENVIRONMENTAL CLEARANCE

Environmental Type: TBD

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE DETAILS

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

E6-168

Project Name: 66 Quintara Reconfiguration Study [NTIP Planning]

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 100,000	\$ -	\$ -	\$ 100,000
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 100,000	\$ -	\$ -	\$ 100,000

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 100,000		\$ -	\$ 100,000
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 100,000	\$ -	\$ -	\$ 100,000

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 100,000	\$ 100,000		Labor estimates, including SFMTA and consultant support.
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)			\$ -	
Construction (CON)		\$ -	\$ -	
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 100,000	\$ 100,000	\$ -	

% Complete of Design: as of

Expected Useful Life: Years

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 90,000	\$ 10,000		\$ -	\$ -	\$ 100,000
Prop AA	\$ -		\$ -	\$ -	\$ -	\$ -

Project Name: 66-Quintara Reconfiguration Study [NTIP Planning]

MAJOR LINE ITEM BUDGET

PLANNING

BUDGET SUMMARY						
Agency	Task 1 - Project Initiation	Task 2 - Public Participation	Task 3 - Survey and Analysis	Task 4 - Preliminary Engineering/Recommendations	Project Management	Total
SFMTA - Transit Operations	\$ 2,000	\$ 7,000	\$ 3,000	\$ 9,000	\$ 7,000	\$ 28,000
Consultant	\$ 5,000	\$ 18,000	\$ 20,000	\$ 15,000	\$ 5,000	\$ 63,000
Other Direct Costs *	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency (~10% of total budget)	\$ 700	\$ 2,500	\$ 2,300	\$ 2,400	\$ 1,100	\$ 9,000
Total	\$ 7,700	\$ 27,500	\$ 25,300	\$ 26,400	\$ 13,100	\$ 100,000
% of budget	8%	28%	25%	26%	13%	

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

DETAILED LABOR COST ESTIMATE - BY AGENCY						
SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
5288 Transportation Planner II	77	\$ 79.84	0.901	\$ 151.78	0.037	\$ 11,755
5241 Engineer	30	\$ 116.66	0.901	\$ 221.78	0.014	\$ 6,653
5290 Transportation Planner IV	30	\$ 108.95	0.901	\$ 207.11	0.014	\$ 6,213
9180 Manager VI	11	\$ 137.64	0.901	\$ 261.66	0.005	\$ 2,878
City Attorney	2	\$ 250.00		\$ 250.00	0.001	\$ 500
Total	150				0.072	\$ 28,000

TRANSPORTATION AUTHORITY RECOMMENDATION
This section is to be completed by Transportation Authority Staff.

Last Updated: 5/31/2016 Res. No: _____ Res. Date: _____

Project Name: 66 Quintara Reconfiguration Study [NTIP Planning]

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$ 100,000	Planning/Conceptual Engineering (PLAN)
	Total:	\$ 100,000	

Total Prop K Funds: \$ 100,000 Total Prop AA Funds: \$ -

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

Fund Expiration Date: 03/31/2018 Eligible expenses must be incurred prior to this date.

Future Commitment:	Action	Amount	Fiscal Year	Phase

Trigger:

Deliverables:

- | | |
|----|---|
| 1. | Quarterly progress reports shall provide a percent complete by task, percent complete for the overall project scope, and a listing of completed deliverables, in addition to the requirements described in the Standard Grant Agreement. |
| 2. | With the quarterly progress report submitted following the completion of Task 2 Public Participation, provide a memorandum summarizing the outcome of public participation and implementation of the outreach plan. |
| 3. | With the quarterly progress report submitted following the completion of Task 3 Survey and Analysis, provide a memorandum summarizing the Market Assessment and Service Analysis and Needs Assessment. |
| 3. | With the quarterly progress report submitted following the completion of Task 4 Recommendations, provide a memorandum summarizing the viable reconfiguration options for 66-Quintara and potentially other routes, and final recommendations including Title IV analysis and SFMTA Board legislation (if needed). |
| 3. | Following Board adoption (anticipated September 2017), submit final report. |
| 3. | |
| 4. | |
| 5. | |

Special Conditions:

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

TRANSPORTATION AUTHORITY RECOMMENDATION
This section is to be completed by Transportation Authority Staff.

Last Updated: 5/31/2016 **Res. No.:** _____ **Res. Date:** _____

Project Name: 66 Quintara Reconfiguration Study [NTIP Planning]

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

- 2. Prior to Board adoption (anticipated September 2017), SFMTA will present a draft final report, including key findings, recommendations, next steps, implementation and funding strategy to the Plans and Programs Committee (or committee of the requestor).
- 3. _____

Notes:

- 1. Quarterly Progress Reports will be shared with the district supervisor.
- 2. _____

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 5/31/2016 **Res. No:** _____ **Res. Date:** _____

Project Name: 66 Quintara Reconfiguration Study [NTIP Planning]

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

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

SFCTA Project P&PD
Reviewer: _____

TRANSPORTATION AUTHORITY RECOMMENDATION
This section is to be completed by Transportation Authority Staff.

Last Updated: 5/31/2016 Res. No: _____ Res. Date: _____

Project Name: 66 Quintara Reconfiguration Study [NTIP Planning]

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - MUNI
 SGA Project Number: 1xx Name: 66-Quintara Repurposing Study [NTIP Planning]
 Phase: Planning/Conceptual Engineering (PLAN) Fund Share: 100.00%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$90,000	\$10,000				\$100,000

Sponsor: _____
 SGA Project Number: _____ Name: _____
 Phase: _____ Fund Share: _____

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
						\$0

Sponsor: _____
 SGA Project Number: _____ Name: _____
 Phase: _____ Fund Share: _____

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
						\$0

Sponsor: _____
 SGA Project Number: _____ Name: _____
 Phase: _____ Fund Share: _____

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
						\$0

FY of Allocation Action: 2016/17

Current Prop K Request:	\$	<u>100,000</u>
Current Prop AA Request:	\$	<u>-</u>

Project Name: 66 Quintara Reconfiguration Study [NTIP Planning]Grant Recipient: SFMTA

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

Initials of sponsor staff member verifying the above statement
--

JG

CONTACT INFORMATION

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effective 9/26/2015

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NORTH



SERVICE AREA

