Prop K Grouped Allocation Requests November 2014 Board Action

Enclosure Table of Contents

No.	Fund Source	Project Sponsor ¹	EP ² Line Item/ Category Description	Project Name	Phase	Funds Requested	Page No.
1	Prop K	РСЈРВ	Caltrain Capital Improvement Program	Railroad Bridge Load Rating	Design	\$ 382,347	1
2	Prop K	РСЈРВ	Caltrain Capital Improvement Program	Rail Grinding	Construction	\$ 620,400	11
3	Prop K	BART	BART Station Access, Safety and Capacity	Balboa Park Station Eastside Connections	Construction	\$ 2,030,000	21
4	Prop K	РСЈРВ	Vehicles - Caltrain	F40 Locomotive Mid-Life Overhaul	Construction	\$ 1,042,857	35
5	Prop K	РСЈРВ	Facilities - Caltrain	Systemwide Station Improvements	Construction	\$ 210,989	45
6	Prop K	РСЈРВ	Guideways - Caltrain	Quint Street Bridge Replacement	Construction	\$ 303,066	55
7	Prop K	РСЈРВ	Guideways - Caltrain	Systemwide Track Rehabilitation	Construction	\$ 1,243,407	69
8	Prop K	SFMTA	Visitacion Valley Watershed	Geneva-Harney BRT Feasibility/Pre-Environmental Study	Planning	\$ 200,000	79
9	Prop K	SFMTA	Traffic Calming	John Yehall Chin Safe Routes to School	Planning	\$ 40,433	99
10	Prop K	РСЈРВ	Bicycle Circulation/ Safety	San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	Construction	\$ 20,000	119
11	Prop K	SF Public Works	Transportation/ Land Use Coordination	Chinatown Broadway Phase IV	Construction	\$ 701,886	129
		•		Total Requested		\$ 6,795,385	

¹ Acronyms include PCJPB (Peninsula Corridor Joint Powers Board (Caltrain)), BART (Bay Area Rapid Transit District), and SFMTA (San Francisco Municipal Transportation Agency).

² EP stands for Expenditure Plan.

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

Prop K/Prop AA Allocation Request Form							
FY of Allocation Action:	2014/15						
Project Name:	Railroad Bridge Load Rating						
Implementing Agency:	Peninsula Corridor Joint Powers Board (Caltrain)						
	EXPENDITURE PLAN INFORMATION						
Prop K Category:	A. Transit Gray cells will						
Prop K Subcategory:	i. Major Capital Projects (transit)						
Prop K EP Project/Program:	b.3 Caltrain Capital Improvement Program						
Prop K EP Line Number (Primary): Prop K Other EP Line Numbers:	7 Current Prop K Request: \$ 382,347						
Prop AA Category:							
	Current Prop AA Request: \$ -						
	Supervisorial District(s): 6,10						
	SCOPE						
schedule. If there are prior allocations for included in the scope. Long scopes may Worksheet 7-Maps.or by inserting additio Project sponsors shall provide a brief exp 2) level of public input into the prioritizat	I to allow Authority staff to evaluate the reasonableness of the proposed budget and r the same project, provide an update on progress. Describe any outreach activities be provided in a separate Word file. Maps, drawings, etc. should be provided on nal worksheets. lanation of how the project was prioritized for funding, highlighting: 1) project benefits, ion process, and 3) whether the project is included in any adopted plans, including Prop n (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic						
Indicate whether work is to be performed	l by outside consultants and/or by force account.						
In July 2010, the Federal Railroad Administration issued 49 CFR Part 237 Bridge Safety Standards which require all railroads to determine the safe load capacities of their railroad bridges. To comply with the federal mandate, this project will determine the safe load ratings of 103 railroad bridges throughout the Caltrain corridor through comprehensive structural calculations and detailed bridge inspections before the deadline of March 14, 2016 for Class I and commuter railroads.							

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

		FY 2014/15
Project Name:	Railroad Bridge Load Rating	
Implementing Agency:	Peninsula Corridor Joint Powers Board	rd (Caltrain)
	ENVIRONMENTAL CLEARANCE	3
Type :	N/A	Completion Date (mm/dd/yy)
Status:	N/A	

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

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

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

FY 2014/15 **Project Name:** Railroad Bridge Load Rating **Implementing Agency:** Peninsula Corridor Joint Powers Board (Caltrain) **COST SUMMARY BY PHASE - CURRENT REQUEST** Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis. Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request. Cost for Current Request/Phase Prop K - Current Prop AA - Current Yes/No Total Cost Request Request Planning/Conceptual Engineering Environmental Studies (PA&ED) Design Engineering (PS&E) 1,000,000 382,347 Yes \$ \$ R/W Activities/Acquisition Construction Procurement (e.g. rolling stock) 382,347 \$ 1,000,000 \$ **COST SUMMARY BY PHASE - ENTIRE PROJECT** Show total cost for ALL project phases based on best available information. Source of cost estimate (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development. **Total Cost** Source of Cost Estimate Planning/Conceptual Engineering Environmental Studies (PA&ED) \$ 2,700,000 JPB Capital Budget Design Engineering (PS&E) R/W Activities/Acquisition Construction Procurement (e.g. rolling stock) Total: \$ 2,700,000 9/25/14 % Complete of Design: as of N/A Expected Useful Life: Years

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Plan

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

			FY	2014/15
Project Name: Railroad Bridge Load Rat	ing			
FUNDING PI	AN - FOR CUR	RENT PROP K RE	OUEST	
Prop K Funds Requested:	\$	382,347	1	
5-Year Prioritization Program Amount:	ж Ф	1,002,747	(enter if appropriate	
C .	¢		(enter il appropriate	=)
Strategic Plan Amount for Requested FY:	\$ • • • • • • • • • • • • • • • • • • •	1,002,747		
FUNDING PL	AN - FOR CUR	RENT PROP AA RE	EQUEST	
Prop AA Funds Requested:	\$	-	J	
5-Year Prioritization Program Amount:			(enter if appropriate	2)
Strategic Plan Amount for Requested FY:]	
or projects will be deleted, deferred, etc. to acco Strategic Plan annual programming levels. The 5-Year Prioritization Program (5YPP) amoun 2014/15 for the Caltrain Capital Improvement Pr The Strategic Plan amount is the amount program 2014 Prop K Strategic Plan.	nt is the entire am rogram (CIP) Proj nmed for the entir	ount of Prop K funds ects Local Capital Mat re Caltrain CIP categor	available for allocatio ch Placeholder in the y in Fiscal Year 2014	n in Fiscal Year Caltrain CIP 5YPP. 1/15 in the adopted
Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$ 382,347	* (17,52	\$ 382,347
JPB Member Agency			\$ 617,653	\$ 617,653
Total:		\$ 382,347	\$ 617,653	\$ 1,000,000
Actual Prop K Leveraging - This Phase: Expected Prop K Leveraging per Expenditure		61.77%		\$ 1,000,000 I from Cost worksheet

69.25%

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

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

No

Fund Source	\$ Amount	%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES) Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet. Fund Source Planned Programmed Allocated Total 850,000 382,347 1,232,347 Prop K \$ \$ \$ \$ 850,000 \$ 1,467,653 JPB Member Agency \$ 617,653 Total: \$ 1,700,000 \$ 382,347 \$ 617,653 \$ 2,700,000

Actual Prop K Leveraging - Entire Project: Expected Prop K Leveraging per Expenditure Plan:

54.36%
69.25%

2,700,000

Total from Cost worksheet

\$

Actual Prop AA Leveraging - Entire Project:

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested:	\$		382,347	
Sponsor Request - Proposed Prop K Cash	Flow Distr			
Fiscal Year	Cash Flow	N	% Reimbursed Annually	Balance
FY 2014/15	\$	382,347	100.00%	\$ -
Total:	\$	382,347		

San Francisco County Transportation Authority

Prop K/Prop AA	Allocation Doc	loot Form
	1	
	RECOMMENDA	
This section	is to be completed	d by Authority Staff.
Last Updated: 10/16/2014	Resolution. No.	Res. Date:
	-4	
Project Name: Railroad Bridge Lo	ad Rating	
r roject i vanici. Ramoad Dildge Be	ad Ratilig	
Implementing Agency: Peninsula Corridor	: Joint Powers Boar	rd (Caltrain)
	Amount	Phase:
Funding Recommended: Prop K Allocation	\$ 382,347	Design Engineering (PS&E)
Total	\$ 382,347	
Notes (e.g., justification for multi-phase recommendations,		
notes for multi-EP line item or multi-sponsor		

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 7	FY 2014/15	\$ 191,174	50.00%	\$ 191,173
Prop K EP 7	FY 2015/16	\$ 191,173	50.00%	\$ -
	Total:	\$ 382,347	100%	

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

Source	Fiscal Year	Phase	Maximum mbursement	Cumulative % Reimbursable	Balance
Prop K EP 7	FY 2014/15	Design Engineering (PS&E)	\$ 191,174	50%	\$ 191,173
Prop K EP 7	FY 2015/16	Design Engineering (PS&E)	\$ 191,173	100%	\$ -
		Total	\$ 382,347		

Prop K/Prop AA Fund Expiration Date: 6/30/2016 Eligible expenses must be incurred prior to this date.

	I	AUTHORITY R				
		This section is	to be complete	d by Authority	Staff.	
	Last Updated:	10/16/2014	Resolution. No.		Res. Date	e:
	Project Name: Ra	ilroad Bridge Load	l Rating			
	Implementing Agency: Pe	eninsula Corridor J	oint Powers Boar	rd (Caltrain)		
	Future Commitment to:	Action	Amount	Fiscal Year	Phase	
	i uture communent to.	Trigger:				
		L				
	2.					
		ved San Francisco' bution is held cons	s 1/3 share to be stant. The FY 14,	distributed unev /15 Caltrain capit	enly across indiv	vidual projects as
pecial Condi Notes:	itions: 1. 1. In order to comply wit funds, PCJPB has allow long as the total contril	ved San Francisco' bution is held cons PCJPB entities or ithority may reimb edule if at the end	s 1/3 share to be stant. The FY 14, 1/3 of a total \$10 purse Caltrain at a of the Fiscal Yea:	distributed unev (15 Caltrain capit),500,000. higher rate than r there is sufficien	the approved Fint capacity remains	vidual projects as pution is \$3.5 iscal Year Cash ining to avoid
otes:	 In order to comply wit funds, PCJPB has allow long as the total contril million for each of the The Transportation Au Flow Distribution Sche increasing financing co 	ved San Francisco' bution is held cons PCJPB entities or ithority may reimb edule if at the end	s 1/3 share to be stant. The FY 14, 1/3 of a total \$10 purse Caltrain at a of the Fiscal Yea:	distributed unev (15 Caltrain capit),500,000. higher rate than r there is sufficien	renly across indiv cal match contrib the approved Fint capacity rema tegory of the Pro-	vidual projects as pution is \$3.5 iscal Year Cash ining to avoid

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

FY of Allocation Action:	2014/15Current Prop K Request:\$ 382,347Current Prop AA Request:\$ -
Project Name:	Railroad Bridge Load Rating
Implementing Agency:	Peninsula Corridor Joint Powers Board (Caltrain)
	Signatures

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

Project Manager	Grants Section Contact
Name (typed): Chiachi Chen	Peter Skinner
Title: Engineering Manager	Senior Grants Analyst
Phone: 650-508-7789	650-622-7818
Fax:	
Email: <u>chenc@samtrans.com</u>	skinnerp@samtrans.com
1250 San Carlos Ave, San Carlos, Address: CA 94070	1250 San Carlos Ave, San Carlos, CA 94070
Signature:	
Date:	

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

riop in riop in rinocation request rom					
FY of Allocation Action:	Y of Allocation Action: 2014/15				
Project Name:	Rail Grinding				
Implementing Agency:	Peninsula Corridor Joint Powers Board (Caltrain)				
EXPENDITURE PLAN INFORMATION					
Prop K Category:	11. 11411010	Gray cells will			
Prop K Subcategory:	bcategory: i. Major Capital Projects (transit) automatically be filled in.				
rop K EP Project/Program: b.3 Caltrain Capital Improvement Program					
op K EP Line Number (Primary): 7 Current Prop K Request: \$ 620,400 op K Other EP Line Numbers:					
Prop AA Category:					
	Current Prop AA Request: \$ -				
Supervisorial District(s): 6,10					
SCOPE					
Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.					
Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.					
Indicate whether work is to be performed	d by outside consultants and/or by force account.				
This project will implement a multi week.	ril and diagonation to a state of the second second strate of the 2011 still and	a dia a se d			

This project will implement a multi-year rail grinding program based on the recommendations of the 2011 rail grinding study. The project will include both maintenance analysis and rail grinding of the mainline track throughout the entire Caltrain system. Rail grinding helps to extend and maintain the useful life of the rail, improves ride quality, and helps to minimize and mitigate rail noise issues. Rail grinding can correct typical rail flaws that develop from the wheel/rail interface. These improvements will utlimately result in a smoother ride, reduce shaking and provide an overall benefit to passengers. The rail grinding work will be priortized at the curve locations of the track, where a majority of the deterioration has occurred according to the 2011 study. Each fiscal year, the PCJPB will plan and program the application of rail grinding so that any impact on the current PCJPB operations is minimized and the use of its infrastructure and resources are optimized. This allocation request will provide funding for the second year of this this new multi-year program.

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

	FY 2014/15
Rail Grinding	
Peninsula Corridor Joint Powers Board (C	Caltrain)
ENVIRONMENTAL CLEARANCE	
N/A	Completion Date
N/A	(mm/dd/yy)
	Peninsula Corridor Joint Powers Board (O ENVIRONMENTAL CLEARANCE N/A

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

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

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

FY 2014/15 **Project Name:** Rail Grinding **Implementing Agency:** Peninsula Corridor Joint Powers Board (Caltrain) **COST SUMMARY BY PHASE - CURRENT REQUEST** Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis. Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request. Cost for Current Request/Phase Prop K - Current Prop AA - Current Yes/No Total Cost Request Request Planning/Conceptual Engineering Environmental Studies (PA&ED) Design Engineering (PS&E) R/W Activities/Acquisition Construction Yes 700,700 \$ 620,400 \$ Procurement (e.g. rolling stock) \$ 700,700 \$ 620,400 **COST SUMMARY BY PHASE - ENTIRE PROJECT** Show total cost for ALL project phases based on best available information. Source of cost estimate (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development. **Total Cost** Source of Cost Estimate Planning/Conceptual Engineering Environmental Studies (PA&ED) Design Engineering (PS&E) R/W Activities/Acquisition Construction \$ 2,207,000 Capital Budget Procurement (e.g. rolling stock) Total: \$ 2,207,000 100 9/25/14 % Complete of Design: as of N/A Expected Useful Life: Years

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

1. SOGR - RIGHT OF WAY / SI	SIGNAL & COMMUNICATION			
1.20 PROJECT: Rail Grinding				
Description/Justification:	This project is the second year of a three-year Ra The cost for the three-year program is estimated	f a three-year Rail Grinding program des ram is estimated to be \$2,207,000.	This project is the second year of a three-year Rail Grinding program designed to keep the rails in a state of good repair and to increase the useful life of the rail. The cost for the three-year program is estimated to be \$2,207,000.	nd to increase the useful life of the rail.
	The JPB uses a rail grinding con current rail operations is minimi	The JPB uses a rail grinding contractor to do the work. The contractor will plan and program the current rail operations is minimized and the use of its infrastructure and resources are optimized	The JPB uses a rail grinding contractor to do the work. The contractor will plan and program the application of production rail grinding so that any impact on the current rail operations is minimized and the use of its infrastructure and resources are optimized	n rail grinding so that any impact on the
Project Cost Estimates:	Cost By Element	<u>Original Est.</u>	Revised Est. Variance	Comments
	PE/Env/PSE		۱ ب	
	Procurement/Construction Construction Management	\$ 1,790,000 \$ \$ - \$	ч м. м.	
	Staff/Administration	285.000	। = २२	
	Project Contingency			
	TOTAL	<u>\$</u> 2,207,000 <u>\$</u>	' \$	
Project Budget:	Prior Year Budgeted	FY 15 Budget Request	Future Budget	Total
	\$770,714	\$700,700	\$735,586	\$2,207,000
Project Milestones:	Milestones	Estimated Start	Estimated End	Comments
	Preliminary Engineering			
	Final Design			
	ROW Acquisition			
	Bid and Award	December-14	May-15	
	Procurement			
	Construction Closeout	July-15 Tuly-16	June-16 December-16	
		`		
Funding Plan:	Funding Source	<u>Proposed FY 15 Budget</u>	<u>Future Budget</u>	Comments
	Federal	\$ 80,300		
	State			
	Local Match JPB Member			
	San Francisco	\$ 620,400		
	San Mateo	۰ ۲		E
	Jama Ciara Local Match County Snecific			4
	Regional/Other	۰ ب		
	TOTAL	\$ 700,700		Ļ
				~

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

			FY	2014/15	
Project Name: Rail Grinding					
FUNDING PLAN - FOR CURRENT PROP K REQUEST					
Prop K Funds Requested:	\$	620,400]		
5-Year Prioritization Program Amount: \$ 1,002,747 (enter if appropriate)					
Strategic Plan Amount for Requested FY: \$ 1,002,747					
FUNDING PLAN - FOR CURRENT PROP AA REQUEST					
Prop AA Funds Requested:	\$	-]		
5-Year Prioritization Program Amount:			(enter if appropriate	e)	
Strategic Plan Amount for Requested FY:					
If the amount requested is inconsistent (e.g., greater than) with the Prop K/Prop AA Strategic Plan amount and/or the 5-Year Prioritization Program (5YPP), provide a justification in the space below including a detailed explanation of which other project or projects will be deleted, deferred, etc. to accommodate the current request and maintain consistency with the 5YPP and/or Strategic Plan annual programming levels. The 5-Year Prioritization Program (5YPP) amount is the entire amount of Prop K funds available for allocation in Fiscal Year 2014/15 for the Capital Improvement Program (CIP) Projects Local Capital Match Placeholder in the Caltrain CIP 5YPP. The Strategic Plan amount is the amount programmed for the entire Caltrain CIP category in Fiscal Year 2014/15 in the adopted 2014 Prop K Strategic Plan. Enter the funding plan for the phase or phases for which Prop K/Prop AA funds are currently being requested. Totals should					
match those shown on the Cost worksheet. Planned Programmed Allocated Total					
Fund Source Prop K	Planned	Programmed \$ 620,400	Allocated	\$ 620,400	
FTA 5337		\$ 80,300		\$ 80,300	
Total:	\$ -	\$ 700,700	\$ -	\$ 700,700	
				n ,	
Actual Prop K Leveraging - This Phase:		11.46%		\$ 700,700	

Total from Cost worksheet

69.25%

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

ount	0/	
ount	%	5
80,300	20.00%	\$ 20,075
	80,300	80,300 20.00%

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES) Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet. Fund Source Planned Programmed Allocated Total 620,400 154,143 774,543 Prop K \$ \$ \$ FTA 5337 \$ \$ 80,300 616,571 \$ 1,285,339 588,468 \$ \$ 147,118 \$ 147,118 Member Agency

735,586

\$

Actual Prop K Leveraging - Entire Project: Expected Prop K Leveraging per Expenditure Plan:

64.91%
69.25%

700,700 \$

\$ 2,207,000

2,207,000

Total from Cost worksheet

770,714 \$

Actual Prop AA Leveraging - Entire Project:

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested:	\$		620,400		
Sponsor Request - Proposed Prop K Cash	Flow Dis	stribution S	chedule		
Fiscal Year	Cash Fl	ow	% Reimbursed Annually	Balance	
FY 2014/15	\$	310,200	50.00%	\$	310,200
FY 2015/16	\$	310,200	50.00%	\$	-
Total:	\$	620,400			

Total: \$

San Francisco County Transportation Authority

	· · · · · · · · · · · · · · · · · · ·			
Prop K/Prop AA Allocation Request Form				
AUTHORITY RECOMMENDATION				
This section is to be completed by Authority Staff.				
	-			
Last Updated: 10/16/2014	Resolution. No.	Res. Date:		
Project Name: Rail Grinding				
Implementing Agency: Peninsula Corridor	Joint Powers Boar	d (Caltrain)		
	Amount	Phase:		
	Alloulit	Fllase.		
Funding Recommended: Prop K Allocation		Construction		
Funding Recommended: Prop K Allocation				
Funding Recommended: Prop K Allocation				
Funding Recommended: Prop K Allocation				
Funding Recommended: Prop K Allocation				
Funding Recommended: Prop K Allocation	\$ 620,400			
Notes (e.g., justification for multi-phase recommendations,	\$ 620,400			
Total	\$ 620,400			

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 7	FY 2014/15	\$ 310,200	50.00%	\$ 310,200
Prop K EP 7	FY 2015/16	\$ 310,200	50.00%	\$ -
	Total:	\$ 620,400	100%	

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

			Μ	aximum	Cumulative %	
Source	Fiscal Year	Phase	Reim	nbursement	Reimbursable	Balance
Prop K EP 7	FY 2014/15	Construction	\$	310,200	50%	\$ 310,200
Prop K EP 7	FY 2015/16	Construction	\$	310,200	100%	\$ -
		Total:	\$	620,400		

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

		nty Transportation Authority	E4-19
		A Allocation Request Form	
		RECOMMENDATION n is to be completed by Authority	Stoff
	This section	is to be completed by Authority	Stall.
	Last Updated: 10/16/2014	Resolution. No.	Res. Date:
	Project Name: Rail Grinding		
	Implementing Agency: Peninsula Corrido	or Joint Powers Board (Caltrain)	
	Action	Amount Fiscal Year	Phase
	Future Commitment to: Trigge	r:	
Deliverables:	1. With first quarterly report after rail gri of rail grinding in progress (i.e. photos		, I 8 I
	2.		
Special Condi	tions:		
1	1.		
Notes:			
	1. In order to comply with Prop K Expe funds, PCJPB has allowed San Francis long as the total contribution is held c million for each of the PCJPB entities	sco's 1/3 share to be distributed unev onstant. The FY 14/15 Caltrain capi	venly across individual projects as
	2.		
S	upervisorial District(s): 6,10	Prop K proport expenditures - t	
		Prop AA propo expenditures - t	
	Sub-project detail? No	If yes, see next page(s) for sub-pro	oject detail.
SF	CTA Project Reviewer: P&PD	Project # from SGA	:

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

FY of Allocation Action:	2014/15Current Prop K Request:\$ 620,400Current Prop AA Request:\$ -
Project Name:	Rail Grinding
Implementing Agency:	Peninsula Corridor Joint Powers Board (Caltrain)
	Signatures

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

Project Manager	Grants Section Contact		
Name (typed): <u>Jim Kellner</u>	Peter Skinner		
Title: Project Manager	Senior Grants Analyst		
Phone: 650-508-6333	650-622-7818		
Fax:			
Email: <u>kellnerj@samtrans.com</u>	skinnerp@samtrans.com		
Caltrain 1250 San Carlos Ave Address: San Carlos, CA 94070-1306	1250 San Carlos Ave, San Carlos, CA 94070		
Signature:			
Date:			

FY of Allocation Action:	2014/15	
Project Name:	Balboa Park Station Eastside Connections	
Implementing Agency:	Bay Area Rapid Transit District	
	EXPENDITURE PLAN INFORMATION	
Prop K Category:		Gray cells will
Prop K Subcategory:		automatically be filled in.
Prop K EP Project/Program:	c. BART Station Access, Safety and Capacity	
Prop K EP Line Number (Primary): Prop K Other EP Line Numbers:	8 Current Prop K Request: \$ 2,030,000 N / A	
Prop AA Category:		
	Current Prop AA Request: \$ -	
	Supervisorial District(s): 11	

SCOPE

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

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

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

Project Need

The Balboa Park BART/Muni Station is one of the busiest intermodal transit facilities in the region. As the major hub for the southern part of San Francisco, the station serves more than 24,000 passengers daily with its four BART lines, multiple major local bus routes, and three light rail transit (LRT) lines. But access to the station, particularly for non-auto modes, is complicated by tightly squeezed station functions and by the nearby I-280 Geneva-Ocean Avenue interchange system, which has multiple on- and off-ramps that deliver heavy auto traffic to the station and its surrounding neighborhoods. The conflicts between fast-moving auto traffic and station-related movements, including bus operations, private vehicle passenger drop-off activity, and pedestrian crossings, detract from the station's ability to provide a high-quality passenger experience.

Project Description and Benefits

To help address these issues, this project consists of connecting the newly added eastside entrance plaza with the addition of a new Muni platform on the eastside of the BART Balboa Park Station while updating the existing station architecture to suit its new role as a major entrance with the addition of improved lighting, signage and access to the station concourse. Key features will include:

New east side Muni passenger boarding platform

New pedestrian bridge connecting east side to west side of station

New lighting
 Ceiling treatment Signage and separation barrier between free/ paid area
Wall finishes
Improve overall appearance of station concourse area
Muni passenger will have safer access to BART station
BART patrons will have direct access from east side to west side of station and vice versa
Enable easier access to the station and Muni bus connections
Improved security with new lighting
In 2010, the Transportation Authority programmed \$1.9 million in Lifeline Transportation Program funds to BART for this project.
Outreach
BART will be issuing passenger bulletins prior to and during construction informing patrons of the project. BART will also be setting up a website indicating the progress of the project and any pertinent information regarding the
work. BART will coordinate with the San Francisco Municipal Transportation Agency (SFMTA) on a 10-week shut- down of the revenue loop through the Green yard to allow construction of the new platform for the key stop at the terminus of the J and K Muni lines. The SFMTA will also issue passenger bulletins and will provide "ambassadors"
during the shut-down to direct passengers to temporarily relocated Muni stops.
The Balboa Park Community Advisory Committee (CAC), whose membership and quarterly meetings are open to the
public, will monitor the project's progress. BART updated the committee and took input on the project at meetings on
January 9, 2013, March 13, 2013, May 8, 2013, July 10, 2013, September 11, 2013, November 14, 2013, January 30,
2014, March 25, 2014 and April 22, 2014. BART staff also participated in District 11 Council Community Meetings on February 25, 2012, December 8, 2012, November 9, 2013 and December 14, 2013.
BART has also undertaken public outreach at community events including:
 Excelsior Community Festival – Annual participation at this event. Specifically attended festival and hosted booth to
provide community information about the project -2011 , 2012, 2013 and 2014.
• Oceanview - Merced Heights - Ingleside Community Collaborative (OMICC) held annually. Specifically attended
festival and hosted booth to provide community information about the subject project - 2011, 2012, 2013
• Cayuga Park Grand Opening event – Attended and hosted booth to provide community information about the
project – August 17, 2013. We will continue to engage the community in 2015-2016 during the construction period.
Prioritization
The Balboa Park Eastside Connections project was prioritized in the 5-Year Prioritization Program (5YPP) for BART
Station Access, Safety, and Capacity. Also, in September 2013 the Transportation Authority allocated \$415,800 in Prop
K funds for wayfinding and bicycle improvements at four BART stations, including bicycle parking at Balboa Park and
other pedestrian wayfinding improvements (Resolution 2014-020, Project 108.902006). BART will use \$200,000 from the earlier allocation to construct the wayfinding improvements as part of the Balboa Park Eastside Connections
project.
1 /

		FY 2014/15
Project Name:	Balboa Park Station Eastside Connecti	ons
Implementing Agency:	Bay Area Rapid Transit District	
	ENVIRONMENTAL CLEARANCE	
Type :	Categorically Exempt	Completion Date (mm/dd/yy)
Status:	Completed	10/01/10

PROJECT DELIVERY MILESTONES

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

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

Start Date			
Quarter	Fiscal Year		
1	2013/14		
1	2010/11		
4	2013/14		
3	2014/15		
4	2014/15		

End Date						
Quarter	Fiscal Year					
3	2013/14					
3	2010/11					
2	2014/15					
4	2014/15					
4	2016/17					
1	2017/18					

SCHEDULE COORDINATION/NOTES

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

The final design will be completed no later than 10/31/2014. The start of construction is anticipated to commence May 29, 2015. Construction is anticipated to be substantially completed by February 28, 2017.

