

**Prop K Grouped Allocation Requests  
June 2015 Board Action**

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No.	Fund Source	Project Sponsor <sup>1</sup>	EP <sup>2</sup> Line Item/ Category Description	Project Name	Phase	Funds Requested	Page No.
1	Prop K	SFMTA	Other Transit Enhancements	Southwest Subway (19th Avenue/M Ocean View) - Pre-Environmental Supplement	Planning	\$255,700	1
2	Prop K	SFMTA	Vehicles - SFMTA	61 60-ft Low Floor Diesel Hybrid Coaches (26 replace+35 expand)	Procurement	\$12,352,094	19
3	Prop K	SFMTA	Vehicles - SFMTA	48 40-ft and 50 60-ft Low Floor Diesel Hybrid Coaches	Procurement	\$33,405,243	31
4	Prop K	BART	Guideways - BART	Transbay Tube Cross-Passage Doors Replacement	Design	\$160,000	45
5	Prop K	Caltrans	Presidio Parkway	Presidio Parkway	Construction	\$20,400,000	55
6	Prop K	SFMTA	New Signals & Signs	New Signal Contract 62	Construction	\$1,500,000	67
7	Prop K	SFMTA	Signals and Signs, New Signals & Signs	Traffic Signal Conduit	Construction	\$550,000	83
8	Prop K	SFMTA	Signals & Signs	Traffic Signal Upgrade Contract 34 [Vision Zero]	Design	\$518,000	101
9	Prop K	SFMTA	Signals & Signs	3rd Street Traffic Signal Detection Upgrade Phase I	Construction	\$300,000	117
10	Prop K	SFMTA	Signals & Signs	19th Avenue Signals Phase III	Design	\$630,000	129
11	Prop K	SFMTA	Pedestrian and Bicycle Facility Maintenance	Bicycle Facility Maintenance	Construction	\$150,000	143
12	Prop K	SFPW	Pedestrian and Bicycle Facility Maintenance	Public Sidewalk Repair	Construction	\$514,349	157
13	Prop K	SFMTA	Traffic Calming	Local-Track Application-Based Traffic Calming Program	Planning	\$203,400	167
14	Prop K	SFMTA	Pedestrian Circulation/ Safety	6th Street Pedestrian Safety Improvement	Environmental	\$2,012,000	183
15	Prop K	SFPW	Tree Planting and Maintenance	Tree Planting & Maintenance	Construction	\$1,045,000	215
16	Prop K	SFCTA/ SFMTA	Transportation/ Land Use Coordination	NTIP Program Support	Planning	\$150,000	227
17	Prop K	SFCTA/ SFMTA	Transportation/ Land Use Coordination	Alemany Interchange Improvement Study [NTIP Planning]	Planning	\$100,000	239
<b>Total Requested</b>						<b>\$ 74,245,786</b>	

<sup>1</sup> Acronyms include BART (Bay Area Rapid Transit), SFCTA (San Francisco County Transportation Authority), Caltrans (California Department of Transportation), SFMTA (San Francisco Municipal Transportation Agency) and SFPW (San Francisco Public Works).

<sup>2</sup> EP stands for Expenditure Plan.



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

**FY of Allocation Action:**

**Project Name:**

**Implementing Agency:**

**EXPENDITURE PLAN INFORMATION**

<b>Prop K Category:</b>	<input type="text" value="A. Transit"/>	Gray cells will automatically be filled in.
<b>Prop K Subcategory:</b>	<input type="text" value="ii. Transit Enhancements"/>	
<b>Prop K EP Project/Program:</b>	<input type="text" value="g. Other transit enhancements"/>	
<b>Prop K EP Line Number (Primary):</b>	<input type="text" value="16"/>	<b>Current Prop K Request:</b> <input type="text" value="\$255,700"/>
<b>Prop K Other EP Line Numbers:</b>	<input type="text"/>	

**Prop AA Category:**

**Current Prop AA Request:** \$

**Supervisorial District(s):**

**SCOPE**

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

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

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

The San Francisco Municipal Transportation Agency (SFMTA) requests \$255,700 in Prop K funds