BART will continue to actively coordinate the project's construction with SFMTA due to the project's proximity to the Green Yard and the SFMTA's Green Yard rail replacement project.

FY 2014/15

Project Name:

Balboa Park Station Eastside Connections

Implementing Agency:

Bay Area Rapid Transit District

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

Planning/Conceptual Engineering
Environmental Studies (PA&ED)
Design Engineering (PS&E)
R/W Activities/Acquisition
Construction
Procurement (e.g. rolling stock)

Yes/No					
Yes					

	Cost for Current Request/Phase										
ſ	Total Cost		Prop K - ent Request	Prop AA - Current Request							
\$	12,678,117	\$	2,030,000								
\$	12,678,117	\$	2,030,000	\$ -							

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)	\$ 2,321,883	95% design
R/W Activities/Acquisition		
Construction	\$ 12,678,117	95% design
Procurement (e.g. rolling stock)		
Total:	\$ 15,000,000	
% Complete of Design: 95	as of	9/25/2014

Expected Useful Life:

95 as c 30 Years

MAJOR LINE ITEM BUDGET

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.

2. Requests for project development should include preliminary estimates for later phases such as construction.

3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.

4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.

5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.

6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

FTE = Full Time Equivalent

BUDGET - CONSTRUCTION PHASE					
TASK		Totals			
Construction Contract	\$	6,000,000			
Change order Contingency (10%)	\$	600,000			
Subtotal construction contract	\$	6,600,000			
Design Services During Construction	\$	400,000			
Construction Management, Safety Monitors	\$	3,000,000			
Other Miscellaneous Expenses	\$	100,000			
Cost Allocation *	\$	496,000			
BART Construction Support	\$	1,504,000			
Project Contingency	\$	578,117			
Total Construction Phase	\$	12,678,117			

* Includes overhead costs for office space, direct & indirect support staff such as staff from Legal,

Procurement, Accounting and Real Estate departments.

CONSTRUCTION CONTRACT ELEMENTS

Task	Quantity	Unit	U	nit Price	Total
1. Differing Site Conditions	1	L.S.	\$	50,000	\$ 50,000
2. Partnering	1	L.S.	\$	10,000	\$ 10,000
3. Operating System Delays	1	L.S.	\$	-	\$ -
4. Haz-Mat handling and disposal	1	L.S.	\$	50,000	\$ 50,000
5. SFMTA coordination	1	L.S.	\$	50,000	\$ 50,000
6. Mobilization	1	L.S.	\$	505,956	\$ 505,956
7. Demolition	1	L.S.	\$	475,549	\$ 475,549
8. Remove existing OCS poles & elements	1	L.S.	\$	308,172	\$ 308,172
9. Metal fabrication	1	L.S.	\$	300,719	\$ 300,719
10. New walkway concrete & rebar	1	L.S.	\$	589,380	\$ 589,380
11. Head house structural frame	1	L.S.	\$	664,497	\$ 664,497
12. Convert existing planter to walkway	1	L.S.	\$	91,489	\$ 91,489
13. New concourse floor in-fill	1	L.S.	\$	528,323	\$ 528,323
14. Fire proofing	1	L.S.	\$	96,304	\$ 96,304
15. Glazed curtain wall	1	L.S.	\$	237,293	\$ 237,293
16. Image glazing	1	L.S.	\$	194,149	\$ 194,149
17. Glazed roof for entrance & fall protection	1	L.S.	\$	493,269	\$ 493,269
18. Overhead bi-fold doors	1	L.S.	\$	462,259	\$ 462,259
19. Tony Sacco wall	1	L.S.	\$	67,894	\$ 67,894
20. Other base work	1	L.S.	\$	593,213	\$ 593,213
21. All electrical related work	1	L.S.	\$	156,590	\$ 156,590
22. Civil work incl. excavation & back fill	1	L.S.	\$	73,961	\$ 73,961
SUBTOTAL					\$ 5,999,017
Contingency	10%			0	\$ 599,902
			Con	tract Total	\$ 6,598,919

MAJOR LINE ITEM BUDGET

BART CONSTRUCTION SUPPORT

Title (class)	Hours	 rdened /Hour	Overhead Multiplier	Fully urdened ary/Hour	FTE Ratio	Т	otal Cost
Group Manager	45 0	\$ 75.37	1.837	\$ 138.46	0.216	\$	62,308
Project Manager	3,840	\$ 66.24	1.837	\$ 121.69	1.846	\$	467,281
Sr. Construction Engineer	4,900	\$ 56.17	1.837	\$ 103.18	2.356	\$	505,582
Project Controls	2,200	\$ 47.33	1.9	\$ 89.92	1.058	\$	197,828
Documentation	752	\$ 45.02	1.837	\$ 82.69	0.362	\$	62,186
Electrical/Mechanical Engineering	560	\$ 57.11	1.837	\$ 104.91	0.269	\$	58,748
Civil Engineer	850	\$ 55.98	1.837	\$ 102.83	0.409	\$	87,407
District Architect	45 0	\$ 75.83	1.837	\$ 139.30	0.216	\$	62,687
BART Construction Support Total	14,002				6.732	\$	1,504,026

FY	2014/15
1 1	2011/15

Project Name: Balboa Park Station Eastside Connections									
FUNDING PLAN - FOR CURRENT PROP K REQUEST									
Prop K Funds Requested:	\$	2,030,000							
5-Year Prioritization Program Amount:	\$ 2,030,000 (enter if appropriate)								
Strategic Plan Amount for Requested FY:	\$ 2,440,000								
FUNDING PLAN - FOR CURRENT PROP AA REQUEST									
Prop AA Funds Requested:	\$	-							
5-Year Prioritization Program Amount:			(enter if appropriate	e)					
Strategic Plan Amount for Requested FY:									
 Strategic Plan annual programming levels. The Prop K 5-Year Prioritization Program allocation in Fiscal Year 2014/15 for the s 5YPP. The Prop K Strategic Plan amount is the a Capacity category in Fiscal Year 2014/15. 	ubject project in t	the BART Station Ar	ea Access, Safety, a	and Capacity					
Enter the funding plan for the phase or phases	for which Prop K,	/Prop AA funds are cu	arrently being reques	ted. Totals should					
match those shown on the Cost worksheet. Fund Source	Planned	Programmed	Allocated	Total					
Prop K	Tannea	\$ 2,030,000	\$ 200,000	\$ 2,230,000					
State Prop 1B		n - j j	\$ 9,648,117	\$ 9,648,117					
Lifeline Transportation Program Prop 1B - (BART)			\$ 800,000	\$ 800,000					
				\$ -					
				\$ -					
				\$ -					
Total:		\$ 2,030,000	\$ 10,648,117	\$ 12,678,117					
			I						

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



\$ 12,678,117 Total from Cost worksheet

Is Prop K/Prop AA providing local match fun	ids for a state or fede	eral grant	?	Yes -	Prop K			
			Required I	local	Match]		
Fund Source	\$ Amount		%	\$				
Lifeline Transportation Program	\$10,448,117		20.00%		\$2,612,029			
FUNDING PLA	N - FOR ENTIR	E PROJ	ECT (ALL	PHA	SES)			
Enter the funding plan for all phases (environment of the current request covers all project phases)		0	· · · · · · · · · · · · · · · · · · ·	-		on may	be left blank	
Fund Source	Planned	Program	mmed	Allo	cated	Total		
Lifeline Transportation Program Prop 1B - (SFCTA)				\$	1,153,610	\$	1,153,610	
Lifeline Transportation Program State Transit Assistance - (SFCTA)				\$	752,440	\$	752,440	
Prop K		\$	2,030,000	\$	200,000	\$	2,230,000	
Lifeline Transportation Program Prop 1B - (BART)				\$	800,000	\$	800,000	
State Prop 1B				\$	10,063,950	\$	10,063,950	
						\$	-	
						\$	-	
Total:		\$	2,030,000	\$	12,970,000	\$	15,000,000	
Actual Prop K Leveraging - Entire Project: Expected Prop K Leveraging per Expenditure P Actual Prop AA Leveraging - Entire Project:	'lan:		92.31% 89.50%		Tota	\$ l from	15,000,000 Cost workshee	

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

Prop K Funds Requested:	\$		2,030,000	
Sponsor Request - Proposed Prop K Cash	Flow J	Distribution S	chedule	
Fiscal Year	Cash	Flow	% Reimbursed Annually	Balance
FY 2016/17	\$	2,030,000	100.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:	\$	2,030,000		

AUTHORITY RECOMMENDATION				
This section is to be completed by Authority Staff.				
Last Updated: 10/16/	/2014	Resolution. No.	Res. Date:	
Project Name: Balboa Par	Project Name: Balboa Park Station Eastside Connections			
Implementing Agency: Bay Area F	Rapid Tran	nsit District		
		Amount	Phase:	
Funding Recommended: Prop K All	location	\$ 2,030,000	Construction	
	Total:	\$ 2,030,000		
Notes (e.g., justification for multi-phase recommendations,				
notes for multi-EP line item or multi-sponsor				
recommendations):				

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

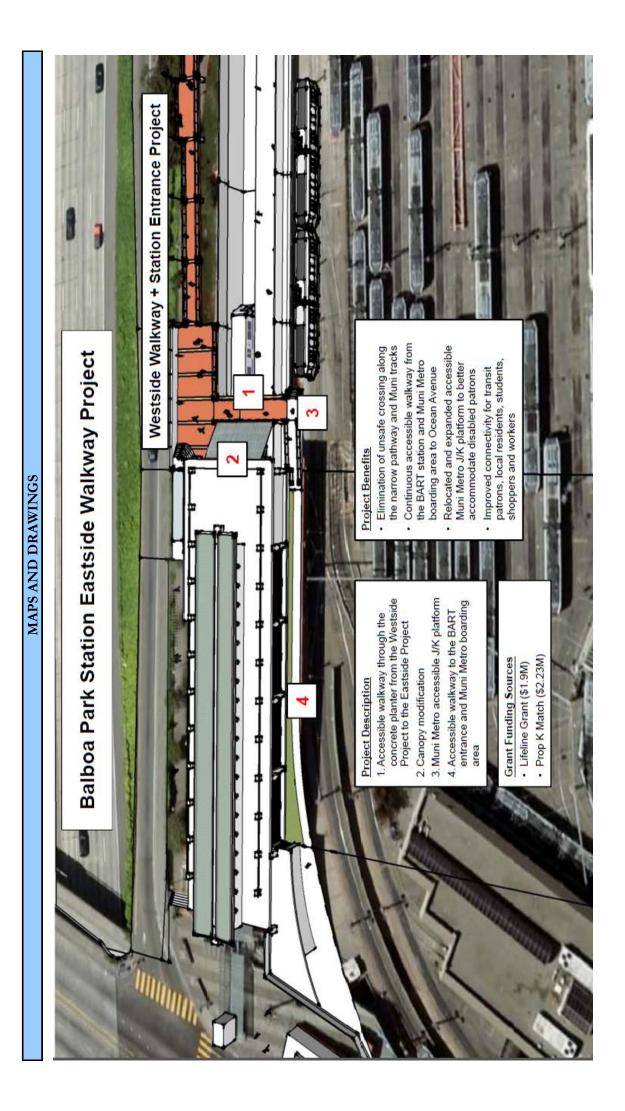
Source	Fiscal Year	Maximum Reimbursement		
Prop K EP 8	FY 2016/17	\$ 2,030,000	100.00%	\$ -
			0.00%	\$ -
			0.00%	\$ -
	Total:	\$ 2,030,000	100%	

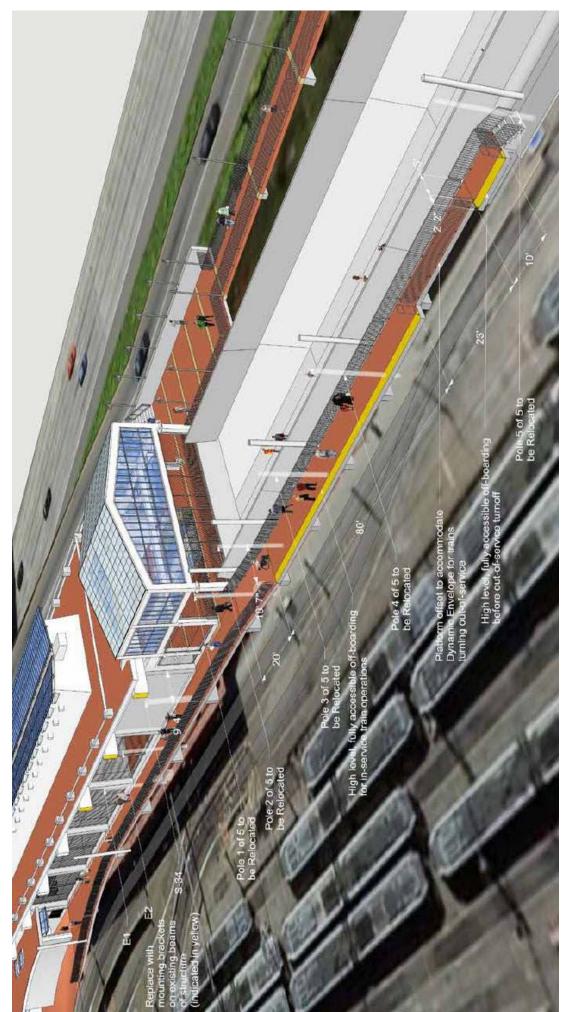
Cash Flow Distribution Schedule by Fiscal Year & Phase (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Iaximum nbursement	Cumulative % Reimbursable	Balance
Prop K EP 8	FY 2016/17	Construction	\$ 2,030,000	100%	\$ -
				100%	\$ -
				100%	\$ -
		Total:	\$ 2,030,000		

Prop K/Prop AA Fund Expiration Date: 6/30/2018 Eligible expenses must be incurred prior to this date.

AUTHORITY RECOMMENDATION							
This section is to be completed by Authority Staff.							
	Last Updated:	10/16/2014	Resolution. No.		Res. Date:		
	Project Name: H	Balboa Park Station	Eastside Connect	ions			
	.		· D.				
	Implementing Agency: I	Bay Area Rapid Irai	nsit District				
	-	Action	Amount	Fiscal Year	Phase		
	Future Commitment to:						
		Trigger:					
		l					
Deliverables:							
	1. Upon completion of certifications page).	Upon completion of design phase (anticipated October 2014), provide evidence of final design (e.g. copy of certifications page).					
	2. With the first quarter conditions.	With the first quarterly progress report due January 15, 2014, provide 2-3 digital photos of typical before conditions.					
	3. Upon project comple	tion, provide 2-3 di	gital photos of the	e completed proje	ect.		
Special Condit	ions:						
	 BART may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$2,030,000) pending receipt of evidence of completion of design (e.g. copy of certifications page). See Deliverable #1. 						
Notes:							
	mandating that adver	1. BART has requested and SFCTA staff has approved a waiver of the Prop K Strategic Plan policies mandating that advertisement happen after allocation of funds by the SFCTA in order to keep the project on schedule. This waiver does not commit the SFCTA Board to allocate the requested funds.					
	2. Consistent with Prop K policies, the project sponsor shall expend non-Prop K funds first to the extent possible. Unless a specific exception is pre-approved by the Transportation Authority, Prop K funds will not be reimbursed at a rate greater than their proportional share of the approved funding plan (i.e. 16% of the construction budget).						
Si	upervisorial District(s):	11		Prop K proporti expenditures - th		16.01%	
	Sub-project detail?	No	If yes, see next pa	ge(s) for sub-pro	ject detail.		
SF	CTA Project Reviewer:	P&PD	Proje	ect # from SGA:			





Eastside Walkway and Pedestrian Bridge to Westside Walkway

FY of Allocation Action:	2014/15 Current Prop K Request: \$ 2,030,000 Current Prop AA Request: \$ -			
Project Name:	Balboa Park Station Eastside Connections			
Implementing Agency:	Bay Area Rapid Transit District			
Signatures				

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

Project Manager	Grants Section Contact
Name (typed): John Gee	Todd Morgan
Title: Project Manager	Principal Financial Analyst
Phone: (510) 287-4928	510-464-6551
Fax: (510) 287-4888	510-287-4751
Email: jgee@bart.gov	tmorgan@bart.gov
P.O. Box 12688, mail stop LKS- Address: 21, Oakland CA 94604-2688	P.O. Box 12688, mail stop LKS- 16, Oakland CA 94604-2688
Signature:	
Date: 09/24/14	09/24/14



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

Prop K/ Prop AA Allocation Request Form									
FY of Allocation Action:	2014/15								
Project Name:	F40 Locomotive Mid-Life Overhaul								
Implementing Agency:	Peninsula Corridor Joint Powers Board (Caltrain)								
	EXPENDITURE PLAN INFORMATION								
Prop K Category:		ray cells will							
Prop K Subcategory:		itomatically be lled in.							
Prop K EP Project/Program:	a.1 Vehicles-Transit vehicle replacement and renovation								
Prop K EP Line Number (Primary): Prop K Other EP Line Numbers:	17 Current Prop K Request: \$ 1,042,857								
Prop AA Category:									
	Current Prop AA Request: \$ -								
	Supervisorial District(s): 6,10								
	SCOPE								
 schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets. Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs. Indicate whether work is to be performed by outside consultants and/or by force account. 									
Project is to perform Mid-Life Overhaul	of three (3) each F40PH2C & two (2) each F40PH-2CAT locomotives.								
Project is to perform Mid-Life Overhaul of three (3) each F40PH2C & two (2) each F40PH-2CAT locomotives. The Mid-Life overhaul of the locomotives shall include complete disassembly of the main diesel engine, overhauling by recondition re-usable main frame components and re-assembly with new engine components. The overhaul shall also include replacement of the Separate Head-End Power (SEP-HEP) unit and all electrical components of the SEP-HEP compartment. All areas of the locomotive carbody, trucks, wheels and electrical components shall be reconditioned to like-new condition or replaced with new material. The intent is to overhaul the locomotive to a condition that will be as close to new condition as possible when delivered back to revenue service from the overhaul. The scope of work is too extensive to be performed at Caltrain facilities. The project work location shall be determined by selection of the successful bidding contractor's facility location.									

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

		FY 2014/15
Project Name:	F40 Locomotive Mid-Life Overhaul	
Implementing Agency:	Peninsula Corridor Joint Powers Boar	d (Caltrain)
	ENVIRONMENTAL CLEARANCE	
Type :	N/A	Completion Date (mm/dd/yy)
Status:	N/A	

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

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

FY 2014/15 **Project Name:** F40 Locomotive Mid-Life Overhaul **Implementing Agency:** Peninsula Corridor Joint Powers Board (Caltrain) **COST SUMMARY BY PHASE - CURRENT REQUEST** Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis. Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request. Cost for Current Request/Phase Prop K - Current Prop AA - Current Yes/No Total Cost Request Request Planning/Conceptual Engineering Environmental Studies (PA&ED) Design Engineering (PS&E) R/W Activities/Acquisition Construction Yes 3,900,000 \$ 1,042,857 \$ Procurement (e.g. rolling stock) \$ 3,900,000 \$ 1,042,857 **COST SUMMARY BY PHASE - ENTIRE PROJECT** Show total cost for ALL project phases based on best available information. Source of cost estimate (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development. **Total Cost** Source of Cost Estimate Planning/Conceptual Engineering Environmental Studies (PA&ED) Design Engineering (PS&E) R/W Activities/Acquisition Construction \$ JPB Capital Budget 8,844,829 Procurement (e.g. rolling stock) Total: \$ 8,844,829 100 7/1/14 % Complete of Design: as of Expected Useful Life: 15 Years

	ise. Planning studies should or support costs and h FTE (full-time equivalent) tct.	
ation Authority equest Form	se. More detail is required the farther along the project is in the development phase. imates for later phases such as construction. ase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for is, provide base rate, overhead multiplier, and fully burdened rates by position with F format is provided below. Please note if work will be performed through a contract. Is as applicable to the contract.	ź
San Francisco County Transportation Authority Prop K/Prop AA Allocation Request Form	 Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information. Requests for project development should include preliminary estimates for later phases such as construction. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies. 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 provide the base is provided below. Please note if work will be performed through a contract. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract. 	See attached project summary for budget estimates prepared as part of the annual JPB budget process.
	 Provide a major line item budget, with subtotals by task and pha provide task-level budget information. Requests for project development should include preliminary est 3. Support costs and contingencies should be called out in each pha contingencies. For work to be performed by agency staff rather than consultant ratio. A sample format is provided below. For construction costs, please include budget details. A sample f 6. For any contract work, please provide the LBE/SBE/DBE goa 	See attached project summary for budget estimat

1. SOGR - ROLLING STOCK 1.21 PROJECT: F40PH-2C & I	1. SOGR - ROLLING STOCK 1.21 PROJECT: F40PH-2C & F40PH-2CAT Locomotive Mid-Life Overhaul	è Overhaul			
Description/Justification:	Project is to perform Mid-Life Overhaul of three off Caltrain property location TBD by selection c Post electrification of Caltrain there is a requirem remaining diesel fleet.	hree on c irem	two (2) each F40PH-2CAT l g contractor's location. owered locomotive fleet. Th	ocomotives. The overhaul on the k se five (5) F40 locomotives are sel	(3) each F40PH2C & two (2) each F40PH-2CAT locomotives. The overhaul on the locomotives shall be conducted at an of the successful bidding contractor's location. ent for a small diesel powered locomotive fleet. These five (5) F40 locomotives are selected to become part of the
Project Cost Estimates:	Cost By Element PE/Env/PSE Procurement/Construction Construction Management Staff/Administration Project Contingency TOTAL	Original Est. - \$ 7,486,156 \$ 7,486,156 \$ 205,000 \$ 1,153,673 \$ 8,844,879	Revised Est.	<u>Variance</u>	Comments
Project Budget:	Prior Year Budgeted \$0	FY 15 Budget Request \$3,900,000		Future Budget \$4,944,829	<u>Total</u> \$8,844,829
Project Milestones:	<u>Milestones</u> Preliminary Engineering Final Design ROW Acquisition Bid and Award Procurement Construction Closeout	Estimated Start October-14 May-15 July-16	Estimated End April-15 June-16 December-16		Comments
Funding Plan:	Funding Source	Proposed FY 15 Budget		Future Budget	Comments

960,000 140,000 2,800,000 1,042,857 878,572 878,571 3,900,000 * * * * * * ⇔ ∽ ∽ Santa Clara Local Match County Specific Regional/Other **TOTAL** Local Match JPB Member San Francisco San Mateo Federal State

			FY	2014/15					
Project Name: F40 Locomotive Mid-Life Overhaul									
FUNDING PLAN - FOR CURREN'T PROP K REQUEST									
FUNDING									
Prop K Funds Requested:	\$	1,042,857]						
5-Year Prioritization Program Amount:	\$	1,042,857	(enter if appropriat	e)					
Strategic Plan Amount for Requested FY:	\$	1,042,857]						
FUNDING PLAN - FOR CURRENT PROP AA REQUEST									
Prop AA Funds Requested:	\$	-]						
5-Year Prioritization Program Amount:			(enter if appropriat	e)					
Strategic Plan Amount for Requested FY:									
If the amount requested is inconsistent (e.g., Prioritization Program (5YPP), provide a just or projects will be deleted, deferred, etc. to a Strategic Plan annual programming levels. The 5-Year Prioritization Program (5YPP) amo Fiscal Year 2014/15 for the Caltrain New and Renovated Vehicles - Caltrain 5YPP. The Strategic Plan amount is the amount progr Year 2014/15 in the adopted 2014 Prop K St Enter the funding plan for the phase or phas	tification in the space commodate the cur ount is the entire am Renovated Vehicles rammed for the entir rategic Plan.	e below including a de rent request and main ount of Prop K funds Projects Local Capital re New and Renovated	tailed explanation of tain consistency with available for allocatic Match Placeholder in Vehicles - Caltrain c	which other project the 5YPP and/or on in a the New and ategory in Fiscal					
match those shown on the Cost worksheet.									
Fund Source	Planned	Programmed	Allocated	Total					
Prop K		\$ 1,042,857		\$ 1,042,857					
FTA 5307			\$ 960,000	\$ 960,000					
JPB Member Agency			\$ 1,757,143	\$ 1,757,143					
State Prop 1B			\$ 140,000	\$ 140,000					
Total		\$ 1,042,857	\$ 2,857,143	\$ 3,900,000					
Actual Prop K Leveraging - This Phase:		73.26%)	\$ 3,900,000					

Total from Cost worksheet

Expected Prop K Leveraging per Expenditure Plan 83.73%

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

Is Prop K/Prop AA providing local match funds for a state or federal grant? Yes - Prop K					
			Required I	local N	Aatch
Fund Source	\$ Amoun	t	%	\$	
FTA 5307	\$	960,000	20.00%	\$	240,000

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES) Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet. Fund Source Planned Programmed Allocated Total 1,992,415 3,035,272 Prop K \$ 1,042,857 \$ \$ \$ \$ 1,920,000 FTA 5307 960,000 \$ 960,000 IPR Ma ¢ 1 992 414 đ 757 143 \$ 2 740 557 mh

\$ 1,992,414		₿ 1,/5/,14	+3 \$ 3,749,557
		\$ 140,0	00 \$ 140,000
\$ 4,944,829	\$ 1,042,857	\$ 2,857,14	43 \$ 8,844,829
		\$ 1,992,414 \$ 4,944,829 \$ 1,042,857	

Actual Prop K Leveraging - Entire Project: Expected Prop K Leveraging per Expenditure Plan:

65.68%
83.73%

8,844,829

Total from Cost worksheet

Actual Prop AA Leveraging - Entire Project:

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested:	\$		1,042,857		
Sponsor Request - Proposed Prop K Cash	Flow 1	Distribution S	chedule		
Fiscal Year	Cash	Flow	% Reimbursed Annually	Balance	
FY 2014/15	\$	521,429	50.00%	\$	521,428
FY 2015/16	\$	521,428	50.00%	\$	-
Total:	\$	1,042,857			

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form				
AUTHORITY	RECOMMENDA	ATION		
This section	is to be complete	d by Authority Staff.		
Last Updated: 9.26.14	Resolution. No.	. Res. Date:		
Project Name: F40 Locomotive M	fid-Life Overhaul			
Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)				
	Amount	Phase:		
Funding Recommended: Prop K Allocation	\$ 1,042,857	Construction		
Total	: \$ 1,042,857			
Notes (e.g., justification for multi-phase recommendations,				
notes for multi-EP line item or multi-sponsor				
recommendations):				

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 17	FY 2014/15	\$ 521,429	50.00%	\$ 521,428
Prop K EP 17	FY 2015/16	\$ 521,428	50.00%	\$ -
	Total:	\$ 1,042,857	100%	

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

			Maximum	Cumulative %	
Source	Fiscal Year	Phase	Reimbursement	Reimbursable	Balance
Prop K EP 17	FY 2014/15	Construction	\$ 521,429	50%	\$ 521,428
Prop K EP 17	FY 2015/16	Construction	\$ 521,428	100%	\$ -
		Total:	\$ 1,042,857		

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

	San F	rancisco Count	y Transportati	on Authority		E4-43
		p K/Prop AA				
	I	AUTHORITY R			-	
		This section is	s to be complete	d by Authority	Staff.	
	Last Updated:	9.26.14	Resolution. No.		Res. Date	2* ~*
	Project Name: F4	0 Locomotive Mi	d-Life Overhaul			
	Implementing Agency: Pe	ninsula Corridor J	Joint Powers Boa	rd (Caltrain)		
	Future Commitment to:	Action	Amount	Fiscal Year	Phase]
		Trigger:		•		
Deliverables:	 Upon completion of co 2. 	onstruction (antici	ipated June 2016)	, provide 2-3 dig	ital photos of con	npleted project.
Special Condi	itions:					
	1.					
Notes:	 In order to comply wit funds, PCJPB has allow long as the total contril million for each of the 2. 	ved San Francisco bution is held con	o's 1/3 share to be stant. The FY 14	e distributed unev /15 Caltrain capi	venly across indiv	vidual projects as
S	Supervisorial District(s):	6,10		Prop K proport expenditures - t		26.74%
				Prop AA propo expenditures - t		
	Sub-project detail?	No	If yes, see next p	age(s) for sub-pre	oject detail.	
SI	FCTA Project Reviewer:	P&PD	Proj	ect # from SGA		

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

FY of Allocation Action:	2014/15 Current Prop K Request: \$ 1,042,857 Current Prop AA Request: \$ -
Project Name:	F40 Locomotive Mid-Life Overhaul
Implementing Agency:	Peninsula Corridor Joint Powers Board (Caltrain)
	Signatures

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

Project Manager	Grants Section Contact
Name (typed): Steve Coleman	Peter Skinner
Title: Maintenance Manager	Senior Grants Analyst
Phone: 408-793-5440	650-622-7818
Fax:	
Email: <u>colemans@samtrans.com</u>	skinnerp@samtrans.com
1250 San Carlos Ave, San Carlos, Address: <u>CA 94070</u>	1250 San Carlos Ave, San Carlos, CA 94070
Signature:	
Date:	

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

FY of Allocation Action:	2014/15					
Project Name:	Systemwide Station Improvements					
mplementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)						
	EXPENDITURE PLAN INFORMATION					
Prop K Category:	A. Transit	Gray cells will automatically be				
Prop K Subcategory:		filled in.				
Prop K EP Project/Program:	b.1 Facilities-Rehabilitation, upgrade and replacement of existing facili	ties				
Prop K EP Line Number (Primary):	20Current Prop K Request:\$210,989					
Prop K Other EP Line Numbers:						
Prop AA Category:						
	Current Prop AA Request: \$ -					
	Supervisorial District(s): 6,10					
 included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets. Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs. Indicate whether work is to be performed by outside consultants and/or by force account. 						
Indicate whether work is to be performed by outside consultants and/or by force account. The System Wide Station Improvements program provides repairs at various passenger stations along the Caltrain right-of-way. This work may be performed by the PCJPB's contract operator or other contractors. Similar work items are combined into modules, which may include, but are not limited to: a. Station building repairs b. Replace or repair passenger shelters c. Replace center track fence d. Window and door replacement e. New persons needing assistance (PNA) shelters f. Bike locker repainting g. Repair / replacement of regulatory/station signs, display cases h. Painting, striping, refinishing tactile tiles and pavement markings i. Resurface uneven walking surfaces at station crossings j. Pigeon abatement (e.g. netting /spikes)						

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

		FY 2014/15
Project Name:	Systemwide Station Improvements	
Implementing Agency:	Peninsula Corridor Joint Powers B	oard (Caltrain)
	ENVIRONMENTAL CLEARAN	CE
Type :	N/A	Completion Date (mm/dd/yy)
Status:	N/A	

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

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

FY 2014/15 **Project Name:** Systemwide Station Improvements **Implementing Agency:** Peninsula Corridor Joint Powers Board (Caltrain) **COST SUMMARY BY PHASE - CURRENT REQUEST** Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis. Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request. Cost for Current Request/Phase Prop K - Current Prop AA - Current Yes/No Total Cost Request Request Planning/Conceptual Engineering Environmental Studies (PA&ED) Design Engineering (PS&E) R/W Activities/Acquisition Construction Yes 500,000 \$ 210,989 \$ Procurement (e.g. rolling stock) \$ 500,000 \$ 210,989 **COST SUMMARY BY PHASE - ENTIRE PROJECT** Show total cost for ALL project phases based on best available information. Source of cost estimate (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development. **Total Cost** Source of Cost Estimate Planning/Conceptual Engineering Environmental Studies (PA&ED) Design Engineering (PS&E) R/W Activities/Acquisition Construction \$ 500,000 Adopted JPB Capital Budget Procurement (e.g. rolling stock) Total: \$ 500,000 100 8/1/14 % Complete of Design: as of Expected Useful Life: 20 Years

	See attached project summary for budget estimates prepared as part of the annual JPB budget process.
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1. SOGR - STATIONS & INTERMODAL ACCESS	TERMODAL ACCESS				
1.3 PROJECT: Caltrain Sys-	1.3 PROJECT: Caltrain Systemwide Station Rehabilitation: State of Good Repair Program	tate of Good Repair Program			
Description/Justification:	System Wide Station Improveme into Modules which will allow for	System Wide Station Improvements - SOGR 2015 provides improvements at various passenger stations along the Caltrain right of vinto Modules which will allow for timely contracting and construction. This work may be performed by TASI or other Contractors.	vements at various passenge ion. This work may be perfe	r stations along the Caltrain 1 ormed by TASI or other Con	System Wide Station Improvements - SOGR 2015 provides improvements at various passenger stations along the Caltrain right of way. This project is divided into Modules which will allow for timely contracting and construction. This work may be performed by TASI or other Contractors.
	Several amenities at our Passenge several of these items into Modul several of the layers associated wi	Several amenities at our Passenger Stations need to be added or repaired/replaced/repainted to bring the stations to a State of Good Repair. By combining several of these items into Modules at multiple locations we can get them taken care of in a timely manner. By using this approach we are able to eliminate several of the layers associated with larger scale projects. All plans and specifications for Modules are handled by in-house staff.	vaired/replaced/repainted to t them taken care of in a tim and specifications for Modu	 bring the stations to a State (ely manner. By using this ap les are handled by in-house s 	of Good Repair. By combining proach we are able to eliminate staff.
Project Cost Estimates:	<u>Cost By Element</u>	<u>Original Est.</u>	<u>Revised Est.</u>	Variance	Comments
	PE/Env/PSE		I	۰ د	
	Construction Management	↔ ↔ + +000,000 + ↔		· ·	
	Staff/Administration	100,000	I	۰ ا	
	Project Contingency TOTAL	\$ 200,000 \$	' 1	' ' ∳∳	
Project Budget:	<u>Prior Year Budgeted</u> \$0	FY 15 Budget Request \$500,000		<u>Future Budget</u> \$0	<u>Total</u> \$500,000
Project Milestones:	<u>Milestones</u> Preliminary Engineering	Estimated Start	Estimated End		Comments
	Final Design				
	ROW Acquisition				
	Bid and Award	October-14	December-14		
	Procurement	T	Docomban 15		
	Closeout	January-16 January-16	June-16		
Funding Plan:	Funding Source	Proposed FY 15 Budget		Future Budget	Comments
)	Federal)))	
	State	۱ ۲			
	Local Match JPB Member	\$ 500,000			
	San Francisco	210,989			
	San Mateo	\$ 144,506			
	Santa Clara	\$ 144,506			
	Local Match County Specific	ŧ			
	regional/ Uther TOTAL	♦ 500,000			

FY 2014/15						
Project Name: Systemwide Station Improvements						
FUNDING PLAN - FOR CURRENT PROP K REQUEST						
Prop K Funds Requested: \$ 210,989						
5-Year Prioritization Program Amount: \$ 360,989 (enter if appropriate)						
Strategic Plan Amount for Requested FY: \$ 360,989						
FUNDING PLAN - FOR CURRENT PROP AA REQUEST						
Prop AA Funds Requested:						
5-Year Prioritization Program Amount: (enter if appropriate)						
Strategic Plan Amount for Requested FY:						
If the amount requested is inconsistent (e.g., greater than) with the Prop K/Prop AA Strategic Plan amount and/or the 5-Year Prioritization Program (5YPP), provide a justification in the space below including a detailed explanation of which other project or projects will be deleted, deferred, etc. to accommodate the current request and maintain consistency with the 5YPP and/or Strategic Plan annual programming levels.						
The 5-Year Prioritization Program (5YPP) amount is the entire amount of Prop K funds available for allocation in Fiscal Year 2014/15 for the Systemwide Station Improvements Projects Local Capital Match Placeholder in the Facilities - Caltrain 5YPP.						
The Strategic Plan amount is the amount programmed for the entire Facilities - Caltrain category in Fiscal Year 2014/15 in the adopted 2014 Prop K Strategic Plan.						
Enter the funding plan for the phase or phases	for which Prop K,	/Prop AA funds a	ire ci	arrently being reques	ted. Totals	should
match those shown on the Cost worksheet. Fund Source	Planned	Programme	d	Allocated	Tot	tal
Prop K	Tainicu	\$ 210,		Iniocated	\$	210,989
JPB Member Agency				\$ 289,011	\$	289,011
Total:		\$ 210,	989	\$ 289,011	\$	500,000
			2004	1		500.000

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

57.80% 89.66% \$ 500,000

Total from Cost worksheet

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

No

	Require	Required Local Match		
Fund Source	\$ Amount	%	\$	

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES) Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet. Fund Source Planned Programmed Allocated Total 210,989 210,989 Prop K \$ \$ \$ 289,011 JPB Member Agency \$ 289,011

\$

Actual Prop K Leveraging - Entire Project: Expected Prop K Leveraging per Expenditure Plan: Actual Prop AA Leveraging - Entire Project:

42.20%
89.66%

210,989

\$

289,011

\$

\$

500,000

500,000

Total from Cost worksheet

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

Total:

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

Prop K Funds Requested:	\$		210,989	
Sponsor Request - Proposed Prop K Cash	Flow Dist			
Fiscal Year	Cash Flow	N	% Reimbursed Annually	Balance
FY 2014/15	\$	210,989	100.00%	\$ -
Total	: \$	210,989		

San Francisco County Transportation Authority

Prop K/Prop AA	Alloc	ation Requ	lest Form
AUTHORITY	RECO	MMENDA	TION
This section	is to b	e completed	d by Authority Staff.
Last Updated: 10/16/2014	Res	olution. No.	Res. Date:
Project Name: Systemwide Statio	n Impro	ovements	
Implementing Agency: Peninsula Corrido	r Joint !	Powers Boar	d (Caltrain)
		Amount	Phase:
Funding Recommended: Prop K Allocation	1 \$	210,989	Construction
	<u> </u>		
Tota	1: \$	210,989	
Notes (e.g., justification for multi-phase recommendations,			
notes for multi-EP line item or multi-sponsor			
recommendations):			

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 20	FY 2014/15	\$ 105,495	50.00%	\$ 105,494
Prop K EP 20	FY 2015/16	\$ 105,494	50.00%	\$ -
	Total:	\$ 210,989	100%	

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

Source	Fiscal Year	Phase	Aaximum mbursement	Cumulative % Reimbursable	Balance
Prop K EP 20	FY 2014/15	Construction	\$ 105,495	50%	\$ 105,494
Prop K EP 20	FY 2015/16	Construction	\$ 105,494	100%	\$ -
		Total:	\$ 210,989		

Prop K/Prop AA Fund Expiration Date: 12/31/2016 Eligible expenses must be incurred prior to this date.

	-	AUTHORITY RI				
		This section is	to be complete	d by Authority	Staff.	
	Last Updated:	10/16/2014	Resolution. No.		Res. Date:	
	Project Name: Sy	stemwide Station I	Improvements			
	Implementing Agency: Po	eninsula Corridor Je	oint Powers Boas	rd (Caltrain)		
	Future Commitment to:	Action	Amount	Fiscal Year	Phase	
		Trigger:		I		
eliverables:		L				
	 Upon project complete 2. 	ion (anticipated De	ecember 2015), p	rovide 2-3 digital	photos of completed	l project.
pecial Cond						
	1.					
Notes:						
Notes:	1. In order to comply wit funds, PCJPB has allo long as the total contri million for each of the	wed San Francisco' bution is held cons	's 1/3 share to be stant. The FY 14,	e distributed unev /15 Caltrain capit	enly across individua	ll projects as
Notes:	funds, PCJPB has allo long as the total contri	wed San Francisco' bution is held cons PCJPB entities or athority may reimb edule if at the end	s 1/3 share to be stant. The FY 14, 1/3 of a total \$1 purse Caltrain at a of the Fiscal Yea	e distributed unev /15 Caltrain capit 0,500,000. higher rate than r there is sufficien	enly across individua al match contribution the approved Fiscal ` nt capacity remaining	ll projects as n is \$3.5 Year Cash to avoid
	funds, PCJPB has allow long as the total contrimillion for each of the2. The Transportation And Flow Distribution Schuncreasing financing contribution for each of the statement of the statement	wed San Francisco' bution is held cons PCJPB entities or athority may reimb edule if at the end	s 1/3 share to be stant. The FY 14, 1/3 of a total \$1 purse Caltrain at a of the Fiscal Yea	e distributed unev /15 Caltrain capit 0,500,000. higher rate than r there is sufficien	enly across individua al match contribution the approved Fiscal ³ int capacity remaining regory of the Prop K	ll projects as n is \$3.5 Year Cash to avoid
Notes:	funds, PCJPB has allow long as the total contrimilion for each of the2. The Transportation And Flow Distribution Sch increasing financing conplan.	wed San Francisco' bution is held cons PCJPB entities or athority may reimb edule if at the end osts in the Caltrain	s 1/3 share to be stant. The FY 14, 1/3 of a total \$1 purse Caltrain at a of the Fiscal Yea	e distributed unev /15 Caltrain capit 0,500,000. higher rate than r there is sufficier ment Program cat Prop K proport	enly across individua al match contribution the approved Fiscal ^N at capacity remaining tegory of the Prop K ion of 42. his phase:	ll projects as n is \$3.5 Year Cash to avoid Strategic
	funds, PCJPB has allow long as the total contrimilion for each of the2. The Transportation And Flow Distribution Sch increasing financing conplan.	wed San Francisco' bution is held cons PCJPB entities or athority may reimb edule if at the end osts in the Caltrain 6,10	s 1/3 share to be stant. The FY 14, 1/3 of a total \$1 purse Caltrain at a of the Fiscal Yea Capital Improver	e distributed unew /15 Caltrain capit 0,500,000. higher rate than r there is sufficien ment Program cat Prop K proport expenditures - th Prop AA propo	enly across individua al match contribution the approved Fiscal ^N nt capacity remaining tegory of the Prop K ion of his phase: rtion of his phase:	ll projects as n is \$3.5 Year Cash to avoid Strategic

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

FY of Allocation Action:	2014/15Current Prop K Request:\$ 210,989Current Prop AA Request:\$ -
Project Name:	Systemwide Station Improvements
Implementing Agency:	Peninsula Corridor Joint Powers Board (Caltrain)
	Signatures

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

Project Manager	Grants Section Contact
Name (typed): Robert Scarpino	Peter Skinner
Title: Program Manager	Senior Grants Analyst
Phone: <u>650-508-7780</u>	650-622-7818
Fax:	
Email: <u>scarpinor@samtrans.com</u>	skinnerp@samtrans.com
1250 San Carlos Ave, San Carlos, Address: <u>CA 94070</u>	1250 San Carlos Ave, San Carlos, CA 94070
Signature:	
Date:	

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

FY of Allocation Action:	2014/15
Project Name:	Quint Street Bridge Replacement
Implementing Agency:	Peninsula Corridor Joint Powers Board (Caltrain)
	EXPENDITURE PLAN INFORMATION
Prop K Category:	A. Transit Gray cells will automatically be
Prop K Subcategory:	iii. System Maintenance and Renovation (transit) filled in.
Prop K EP Project/Program:	c.1 Guideways
Prop K EP Line Number (Primary): Prop K Other EP Line Numbers:	22 Current Prop K Request: \$ 303,066
Prop AA Category:	
	Current Prop AA Request: \$ -
	Supervisorial District(s): 10
	SCOPE
	d to allow Authority staff to evaluate the reasonableness of the proposed budget and
	r the same project, provide an update on progress. Describe any outreach activities be provided in a separate Word file. Maps, drawings, etc. should be provided on onal worksheets.
included in the scope. Long scopes may Worksheet 7-Maps.or by inserting addition Project sponsors shall provide a brief exp 2) level of public input into the prioritizat	be provided in a separate Word file. Maps, drawings, etc. should be provided on
included in the scope. Long scopes may Worksheet 7-Maps.or by inserting addition Project sponsors shall provide a brief exp 2) level of public input into the prioritizat K/Prop AA 5-Year Prioritization Program Plans and/or relevant 5YPPs.	be provided in a separate Word file. Maps, drawings, etc. should be provided on onal worksheets. Ilanation of how the project was prioritized for funding, highlighting: 1) project benefits, tion process, and 3) whether the project is included in any adopted plans, including Prop
included in the scope. Long scopes may Worksheet 7-Maps.or by inserting addition Project sponsors shall provide a brief exp 2) level of public input into the prioritizat K/Prop AA 5-Year Prioritization Program Plans and/or relevant 5YPPs. Indicate whether work is to be performed Caltrain requests \$303,066 in Prop K fun	be provided in a separate Word file. Maps, drawings, etc. should be provided on onal worksheets. Idanation of how the project was prioritized for funding, highlighting: 1) project benefits, tion process, and 3) whether the project is included in any adopted plans, including Prop m (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic

Scope

The scope of the project includes a) The removal of the existing steel through girder superstructure and foundation for the bridge at Quint Street, and replacement with a berm structure. b) Construct a retaining wall along the East Right-of-Way line to protect train operations on the Quint Street Lead industrial siding providing freight service to the Port of San Francisco. c) Execute rough grading of the berm structure north of the Quint Street Bridge to prepare the site for the construction of the future Quint-Jerrold connector road.

Background

Caltrain is working to replace its aging rail bridge over Quint Street with a new, safe structure. In a separate project the City plans to construct a new street between Oakdale and Jerrold Avenues in the Bayview neighborhood to serve area land uses, facilitate a potential future Caltrain station at Oakdale Avenue, and provide an alternate route between Quint Street and Jerrold Avenue. The Transportation Authority coordinated with Caltrain, City agencies, and community members to select an option for the replacement while meeting local goals for the area: to facilitate development of a potential future Caltrain station at Oakdale Avenue, and enhance access to local land uses. In March 2012, the Transportation Authority appropriated \$74,000 in Prop K funds to fund planning, design, and outreach work to vet Caltrain's bridge replacement options and also develop a preliminary Quint-Jerrold Connector Road design concept. In September 2014 the Transportation Authority appropriated \$89,000 to refine and implement a workforce development and local contractor participation strategy to maximize opportunities for participation in both the Caltrain berm project and the local road project.

Caltrain expects to complete detailed design in November 2014 and to complete construction of the project in January 2016.

		FY 2014/15
Project Name:	Quint Street Bridge Replacement	
Implementing Agency:	Peninsula Corridor Joint Powers Boan	rd (Caltrain)
	ENVIRONMENTAL CLEARANCE	E
Type :	CE	Completion Date (mm/dd/yy)
Status:	Completed	03/31/11

PROJECT DELIVERY MILESTONES

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

	Start Date		Enc	l Date
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)	1	2008/09	3	2010/11
R/W Activities/Acquisition				
Design Engineering (PS&E)	1	2008/09	2	2014/15
Prepare Bid Documents	2	2014/15	4	2014/15
Advertise Construction				
Start Construction (e.g., Award Contract)	4	2014/15		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			3	2015/16
Project Closeout (i.e., final expenses incurred)	3	2015/16	3	2016/17

SCHEDULE COORDINATION/NOTES

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

Construction to begin in April 2015.

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

		FY	2014/15	
Project Name: Quint S	Street Bridge Replacement			
Implementing Agency: Peninsu	ula Corridor Joint Powers B	oard (Caltrain)]	
	SUMMARY BY PHASE		-	
Allocations will generally be for one pha	ase only. Multi-phase alloca	tions will be conside	red on a case-by-case	e basis.
Enter the total cost for the phase or par CURRENT funding request.	tial (but useful segment) ph	ase (e.g. Islais Creek	Phase 1 construction	n) covered by the
		Cost	for Current Reques	t/Phase
			-	Prop AA - Current
	Yes/No	Total Cost	Request	Request
Planning/Conceptual Engineering Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$ 2,330,000	\$ 303,066	
Procurement (e.g. rolling stock)				
		\$ 2,330,000	\$ 303,066	
COS	ST SUMMARY BY PHAS	SE - ENTIRE PRO	JECT	
Show total cost for ALL project phases quote) is intended to help gauge the qua in its development.				0
	Total Cost	Source of Cost	t Estimate	
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)	\$ 2,000,000	Engineer's estim	ate at 65% design	
R/W Activities/Acquisition Construction**	\$ 18,890,000	Encincorla actim	ate at 65% design	
Procurement (e.g. rolling stock)	\$ 18,890,000	Engineer's esuin	ate at 05% design	
	otal: \$ 20,890,000			
% Complete of Design:	65 as of	9/19/14		
· .	100 Years			

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

San Francisco County Transportation Authority

E4-59

PROJECT: Quint Street Bridge Replacement

rough grading of the berm structure north of the Quint Street Bridge to prepare the site for the construction of the future Quint-Scope of the project includes a) The removal of the existing steel through girder superstructure and foundation for the bridge at Quint Street, and replacement with a berm structure. b) Construct a retaining wall along the East Right-of-Way line to protect train operations on the Quint Street Lead industrial siding providing freight service to the Port of San Francisco. c) Execute Jerrold connector road. Description/Justification:

/PSE\$ $2,000,000$ nent/Construction\$15,870,000ninistration\$1,520,000ninistration\$1,520,000contingency\$1,500,000contingency\$\$s15,788,695\$2,330,000\$s15,788,695\$2,330,000\$s15,788,695\$2,330,000\$s15,788,695\$2,330,000\$s15,788,695\$2,330,000\$s15,788,695\$2,330,000\$s15,788,695\$2,330,000\$s15,788,695\$2,330,000\$s15,788,695\$2,330,000\$s15,788,695\$2,330,000\$contracted\$\$\$s15,788,695\$2,330,000\$s1,467\$\$\$cutch\$\$\$s1,467\$\$\$cutch\$\$\$tech\$\$\$tech\$\$\$s1,467\$\$\$cutch\$\$\$tech\$\$\$tech\$\$\$s1,467\$\$\$cutch\$\$\$tech\$\$\$tech\$\$\$tech\$\$\$tech\$\$\$tech\$\$\$tech\$\$\$tech\$\$\$ <tr< th=""><th>Project Cost Estimates:</th><th>Cost By Element</th><th>Original Est.</th><th><u>Revised Est.</u></th><th>Variance</th><th>Comments</th></tr<>	Project Cost Estimates:	Cost By Element	Original Est.	<u>Revised Est.</u>	Variance	Comments
Procurement/Construction 5 15,870,000 Staff/Administration 5 1,500,000 Staff/Administration 5 1,500,000 Project Contingency 5 1,500,000 Project Contingency 5 1,500,000 Project Contingency 5 1,500,000 Project Contingency 5 20,890,000 Prior Year Budgeted FY 15 Budget Request Staff Staff S20,300,000 Prior Year Budgeted FY 15 Budget Request Study Staff S2,330,000 Study Staff November-14 Study PS&E September-08 Study PS&E September-14 Study PS&E April-15 Construction April-15 January-16 Environmental Right of Way December-14 April-15 Construction S 1,864,000 Saff Saff State Saff Saff Saff Saff Saff Forderal S 1,864,000 Saff Saff Saff Saff		DE /Env/DSE	\$ 000 000			
Procurement/Construction > 1.5,80,000 Staff/Administration 5 1,500,000 Staff/Administration 5 - Project Contingency 5 1,500,000 Project Contingency 5 1,500,000 Project Contingency 5 - Project Contingency 5 1,500,000 Project Contingency 5 320,890,000 Prior Year Budgeted FY I5 Budget Request study S20,890,000 5 Prior Year Budgeted FY I5 Budget Request study S2,330,000 5 Prior Year Budgeted FY I5 Budget Request study S20,890,000 5 Prior Year Budgeted FY I5 Budget Request study S2,330,000 S2,330,000 Promonental S2,330,000 S2,330,000 Right of Way September-08 November-14 Right of Way Construction April-15 Construction January-16 April-15 Right of Way Construction S Right of Way San 1,864,000 San 466,000 State S San 466,000 San Mateo S San 466,000 San Mateo S						
Construction Management \$ 1,520,000 Staff/Administration \$ 1,500,000 Project Contingency \$ 1,500,000 TOTAL \$ 20,890,000 \$ - Prior Year Budgeted FY 15 Budget Request Prior Year Budgeted \$ 2,330,000 \$ - Intervention \$ \$ 2,330,000 \$ - Study \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		Procurement/Construction				
Natr/Administration 520,800,000 5 Project Contingency \$ 1,500,000 5 TOTAL \$20,800,000 \$ Prior Year Budgeted FY 15 Budget Request \$15,788,695 \$2,330,000 Study \$23,30,000 Prior Year Budgeted September-08 November-14 November-14 Study September-08 November-14 April-15 Study September-08 State December-14 Funding Source \$ State 1,864,000 State State Local Match JPB Member \$ State \$ Local Match JPB Member \$ State State Local Match JPB Member \$ State \$ Local Match JPB Member \$ State \$ Local Match JPB Member \$ State \$ State \$		Construction Management				
Project Contingency \$ 1,500,000 \$ TOTAL \$20,890,000 \$ \$ Prior Year Budgeted FY 15 Budget Request \$ \$ Bits/788,695 \$2,330,000 \$ \$ \$ Prior Year Budgeted FY 15 Budget Request \$ </td <td></td> <td>Statt/Administration</td> <td></td> <td></td> <td></td> <td></td>		Statt/Administration				
TOTAL \$20,890,000 \$ Prior Year Budgeted FY 15 Budget Request s15,788,695 \$2,330,000 attice budgeted FY 15 Budget Request study \$2,330,000 nes: Milestones Study September-08 November-14 November-14 Environmental November-14 Right of Way December-14 Contract Procurement December-14 Right of Way December-14 Contract Procurement December-14 Right of Way December-14 Study September 08 Right of Way December-14 April-15 January-16 Inding Source \$ State \$ San Franciso \$ State \$ San Franciso \$ Santa Clanu \$ Santa Clanu \$ Regional/Other \$ Sondo \$ Santa Clanu \$ Regional/Other \$		Project Contingency				
Prior Year Budgeted \$15,788,695FY 15 Budget Request \$2,330,000Res:Milestones \$14ySeptember-08 November-14NowEstimated StartEstimated End November-14Right of WaySeptember-08 November-14November-14 January-16Contract ProcurementDecember-14 April-15April-15 January-16Right of WayDecember-14 April-15April-15 January-16Local Match JPB Member\$1,864,000 StateSan Franciso\$303,066 S an HateoSan Mateo\$81,467 S anda ClaraLocal Match County SM\$2,330,000Regional/Other\$2,330,000		TOTAL	\$20,890,000		<u>\$0</u>	
Frior Year Budget Kequest \$15,788,695FY 15 Budget Kequest \$2,330,000res:\$15,788,695\$2,330,000studySetudyEstimated StartStudyPS&ESeptember-08November-14November-14EnvironmentalNovember-14Right of WayDecember-14Contract ProcurementDecember-14Right of WayApril-15ConstructionApril-15State\$ 1,864,000State\$ 303,066State\$ 1,864,000State\$ 2,330,000State\$ 2,330,000TOTAL\$ 2,330,000					ء ب	ł
MilestonesEstimated StartEstimated EndStudyStudyStudyStudyStudyNovember-14StudyEnvironmentalNovember-14EnvironmentalRight of WayEnvironmentalNovember-14Right of WayDecember-14Contract ProcurementDecember-14Right of WayApril-15Contract ProcurementDecember-14Right of WayApril-15ConstructionApril-15Federal\$Funding Source\$State\$State\$San Franciso\$San Franciso\$San Franciso\$San Anter\$San Anter\$San County SM\$Regional/Other\$TOTAL\$Study\$Study\$Study\$Study\$Sand Clara\$Sand Clara\$Sand Other\$Sand Other\$State\$State\$State\$Sand Clara\$Sand Other\$Sand Other\$State\$State\$State\$State\$State\$State\$State\$State\$State\$State\$State\$State\$State\$ <t< th=""><th>Project Budget:</th><th>Prior Year Budgeted \$15,788,695</th><th><u>FY 15 Budget Request</u> \$2,330,000</th><th>Π</th><th><u>Future Budget Reques</u> \$2,771,305</th><th><u>Total</u> \$20,890,000</th></t<>	Project Budget:	Prior Year Budgeted \$15,788,695	<u>FY 15 Budget Request</u> \$2,330,000	Π	<u>Future Budget Reques</u> \$2,771,305	<u>Total</u> \$20,890,000
MilestonesEstimated StartEstimated EndStudyStudyStudyStudyPS&ESeptember-08November-14EnvironmentalRight of WayDecember-14April-15EnvironmentalNovember-14April-15January-16Right of WayDecember-14April-15January-16ConstructionApril-15January-16IndependentFunding Source\$1,864,000StateFederal\$1,864,000StateState\$1,864,000State\$81,467San Mateo\$81,467San Mateo\$81,467Santa Clara\$81,467Local Match County SM\$2,330,000Regional/Other\$2,330,000						
Study PS&ESeptember-08November-14Environmental Right of WayEnvironmental Right of WayNovember-14Contract ProcurementDecember-14April-15Right of WayConstructionApril-15ConstructionApril-15January-16Funding Source\$1,864,000Factal\$1,864,000State\$1,864,000State\$81,467San Franciso\$81,467San Mateo\$81,467San Mateo\$81,467San Clara\$81,467Local Match County SM\$2,330,000Regional/Other\$2,330,000TOTAL\$\$	Project Milestones:	<u>Milestones</u>	Estimated Start	Estimated End		Comments
PS&E September-08 November-14 Environmental Environmental Right of Way Right of Way Contract Procurement December-14 April-15 Construction April-15 January-16 Federal \$ 1,864,000 Federal \$ 466,000 State \$ 466,000 San Francisco \$ 81,467 San Mateo \$ 81,467 Local Match JDB \$ 81,467 Santa Clara \$ 81,467 Local Match County SM \$ 2,330,000		Study				
EnvironmentalRight of WayDecember-14April-15Contract ProcurementDecember-14April-15ConstructionApril-15January-16Eunding Source\$1,864,000Federal\$1,864,000State\$-Local Match JPB Member\$466,000San Francisco\$81,467San Mateo\$81,467Santa Claru\$81,467Local Match County SM\$2,330,000TOTAL\$\$		PS&E	September-08	November-14		
Right of Way Contract ProcurementDecember-14April-15ConstructionApril-15January-16Funding Source\$1,864,000Federal\$1,864,000Fate\$1,864,000State\$466,000State\$303,066Sam Francisco\$81,467Sam Mateo\$81,467Sama Clama\$81,467Local Match Dounty SM\$2,330,000Regional/Other\$2,330,000		Environmental				
Contract Procurement December-14 April-15 Construction April-15 January-16 Funding Source Proposed FY15 Budget January-16 Federal \$ 1,864,000 \$ 1,864,000 State \$ 1,864,000 \$ 1,864,000 Sam Francisco \$ 1,864,000 \$ 1,467 Sam Mateo \$ 81,467 \$ 1,467 Sam Mateo \$ 81,467 \$ 1,467 Local Match County SM \$ 81,467 Regional/Other \$ 2,330,000		Right of Way				
Construction April-15 January-16 Funding Source Proposed FY15 Budget Federal \$ 1,864,000 Fate \$ 1,864,000 State \$ 1,864,000 State \$ 1,864,000 State \$ 303,066 San Francisco \$ 81,467 Santa Clara \$ 81,467 Local Match County SM \$ 2,330,000		Contract Procurement	December-14	April-15		
Funding SourceProposed FY15 BudgetFederal\$ 1,864,000State\$ 1,864,000State\$ 1,864,000State\$ 1,864,000Sam Francisco\$ 466,000Sam Francisco\$ 303,066Sam Mateo\$ 81,467Sama Clama\$ 81,467Local Match County SM\$ 2,330,000Regional/Other\$ 2,330,000		Construction	April-15	January-16		
Funding Source Proposed FY15 Budget Federal \$ 1,864,000 State \$ 1,864,000 State \$ 1,864,000 State \$ 1,864,000 State \$ 1,864,000 Sam Francisco \$ 466,000 Sam Francisco \$ 466,000 Sam Francisco \$ 303,066 Sam Mateo \$ 81,467 Santa Clara \$ 81,467 Local Match County SM \$ 81,467 Regional/Other \$ 2,330,000						
- ი ოფი ი ი	Funding Plan:	Funding Source	Proposed FY15 Budget		Future Budget	Comments
റ ക ^{ക്ക} കകം ക		Federal				
ი რაფალი დი შ		State	۱ ا			
പ് കകക ശ		Local Match JPB Member				
ጭ ጭ හ ሪ		San Francisco				
¢γ φγ		San Mateo				
÷		Santa Clara				
\$		Local Match County SM				
\$		Regional/Other				
-		TOTAL	\$ 2,330,000			

P:\Prop K\FY1415\ARF Final\05 Nov 2014 Board\Caltrain Quint Street F.xlsx; Quint Street Bridge

			FY	2014/15
Project Name: Quint Street Bridge Repl	acement			
FUNDING P	LAN - FOR CURF	RENT PROP K RE	QUEST	
Prop K Funds Requested:	\$	303,066		
5-Year Prioritization Program Amount:	\$	-	(enter if appropriate	2)
Strategic Plan Amount for Requested FY:	\$	1,243,407]	
FUNDING PI	AN - FOR CURR	ENT PROP AA RE	EQUEST	
Prop AA Funds Requested:	\$	-]	
5-Year Prioritization Program Amount:			(enter if appropriate	e)
Strategic Plan Amount for Requested FY:				
Funding the request requires amendment of th program \$303,066 in funds deobligated from t Enter the funding plan for the phase or phase match those shown on the Cost worksheet.	he prior 5YPP cycle	. See 5YPP attachme	ent for more details.	
Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 303,066		()	\$ 303,066
JPB Member Agency FTA 5337			\$ 162,934 \$ 1,864,000	\$ 162,934 \$ 1,864,000
Total:	\$ 303,066	\$ -	\$ 2,026,934	\$ 2,330,000
10tai.	Ψ 505,000	₩ -	₩ 2,020,754	φ- 2,550,000
Actual Prop K Leveraging - This Phase:		86.99%		\$ 2,330,000

Total from Cost worksheet

77.72%

Expected Prop K Leveraging per Expenditure

Plan

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

Is Prop K/Prop AA providing local match funds for a state or federal grant? Yes - Prop K					
		Required I	Local Match		
Fund Source	\$ Amount	%	\$		
FTA 5337	\$ 1,864,000	20.00%	\$ 466,000		

FUNDING PLA Enter the funding plan for all phases (environ- if the current request covers all project phases	mental stuc	lies throug	gh con	struction) of th	ne pro	ject. This sectio	on may l	be left blank
Fund Source Planned Programmed Allocated Total								
Prop K	\$	303,066	\$	381,052			\$	684,118
JPB Member Agency	\$	670,000	\$	102,104	\$	2,283,617	\$	3,055,721
FTA 5337/5309					\$	15,422,012	\$	15,422,012
State Prop 1B			\$	1,728,149			\$	1,728,149
Total:	\$	973,066	\$	2,211,305	\$	17,705,629	\$	20,890,000

Actual Prop K Leveraging - Entire Project: Expected Prop K Leveraging per Expenditure Plan: Actual Prop AA Leveraging - Entire Project:

96.73%
77.72%
85.37%

\$ 20,890,000

Total from Cost worksheet

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested:	\$	303,066	
Sponsor Request - Proposed Prop K Cash	Flow Distribution	Schedule	
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$ 303,066	100.00%	\$ -
Total:	\$ 303,066		

San Francisco County Transportation Authority

Prop K/Prop AA	Allocation Requ	lest Form
AUTHORITY R	RECOMMENDA	TION
This section i	s to be completed	d by Authority Staff.
Last Updated: 10.02.14	Resolution. No.	Res. Date:
Project Name: Quint Street Bridge	Replacement	
Implementing Agency: Peninsula Corridor	Joint Powers Boar	d (Caltrain)
	Amount	Phase:
Funding Recommended: Prop K Allocation	\$ 303,066	Construction
/T 1	¢ 202.0((
Notes (e.g. instifaction for multiplice recommendations	\$ 303,066	[]
Notes (e.g., justification for multi-phase recommendations, notes for multi-EP line item or multi-sponsor		
recommendations):		

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 22	FY 2014/15	\$ 303,066	100.00%	\$ -
			0.00%	\$ -
	Total:	\$ 303,066	100%	

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

Source	Fiscal Year	Phase	kimum ursement	Cumulative % Reimbursable	Balance
Prop K EP 22	FY 2014/15	Construction	\$ 303,066	100%	\$ -
				100%	\$ -
		Total	\$ 303,066		

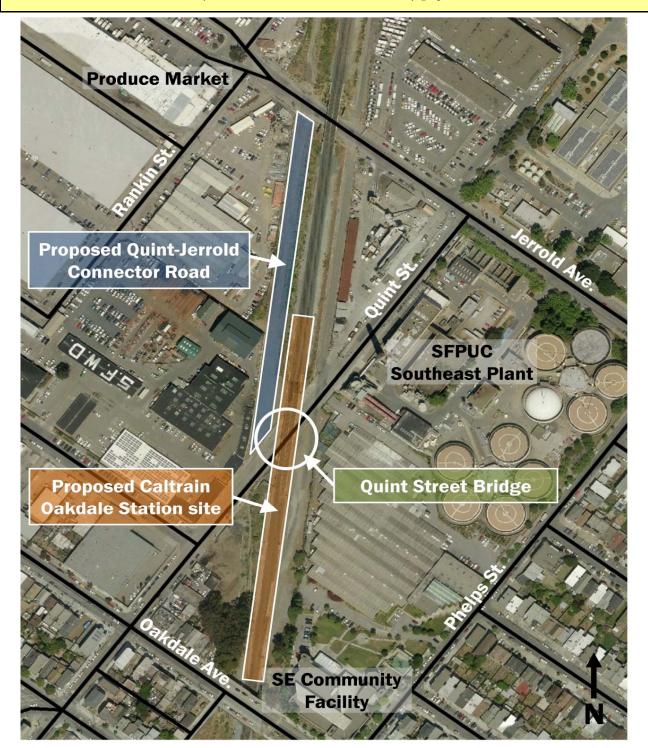
Prop K/Prop AA Fund Expiration Date: 3/31/2017 Eligible expenses must be incurred prior to this date.

E4-0	64
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1-04			ty Transportati Allocation Requ	•		
		<u> </u>	RECOMMENDA			
		This section i	s to be complete	d by Authority	Staff.	
	Last Updated:	10.02.14	Resolution. No.		Res. Da	te:
	Project Name: Qu	unt Street Bridge	Replacement			
	Implementing Agency: Pe	ninsula Corridor	Joint Powers Boa	rd (Caltrain)		
		Action	Amount	Fiscal Year	Phase	
	Future Commitment to:	Trigger:				
Deliverables:						
	1. With the first quarterly	progress report of	due March 31, 201	5, provide 2-3 di	gital photos of	before conditions.
	2. Upon project complete Note: this deliverable v upon approval by the T	vill be transferred	l to the anticipated			
	3.					
Special Condi	tions:					
	1. The recommended allo projects: \$81,466 from System Rehab-Design Construction project (I attached 5YPP amendr	the Signal Systen project (R13-12,‡ R13-12, #122.911	n Rehab project (F #122.911091) and 1092); and reprogr	811-23, #122.911 \$182,000 from th	073), \$39,400 f ne Signal System	rom the Signal n Rehab-
	2.					
Notes:	1.					
	2.					
S	Supervisorial District(s):	10		Prop K proport expenditures - t		13.01%
			_	Prop AA propo expenditures - t		
	Sub-project detail?	No	If yes, see next pa	age(s) for sub-pro	oject detail.	
SF	CTA Project Reviewer:	P&PD	Proj	ect # from SGA	:	

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

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



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

FY of Allocation Action:	2014/15Current Prop K Request:\$ 303,066Current Prop AA Request:\$ -			
Project Name:	Quint Street Bridge Replacement			
Implementing Agency:	Peninsula Corridor Joint Powers Board (Caltrain)			
Signatures				

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

Project Manager	Grants Section Contact
Name (typed): Rafael Bolon	Peter Skinner
Title: Project Manager	Senior Grants Analyst
Phone: 650-622-7805	650-622-7818
Fax:	
Email: bolonr@samtrans.com	skinnerp@samtrans.com
1250 san Carlos Ave, San Carlos, Address: <u>CA 94070</u>	1250 san Carlos Ave, San Carlos, CA 94070
Signature:	
Date:	

Guideways - PCJPB (EP 22P) **5-Year Project List**

Programming and Allocations to Date

Pending Board Approval (11.25.2014)

-						Fiscal Year			
Pre	Project Name	Phase	Status	2014/15	2015/16	2016/17	2017/18	2018/19	Total
System Rehabi	Systemwide Track Rehabilitation	CON	Pending	\$1,243,407					\$1,243,407
Quint Replac	Quint Street Bridge Replacement ¹	CON	Pending	\$303,066					\$303,066
Local Placeŀ	Local Capital Match Placeholder	Any Eligible	Programmed		\$1,319,130				\$1,319,130
Local Placeł	Local Capital Match Placeholder	Any Eligible	Programmed			\$1,358,704			\$1,358,704
Local Placel	Local Capital Match Placeholder	Any Eligible	Programmed				\$1,399,465		\$1,399,465
Local Place]	Local Capital Match Placeholder	Any Eligible	Programmed					\$1,441,449	\$1,441,449
		Total Pro	Total Programmed in 5YPP	\$1,546,473	\$1,319,130	\$1,358,704	\$1,399,465	\$1,441,449	\$7,065,221
		Total Allocated and Pending in 5YPP	1 Pending in 5YPP	\$1,546,473	0\$	0\$	0\$	0\$	\$1,546,473
		Total De	Total Deobligated in 5YPP	0\$	0\$	0\$	0\$	0\$	0\$
		Total Ur	Total Unallocated in 5YPP	0\$	\$1,319,130	\$1,358,704	\$1,399,465	\$1,441,449	\$5,518,748
	Tot	Total Programmed in 2014	2014 Strategic Plan	\$1,243,407	\$1,319,130	\$1,358,704	\$1,399,465	\$1,441,449	\$6,762,155
	De	Deobligated from Prior 5YPP Cycles **	or 5YPP Cycles **	\$303,067					\$303,067
	Cumulativ	Cumulative Remaining Program	ramming Capacity	\$1	\$1	\$1	\$1	\$1	\$1

		. #
Programmed	Pending Allocation/Appropriation	Board Approved Allocation/Appropri

\$81,466 from the Signal System Rehab project (R11-23, #122.911073). Deobligated funds are not needed for completion of construction. \$39,400 from the Signal System Rehab-Design project (R13-12,#122.911091). Design is complete. Deobligated funds were not needed. ¹ 5YPP Amendment to reprogram \$303,066 in Prop K funds deobligated from prior Guideways - Caltrain projects:

\$182,000 from the Signal System Rehab-Construction project (R13-12, #122.911092). Deobligated funds are not needed for completion of construction.

5-Year Project List Guideways - PCJPB (EP 22P) Cash Flow (\$) Maximum Annual Reimbursement

				Fiscal Year	Year			
Project Name	Phase	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	Total
Systemwide Track Rehabilitation	CON	\$621,704	\$621,703					\$1,243,407
Quint Street Bridge Replacement 1	CON	\$303,066						\$303,066
Local Capital Match Placeholder	Any Eligible		\$659,565	\$659,565				\$1,319,130
Local Capital Match Placeholder	Any Eligible			\$679,352	\$679,352			\$1,358,704
Local Capital Match Placeholder	Any Eligible				\$699,732	\$699,733		\$1,399,465
Local Capital Match Placeholder	Any Eligible					\$720,725	\$720,724	\$1,441,449
стн Ш-т О			#1 <u>701</u> 770	tro 020 041	#1 270 00 4	#1 400 4E0		
Cash Flow Programmed	grammed in 5Y12	\$924,770	\$1,281,268	\$1,338,917	\$1,379,084	\$1,420,458	\$/20,/24	\$/,005,221
Total Ca	Total Cash Flow Allocated	\$924,770	\$621,703	\$0	0\$	0\$	\$0	\$1,546,473
Total Cash	Total Cash Flow Deobligated	0\$	0\$	0\$	0\$	0\$	0\$	\$0
Total Cash	Total Cash Flow Unallocated	0\$	\$659,565	\$1,338,917	\$1,379,084	\$1,420,458	\$720,724	\$5,518,748
Cash Flow Programmed in 2014 Strategic Plan	2014 Strategic Plan	\$1,228,311	\$1,281,269	\$1,338,917	\$1,379,085	\$1,420,457	\$1,488,071	\$13,780,167
Deobligated from Prior 5YPP Cycles **	ior 5YPP Cycles **	\$303,067						\$303,067
Cumulative Remaining Cash Flow	ash Flow Capacity	\$606,608	\$606,609	\$606,609	\$606,610	\$606,609	\$1,373,956	\$7,018,013
- -								

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

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

FY of Allocation Action:	2014/15	
	2014/15	
Project Name:	Systemwide Track Rehabilitation	
Implementing Agency:	Peninsula Corridor Joint Powers Board (Caltrain)	
	EXPENDITURE PLAN INFORMATION	
Prop K Category:	A. Transit	Gray cells will
		automatically be
Prop K Subcategory:	iii. System Maintenance and Renovation (transit)	filled in.
Prop K EP Project/Program:	c.1 Guideways	
Prop K EP Line Number (Primary): Prop K Other EP Line Numbers:	22 Current Prop K Request: \$ 1,24	3,407
Prop AA Category:		
	Current Prop AA Request: \$	-
	Supervisorial District(s):	6,10
	SCOPE	
2) level of public input into the prioritization	lanation of how the project was prioritized for funding, highlighti ion process, and 3) whether the project is included in any adopted n (5YPPs). Justify any inconsistencies with the adopted Prop K/2	
Indicate whether work is to be performed	by outside consultants and/or by force account.	Prop AA Strategic

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

		FY 2014/15
Project Name:	Systemwide Track Rehabilitation	
Implementing Agency:	Peninsula Corridor Joint Powers Boa	ard (Caltrain)
	ENVIRONMENTAL CLEARANC	E
Type :	N/A	Completion Date (mm/dd/yy)
Status:	N/A	
	DRAIDOT DEL NUEDV MU DOTON	

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

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

FY 2014/15 **Project Name:** Systemwide Track Rehabilitation **Implementing Agency:** Peninsula Corridor Joint Powers Board (Caltrain) **COST SUMMARY BY PHASE - CURRENT REQUEST** Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis. Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request. Cost for Current Request/Phase Prop K - Current Prop AA - Current Yes/No Total Cost Request Request Planning/Conceptual Engineering Environmental Studies (PA&ED) Design Engineering (PS&E) R/W Activities/Acquisition Construction Yes 7,374,000 \$ 1,243,407 \$ Procurement (e.g. rolling stock) \$ 7,374,000 \$ 1,243,407 \$ **COST SUMMARY BY PHASE - ENTIRE PROJECT** Show total cost for ALL project phases based on best available information. Source of cost estimate (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development. **Total Cost** Source of Cost Estimate Planning/Conceptual Engineering Environmental Studies (PA&ED) Design Engineering (PS&E) R/W Activities/Acquisition Construction \$ 8,374,000 JPB Capital Budget Procurement (e.g. rolling stock) Total: \$ 8,374,000 100 7/1/14 % Complete of Design: as of 70 Years Expected Useful Life:

San Francisco County Transportation Authority Prop K/Prop AA Allocation Request Form MAJOR LINE ITEM BUDGET	ith subtotals by task and phase. nould include preliminary estim ould be called out in each phase y staff rather than consultants, J low. de budget details. A sample for de the LBE/SBE/DBE goals a	See attached project summary for budget estimates prepared as part of the annual JPB budget process.
Sai	 Provide a major line item budget, with subtotals by task and provide task-level budget information. Requests for project development should include preliminar Support costs and contingencies should be called out in each contingencies. For work to be performed by agency staff rather than consu ratio. A sample format is provided below. For construction costs, please include budget details. A sam 6. For any contract work, please provide the LBE/SBE/DBE 	See attached project summary for budget estimates prepared as F

1. SOGR - RIGHT OF WAY / S	/ SIGNAL & COMMUNICATION			
1.12 PROJECT: FY15 System Wide Track Rehab SOGR	Vide Track Rehab SOGR			
Description/Justification:	 The System Wide Track Rehabilitation Program covers th scheduled for each fiscal year is based upon the condition regularly with input from track and structures inspections Proposed work for Fiscal Year 2015 includes the followir A) Replace Stock Rails and Points on an as-needed basis. C) Remove old or bonded over insulated joints D) Production Ties and Surfacing E) Upgrade rail lubricators. G) Work in SSF Yard, billable to UP. J) Minor repairs to bridges, culverts and structures 	ation Program covers the work requi ased upon the condition of the railros and structures inspections and tests tha 015 includes the following: s on an as-needed basis. B) Product nsulated joints F) Purchas UP. H) Rebuild erts and structures	 The System Wide Track Rehabilitation Program covers the work required to keep the Caltrain railroad in a state of good repair. The type and scope of work scheduled for each fiscal year is based upon the condition of the railroad as reflected in Caltrain's State of Good Repair database. This database is updated regularly with input from track and structures inspections and tests that are performed throughout the year. Proposed work for Fiscal Year 2015 includes the following: A) Replace Stock Rails and Points on an as-needed basis. B) Production Rail Joint Replacement C) Remove old or bonded over insulated joints D) Production Ties and Surfacing F) Purchase of Small Tools and Equipment required for track maintenance activities. G) Work in SSF Yard, billable to UP. H) Rebuild 3 grade crossings: Charleston, Meadow, Churchill 	good repair. The type and scope of work pair database. This database is updated r track maintenance activities.
Project Cost Estimates:	Cost By Element DF/Fav/DSF	<u>Original Est.</u>	Revised Est. Variance	Comments
	Procurement/Construction	6,994,000	1 1	
	Construction Management	200,000	ил (1	I
	Staff/Administration	\$ 1,180,000 \$ *	99 9 1	
	Troject Contangency	 8,374,000	' '	· · ·
Project Budget:	<u>Prior Year Budgeted</u> \$0	<u>FY 15 Budget Request</u> \$7,374,000	Future Budget \$1,000,000	<u>et Total</u> \$8,374,000
Project Milestones:	<u>Milestones</u>	Estimated Start	Estimated End	Comments
	Fremmary Engineering			
	FIIIdi Design ROW Aconicition			
	Bid and Award			Major elements of work performed by
	Procurement			Caltraın operatıng contractor.
	Construction	July-14	December-15	
	Closeout	January-16	June-16	
Funding Plan:	Funding Source	Promosed FV 15 Budoet	Future Budget	et Comments
0	Federal	\$ 5,899,200		FTA
	State			
	Local Match JPB Member			
	San Francisco	\$ 1,243,407		
	San Mateo			E
	Jania Clara Local Motch Constry Seedific	♦ ♦		- 4
	Regional/Other	÷ +		<u> </u>
	TOTAL	\$ 7,374,000		73

Plan

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

			FY	2014/15		
Project Name: Systemwide Track Rehabi	ilitation					
FUNDING PI	LAN - FOR CUR	RENT PROP K RE	QUEST			
Prop K Funds Requested:	\$	1,243,407]			
5-Year Prioritization Program Amount:	\$	1,243,407	(enter if appropriat	e)		
Strategic Plan Amount for Requested FY:]			
FUNDING PLAN - FOR CURRENT PROP AA REQUEST						
Prop AA Funds Requested: -						
5-Year Prioritization Program Amount:	(enter if appropriat	e)				
Strategic Plan Amount for Requested FY:						
Prioritization Program (5YPP), provide a justification in the space below including a detailed explanation of which other project or projects will be deleted, deferred, etc. to accommodate the current request and maintain consistency with the 5YPP and/or Strategic Plan annual programming levels. The 5-Year Prioritization Program (5YPP) amount is the entire amount of Prop K funds available for allocation in Fiscal Year 2014/15 for the Caltrain Guideways Projects Local Capital Match Placeholder in the Guideways - Caltrain 5YPP. The Strategic Plan amount is the amount programmed for the entire Guideways - Caltrain category in Fiscal Year 2014/15 in the adopted 2014 Prop K Strategic Plan.						
Fund Source	Planned	Programmed	Allocated	Total		
Prop K		\$ 1,243,407		\$ 1,243,407		
FTA 5337			\$ 5,899,200	\$ 5,899,200		
JPB Member Agency			\$ 231,393	\$ 231,393		
Total:		\$ 1,243,407	\$ 6,130,593	\$ 7,374,000		
Actual Prop K Leveraging - This Phase: Expected Prop K Leveraging per Expenditure Bactual Prop K Leveraging per Expenditure						

77.72%

F4-75

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

Is Prop K/Prop AA providing	leral grant?	Yes -	Prop K	
		Required	Local	Match
Fund Source	\$ Amount	%	\$	
FTA 5337	\$ 5,899,200	20.00%	∕₀ \$	1,474,800
	n		П	, ,

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES) Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet. Planned Programmed Allocated Total Fund Source 100,000 1,243,407 1,343,407 Prop K \$ \$ \$ FTA 5337 \$ 800,000 \$ 6,699,200 \$ 5,899,200 \$ 100,000 \$ 231,393 331,393 JPB Member Agency \$ Total: \$ 1,000,000 \$ 1,243,407 \$ 6,130,593 \$ 8,374,000

Actual Prop K Leveraging - Entire Project: Expected Prop K Leveraging per Expenditure Plan:

83.96%
77.72%

\$ 8,374,000

Total from Cost worksheet

Actual Prop AA Leveraging - Entire Project:

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested:	\$ 1,243,407			
Sponsor Request - Proposed Prop K Cash	Flow	Distribution S	chedule	
Fiscal Year	Cash	Flow	% Reimbursed Annually	Balance
FY 2014/15	\$	1,243,407	100.00%	\$ -
			0.00%	\$ -
			0.00%	\$ -
			0.00%	\$ -
			0.00%	\$ -
Total:	\$	1,243,407		

San Francisco County Transportation Authority

Prop K/Prop AA	Allocation Requ	lest Form
	RECOMMENDA	
This section i	s to be completed	d by Authority Staff.
Last Updated: 10/16/2014	Resolution. No.	Res. Date:
Project Name: Systemwide Track I	Rehabilitation	
Implementing Agency: Peninsula Corridor	Joint Powers Boar	rd (Caltrain)
	Amount	Phase:
Funding Recommended: Prop K Allocation	\$ 1,243,4 07	Construction
Total:	\$ 1,243,407	
Notes (e.g., justification for multi-phase recommendations,		
notes for multi-EP line item or multi-sponsor		
recommendations):		

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

Source	Fiscal Year		Maximum imbursement	% Reimbursable	Balance
Prop K EP 22	FY 2014/15	\$	621,704	50.00%	\$ 621,703
Prop K EP 22	FY 2015/16	\$	621,703	50.00%	\$ -
	Tota	: \$	1,243,407	100%	

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

Source	Fiscal Year	Phase	R	Maximum eimbursement	Cumulative % Reimbursable	Balance
Prop K EP 22	FY 2014/15	Construction	\$	621,704	50%	\$ 621,703
Prop K EP 22	FY 2015/16	Construction	\$	621,703	100%	\$ -
		Tota	ıl: \$	5 1,243,407		

Prop K/Prop AA Fund Expiration Date: 12/31/2016 Eligible expenses must be incurred prior to this date.

		rancisco Count	-	•		E4-77
		p K/Prop AA A	<u> </u>			
	E	UTHORITY R This section is	to be complete		Staff.	
	Last Updated:	10/16/2014	Resolution. No.		Res. Date	2:
	Project Name: Sy	stemwide Track R	ehabilitation			
	Implementing Agency: Pe	ninsula Corridor J	oint Powers Boar	rd (Caltrain)		
		Action	Amount	Fiscal Year	Phase	
	Future Commitment to:					
		Trigger:				
		L				
Deliverables:						
	 With the first quarterly work underway (e.g. ph Transportation Author 2. 	notos of work bein				
Special Cond	itions:					
•	1.					
Notes:	1. In order to comply wit funds, PCJPB has allow long as the total contril million for each of the	ved San Francisco' bution is held cons	's 1/3 share to be stant. The FY 14/	distributed unev /15 Caltrain capit	venly across indiv	vidual projects as
	2. The Transportation Au Flow Distribution Sche increasing financing co Plan.	edule if at the end	of the Fiscal Year	r there is sufficien	nt capacity rema	ining to avoid
5	Supervisorial District(s):	6,10		Prop K proport expenditures - t		16.86%
				Prop AA propo expenditures - ti		
	Sub-project detail?	No	If yes, see next pa	age(s) for sub-pro	oject detail.	
S	FCTA Project Reviewer:	P&PD	Proje	ect # from SGA	:	

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

FY of Allocation Action:	2014/15Current Prop K Request:\$ 1,243,407Current Prop AA Request:\$ -
Project Name:	Systemwide Track Rehabilitation
Implementing Agency:	Peninsula Corridor Joint Powers Board (Caltrain)
	Signatures

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

	Project Manager	Grants Section Contact
Name (typed):	Pedro Gutierrez	Peter Skinner
Title:	Manager Maintenance of Way	Senior Grants Analyst
Phone:	650-508-7793	650-622-7818
Fax:		
Email:	Gutierrezp@samtrans.com	skinnerp@samtrans.com
Address:	1250 San Carlos Ave, San Carlos, CA 94070	1250 San Carlos Ave, San Carlos, CA 94070
Signature:		
Date:		

FY of Allocation Action:	2014/15							
Project Name:	Geneva-Ha	rney BRT Feasibility/Pre-Environmer	ntal Study					
Implementing Agency:	San Francis	co Municipal Transportation Agency						
E	EXPENDIT	URE PLAN INFORMATION						
Prop K Category:	C. Street & Traffic Safety Gray cells wi							
Prop K Subcategory:	i. Major Capital Projects (Streets)							
Prop K EP Project/Program:	b.3 Visitaci	on Valley Watershed Area projects (Sa	n Francisco share)					
Prop K EP Line Number (Primary): Prop K Other EP Line Numbers:	27	Current Prop K Request:	200,000]				
Prop AA Category:								
		Current Prop AA Request: \$	-	J				
		Supervisorial District(s):	10, 11]				
 Worksheet 7-Maps.or by inserting additional worksheets. Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs. Indicate whether work is to be performed by outside consultants and/or by force account. The Geneva-Harney Bus Rapid Transit (BRT) line is a proposed rapid transit service envisioned to provide 								
existing and future neighborhoods along the San Mateo-San Francisco County border with a bus connection to the border area's key regional transit system hubs. The corridor extends from Balboa Park BART/Muni Station in the west to Hunters Point Shipyard in the east, including a connection to the Bayshore Caltrain Station. The BRT would be operated by the San Francisco Municipal Transportation Agency (SFMTA). In late 2013, the San Francisco County Transportation Authority (SFCTA) started a BRT Feasibility Study as a critical first step in developing BRT service, which is anticipated for completion by spring 2015. This Feasibility Study involves a conceptual planning and design study, and initiates a cross-jurisdictional, community consensus-building process to prepare the envisioned "mid-term" bus project (using existing streets) for the environmental clearance phase.								
The current funding request includes 3 elements: 1. \$50,000 future appropriation (i.e., a commitment to appropriate funds in FY 15/16) to temporarily cover City/County Association of Government of San Mateo County's (C/CAG) and Peninsula Corridor Joint Powers Board 's (Caltrain) contributions to the Feasibility Study (Phase 1) (continued on next page)								

since these agencies have currently suspended their participation in the study due to concerns stemming from the Bayshore Multimodal Station Study.

2. \$77,000 to support the SFMTA's and the Department of Public Works' (SFPW's) increased participation in the feasibility study (Phase 1)(a net increase of \$46,729).

3. \$123,000 to support the SFMTA's and SFPW's staff planning and conceptual engineering efforts required to advance the Mid-Term BRT project to the environmental review stage (Phase 2 Pre-Environmental Study).

The BRT project is named in the New and Upgraded Streets 5YPP. The requested action would require a 5YPP amendment to redirect \$50,000 in FY 15/16 funds from the environmental phase to the feasibility study. The intent is to return these funds to the environmental phase upon SM C/CAG and Caltrain's fulfillment of their financial contribution to the study.

Detailed scope of work begins on next page.

Project Overview

The Geneva-Harney BRT line is a proposed rapid transit service envisioned to provide existing and future neighborhoods along the San Mateo-San Francisco County border with a bus connection to the border area's key regional transit system hubs. The corridor extends from Balboa Park BART/Muni Station in the west to Hunters Point Shipyard in the east, including a connection to the Bayshore Caltrain Station. The BRT would be operated by the SFMTA.

In late 2013, the SFCTA started a BRT Feasibility Study as a critical first step in developing BRT service, which is anticipated for completion by spring 2015. This Feasibility Study involves a conceptual planning and design study, and initiates a cross-jurisdictional, community consensus-building process to prepare the envisioned near-term bus project (using existing streets) for the environmental clearance phase. The feasibility study also looks at the longer term BRT vision, which assumes includes a Geneva Avenue extension, which is expected as part of the Baylands Development.

The Near-Term BRT addressed by this scope uses existing streets primarily. The Near-Term Project is expected to be used for at least 10 years, but may be used indefinitely. BRT service is needed no later than 2023 to support the Candlestick-Hunters Point Shipyard development, and may be needed sooner if development phasing changes.

Some portions of the corridor, including the eastern and western ends, have already been the subject of previous transit planning efforts. (The eastern segment through the Candlestick Point and Hunters Point Shipyard Phase II (CP-HPS Ph II) areas is fully committed and under design as part of that major redevelopment project. The western segment on Geneva Avenue west of Santos Street has been planned by the SFMTA.) For the portion in between, including Geneva Avenue within Daly City, and a potential segment through Brisbane, a clear vision for future transit has yet to emerge, either because of previous uncertainty about the street network – as in Brisbane – or because a comprehensive, corridor-wide planning process has yet to be undertaken – as in Daly City.

This project proposes a two-phase planning/preliminary engineering study that serves to affirm feasibility of the BRT at a conceptual level (Phase 1, the underway Feasibility Study) and to begin preliminary engineering and initiate the environmental review process (Phase 2, Pre-Environmental Study).

Purpose and Need for Current Prop K Request

The SFMTA has been an active partner in the Feasibility Study. Although a limited amount of Prop K funding (\$30,000) was allocated to the SFMTA initially for the study, SFMTA and SFCTA staffs recommend that the SFMTA's effort during the Feasibility Study be substantially larger than initially funded due to the expanded nature of our participation and complexity of the design concepts, and desire to move the Near-Term BRT project quickly into the environmental phase. Developing feasible alternatives suitable for environmental review for such a large project involves extensive technical analysis, interagency coordination, and community outreach. The technical effort includes the need for preliminary engineering review and cost estimates by the DPW. The SFMTA also needs to be highly involved in the Technical Advisory Committee and other similar interagency coordination, as well as community outreach, so that the SFMTA can effectively manage this large project with consistent development agreements and assumptions from the approved projects (at CP-HPS Ph. 2, Executive Park and the Schlage Lock site), and through later environmental, design, and construction phases. The study area is highly complicated with multiple development projects and transportation studies underway. BRT alignment concepts under study include a potential easement, a new roadway to accommodate cycling and transit, and a better distribution of traffic leaving Candlestick Point. This expands the complexity of the analysis required.

This funding request will support technical analysis/review, interagency coordination and community outreach by the SFMTA, with assistance from the DPW, and covers a "bridge" phase to supplement and expand the ongoing Feasibility Study (Phase 1). This request also includes development of the scope for the preliminary engineering, environmental review and project approval phase (pre-environmental work, Phase 2). SFMTA tasks by the two phases are detailed beginning on the following page.

Related Studies

The portion of the corridor in and around Brisbane has been the subject of multiple ongoing land use and transportation planning efforts. Because some of these plans continue to undergo refinement, the Geneva-Harney BRT Feasibility Study will coordinate closely with those efforts. They include:

- The Bi-County Transportation Study, which is was adopted by the Transportation Authority Board in March 2013, built consensus on the priority transportation infrastructure investments to accompany the planned growth in the area and how the private and public partners could share the costs of those investments.
- The Transit Effectiveness Project identified Geneva as a high priority transit corridor and developed proposals to improve safety, transit travel time and reliability between City College and Santos. The Geneva improvements will be implemented as part of the Muni Forward program, which brings together in one place the long list of projects and planning efforts underway to create a faster, safer, and more comfortable experience both on and off transit.
- The transportation studies and plans prepared as part of the approved projects of CP-HPS Ph.II, Executive Park and Schlage Lock.
- The Bayshore Multimodal Facility Location Study, recently initiated by the SF Planning Department and Office of Community Investment and Infrastructure. This builds on the earlier Bayshore Station Access Study, approved by the Transportation Authority Board in March 2012, which explored potential conceptual designs for re-configuring the Bayshore Caltrain Station for new multimodal connections, including how the new BRT line could access the station.
- The design study initiated by the City of Brisbane focuses on extending Geneva Avenue from its current terminus at Bayshore Boulevard to US 101. Previous efforts had produced designs for the extension, but Brisbane's current study will generate refined designs based on refined ideas for changes to land use in the area, including the Recology waste facility site expansion.

Project Schedule

The forecast schedule is as follows and may change, depending on funding availability and approvals.

Feasibility Study (Phase 1)*	Ongoing through Fall 2015
Pre-Environmental Study (Phase 2)*	Spring 2015 – Fall 2015
Environmental/CER/Project Approval	Fall 2015 – Fall 2017
Design	2018
Construction	2019-2021
Operations Start By:	2023

*Subject of current request.

Outreach Schedule

Public involvement includes the following highlights:

2014-15:	Feasibility Study Citizens Advisory Committee meets about every two months
Summer 2014:	1st round of Feasibility Study community outreach
Fall 2014:	2nd round of Feasibility community outreach (workshops)
Winter 2015:	3rd round of Feasibility community outreach (workshops)
Spring to Fall 2015:	Preliminary Engineering/Environmental (transition) presentations
at standing me	eetings

Tasks by Phase

Phase 1: Feasibility Study	

1. Project Management

This task provides for a set of meetings with the SFCTA, the consultant team, and other relevant agencies to refine the scope of work and identify who will conduct the work. This task also provides for ongoing project management responsibilities throughout the study, such as progress reporting, schedule and budget monitoring, invoicing, and inter-agency coordination.

2. Community Outreach and Interagency Coordination

In this task, the SFMTA will participate in community outreach, sponsored and arranged by the SFCTA, to provide opportunities for the public to learn about and provide input into the planning process. The SFMTA will provide technical material, will attend and make presentations as mutually agreed upon. The SFMTA will participate in a Technical Partners Advisory Committee (TPAC) comprised of technical staff from agency partners (including Office of Community Investment and Infrastructure, Office of Economic and Workforce Development, SF Planning, and appropriate agencies from Daly City and Brisbane) to advise on study designs, assumptions, and analysis. The SFCTA will manage the TPAC.

3. Concept Design and Engineering

The SFMTA will conduct site visits, provide data, assist the SFCTA and consultant team in developing a Purpose and Need statement, review travel demand forecasts, and participate in defining the range of

P:\Prop K\FY1415\ARF Final\05 Nov 2014 Board\SFMTA Geneva-Harney BRT_PPC.docx

Fall 2013 – Fall 2015

ongoing

ongoing

Page 5 of 19

alternatives, as well as the criteria for evaluating the alternatives' performance. For each alternative defined, the SFMTA will review or provide route alignment and typical cross-section designs, stop location options, order-of-magnitude, and a list of feasibility issues.

4. Analysis of Future SFMTA Light Rail Transit (LRT) Considerations

The purpose of this task is to explore the potential benefits and costs of providing light rail transit (LRT) improvements on Geneva Avenue as an alternative to BRT improvements in the long term. The task will, if appropriate, identify an approach that provides for eventual conversion to LRT. This task will also assess the potential value of an LRT service track connection on Geneva Avenue from Balboa Park to Bayshore Boulevard, from the standpoint of operational efficiencies and flexibility for transporting LRT vehicles to and from storage yards.

5. Draft and Final Reports with Funding and Implementation Plan Fall 2014 - Fall 2015

The SFMTA will provide input to the SFCTA and the consultant team for a report documenting the methodology and results of the Geneva-Harney BRT Feasibility Study, including a funding and implementation plan. The SFMTA will also review and contribute to a presentation slide show summarizing the findings and results of the study, for use in the SFCTA Board approval process and for general outreach purposes.

Phase 2: Pre-Environmental Study (Transition Phase)

The SFMTA will lead all the tasks outlined below for this phase.

1. Project Management

This task provides for ongoing project management responsibilities throughout the pre-environmental phase of work, such as project coordination, task management, progress reporting, schedule and budget monitoring, and inter-agency coordination.

2. Refinement of Design Concepts

This task will provide additional, detailed analysis of Feasibility Study findings which will be useful in confirming or adjusting alternatives for subsequent environmental review and preliminary engineering. This will include any needed refinements of design concepts, such as station/stop and streetscape, and their cost estimates. The proposed new connection off of the Alanna tunnel will also be developed further. It will also include analysis of travel time savings, traffic impacts affecting Muni operations, onstreet parking impacts and strategies, and constructability issues. As part of this task, DPW will provide structural engineering and cost estimating support. This work is estimated to exceed the preenvironmental budget and will therefore likely extend over into the environmental phase.

3. Preliminary Environmental Scope/Schedule/Budget

The purpose of this task is to develop a detailed environmental document scope, schedule and budget and issue a consultant RFP. The SFMTA will determine the environmental document needs, identify special study and permit needs, and develop a strategy for coordination with other environmental review, permit, and environmental justice efforts.

4. Refined Funding/Implementation/Phasing Strategy for the Project

The purpose of this task is to refine the blueprint for successfully delivering the project. The SFMTA will work with the SFCTA to refine the funding strategy from the Feasibility Study. The SFMTA will also

Spring 2015 - Fall 2015

Fall 2014

Spring 2015 - Summer 2015

Summer 2015

Summer 2015

Page 6 of 19

provide a conceptual analysis of different options for completing the project in later phases and identify possible phasing or segmenting of the BRT line if funding is limited.

5. Community Outreach and Inter-Agency Coordination

ordination Summer 2015 - Fall 2015

This effort is assumed to include a maximum of an additional two TPAC meetings (led by the SFMTA), two CAC meetings (led by the SFMTA with support from the SFCTA) and six other interagency or community meetings after the Feasibility Study concludes. Community meetings would involve "piggyback" presentations to standing meetings such as the Little Hollywood Association, Board of Supervisor town halls, and the Hunters Point Shipyard CAC. SFMTA would initiate other interagency meetings as needed including presentations to the Directors Working Group, the Transportation Agency Staff Committee (TASC) and the like.

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

		FY 2014/15
Project Name:	Geneva-Harney BRT Feasibilit	y/Pre-Environmental Study
Implementing Agency:	San Francisco Municipal Trans	portation Agency
	ENVIRONMENTAL CLEARA	ANCE
Type :	TBD	Completion Date (mm/dd/yy)
Status:	Not yet started	12/31/17

PROJECT DELIVERY MILESTONES

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

Start Date								
Quarter	Fiscal Year							
2	2013/14							
2	2015/16							
3	2017/18							
3	2017/18							
2	2018/19							
3	2018/19							
4	2018/19							
3	2018/19							
4	2020/21							
1	2021/22							

End Date								
Quarter	Fiscal Year							
2	2015/16							
2	2017/18							
2	2018/19							
2	2018/19							
2	2018/19							
3	2018/19							
4	2018/19							
2	2020/21							
4	2020/21							
2	2021/22							

SCHEDULE COORDINATION/NOTES

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

Please see detailed schedule for the feasibility/pre-environmental study included in the scope.

The overall project schedule is driven primarily by the need for service to be operational by 2023 in order to provide service to new residents and employees of the large Candlestick/Hunters Point Shipyard development. First occupancy is expected by 2018. By 2023, that development should have substantially expanded, on the way toward 12,000 new residential units and nearly 4 million square feet of commercial and institutuional uses. Also, the Schlage Lock project should be nearing buildout, when it will add over 1,600 new residential units and commercial space. The BRT is essential to encourage residents and employees to use sustainable modes and to minimize auto use.

The Feasibility Study needs to be completed by February 28, 2015, per the Caltrans Transportation Planning Grant.

FY 2014/15 Geneva-Harney BRT Feasibility/Pre-Environmental Study **Project Name: Implementing Agency:** San Francisco Municipal Transportation Agency **COST SUMMARY BY PHASE - CURRENT REQUEST** Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis. Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request. Cost for Current Request/Phase Prop K -Prop AA -Yes/No Total Cost **Current Request Current Request** \$200,000 Planning (Feasibility/Pre-Envir. Studies) Yes \$750,000 Environmental Studies (PA&ED) No Conceptual Engineering (CER) No Design Engineering (PS&E) No R/W Activities/Acquisition No Construction No Procurement (e.g. rolling stock) No \$750,000 \$200,000 \$0 COST SUMMARY BY PHASE - ENTIRE PROJECT Show total cost for ALL project phases based on best available information. Source of cost estimate (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development. **Total Cost** Source of Cost Estimate 750,000 SFCTA, SFMTA Staff Planning (Feasibility/Pre-Envir. Studies) \$ Environmental Studies (PA&ED) \$ 750,000 SFCTA, SFMTA Staff Conceptual Engineering (CER) \$ 1,000,000 Preliminary planning \$ Design Engineering (PS&E) 4,000,000 Preliminary planning \$ R/W Activities/Acquisition 1,000,000 Preliminary planning Construction \$ 32,500,000 Preliminary planning

% Complete of Design:3as of10/1/2014Expected Useful Life:50Years

Total:

\$ \$ 15,000,000

55,000,000

Candlestick/Hunters Pt. Shipyard Transp. Plan

Procurement (e.g. rolling stock)

MAJOR LINE ITEM BUDGET

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.

2. Requests for project development should include preliminary estimates for later phases such as construction.

3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies. 4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.

5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.

6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

FEASIBILITY STUDY (PHASE 1) - SUMMARY BY	TAS	κ								
Task	Totals		SFCTA			SFMTA	Consultant		% of Project	
1. Project Kick-Off and Ongoing Management	\$	96,603	\$	31,487	\$	2,316	\$	62,800	16.3%	
2. Community Outreach	\$	37,646	\$	12,477	\$	6,809	\$	18,360	6.4%	
3. Technical Partners Advisory Committee	\$	25,702	\$	7,157	\$	6,705	\$	11,840	4.3%	
4. Project Purpose and Need and Evaluation Framework	\$	35,200	\$	11,319	\$	2,441	\$	21,440	6.0%	
5. Define Range of Alternatives and Conceptual Engineering	\$	200,912	\$	22,401	\$	33,431	\$	145,080	34.0%	
6. Identify Considerations for Future SMFTA Light Rail Transit (LRT) System Goals	\$	27,056	\$	4,921	\$	12,835	\$	9,300	4.6%	
7. Transportation Performance Modeling and		,		,		,				
Alternatives Analysis 8. Draft and Final Reports including Funding and	\$	118,115	\$	51,187	\$	5,808	\$	61,120	20.0%	
Implementation Plan 9. Contingency	\$ \$	49,921	\$ \$	14,342	\$ \$	6,659	\$ \$	28,920	8.4%	
TOTAL	\$	591,154	\$	155,290	\$	77,004	\$	358,860		

MFB = Mandatory Fringe Benefits, FTE = Full Time Equivalent Feasibility Study (Phase 1) Current Request: SFMTA

Position	Unburdened		MFB	Overhead = 0.803	Burdened	FTE Ratio	Hours	Cost
	Salary			* (Salary + MFB)	Salary			
SFMTA Sustainable Streets Division								
Associate Engineer (5207) - Transit Engineering	\$ 116,246	\$	67,173	147,285	\$ 330,704	0.082	170	\$ 27,029
Full Engineer (5241) - Transit Engineering	\$ 134,576	\$	75,738	168,882	\$ 379,197	0.024	50	\$ 9,115
Senior Engineer (5211) - Livable Streets	\$ 155,766	\$	85,640	193,849	\$ 435,255	0.014	30	\$ 6,278
Associate Engineer (5207) - Livable Streets	\$ 116,246	5 \$	67,173	147,285	\$ 330,704	0.024	50	\$ 7,950
Transit Planner IV (5290) - UPI Capital Planning	\$ 125,060	\$	71,292	157,671	\$ 354,023	0.029	60	\$ 10,212
Transp. Analyst (9910) - UPI	\$ 38,620	\$	32,222	56,886	\$ 127,728	0.019	40	\$ 2,456
Subtotal SFMTA Sustainable Streets Division La	abor							\$ 63,040
Position	Unburdened		MFB	Overhead =	Burdened	FTE Ratio	Hours	Cost
	Salary			1.385* (Salary + MFB)	Salary			
SFMTA Transit Division								
Transit Planner III (5289) - Service Planning	\$ 105,456	\$	62,647	232,823	\$ 400,926	0.007	15	\$ 2,891
Senior Engineer (5211) - Constr. & Cap. Progms.	\$ 155,766	\$	85,640	334,347	\$ 575,753	0.019	40	\$ 11,072

Subtotal Transit Division Labor

Current SFMTA Request: Phase 1 Feasibility Total: \$ 77,003

170

\$

0.082

13,963

Feasibility Study (Phase 1) Previously Funded: SFCTA (Geneva-Harney Bus Rapid Transit Feasibility Study project, Resolution 13-43, Project #127.901005)

Fringe Benefit Multiplier	1.31										
Base Hourly Rate	Dep: \$88	ıty		Principal \$60	Plar	nner	\$45	Pla	nner		
Salary + Fringe Benefit Hourly Rate	\$115			\$79			\$59				
		_	Fully		_			_			
		В	urdened		Fu	lly Burdened		F	ully Burdened		
Task	Hours		Cost	Hours		Cost	Hours		Cost		Total
1. Project Kick-Off and Ongoing Management	98	\$	11,257	45	\$	3,569	282	\$	16,660	\$	31,487
2. Community Outreach	20	\$	2,251	23	\$	1,785	143	\$	8,441	\$	12,477
3. Technical Partners Advisory Committee	29	\$	3,377	11	\$	892	49	\$	2,888	\$	7,157
4. Project Purpose and Need and Evaluation											
Framework	20	\$	2,251	14	\$	1,071	136	\$	7,997	\$	11,319
5. Define Range of Alternatives and Conceptual											
Engineering	29	\$	3,377	27	\$	2,142	286	\$	16,882	\$	22,401
6. Identify Considerations for Future SMFTA Light			,			,			,		,
Rail Transit (LRT) System Goals	20	\$	2,251	11	\$	892	30	\$	1,777	\$	4,921
		Ŧ	_,		-			Ŧ	.,	•	.,==.
7. Transportation Performance Modeling and		•	40.400		•	4 074	070	•	00.004	^	54 407
Alternatives Analysis	88	\$	10,132	14	\$	1,071	678	\$	39,984	ъ	51,187
8. Draft and Final Reports including Funding and											
Implementation Plan	20	\$	2,251	18	\$	1,428	181	\$	10,662	\$	14,342
Subtotals	323	\$	37,149	163	\$	12,849	1785	\$	105,292		
FTE Totals	0.155			0.078			0.858				
-									Feesibility Total	¢	155 200

SFCTA: Phase 1 Feasibility Total: \$ 155,290

PRE-ENVIRONMENTAL STUDY (PHASE 2) - SUMMARY BY TASK										
Task	Tota									
1. Project Management	\$	11,345	9.2%							
2. Refinement of Design Concepts	\$	56,395	45.8%							
3. Preliminary Environmental										
Scope/Schedule/Budget	\$	15,201	12.4%							
4. Refined Funding/Implementation/Phasing	¢	0.500	0.0%							
Strategy	\$	3,590	2.9%							
Community Outreach and Inter-Agency										
Coordination	\$	36,529 29								
TOTAL	\$	123,060								

PRE-ENVIRONMENTAL STUDY (PHASE 2) SUMMARY BY AGENCY								
SFMTA	\$	84,001						
DPW	\$	38,559						
City Attorney	\$	500						
TOTAL	\$	123,060						

MFB = Mandatory Fringe Benefits, FTE = Full Time Equivalent

City Attorney Fees = 2hours @ \$250/hr

Position	Un	burdened		MFB	Overhead =		Burdened	FTE Ratio	Hours	Cost
		Salary			0.803* (Salary + MFB)		Salary			
SFMTA Sustainable Streets Division										
Associate Engineer (5207) - Transit Engineering	\$	116,246	\$	67,173	147,285	\$	330,704	0.082	170	\$ 27,029
Full Engineer (5241) - Transit Engineering	\$	134,576	\$	75,738	168,882	\$	379,197	0.034	70	\$ 12,761
Senior Engineer (5211) - Livable Streets	\$	155,766	\$	85,640	193,849	\$	435,255	0.019	40	\$ 8,370
Associate Engineer (5207) - Livable Streets	\$	116,246	\$	67,173	147,285	\$	330,704	0.010	20	\$ 3,180
Transit Planner IV (5290) - UPI Capital Planning	\$	125,060	\$	71,292	157,671	\$	354,023	0.038	80	\$ 13,616
Environmental Planner III (5298) - UPI	\$	105,456	\$	62,647	134,987	\$	303,090	0.026	55	\$ 8,014
Transp. Analyst (9910) - UPI	\$	38,620	\$	32,222	56,886	\$	127,728	0.053	110	\$ 6,755
Subtotal SFMTA Sustainable Streets Division Labor							\$ 79,726			

Position	-	ourdened Salary		MFB	Overhead = 1.385* (Salary + MFB)		Burdened Salary	FTE Ratio	Hours	Cost
SFMTA Transit Division										
Transit Planner III (5289) - Service Planning	\$	105,456	\$	62,647	232,823	\$	400,926	0.007	15	\$ 2,891
Senior Engineer (5211) - Constr. & Cap. Progms.	\$	155,766	\$	85,640	334,347	\$	575,753	0.002	5	\$ 1,384
Subtotal SFMTA Transit Division Labor							\$ 4,275			

Position	Unburdened	Overhead	Burdened Salar	/ FTE Ratio	Hours	Cost
	Salary	Rate				
SFPW						
Project Manager II (5504) - DPW	\$ 155,351	2.7564	\$ 428,21	0.007	15	\$ 3,088
Full Engineer (5241) - DPW	\$ 134,577	2.7564	\$ 370,94	7 0.014	30	\$ 5,350
Structural Engineer (5218) - DPW	\$ 148,378	2.7564	\$ 408,99	0.010	20	\$ 3,933
Associate Engineer (5207) - DPW	\$ 116,247	2.7564	\$ 320,42	4 0.082	170	\$ 26,189
		•	•	Total	1	38,559

Current SFMTA Request: Phase 2 Pre-Environmental Study: \$ 123,060

RRENT SFMTA PROP K REQUEST (ROUNDED) \$ 200,000

500

Total SFCTA Prop K Request to Temporarily Cover PCJPB and SM C/CAG Share: \$ 50,000

Total Prop K Request: \$ 250,000

			FY	2014/15				
Project Name: Geneva-Harney BRT Feas	ibility/Pre-Environn	nental Study						
		*						
FUNDING PL	AN - FOR CURRI	ENT PROP K REC	QUEST					
Prop K Funds Requested:	Prop K Funds Requested: \$200,000							
5-Year Prioritization Program Amount:	Prioritization Program Amount: \$200,000 (enter if appropriate)							
Strategic Plan Amount for Requested FY:		\$228,830						
If the amount requested is inconsistent (e.g., greater than) with the Prop K/Prop AA Strategic Plan amount and/or the 5-Year Prioritization Program (5YPP), provide a justification in the space below including a detailed explanation of which other project or projects will be deleted, deferred, etc. to accommodate the current request and maintain consistency with the 5YPP and/or Strategic Plan annual programming levels. The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2014/15 for the Geneva-Harney Bus Rapid Transit project in the Visitacion Valley Watershed Area projects category of the New and Upgraded Streets 5YPP. The Strategic Plan amount is the entire amount programmed in the Visitacion Valley Watershed Area projects category of the New and Upgraded Streets 5YPP in Fiscal Year 2014/15. C/CAG and Caltrain have suspended their participation in the Feasibility Study. Current action includes a commitment to appropriate \$50,000 to temporarily cover C/CAG and Caltrain contributions to the project. The \$50,000 is programmed to the								
Enter the funding plan for the phase or phases is match those shown on the Cost worksheet.	for which Prop K/Pr	op AA funds are cu	rently being requeste	ed. Totals should				
Fund Source	Planned	Programmed	Allocated	Total				
Prop K		\$200,000	\$200,000	\$400,000				
Caltrans Transportation Planning Grant			\$300,000	\$300,000				
City/County Association of Government of San Mateo County (C/CAG)*	\$25,000	*C/CAG and Cal suspended their p		\$25,000				
Peninsula Corridor Joint Powers Board (Caltrain)*	\$25,000 the Feasibility Study (Phase 1). See Funding Plan text above and page one of allocation request form for							
Total:	\$250,000	\$500,000	\$500,000	\$750,000				
Actual Prop K Leveraging - This Phase:		46.67%	[\$750,000				

Expected Prop K Leveraging per Expenditure Plan

67.60%

Total from Cost worksheet

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

No

	Require	d Local Match	
Fund Source	\$ Amount	%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)										
Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.										
Fund Source	Planned Programmed Allocated Total									
Prop K		\$1,700,000	\$200,000	\$1,900,000						
Caltrans Transportation Planning Grant			\$300,000	\$300,000						
C/CAG*	\$25,000			\$25,000						
Caltrain*	\$25,000			\$25,000						
Visitaction Valley Area Plan Fee	\$750,000			\$750,000						
Candlestick/Hunters Pt. Shipyard Development	\$41,000			\$41,000						
SFMTA (various - vehicles)	\$15,000,000			\$15,000,000						
TBD, incl. Bi-County Partners	\$36,959,000			\$36,959,000						
Total:	\$1,700,000	\$55,500,000	\$ 55,000,000							
Actual Prop K Leveraging - Entire Project:		96.55%]	\$ 55,000,000						

Expected Prop K Leveraging per Expenditure Plan:

96.55% 67.60%

Total from Cost worksheet

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested:			
Sponsor Request - Proposed Prop K Cash H			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$100,000	50.00%	\$100,000
FY 2015/16	\$100,000	50.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$200,000		

Prop AA Funds Requested:	\$0								
Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule									
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance						
		#DIV/0!	\$200,000						
		#DIV/0!	\$200,000						
		#DIV/0!	\$200,000						
Total:	\$0								

San	Francisco	County	Transportation	Authority

Prop K/Prop AA Allocation Request Form						
AUTHORITY RECOMMENDATION						
This s	ection is to	be completed	1 by Authority Staff.			
Last Updated: 10.30	.14 Re	esolution. No.	Res. Date:			
Project Name: Geneva-Ha	urney BRT F	easibility/Pre-H	Environmental Study			
Implementing Agency: San Francis	sco Municipa	l Transportatio	on Agency			
		Amount	Phase:			
Funding Recommended: Prop K All	ocation	\$200,000	Planning/Conceptual Engineering			
	77 / 1	¢200.000				
	Total:	\$200,000				
Notes (e.g., justification for multi-phase recommend notes for multi-EP line item or multi-sponsor	ations,					
recommendations):						

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 27	FY 2014/15	\$112,866	56.00%	\$87,134
Prop K EP 27	FY 2015/16	\$87,134	44.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$ 0
	Total:	\$200,000	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 27	FY 2014/15	Planning/Conceptual Engineering	\$112,866	56%	\$87,134
Prop K EP 27	FY 2015/16	Planning/Conceptual Engineering	\$87,134	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
		Total:	\$200,000		

Prop K/Prop AA Fund Expiration Date: 6/30/2016 Eligible expenses must be incurred prior to this date.

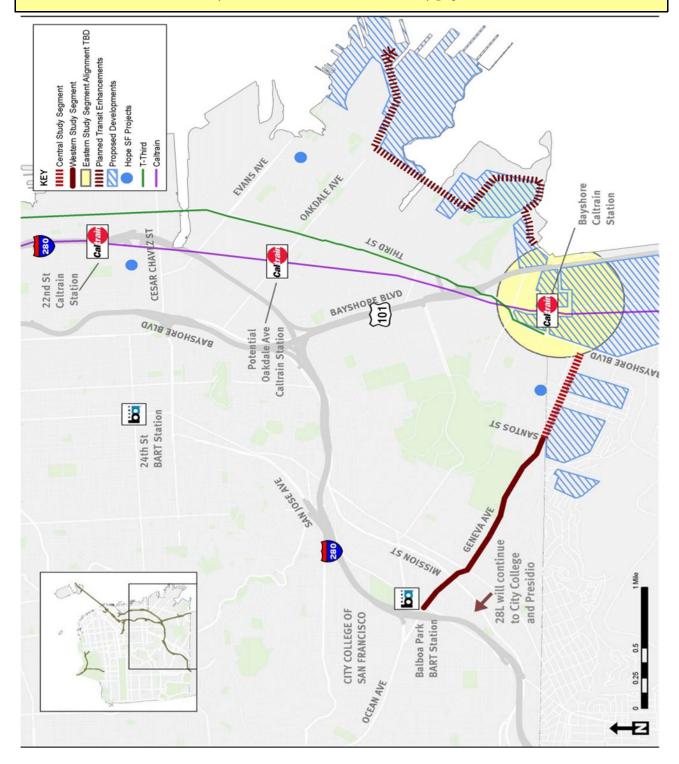
t-/ - t	74 San Francisco County Transportation Authority Prop K/Prop AA Allocation Request Form						
	AUTHORITY RECOMMENDATION						
	This section is to be completed by Authority Staff.						
	Last Updated: 10.30.14 Resolution. No. Res. Date:						
	Project Name: Geneva-Harney BRT Feasibility/Pre-Environmental Study						
	Implementing Agency: San Francisco Municipal Transportation Agency						
	ActionAmountFiscal YearPhaseFuture Commitment to:Appropriate\$50,000FY 2015/16Planning/Conceptual Engineering						
	Trigger: Appropriation of \$50,000 in Fiscal Year 2015/16 Prop K funds to the Transportation Authority is subject to approval of the Transportation Authority's Fiscal Year 2015/16 annual budget. See special condition #2.						
Deliverables:							
	1. Quarterly progress reports shall provide percent complete by task, percent complete for the overall project scope, summary of outreach activities and staff and community input, in addition to the requirements described in the Standard Grant Agreement.						
	2. At completion of Pre-Environmental Study Task 3 (anticipated Summer 2015), provide detailed environmental document scope, schedule, and budget. This deliverable may be satisfied by submittal of a Prop K request for funds for the environmental phase.						
	3. At completion of Pre-Environmental Study Task 4 (anticipated Summer 2015), provide refined project funding/implementation/phase strategy. This deliverable may be satisfied by submittal of a Prop K request for funds for the environmental phase.						
Special Condi	tions:						
	1. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.						
	2. Project reimbursement by C/CAG (\$25,000) or Caltrain (\$25,000) as included in the Geneva-Harney BRT Feasibility Study funding plan will result in the reprogramming of an equal amount of Prop K funds appropriated to the Transportation Authority through an committment to appropriate (up to \$50,000) in Fiscal Year 2015/16 to the environmental phase of the project. Upon reimbursement by these parties, Prop K funds will be reprogrammed to the project's environmental phase.						
Notes:							
	 Deliverables included above are in addition to those included in the Geneva-Harney Bus Rapid Transit Feasibility Study project (Resolution 13-43, Project #127.901005). When funds included in the Geneva- Harney Bus Rapid Transit Feasibility Study project are fully spent, remaining deliverables will be transferred to the Geneva-Harney BRT Feasibility/Pre-Environmental Study project (Resolution 15-XX, Project #127.90XXXX). 						
S	Prop K proportion of expenditures - this phase:26.67%						
	Sub-project detail? Yes If yes, see next page(s) for sub-project detail.						
SH	CTA Project Reviewer: P&PD Project # from SGA:						

	S	an Francisco County Transportatio	on Authority		E4-9		
		Prop K/Prop AA Allocation Requ					
		AUTHORITY RECOMMENDA					
		This section is to be completed	d by Authority S	Staff.			
	Last Update	ed: 10.30.14 Resolution. No.		Res. Date:			
	Project Nan	ne: Geneva-Harney BRT Feasibility/Pre-	Environmental St	cudy			
It	nplementing Agen	cy: San Francisco Municipal Transportati	on Agency				
		SUB-PROJECT DETAIL	,				
ub-Project # from		Supervisorial District(s):		RT Feasibility Study 10,11			
ash Flow Distrik	oution Schedule b	y Fiscal Year & Phase (for entire alloca	ition/appropriatio	on)			
Source	Fiscal Year	Phase	Maximum Cumulative % Phase Reimbursement Reimbursable Balar				
Prop K EP 27	FY 2014/15	Planning/Conceptual Engineering	\$51,336	67%	\$25,664		
Prop K EP 27	FY 2015/16	Planning/Conceptual Engineering	\$25,664	100%	\$ 0		
		Total:	\$77,000				
ub-Project # from	SGA:		· · · · ·	RT Pre-Environmer	ital Study		
Supervisorial District(s): 10,11							
ash Flow Distrib	oution Schedule b	y Fiscal Year & Phase (for entire alloca	ition/appropriatio	on)	1		
Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance		
Prop K EP 27	FY 2014/15	Planning/Conceptual Engineering	\$61,530	50%	\$61,470		
Prop K EP 27	FY 2015/16	Planning/Conceptual Engineering	\$61,470	100%	\$0		
	1						

MAPS AND DRAWINGS

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

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



FY of Allocation Action:	2014/15Current Prop K Request:\$ 200,000Current Prop AA Request:\$ -
Project Name:	Geneva-Harney BRT Feasibility/Pre-Environmental Study
Implementing Agency:	San Francisco Municipal Transportation Agency
	Signatures

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

P	roject Manager	Grants Section Contact
Name (typed): Fr	rank Markowitz	Joel Goldberg
Title: Se	enior Transportation Planner	Manager, Capital Procurement and Management
Phone: 41	15-701-4442	(415) 701-4499
Email: <u>fra</u>	ank.markowitz@sfmta.com	joel.goldberg@sfmta.com
	FMTA, 1 S. Van Ness, 7th fl., F, CA 94103	SFMTA, 1 S. Van Ness, 8th fl., SF, CA 94103
Signature:		
Date:		
P	roject Manager	Grants Section Contact
Name (typed): D	David Uniman	Chad Rathmann
Title: D	Deputy Director for Planning	Senior Transportation Planner
Phone: 41	15.522.4830	415.522.4825
Email: <u>da</u>	avid.uniman@sfcta.org	chad.rathmann@sfcta.org
	455 Market Street, 22nd Floor an Francisco, CA 94103	1455 Market Street, 22nd Floor San Francisco, CA 94103

E4-97



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FY of Allocation Action:	2014/15	
Project Name:	John Yehall Chin Safe Routes to School	
Implementing Agency:	SFMTA - Department of Parking and Traffic (DPT)	
	EXPENDITURE PLAN INFORMATION	
Category:	C. Street & Traffic Safety	Gray cells will
Subcategory:		automatically be filled in.
EP Project/Program:	a. Traffic Calming	
EP Line Number (Primary): Other EP Line Numbers:	38Current Request:\$40,433Supervisorial District(s):3	I
	SCOPE	
budget and schedule. If there a outreach activities included in t	e provided to allow Authority staff to evaluate the reasonableness of the re prior allocations for the same project, provide an update on progress he scope. Long scopes may be provided in a separate Word file. Maps eet 7-Maps.or by inserting additional worksheets.	s. Describe any
project benefits, 2) level of pub adopted plans, including Prop l	a brief explanation of how the project was prioritized for funding, highl lic input into the prioritization process, and 3) whether the project is in K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsi Strategic Plans and/or relevant 5YPPs.	cluded in any
Indicate whether work is to be	performed by outside consultants and/or by force account.	
Please see attached scope.		

San Francisco County Transportation Authority Proposition K Sales Tax Program Allocation Request Form John Yehall Chin Safe Routes to School

Scope

The San Francisco Municipal Transportation Agency (SFMTA) seeks \$40,433 in Prop K funds for planning and conceptual design work (up to 10%) to prepare the John Yehall Chin Safe Routes to School project for use of \$514,000 in state Active Transportation Planning (ATP) grant environmental and final design funds and to compete for construction funding in a future ATP funding cycle.

Prop K funds would be used to complete the following work:

- Additional outreach to the school and local neighborhoods about the additional scope of work (extra bulb-outs) that was not covered in SFMTA's WalkFirst Implementation Strategy. Specifically, SFMTA will present an agenda item at up to two regularly scheduled meetings with members of the school community and keep the school administration updated with design and construction timelines for the project. This work will be performed by the SFMTA.
- Developing stakeholder buy-in and increased project awareness. This work will be performed by the SFMTA.
- 10% design for each project element, including shared SFMTA and San Francisco Public Works (SFPW) review of conceptual designs. This work will be performed by SFPW with SFMTA review.

This budget and scope will ensure full project readiness for design phases intended to commence in July 2015.

The John Yehall Chin Safe Routes to School project will ultimately result in the construction of curb extensions in the neighborhood surrounding the school, to both improve pedestrian and bicycle access from areas south of the school and to work towards reducing school-related pedestrian and bicycle collisions to zero. This project will include the construction of a bus bulb at the express bus stop at Kearny and Nottingham. This project will also include the construction of curb extensions at the following locations:

- Northwest corner of Sansome Street and Pacific Street;
- Southwest corner of Broadway and Montgomery;
- Southeast corner of Kearny Street and Bush Street;
- Northwest corner of Kearny Street and Jackson Street;
- Northwest corner of Grant Avenue and Jackson Street; and
- Northeast corner of Montgomery Street at Jackson Street.

Six of the seven locations addressed by this project are located among the intersections immediately surrounding the school and will shorten crossing distances and improve visibility for the 50 percent of the student population who currently walk to school.

The project will also include the relocation of catch basins at five of these locations.

Prioritization

The John Yehall Chin Elementary School is ranked as one of the highest schools in need of safety improvements on the Safe Routes to School prioritization list. This prioritization was created to better select project schools for Safe Routes to School funding and includes other criteria, such as rates of free or reduced lunch, number of students enrolled living within one mile of the school, and high levels of collisions involving a pedestrian.

San Francisco County Transportation Authority Proposition K Sales Tax Program Allocation Request Form John Yehall Chin Safe Routes to School

Three of the intersections from this project are located on Kearny Street, which has been identified in the WalkFirst Implementation Strategy as a pedestrian high-injury corridor. Kearney Street is included in the network of 6 percent of San Francisco's streets where 60 percent of pedestrian injuries occurred between 2007 and 2011. Broadway Street is also on the high-injury network. This project targets resources at locations with high incidences of injury, with high volumes of pedestrians, and along the highest traveled paths for students traveling to John Yehall Chin Elementary School.

The effectiveness of curb extensions will be enhanced with other planned Safe Routes to School projects and education and encouragement programs. These measures will help the agency to accomplish Strategic Objectives 1.3 - Improve the safety of the transportation system and 2.3 - Increase use of all non-private auto modes.

This project was prioritized in the 2014 Traffic Calming 5-Year Prioritization Program (5YPP) for a total of \$46,675 in FY 2014/15 funds. See funding section for details of a 5YPP amendment to shift funds between phases.

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

		FY 2014/15
Project Name:	John Yehall Chin Safe Routes to	School
Implementing Agency:	SFMTA - Department of Parking	g and Traffic (DPT)
	ENVIRONMENTAL CLEARA	NCE
Type :	Categorically Exempt	Completion Date (mm/dd/yy)
Status:	Underway	06/30/15

PROJECT DELIVERY MILESTONES

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

	Start Date		End	Date
	Quarter Fiscal Year		Quarter	Fiscal Year
Planning/Conceptual Engineering	3	2013/14	3	2014/15
Environmental Studies (PA&ED)	1	2015/16	2	2015/16
R/W Activities/Acquisition				
Design Engineering (PS&E)	3	2015/16	2	2016/17
Prepare Bid Documents				
Advertise Construction				
Start Construction (e.g., Award Contract)	1	2017/18	3	2019/20
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)	3	2019/20		
Project Closeout (i.e., final expenses incurred)	4	2019/20	1	2020/21

SCHEDULE COORDINATION/NOTES

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

The project's state Active Transportation Program grant funds are estimated to expire in June 2021.

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

		FY	2014/15
Project Name: John Y	Yehall Chin Safe Routes to S	School	
Implementing Agency: SFMT	A - Department of Parking	and Traffic (DPT)]
		- CURRENT REQUEST	
Allocations will generally be for one pl	hase only. Multi-phase allo	cations will be considered on a	a case-by-case basis.
Enter the total cost for the phase or pa the CURRENT Prop K request.	artial (but useful segment) p	bhase (e.g. Islais Creek Phase 1	construction) covered by
		Cost for Currer	nt Request/Phase
	Yes/No	Total Cost	Prop K - Current Request
Planning/Conceptual Engineering	Yes	\$ 40,433	\$ 40,433
Environmental Studies (PA&ED)			
Design Engineering (PS&E)			
R/W Activities/Acquisition Construction			
Procurement (e.g. rolling stock)			
rocurement (e.g. roming stock)		\$ 40,433	\$ 40,433
	T SUMMARY BY PHAS		
Show total cost for ALL project phase vendor quote) is intended to help gaug along a project is in its development.			
	Total Cost	Source of Cost Es	timate
Planning/Conceptual Engineering	\$ 40,433	Estimates from comparabl	e Livable Streets Projects
Environmental Studies (PA&ED)	\$ 21,000		
Design Engineering (PS&E)	\$ 493,000	San Francisco Public Worl	xs Cost Estimate
R/W Activities/Acquisition			
Construction	\$ 1,681,000	San Francisco Public Worl	as Cost Estimate
Procurement (e.g. rolling stock)	'otal: \$ 2,235,433		
% Complete of Design:	0 as of	9/25/2014	
Expected Useful Life:	50 Years		

MAJOR LINE ITEM BUDGET

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.

2. Requests for project development should include preliminary estimates for later phases such as construction.

 Support development around include preliminary continues for interplanet source planet as construction.
 Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.
 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

For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.
 For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

FTE = Full Time Equivalent

Position	Hours		Unburdened Salary/Hour	Overhead Multiplier	Fully Burdened Salary/Hour	FTE Ratio	Total Cost	
Transit Planner II/Asst. Engineer (SFMTA)		80	44.09	2.73	\$120.50	0.04	\$9,640	-
Transit Planner III/Assoc. Engineer (SFMTA)		20	51.77	2.97	\$153.70	0.01	\$3,074	
Asst. Engineer (SFPW)	1	88	46.68	2.68	\$125.23	0.09	\$23,543	_
Labor Subtotal	28	38				0.14	\$36,257	
Contract Work Subtotal (Planning Dept. Fla	ıt Fee)				\$500	1	<u>\$500</u>	
Subtotal							\$36,757	
Contingency (10%)							\$3,676	_
Total Conceptual Design Phase							\$40,433	
TOTAL DESIGN PHASE							\$554,433	
TOTAL CONSTRUCTION PHASE							\$1,681,000	(rounded)
Curb Ramps							\$715,960	
Sewer							\$161,550	
General (includes traffic routing)							\$200,072	
Force Account							\$267,500	
Subtotal							\$1,345,082	
Contingency (10%)							\$134,508	
Construction Engineering							\$201,762	
TOTAL ALL PHASES							\$2,235,433	

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

				FY	2014/	15
Project Name:	John Yehall Ch	in Safe Rou	ites to Scho	bol		
Implementing Agency:	SFMTA - Depa	artment of I	Parking and	l Traffic (DPT)	
FUNDING PLAN -	FOR CURRE	NT PROP	K REQU	EST		
Prop K Funds Requested:	\$		40,433]		
5-Year Prioritization Program Amount:	\$		11,675	(enter if app	ropriate)	
Strategic Plan Amount for Requested FY:	\$		4,268,627]		
Prioritization Program (5YPP), provide a justific project or projects will be deleted, deferred, etc. 5YPP and/or Strategic Plan annual programmin The requested allocation requires a Traffic Calm \$28,758 in Fiscal Year 2014/15 in Prop K funds engineering. See attached 5YPP amendment for The Prop K Strategic Plan amount is the amoun 2014/15.	to accommodat g levels. ing 5-Year Prio from the design details. It programmed f	e the currer ritization Pr 1 phase of the For the entir	ogram (5Y he subject j e Traffic C	nd maintain c PP) amendme project to plar alming catego	onsistency nt to redii nning/ cor ry in Fisca	with the rect nceptual Il Year
match those shown on the Cost worksheet.	for which Prop	K lunds are	currently	being requeste	a. Totais	snould
Fund Source	Planned	Prog	rammed	Allocated	Total	
Prop K sales tax		\$	40,433		\$	40,433
					\$	-
					\$	-
					\$	-
					\$	-
Total:	\$	- \$	40,433	\$ -	\$ \$	- 40,433
Actual Leveraging - This Phase:		.00%		4T -	\$ 1 from Coo	40,433
Expected Leveraging per Expenditure Plan	50	.70%		1 ota	ii iroin Cos	t worksheet

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

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

No

			ocal Match
Fund Source	\$ Amount	%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	l	Prog	rammed	Allocated	Tota	1
Prop K sales tax			\$	67,321		\$	67,321
State Active Transportation Program Cycle 1			\$	514,000		\$	514,000
Active Transportation Program Cycle 2	\$	1,654,112				\$	1,654,112
						\$	-
						\$	-
						\$	-
						\$	-
Total:	\$	1,654,112	\$	581,321	\$ -	\$	2,235,433

Actual Leveraging - Entire Project: Expected Leveraging per Expenditure Plan

96.99%
50.70%

\$ 2,235,433

Total from Cost worksheet

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested:

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Eisaal Voor			% Reimbursed		
Fiscal Year		Cash Flow	Annually	Balance	
FY 2014/15	\$	40,433	100.00%	\$	-
			0.00%	\$	-
			0.00%	\$	-
			0.00%	\$	-
			0.00%	\$	-
Total:	\$	40,433			

\$

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

AUTH	IORITY I	RECOMMEND	ATION					
This	section is	to be completed	by Authority Staf	f.				
Last Updated: 10.1	5.14	Resolution. No.		Res. Date:				
Project Name: John Yeha	all Chin Saf	e Routes to Schoo	ol					
Implementing Agency: SFMTA -	Departmer	nt of Parking and '	Traffic (DPT)					
implementating ingeney. of milling	Departmen	Amount		haaa.				
		Amount						
Prop K Recommended: Allocation	L	\$ 40,433	Pl	anning/Conceptual Engineering				
	Total:	\$ 40,433						
		ψ τ0,τ33						
Notes (e.g., justification for multi-phase recomme	endations,							
notes for multi-EP line item or multi-sponsor								
recommendations):								

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

EP Line	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP38	FY 2014/15	\$ 40,433	100.00%	\$ -
			0.00%	\$ -
			0.00%	\$ -
			0.00%	\$ -
			0.00%	\$ -
	Total:	\$ 40,433	100%	

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

EP Line	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP38	FY 2014/15	Planning/Conceptual Engineering	\$ 40,433	100%	
÷				100%	\$ -
				100%	\$ -
				100%	\$ -
				100%	\$ -
		Total:	\$ 40,433		

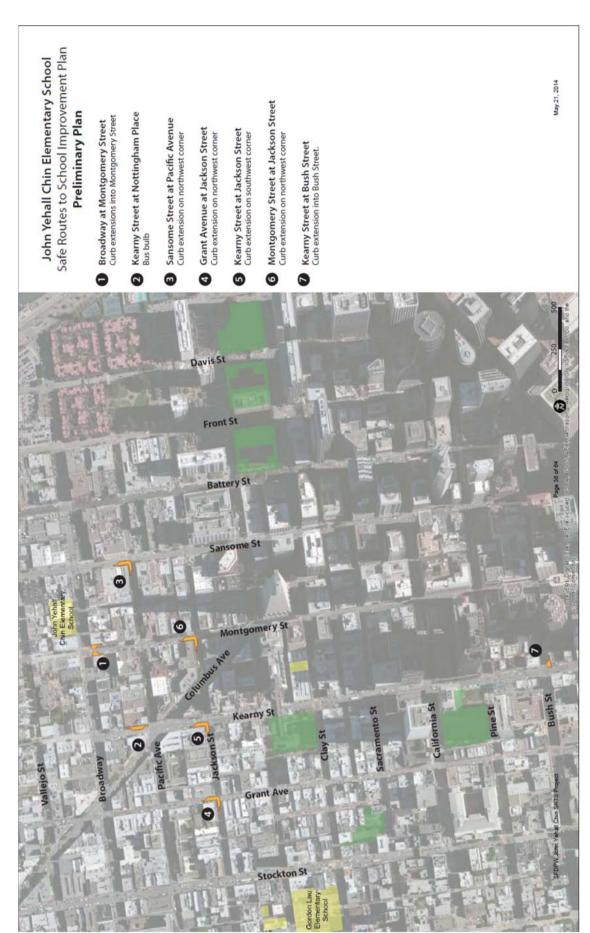
Prop K Fund Expiration Date: 9/30/2015 Eligible expenses must be incurred prior to this date.

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

AUTHORI	TY RECOMMEND	ATION	
This sectio	n is to be completed	l by Authority S	Staff.
Last Updated: 10.15.14	Resolution. No.		Res. Date:
Project Name: John Yehall Chir	n Safe Routes to Scho	ol	
Implementing Agency: SFMTA - Depar	tment of Parking and	Traffic (DPT)	
	A <i>m m m</i>	Elecal Veer	Dhaaa
Action Future Commitment to:	Amount	Fiscal Year	Phase
Trig	ger:		
Deliverables:			
1. Upon project completion (anticipated budget, and funding plan.	September 2015), pro	ovide updated sco	ope, schedule, major line item
budget, and funding plan.			
2.			
3.			
Special Conditions:			
1. The recommended allocation is contin attached 5YPP amendment for details		nendment to the	Traffic Calming category. See
2. The Transportation Authority will on		up to the approv	ed overhead multiplier rate for the
fiscal year that SFMTA incurs charges	3.		
3.			
Neter			
Notes: 1.			
Supervisorial District(s): 3		Prop K proport expenditures - t	
		L.	
Sub-project detail? No	If yes, see next pa	age(s) for sub-pr	oject detail.
SFCTA Project Reviewer: P&PD	Proj	ect # from SGA	



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



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

FY of Allocation Action:	2014/15 Current Request: \$40,433							
Project Name:	John Yehall Chin Safe Routes to School							
Implementing Agency:	SFMTA - Department of Parking and Traffic (DPT)							
Signatures								

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

	Project Manager	Grants Section Contact
me (typed):	Lucas Woodward	Timothy Manglicmot
Title:	Transportation Planner II	Senior Analyst
Phone:	(415) 701-4632	(415) 701-4346
Fax:		
Email:	Lucas.Woodward@sfmta.com	Timothy.Manglicmot@sfmta.com
	1 South Van Ness Avenue 7th Floor	1 South Van Ness Avenue 8th Floor
Address:	San Francisco, CA 94103	San Francisco, CA 94103

Date:

2018/19)	
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Traffic Calming (EP 38)

Programming and Allocations to Date

~																				
		Total		\$364,000	\$320,000	\$41,000	\$600,000	\$600,000	\$600,000	\$600,000	\$125,000	\$978,651	\$903,651	\$853,651	\$853,654	\$2,588,600	\$1,000,000		\$44,000	\$50,000
		2018/19								\$600,000					\$853,654					
		2017/18							\$600,000					\$853,651					\$44,000	\$50,000
	Fiscal Year	2016/17						\$600,000					\$903,651							
oval (11.25.14)		2015/16					\$600,000					\$978,651					\$1,000,000			
ling Board Appre		2014/15		\$364,000	\$320,000	\$41,000					\$125,000					\$2,588,600				
Amendment Pending Board Approval (11.25.14)		Status		Programmed	Programmed	Programmed	Programmed	Programmed	Programmed	Programmed	Programmed		Programmed	Programmed						
		Phase		CON	PLAN/ CER	PS&E	Any	Any	Any	Any	PLAN/ CER	Any	Any	PS&E, CON	PS&E, CON	CON	PS&E, CON		PLAN/ CER	PS&E
		Project Name	orhood Track	Local Track Application-Based Traffic Calming Program	Proactive Residential Traffic Calming Improvements	Traffic Calming Implementation (Prior Areawide Plans)	Neighborhood Transportation Improvement Program (NTIP)		Schools Track Traffic Calming Program	Schools Track Traffic Calming Program										
		Agency	Local/Neighborhood Track	SFMTA	SFMTA	SFMTA	SFMTA	SFMTA	SFMTA	SFMTA	SFMTA, other eligible	Schools Track	SFMTA	SFMTA						

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Programming and Allocations to D Amendment Pending Board Approval (11.25

				0		$\Gamma_{1,2,2,1}^{(1,2,2)}$			
	-	P	Ċ			FISCAL I CAT			Ē
Agency	Project Name	Phase	Status	2014/15	2015/16	2016/17	2017/18	2018/19	l otal
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	Pending	\$40,433					\$40,433
SFMTA	John Yehall Chin Safe Routes to School ¹	PS&E	Pending	\$6,242					\$6,242
SFMTA	John Yehall Chin Safe Routes to School	CON	Programmed			\$20,646			\$20,646
Arterials and	Arterials and Commerical Corridors Track								
SFMTA	Columbus Avenue Corridor Improvements	PS&E	Programmed	\$150,000					\$150,000
SFMTA	Howard Street Streetscape	PLAN/ CER	Programmed		\$80,000				\$80,000
SFMTA	Howard Street Streetscape	PS&E	Programmed			\$300,000			\$300,000
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	PLAN/ CER	Programmed	\$100,000					\$100,000
SFMTA	Arterials Track Traffic Calming Program	PLAN/ CER, PS&E	Programmed		\$369,143				\$369,143
SFMTA	Arterials Track Traffic Calming Program	PLAN/ CER, PS&E	Programmed			\$93,600			\$93,600
Follow-the-Paving	aving								

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Programming and Allocations to Date	Amendment Pending Board Approval (11.25.14)
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_	Total	-	\$100,000	\$100,000	\$100,000	\$300,000	\$75,000	\$100,000	\$75,000	\$33,600	4 \$14 303 013		0 \$46,675	0\$	4 \$14,256,338	
	2018/19				\$100,000					\$33,600	\$1 607 25A	دمر / ر U و I ۴	0\$	0\$	\$1,697,254	
	2017/18								\$75,000		\$0 010 K51	100,717,24	0\$	\$0	\$2,212,651	
Fiscal Year	2016/17	10101		\$100,000				\$100,000			\$2 247 022	777, 177, 77, 77, 77, 77, 77, 77, 77, 77	0\$	\$0	\$2,247,022	
11.22.11) INV	2015/16						\$75,000				\$3 877 450	10t, 10,0t	\$0	\$0	\$3,877,459	
71116110111611 F 6110118 D0atu 70010041 (11.20.14)	2014/15	or /	\$100,000			\$300,000					207 87C 8\$	₩ +, 400,047	\$46,675	\$0	\$4,221,952	
	Status		Programmed	Programmed	Programmed	Programmed	Programmed	Programmed	Programmed	Programmed	Tammed in CVDD		ending in 5YPP	5YPP Cycles **	Total Unallocated in 5YPP	
	Phase		CON	CON	CON	CON	PS&E	CON	PS&E	CON	Total Droorann	1 1141 1 108	Total Allocated and Pending in 5YPP	Total Deobligated from Prior 5YPP	Total Unall	
	Project Name		Follow-the-Paving: Spot Improvements	Follow-the-Paving: Spot Improvements	Follow-the-Paving: Spot Improvements	Follow-the-Paving: Traffic Calming Major Corridors			Total	Total Deoblig						
	Agency		SFMTA	SFMTA	SFMTA	SFMTA	SFMTA	SFMTA	SFMTA	SFMTA						

	n/Appropriation	30ard Approved Allocation/Appropriation
Programmed	Pending Allocation/Appropriation	Board Approved Allocatic

FOOTNOTES:

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 engineeric ¹ 5YPP amendment to add \$28,758 for the planning/conceptual engineering phase of John Yehall Chin Safe Routes to School (Resolution 15-XX, 11.25.14)

\$205

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\$4.516.

\$4.483

308

\$205

\$10,381,618

\$2,292,798

\$2,179,667

\$2,071,537

\$1,968,192

\$1,869,424

Total Programmed in 2014 Strategic Plan Deobligated from Prior 5YPP Cycles ** **Cumulative Remaining Programming Capacity**

Prop K 5-Year Project List (FY 2014/15 - 2018/19) Traffic Colming (FD 38)

Traffic Calming (EP 38)

Cash Flow (\$) Maximum Annual Reimbursement Amendment Pending Board Approval (11.25.14)

		Amendme	Amendment Pending Board Approval (11.25.14)	rd Approval (11	25.14)			
				Fiscal Year	Year			
Project Name	Phase	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	Total
Local/Neighborhood Track								
Local Track Application-Based Traffic Calming Program	CON	\$364,000						\$364,000
Local Track Application-Based Traffic Calming Program	PLAN/ CER	\$320,000						\$320,000
Local Track Application-Based Traffic Calming Program	PS&E	\$41,000						\$41,000
Local Track Application-Based Traffic Calming Program	Any		\$600,000					\$600,000
Local Track Application-Based Traffic Calming Program	Any			\$600,000				\$600,000
Local Track Application-Based Traffic Calming Program	Any				\$600,000			\$600,000
Local Track Application-Based Traffic Calming Program	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 Areawide Plans)	CON	\$1,294,300	\$1,294,300					\$2,588,600
Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON		\$340,000	\$330,000	\$330,000			\$1,000,000
Schools Track								
Schools Track Traffic Calming Program	PLAN/ CER				\$22,000	\$22,000		\$44,000
Schools Track Traffic Calming Program	PS&E				\$25,000	\$25,000		\$50,000

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P:\Prop K\SP-5YPP\2014\EP 38 Traffic Calming.xlsx Tab: 10.01.14

Cash Flow (\$) Maximum Annual Reimbursement Amendment Pending Board Approval (11.25.14)

		Amendme	Amendment Pending Board Approval (11.25.14)	rd Approval (11.	(25.14)			
				Fiscal Year	Year			
Project Name	Phase	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	Total
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 School1	PLAN/ CER	\$40,433						\$40,433
John Yehall Chin Safe Routes to School1	PS&E	\$6,242						\$6,242
John Yehall Chin Safe Routes to School	CON			\$20,646				\$20,646
Arterials and Commerical Corridors Track	s Track							
Columbus Avenue Corridor Improvements	PS&E	\$150,000						\$150,000
Howard Street Streetscape	PLAN/ CER		\$40,000	\$40,000				\$80,000
Howard Street Streetscape	PS&E			\$50,000	\$250,000			\$300,000
Howard Street Streetscape	CON				\$50,000	\$540,000		\$590,000
8th Street Streetscape	PS&E		\$645,960					\$645,960
Arterials Track Traffic Calming Program	PLAN/ CER	\$100,000						\$100,000
Arterials Track Traffic Calming Program	PLAN/ CER, PS&E		\$369,143					\$369,143
Arterials Track Traffic Calming Program	PLAN/ CER, PS&E			\$93,600				\$93,600
Follow-the-Paving								



Cash Flow (\$) Maximum Annual Reimbursement Amendment Pending Board Approval (11.25.14)

			E	Fiscal Year	Year			
Project Name	Phase	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	Total
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	\$150,000	\$150,000					\$300,000
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
J								
Total Casi	Total Cash Flow in 5YPP	\$2,749,327	\$4,624,849	\$2,260,687	\$2,346,396	\$2,271,754	\$50,000	\$14,303,013
Cash Flow Allocated and Pending	ed and Pending	\$46,675	\$0	0\$	\$0	0\$	\$0	\$46,675
Cash Flc	Cash Flow Deobligated	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cash Flo	Cash Flow Unallocated	\$2,702,652	\$4,624,849	\$2,260,687	\$2,346,396	\$2,271,754	\$50,000	\$14,256,338

|--|

\$30,276,038

\$1,255,577

\$2,274,554

\$2,342,739

\$2,261,544

\$4,624,849

\$3,825,044 \$205 \$1,075,922

Cash Flow Programmed in 2014 Strategic Plan

Deobligated from Prior 5YPP Cycles

Cumulative Remaining Cash Flow Capacity

\$205 \$58,785,190

\$2,281,499

\$1,075,922

\$1,073,122

\$1,076,779

\$1,075,922

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

P	rop K/Prop AA Allocation Request Form					
FY of Allocation Action:	2014/15					
Project Name:	San Francisco Bicycle Parking Facility Improvements - Supplemental	Funds				
Implementing Agency:	Peninsula Corridor Joint Powers Board (Caltrain)					
	EXPENDITURE PLAN INFORMATION					
Prop K Category:	C. Street & Traffic Safety	Gray cells will automatically be				
Prop K Subcategory:	iv. Bicycle and Pedestrian Improvements	filled in.				
Prop K EP Project/Program:	b. Bicycle Circulation/Safety					
Prop K EP Line Number (Primary): Prop K Other EP Line Numbers:	39 Current Prop K Request: \$ 20,000	1				
Prop AA Category:		_				
Current Prop AA Request: \$ -						
Supervisorial District(s):						
SCOPE						
included in the scope. Long scopes may Worksheet 7-Maps.or by inserting additio Project sponsors shall provide a brief exp 2) level of public input into the prioritizat K/Prop AA 5-Year Prioritization Program Plans and/or relevant 5YPPs. Indicate whether work is to be performed	lanation of how the project was prioritized for funding, highlighting: 1) ion process, and 3) whether the project is included in any adopted plans n (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop A by outside consultants and/or by force account.	wided on project benefits, s, including Prop AA Strategic				
parking facility at the 4th and King Caltrat configuration to allow for more efficient of amenities that allow for automated bike p allotted for this facility. The facility will ex accessibility. The PCJPB was allocated \$165,000 in Pro-	vers Board (PCJPB) entered into a new agreement for the operation of the in station. Part of that agreement stipulates the PCJPB will provide fur use of space to minimize net operating expenses, which could include in arking, a reconfiguration of retail and bike parking areas, and an expansion arking for these improvements. It was originally envision expension of the expension	nding for space re- istallation of ion of the area ature 24-hour red the PCJPB				
time, it has been determined the PCJPB n	erator to allow the operator to hire a contractor for the installation worh nust issue the contract for the work as well as provide construction over location request will cover costs associated with construction oversight action related expenses.	rsight for the				

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

		FY 2014/15
Project Name:	San Francisco Bicycle Parki	ing Facility Improvements - Supplemental Fun
Implementing Agency:	Peninsula Corridor Joint Po	owers Board (Caltrain)
	ENVIRONMENTAL CLE	ARANCE
Type :	N/A	Completion Date (mm/dd/yy)
Status:	N/A	

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

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

FY 2014/15 **Project Name:** San Francisco Bicycle Parking Facility Improvements - Supplemental **Implementing Agency:** Peninsula Corridor Joint Powers Board (Caltrain) **COST SUMMARY BY PHASE - CURRENT REQUEST** Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis. Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request. Cost for Current Request/Phase Prop K - Current Prop AA - Current Yes/No Total Cost Request Request Planning/Conceptual Engineering Environmental Studies (PA&ED) Design Engineering (PS&E) R/W Activities/Acquisition Construction Yes \$ 20,000 \$ 20,000 Procurement (e.g. rolling stock) \$20,000 \$20,000 \$0 **COST SUMMARY BY PHASE - ENTIRE PROJECT** Show total cost for ALL project phases based on best available information. Source of cost estimate (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development. **Total Cost** Source of Cost Estimate Planning/Conceptual Engineering Environmental Studies (PA&ED) Design Engineering (PS&E) R/W Activities/Acquisition Construction \$ 185,000 JPB Capital Budget Procurement (e.g. rolling stock) Total: \$ 185,000 100 4/1/14 % Complete of Design: as of Expected Useful Life: 15 Years

 Provise task-ever outget momatuon. Requests for project development should include preliminary estimates for later phases such as construction. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies. 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 equivalen) ratio. A sample format is provided below. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract. For any contract work, please provide the LIBE/SBE/DBE goals as applicable to the contract. For any contract work, please provide the LIBE/SBE/DBE goals as applicable to the contract.

PROJECT: San Francisco I	PROJECT: San Francisco Bicycle Parking Facility Capital Improvements	mprovements		-	
Description/Justification:	This project will construct improbut is not limited to: space re-conthat allow for automated bike partial to the partial of th	vements in the San Francisco l nfiguration to allow for more ef cking, a reconfiguration of retai	hike parking facility at the San l ficient use of space to minimiz l and bike parking areas, and a:	This project will construct improvements in the San Francisco bike parking facility at the San Francisco 4th and King Caltrain station. Work to be completed inclu but is not limited to: space re-configuration to allow for more efficient use of space to minimize net operating expenses, which could include installation of ameniti that allow for automated bike parking, a reconfiguration of retail and bike parking areas, and an expansion of the area alloted for this facility. Funding requested in	This project will construct improvements in the San Francisco bike parking facility at the San Francisco 4th and King Caltrain station. Work to be completed includes but is not limited to: space re-configuration to allow for more efficient use of space to minimize net operating expenses, which could include installation of amenities that allow for automated bike parking, a reconfiguration of retail and bike parking areas, and an expansion of the area alloted for this facility. Funding requested in
	FV15 will cover construction oversight expenses incurred by the JPB.	rrsight expenses incurred by the	e JPB.	-	
	Ē	ŗ			
Froject Cost Estimates:	<u>PE/Env/PSE</u>	Esumate			Comments
	Procurement/Construction	\$ 185,000			
	TOTAL	\$ 185,000			
Proiect Budøet:	Prior Vear Budgeted	FV 15 Budget Request		Future Budget	Total
	\$165,000	\$20,000		\$0	\$185,000
Project Milestones:	<u>Milestones</u>	Estimated Start	Estimated End		Comments
	Study				
	Preliminary Design				
	PS&E Emitencemental				
	Right of Way				
	Procurement				
	Construction	November-14	March-15		
Eurodiace Dlan.	Funding Control	Dronored EV15 Budwet		Rittine Rudwat	Connecto
	Federal	- \$			
	State	۰ ج			
	Local Match JPB Member	\$ 20,000			
	San Francisco	\$ 20,000			
	San Mateo	۲ ا			
	Santa Clara	•			
	Local Match County SC				
	Regional/Other				
	TOTAL	\$ 20,000			

Plan

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

			FY	2014/15		
Project Name: San Francisco Bicycle Par	king Facility Impro	ovements - Supplemental	l Funds			
FUNDING PI	AN - FOR CUR	RENT PROP K REQ	UEST			
Prop K Funds Requested:	\$	20,000				
5-Year Prioritization Program Amount:	\$	20,000 (enter if appropriat	e)		
Strategic Plan Amount for Requested FY:	\$	2,967,024				
FUNDING PL	AN - FOR CURI	RENT PROP AA REQ	UEST			
Prop AA Funds Requested:	\$	-				
5-Year Prioritization Program Amount:		(enter if appropriat	e)		
Strategic Plan Amount for Requested FY:						
If the amount requested is inconsistent (e.g., gr Prioritization Program (5YPP), provide a justifi or projects will be deleted, deferred, etc. to acco Strategic Plan annual programming levels. The 5-Year Prioritization Program (5YPP) amou 2014/15 for the subject project in the Bicycle C The Strategic Plan amount is the entire amount Year 2014/15.	unt is the entire an irculation/Safety 5 programmed in th	e below including a detail rent request and maintain nound of Prop K funds a syPP. e Bicycle Circulation/Sat	ed explanation of a consistency with available for alloca fety category in Fi	which other project the 5YPP and/or tion in Fiscal Year scal		
Enter the funding plan for the phase or phases for which Prop K/Prop AA funds are currently being requested. Totals should match those shown on the Cost worksheet.						
Fund Source	Planned	Programmed	Allocated	Total		
Prop K		\$ 20,000		\$ 20,000		
Total:		\$ 20,000		\$ 20,000		
Actual Prop K Leveraging - This Phase: Expected Prop K Leveraging per Expenditure		0.00%	Tot	\$ 20,000 al from Cost worksheet		

0.00%

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

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

No

		I	Required I	local Match
Fund Source	\$ Amoun	t	%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.Fund SourcePlannedProgrammedAllocatedTotalProp K20,000\$ 165,000\$ 185,000Image: Section of the current request covers all project phases.Image: Section of the current request covers all project phases.Image: Section of the current request covers all project phases.Fund SourcePlannedProgrammedAllocatedTotalProp K20,000\$ 165,000\$ 185,000Image: Section of the current request phase in the current phase in the current request phase in the current ph

Total:	\$ 20,000	\$ 165,000	\$ 185,000

Actual Prop K Leveraging - Entire Project: Expected Prop K Leveraging per Expenditure Plan: Actual Prop AA Leveraging - Entire Project:

0.00%
0.00%

185,000

Total from Cost worksheet

\$

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested:	\$20,000]
Sponsor Request - Proposed Prop K Cash	Flow Distributi	on Schedule	
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$ 20,0	100.00%	\$ -
Total:	\$ 20,0	00	

San Francisco County Transportation Authority

I	Prop K/Prop AA	Allocation Requ	est Form	
	AUTHORITY R	ECOMMENDA	TION	
	This section is	s to be completed	d by Authority S	Staff.
Last Updated:	10.09.14	Resolution. No.		Res. Date:
Project Name:	San Francisco Bicyc	le Parking Facility	Improvements -	Supplemental Funds
Implementing Agency:	Peninsula Corridor	Joint Powers Boar	d (Caltrain)	
		Amount		Phase:
Funding Recommended:	Prop K Allocation	\$ 20,000		Construction
	Total:	\$ 20,000		
Notes (e.g., justification for multi-phase r notes for multi-EP line item or multi-spo recommendations):				

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 39	FY 2014/15	\$ 20,000	100.00%	\$ -
	Total:	\$ 20,000	100%	

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

			Maximum	Cumulative %	
Source	Fiscal Year	Phase	Reimbursement	Reimbursable	Balance
Prop K EP 39	FY 2014/15	Construction	\$ 20,000	100%	\$ -
		Total:	\$ 20,000		

Prop K/Prop AA Fund Expiration Date: 3/31/2016 Eligible expenses must be incurred prior to this date.

San I	Francisco Count	y Transportatio	on Authority		E4-127
Pr	rop K/Prop AA A				
	AUTHORITY R	to be complete		Staff	
	This section is	to be completed	u by Authority	Stan.	
Last Updated:	10.09.14	Resolution. No.		Res. Date	:
Project Name: S	San Francisco Bicycl	e Parking Facility	Improvements	- Supplemental F	unds
Implementing Agency:	Peninsula Corridor J	oint Powers Boar	rd (Caltrain)		
_	Action	Amount	Fiscal Year	Phase	
Future Commitment to:					
	Trigger:				
Deliverables: 1. With first Quarterly F 2. Upon project comple	с т ,		, 1	nages of before c	onditions.
Special Conditions: 1.					
Notes:					
Supervisorial District(s):	6		Prop K proport expenditures - t		100.00%
			Prop AA propo expenditures - t		
Sub-project detail?	No	If yes, see next pa	uge(s) for sub-pro	oject detail.	
SFCTA Project Reviewer:	P&PD	Proje	ect # from SGA	:	

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

FY of Allocation Action:	2014/15Current Prop K Request:\$20,000Current Prop AA Request:\$-
Project Name:	San Francisco Bicycle Parking Facility Improvements - Supplemental Funds
Implementing Agency:	Peninsula Corridor Joint Powers Board (Caltrain)
	Signatures

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

Project Manager	Grants Section Contact
Name (typed): Brian Fitzpatrick	Peter Skinner
Title: Real Estate Manager	Senior Grants Analyst
Phone: 650-508-7781	650-622-7818
Fax:	
Email: fitzpatrickb@samtrans.com	skinnerp@samtrans.com
1250 San Carlos Ave, San Carlos, Address: CA 94070	1250 San Carlos Ave, San Carlos, CA 94070
Signature:	
Date:	

FY of Allocation Action:	2014/15
Project Name:	Chinatown Broadway Phase IV
Implementing Agency:	San Francisco Public Works
	EXPENDITURE PLAN INFORMATION
Prop K Category:	D. TSM/Strategic Initiatives Gray cells will
Prop K Subcategory:	ii. Transportation/Land Use Coordination filled in.
Prop K EP Project/Program:	b. Transportation/Land Use Coordination
Prop K EP Line Number (Primary): Prop K Other EP Line Numbers:	44 Current Prop K Request: \$ 701,886
Prop AA Category:	
	Current Prop AA Request: \$ -
	Supervisorial District(s): 3
Sufficient scope detail should be provided	SCOPE d to allow Authority staff to evaluate the reasonableness of the proposed budget and
schedule. If there are prior allocations fo included in the scope. Long scopes may Worksheet 7-Maps.or by inserting additio Project sponsors shall provide a brief exp 2) level of public input into the prioritizat K/Prop AA 5-Year Prioritization Program Plans and/or relevant 5YPPs. Indicate whether work is to be performed	r the same project, provide an update on progress. Describe any outreach activities be provided in a separate Word file. Maps, drawings, etc. should be provided on
See attached scope.	

San Francisco County Transportation Authority Proposition K Sales Tax Program Allocation Request Form Chinatown Broadway Phase IV (Columbus Ave to Broadway Tunnel)

Project Background

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

The goal of the Chinatown Broadway Street Design is to build on the community's vision to improve conditions along Broadway from Columbus Avenue to the Broadway Tunnel. The Chinatown Broadway Phase IV project, implementation of this vision, will complement the streetscape improvements already installed by the San Francisco Public Works that run to the east along Broadway from the Columbus intersection.

Over a year, numerous residents, merchants and community members participated in the Planning Department's planning process to envision a new design for Broadway. Given the heavy foot traffic and proximity of schools and senior centers along a major arterial road, pedestrian safety was the top community concern, and city agencies made collaborative efforts to reflect this concern in the final conceptual design. For more information on planning and outreach, please visit the Planning Department's Chinatown Broadway Street Design page http://www.sf-planning.org/index.aspx?page=2646>.

SF Public Works has completed 90% of the environmental phase and 75% of the design phase of this project with the OneBayArea Grant (OBAG) funds (\$203,991) and Prop AA funds (\$650,000). This Prop K allocation request for \$701,886 is to provide match for the OBAG funds (\$3,206,545) for the construction phase.

Scope

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

<u>Pedestrian Crossings</u>: Bulb-outs at all intersections, raised crosswalks at all alleys and across Grant, and special paving at the intersections to improve visibility of the intersection.

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

<u>Trees & Landscaping</u>: Seventy-two new street trees along the existing sidewalk, trees and plantings along the new medians from the Broadway Tunnel to Powell Street, and greening improvements along Wayne Place.

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

Sidewalk Seating: Thirty-two new benches along the corridor.

Street Lighting: Fifty-four new street lights along the corridor.

San Francisco County Transportation Authority Proposition K Sales Tax Program Allocation Request Form Chinatown Broadway Phase IV (Columbus Ave to Broadway Tunnel)

Jean Parker Elementary School

The San Francisco Municipal Transportation Agency (SFMTA) has received a state Safe Routes to School grant (\$414,900), matched by Prop K funds (\$46,165, allocated through Resolution 14-29), to improve pedestrian conditions around Jean Parker Elementary School. This grant includes both infrastructure and non-infrastructure work. The non-infrastructure work entails education, encouragement, and enforcement activities. The existing grant covers the installation of three curb bulb-outs and eight curb ramps at the Broadway and Powell intersection, all of which are part of the Chinatown Broadway Street Design. The bulb-outs will reduce the crossing the distance for school children and the elderly using the intersection to go to school, nearby park or grocery shopping on Stockton Street. Because of size limits on the state grant, additional enhancements, including more bulb-outs and special crosswalks are needed to complete the vision for a safe Jean Parker Elementary. Design and construction of the remaining improvements are funded with OBAG funds and Prop K match.

5YPP Prioritization

This project is a top priority for Prop K funding because it is the key complement to DPW's three prior streetscape projects on Broadway and will leverage OBAG funds for the project. The OBAG funding, paired with the Prop K allocation, would enable this project to move along swiftly and deliver the community's vision in a timely fashion. This project was prioritized in the 2014 Transportation / Land Use Coordination 5-Year Prioritization Program (5YPP), and the requested amount (\$701,886) matches the Prop K funds programmed.

Community Engagement

With funding from a Caltrans Environmental Justice Transportation Planning grant, the Planning Department, in partnership with the Chinatown Community Development Center, led an intensive community engagement process in 2011 and 2012. Three community workshops were held, all with translation, to engage the community in the planning process: May 4, August 16, and November 16, 2011. A fourth public meeting, the final Open House, was held June 6, 2012 at the International Hotel (848 Kearney St). More than 70 people attended this event. In addition, concept design materials from the project (which are attached) have been on display in the lobby and windows of the East West Bank at the corner on Stockton and Broadway since mid-July 2012. All the meeting materials are available online as well: http://www.sf-planning.org/index.aspx?page=2646. A final public meeting was held on July 17, 2014 at the Bayside Elderly Housing building to update the public on the project's progress and to gather their input on the proposed artwork to be installed in the project.

Adopted Plans

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

Project Implementation

Construction management will be performed by SF Public Works and SFMTA staff. The construction work will be performed by outside contractors.

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

		FY 2014/15
Project Name:	Chinatown Broadway Phase IV	
Implementing Agency:	San Francisco Public Works	
	ENVIRONMENTAL CLEARANCE	
Type :	Categorically Exempt	Completion Date (mm/dd/yy)
Status:	CEQA complete; NEPA in progress	11/14/14

PROJECT DELIVERY MILESTONES

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

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

		_				
Sta	Start Date					
Quarter	Fiscal Year		(
4	2010/11					
2	2012/13					
3	2013/14					
3	2014/15					
3	2014/15					
4	2014/15					
4	2015/16					
		•	-			

Enc	l Date
Quarter	Fiscal Year
4	2012/13
2	2014/15
2	2013/14
2	2014/15
3	2014/15
3	2014/15
4	2015/16
4	2018/19

* includes plant establishment period

SCHEDULE COORDINATION/NOTES

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

As a recipient of OneBayArea Grant (OBAG) funds, this project needs to meet OBAG obligation deadlines, including:

- construction obligation request submittal to Caltrans by February 1, 2015

- obligation approval by April 30, 2015 - required prior to contract advertisement

SF Public Works aims to obtain obligation approval in advance of the obligation deadlines to keep the project on schedule as follows:

- contract advertisement by January 2015

- contract award by April 2015
- construction completion by April 2016

		FY	2014/15					
Project Name:	Chinatown I	Broadway Phase IV						
Implementing Agency: San Franc	isco Public Works							
COST SUMMARY BY PHASE - CURRENT REQUEST Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis. Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.								
		Cost f	or Current Reques	t/Phase				
	Yes/No	Total Cost	Prop K - Current Request	Prop AA - Current Request				
Planning/Conceptual Engineering								
Environmental Studies (PA&ED)								
Design Engineering (PS&E)								
R/W Activities/Acquisition								
Construction	Yes	\$ 6,178,454	\$ 701,886					
Procurement (e.g. rolling stock)			*=========	# 0				
		\$6,178,454	\$701,886	\$0				
	SUMMARY BY PHAS		•					
Show total cost for ALL project phases ba quote) is intended to help gauge the qualit is in its development.				0				
	Total Cost	Source of Cost	Estimate					
Planning/Conceptual Engineering								
Environmental Studies (PA&ED)	\$ 13,182	Engineer's estimate	e at 75% design					
Design Engineering (PS&E)	\$ 910,851	Engineer's estimate	e at 75% design					
R/W Activities/Acquisition								
Construction	\$ 6,178,454	Engineer's estimate	e at 75% design					
Procurement (e.g. rolling stock) Total	: \$ 7,102,487							
% Complete of Design: 7		9/30/14						
Expected Useful Life: 20-30								

MAJOR LINE ITEM BUDGET

FTE = Full Time Equivalent						
Planning / Conceptual Engineering						
Planning / Conceptual Engineering Total (Complet	ted 2012 with Caltra	ns grant)			\$	-
Environmental						
Agency: SF Public Works		Overhead Rate: 1.0	6354			
Position (Title and Classification)	Hours	Salary	Burdened	FTE		Cost
Project Manager II/5504	30	\$65	\$171	0.014423077	\$	5,139
Assistant Project Manager/5262	30	\$45	\$119	0.014423077	\$	3,558
Engineering Trainee III	65	\$26	\$69	0.031471154	\$	4,485
Environmental Total	•			0.060317308	\$	13,182
Design Phase						
Agency: SF Public Works		Overhead Rate: 1.6	354			
Position (Title and Classification)	Hours	Hourly Base Salary	Hourly Fully Burdened	FTE		Cost
		ž			\$	
Project Manager I/5502	800	\$61	\$161 \$110	0.384615385	π	128,608
Assistant Project Manager/5262	689	\$45	\$119	0.331355769		81,73
Senior Engineer/5211	100	\$71	\$187	0.048076923		18,711
Engineer/5241 (Civil, Elect, Hydraulic)	750	\$61	\$161	0.360576923		120,570
Associate Engineer/5207 (Civil, Elect, Hydraulic)	725	\$53	\$140	0.348557692		101,26
Assistant Engineer/5203 (Civil, Elect, Hydraulic)	900	\$45	\$119	0.432692308		106,734
Junior Engineer/5201 (Civil, Elect, Hydraulic)	725	\$40	\$105	0.348557692		76,42
Senior Clerk Typist/1426	100	\$28	\$74	0.048076923		7,379
Full Landscape Architect/5211 Landscape Architectural Associate II/5272	175	\$71 \$53	\$187 \$140	0.084134615 0.288461538		32,745
Landscape Architectural Associate I/5262	900	\$45	\$119	0.432692308		106,734
Project Manager II/5504 (Env)	30	\$65	\$171	0.014423077		5,139
Assistant Project Manager/5262 (Env)	40	\$45	\$119	0.019230769		4,744
Engineering Trainee III (Env)	102	\$26	\$69	0.049038462		6,989
Agency: SFMTA	102	₩=0	# 0 >		π	-,, ,,
Transit Planner III/5289	55	\$48	\$135	0.026442308	\$	7,425
Associate Engineer/5207	80	\$53	\$147	0.038461538		11,760
Signal Engineer/5241	60	\$61	\$168	0.028846154		10,080
Design Total	6,831	4 ° 1	π 100	3.284240385		910,851

MAJOR LINE ITEM BUDGET

Item	Unit	Quantity	Unit Price		Cost
Full Depth Planing 2" Depth	SF	56,640	\$1	\$	56,640
Asphaltic Concrete	TON	908.51	\$135	\$	122,649
8" Thick Concrete Base	SF	16,041	\$10	\$	160,410
Combined 6" Curb and Gutter at Bulbs	LF	1,599	\$65	\$	103,935
Combined 6" Curb and Gutter	LF	1,303	\$65	\$	84,695
Combined 6" Curb and Gutter at Median	LF	970	\$40	\$	38,800
8" Wide Concrete Band at Parking Strip	LF	1,475	\$15	\$	22,125
0 1	SF		\$15	ş \$	
8" Thick Concrete Parking Strip		9,101			145,616
8" Thick Concrete Raised Crosswalk	SF	595	\$13	\$	7,735
Special Paving at Crosswalks	SF	9,322	\$25	\$	233,050
Concrete Curb Ramp w/ Detectable Surface Tiles	EA	24	\$3,000	\$	72,000
Detectable Surface Tiles	SF	195	\$65	\$	12,675
Sidewalk Paving w/ Special Finish	SF	37,777	\$15	\$	566,655
Install Street Trees, 36" Box	EA	70	\$1,800	\$	126,000
Irrigation	LS	3	\$50,000	\$	150,000
Site Furnishings: Trash Receptacles	EA	12	\$2,500	\$	30,000
Site Furnishings: Benches	EA	32	\$2,500	\$	80,000
Site Furnishings: Tree Grates	EA	19	\$2,700	\$	51,300
DG at Treewells	SF	840	\$7	\$	5,880
3 Year Maintenance	EA	86	\$550	\$	47,300
Install Median Trees, 36" Box	EA	16	\$1,800	\$	28,800
Planting (5 gallon plants at 3'-0" o.c.)	EA	200	\$60	\$	12,000
Weed Barrier Fabric (Median)	SF	1,450	\$1.50	\$ \$	2,175
	CY		1	ş \$,
Amended Backfill (Median) 18" Depth Gravel Mulch (Median)	CY	80.56 14.5	\$100 \$200	\$ \$	8,056 2,900
Unit Paver Maintenance Strip (Median)	SF	14.3	\$25	\$ \$	33,625
Wayne Place Improvements	LS	1,545	\$318,107	\$	318,107
Tunnel Entrance/Exit Bollards @ 6' o.c.	EA	20	\$1,500	\$	30,000
New Pedestrian Street Lighting	EA	54	\$15,000	\$	810,000
Relocate Fire Alarm	EA	2	\$3,000	\$	6,000
Relocate Traffic Signal Box	EA	3	\$15,000	\$	45,000
Concrete Catch Basin w/ Frame Grating and MH	EA	12	\$15,000	\$	180,000
Relocate Sewer Vents	EA	9	\$2,000	\$	18,000
Relocate Low Pressure Fire Hydrant	EA	2	\$20,000	\$	40,000
Adjust SFWD Valves	EA	3	\$1,500	\$	4,500
Roadway Striping	EA	3	\$15,000	\$	45,000
Sub-total Arts Commission @ 2%	τc	1	\$74.022	\$ ¢	3,701,628
Mobilization @ 5%	LS LS	1	\$74,033 \$185,081	\$ \$	74,033 185,081
Traffic Control @ 5%	LS	1	\$185,081	ş Ş	185,081
Design Contingency @ 15%	LS	1	\$555,244	ş Ş	555,244
Escalation@ 5%	LS	1	\$185,081	\$	185,081
Sub-total		1	#100,001	\$	4,886,148
Contingency (10%)				\$	488,615
Construction Hard Costs Total				\$	5,374,763

MAJOR LINE ITEM BUDGET

		Hourly Base	Hourly Fully		
Position (Title and Classification)	Hours	Salary	Burdened	FTE	Cost
Agency: SF Public Works		Overhead Rate: 1.7	564		
Project Manager I/5502	400	\$61	\$168	0.192307692	\$ 67,250
Assistant Project Manager/5262	291	\$45	\$124		 36,110
Public Relations Officer/1314	50	\$43	\$119	0.024038462	\$ 5,926
Disability Access Coordinator/6335	40	\$70	\$193	0.019230769	\$ 7,718
Administrative Engineer/5174 (Civil, Elect, Hyd)	300	\$66	\$182	0.144230769	\$ 54,577
Engineer/5241 (Civil, Elect, Hydraulic)	300	\$61	\$168	0.144230769	\$ 50,442
Landscape Architect/5274	100	\$61	\$168	0.048076923	\$ 16,814
Landscape Architectural Associate II/5272	230	\$53	\$146	0.110576923	\$ 33,601
Landscape Architectural Associate I/5262	300	\$45	\$124	0.144230769	\$ 37,211
Office Admin: Constr. Inspector/6318	850	\$46	\$127	0.408653846	\$ 107,775
Resident Engineer: Assoc Engineer/5207	950	\$53	\$146	0.456730769	\$ 138,785
Constr. Manager: Admin. Engineer/5174	800	\$66	\$182	0.384615385	\$ 145,538
Division Manager: Senior Engineer/5211	500	\$71	\$196	0.240384615	\$ 97,852
Agency: SFMTA		Overhead Rate:	1.8843		
Engineer/5241	7	\$65	\$182	0.003543269	\$ 1,344
Associate Engineer/5207	7	\$59	\$159	0.00355625	\$ 1,170
Painter/7346	7	\$38	\$114	0.003536058	\$ 840
Sign Worker/7457	7	\$32	\$97	0.003567308	\$ 720
Construction Labor Costs Total	5,141			2.471496154	\$ 803,691
Construction Total					\$ 6,178,454
TOTAL					\$ 7,102,487

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

			FY	2014/15
Project Name:	Chinatown Broadway I	Phase IV		
FUNDING PLAN	- FOR CURRENT P	ROP K REQUE	EST	
Prop K Funds Requested:		\$701,886		
5-Year Prioritization Program Amount:		\$701,886	(enter if approp	priate)
Strategic Plan Amount for Requested FY:		\$2,359,639		
FUNDING PLAN	- FOR CURRENT PR	ROP AA REQUI	EST	
Prop AA Funds Requested:		\$ 0		
5-Year Prioritization Program Amount:			(enter if approp	priate)
Strategic Plan Amount for Requested FY:				
Plan annual programming levels. The 5-Year Prioritization Program (5YPP) an subject project in the Transportation/Land U The Strategic Plan amount is the amount prog 2014/15.	se Coordination categor	у.		
Enter the funding plan for the phase or phases	for which Prop K/Prop	AA funds are cu	irrently being rec	quested. Totals should match
those shown on the Cost worksheet.	T	1	T	
Fund Source	Planned	Programmed	Allocated	Total
State Safe Routes to Schools (SR2S) Grant			\$323,923	\$323,923
Prop K match to SR2S			\$36,100	\$36,100
OBAG		\$3,206,545		\$3,206,545
SFMT'A Revenue Bonds*	l	\$1,910,000		\$1,910,000
Prop K match to OBAG		\$701,886		\$701,886
	**	#F 010 151	#C (C C C C C C C C C C	\$ 4 5 0 151
Total: * Previously OBAG-State Transportation Improven STIP availability.		\$5,818,431 s - swapped to keep	\$360,023 this project on se	\$6,178,454 chedule, given delayed OBAG-
Actual Prop K Leveraging - This Phase:	88.06%	1		\$6,178,454
Expected Prop K Leveraging per Expenditure		1		Total from Cost worksheet
Plan	40.48%			

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

	nds for a state or federa	l grant?		Yes - Prop K
		Required L	ocal Match	
Fund Source	\$ Amount	%	\$	
OBAG	\$3,206,545	11.47%	\$367,791	
	FOR ENTIRE PROJ			
Enter the funding plan for all phases (environn				ection may be left blank if
the current request covers all project phases. T	otals should match thos	e shown on the C	lost worksheet.	
Fund Source	Planned	Programmed	Allocated	Total
State Safe Routes to Schools (SR2S) Grant		0	\$387,000	\$387,00
Prop K match to SR2S			\$43,065	\$43,06
DBAG		\$3,206,545	\$203,991	\$3,410,530
SFMTA Revenue Bonds		\$1,910,000		\$1,910,000
Prop AA			\$650,000	\$650,000
Prop K match to OBAG		\$701,886		\$701,880
Total:	\$0	\$5,818,431	\$1,284,056	\$7,102,487
			_	
Actual Prop K Leveraging - Entire Project:		89.51%		\$ 7,102,48
	Plan:	40.48%		Total from Cost workshe
	Plan:	40.48% 90.85%	}	Total from Cost workshe
		90.85%		Total from Cost workshe
Actual Prop AA Leveraging - Entire Project: FISCAL YEAR CASH FLOW D	ISTRIBUTION FOR	90.85%	OP K REQUE	ST
Actual Prop AA Leveraging - Entire Project: FISCAL YEAR CASH FLOW D Use the table below to enter the proposed cash guaranteed to be available for reimbursement e	ISTRIBUTION FOR flow distribution sched ach fiscal year) for the c	90.85% CURRENT PR ule (e.g. the maxin urrent request. If	OP K REQUE num Prop K/Pr the schedule is 1	ST op AA funds that are nore aggressive than the
Actual Prop AA Leveraging - Entire Project: FISCAL YEAR CASH FLOW D Use the table below to enter the proposed cash guaranteed to be available for reimbursement e Prop K/Prop AA Strategic Plan and/or 5YPP,	STRIBUTION FOR flow distribution sched ach fiscal year) for the c please explain in the ter	90.85% CURRENT PR ule (e.g. the maxin urrent request. If at box below how	OP K REQUE mum Prop K/Pr the schedule is p cash flow for o	ST op AA funds that are nore aggressive than the ther projects and programs
Actual Prop AA Leveraging - Entire Project: FISCAL YEAR CASH FLOW D Use the table below to enter the proposed cash guaranteed to be available for reimbursement e Prop K/Prop AA Strategic Plan and/or 5YPP,	STRIBUTION FOR flow distribution sched ach fiscal year) for the c please explain in the ter	90.85% CURRENT PR ule (e.g. the maxin urrent request. If at box below how	OP K REQUE mum Prop K/Pr the schedule is p cash flow for o	ST op AA funds that are nore aggressive than the ther projects and programs
Expected Prop K Leveraging per Expenditure Actual Prop AA Leveraging - Entire Project: FISCAL YEAR CASH FLOW D Use the table below to enter the proposed cash guaranteed to be available for reimbursement e Prop K/Prop AA Strategic Plan and/or 5YPP, will be slowed down to accommodate the curre	STRIBUTION FOR flow distribution sched ach fiscal year) for the c please explain in the ter	90.85% CURRENT PR ule (e.g. the maxin urrent request. If at box below how	OP K REQUE mum Prop K/Pr the schedule is p cash flow for o	ST op AA funds that are nore aggressive than the ther projects and programs
Actual Prop AA Leveraging - Entire Project: FISCAL YEAR CASH FLOW D Use the table below to enter the proposed cash guaranteed to be available for reimbursement e Prop K/Prop AA Strategic Plan and/or 5YPP,	STRIBUTION FOR flow distribution sched ach fiscal year) for the c please explain in the ter	90.85% CURRENT PR ule (e.g. the maxin urrent request. If at box below how	OP K REQUE mum Prop K/Pr the schedule is p cash flow for o	ST op AA funds that are nore aggressive than the ther projects and programs
Actual Prop AA Leveraging - Entire Project: FISCAL YEAR CASH FLOW D Use the table below to enter the proposed cash guaranteed to be available for reimbursement e Prop K/Prop AA Strategic Plan and/or 5YPP, will be slowed down to accommodate the curre	STRIBUTION FOR flow distribution sched ach fiscal year) for the c please explain in the ter	90.85% CURRENT PR ule (e.g. the maxin urrent request. If at box below how	OP K REQUE mum Prop K/Pr the schedule is p cash flow for o	ST op AA funds that are nore aggressive than the ther projects and programs
Actual Prop AA Leveraging - Entire Project: FISCAL YEAR CASH FLOW D Use the table below to enter the proposed cash guaranteed to be available for reimbursement e Prop K/Prop AA Strategic Plan and/or 5YPP, will be slowed down to accommodate the curre Prop K Funds Requested:	ISTRIBUTION FOR flow distribution sched ach fiscal year) for the c please explain in the ter ent request without exce \$701,886	90.85% CURRENT PR ule (e.g. the maxin urrent request. If t box below how eding annual cash	OP K REQUE mum Prop K/Pr the schedule is p cash flow for o	ST op AA funds that are nore aggressive than the ther projects and programs
Actual Prop AA Leveraging - Entire Project: FISCAL YEAR CASH FLOW D Use the table below to enter the proposed cash guaranteed to be available for reimbursement e Prop K/Prop AA Strategic Plan and/or 5YPP, will be slowed down to accommodate the curre Prop K Funds Requested: Sponsor Request - Proposed Prop K Cash H	ISTRIBUTION FOR flow distribution sched ach fiscal year) for the c please explain in the ter ent request without exce \$701,886 Flow Distribution Sched	90.85% CURRENT PR ule (e.g. the maxin urrent request. If st box below how eding annual cash	OP K REQUE mum Prop K/Pr the schedule is r cash flow for o flow assumption	ST op AA funds that are nore aggressive than the ther projects and programs
Actual Prop AA Leveraging - Entire Project: FISCAL YEAR CASH FLOW D Use the table below to enter the proposed cash guaranteed to be available for reimbursement e Prop K/Prop AA Strategic Plan and/or 5YPP, will be slowed down to accommodate the curre Prop K Funds Requested: Sponsor Request - Proposed Prop K Cash F Fiscal Year	STRIBUTION FOR flow distribution sched ach fiscal year) for the c please explain in the ter int request without exce \$701,886 Tow Distribution Sche Cash Flow	90.85% CURRENT PR ule (e.g. the maxin urrent request. If at box below how eding annual cash eding annual cash caule	OP K REQUE mum Prop K/Pr the schedule is r cash flow for o flow assumption Balance	ST op AA funds that are nore aggressive than the ther projects and programs
Actual Prop AA Leveraging - Entire Project: FISCAL YEAR CASH FLOW D Use the table below to enter the proposed cash guaranteed to be available for reimbursement e Prop K/Prop AA Strategic Plan and/or 5YPP, will be slowed down to accommodate the curre Prop K Funds Requested: Sponsor Request - Proposed Prop K Cash F Fiscal Year	ISTRIBUTION FOR flow distribution sched ach fiscal year) for the c please explain in the ter ent request without exce \$701,886 Flow Distribution Sched	90.85% CURRENT PR ule (e.g. the maximurent request. If at box below how eding annual cash dule % Reimbursed Annually 100.00%	OP K REQUE num Prop K/Pr the schedule is a cash flow for o flow assumption Balance	ST op AA funds that are nore aggressive than the ther projects and programs
Actual Prop AA Leveraging - Entire Project: FISCAL YEAR CASH FLOW D Use the table below to enter the proposed cash guaranteed to be available for reimbursement e Prop K/Prop AA Strategic Plan and/or 5YPP,	STRIBUTION FOR flow distribution sched ach fiscal year) for the c please explain in the ter int request without exce \$701,886 Tow Distribution Sche Cash Flow	90.85% CURRENT PR ule (e.g. the maxin urrent request. If at box below how eding annual cash eding annual cash caule	OP K REQUE mum Prop K/Pr the schedule is to cash flow for o flow assumption Balance	ST op AA funds that are nore aggressive than the ther projects and programs

\$701,886

0.00%

\$0

Total:

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

AUTHORITY RI	ECOMMENDATIC	DN
This section is	to be completed by	Authority Staff.
	1 0	
Last Updated: 10.16.14	Resolution. No.	Res. Date:
1		
Project Name: Chinatown Broadway	Phase IV	
ribjeet ivanie. enniatown bioadway	I Hase I v	
	**** 1	
Implementing Agency: San Francisco Public	Works	
	Amount	Phase:
Funding Recommended: Prop K Allocation	\$701,886	Construction
Total:	\$701,886	
Notes (e.g., justification for multi-phase recommendations,		
notes for multi-EP line item or multi-sponsor		
recommendations):		

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
		1		
Prop K EP 44	FY 2014/15	\$175,471	25.00%	\$526,415
Prop K EP 44	FY 2015/16	\$526,415	75.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
	Total:	\$701,886	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2014/15	Construction	\$175,471	25%	\$526,415
Prop K EP 44	FY 2015/16	Construction	\$526,415	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
	•	Total	\$701,886		

Prop K/Prop AA Fund Expiration Date:

6/30/2019 Eligi

Eligible expenses must be incurred prior to this date.

	AU	THORITY RE	COMMENDA	TION	
		This section is t	o be completed	by Authority Staff.	
	Last Updated:	10.16.14	Resolution. No	. Res. Da	ate:
	Project Name: China	atown Broadway I	Phase IV		
	Implementing Agency: San F	Francisco Public W	Works		
	· · ·	Action	Amount	Fiscal Year Phase	
	Future Commitment to:	Trigger:			
		00 -			
Deliverables:	1 Upon project completion (Contiguated April	2016) provida 2	-3 digital photos of after condit	ion
		anticipated April	2010), provide 2	-5 digital photos of after condit	10115.
	2.				
	3.				
	4.				
Special Condit	ions:				
				n phase until Transportation Au completion of design (deliverab	
	design allocation (14-34, 77	14.108011)).			-
	2.				
Notes:				1 1 1 111	d Dl
				plication and are also available op://www.sf-planning.org/index	
	2.				
S	Supervisorial District(s):	3		Prop K proportion of expenditures - this phase:	11.36%
				Prop AA proportion of expenditures - this phase:	0.00%
	Sub-project detail?	No	If yes, see next p	age(s) for sub-project detail.	
SI	FCTA Project Reviewer:	PPD	Proi	ect # from SGA:	

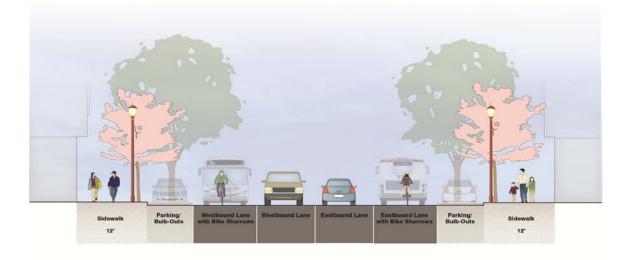
San Francisco County Transportation Authority Prop K/Prop AA Allocation Request Form

MAPS AND DRAWINGS

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

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

Broadway Chinatown Typical Roadway Cross Section



Proposed Improvements at Powell Street and Broadway



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

Proposed Improvements at Stockton Street and Broadway



Proposed Improvements on Broadway at Grant Avenue looking west



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

FY of Allocation Action:	2014/15Current Prop K Request:\$701,886Current Prop AA Request:\$-	
Project Name:	Chinatown Broadway Phase IV	
Implementing Agency:	San Francisco Public Works	
	Signatures	

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

Project Manager

Name (typed): John Dennis

Title: Project Manager

Phone: 415.558.4495

Fax:

Email: john.dennis@sfdpw.org

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

Signature:

Date:

Grants Section Contact

Rachel Alonso

Administrative Analyst

415.554.4890

Rachel.Alonso@sfdpw.org

1 Dr. Carlton B. Goodlett Place, Room 340 San Francisco, CA 94102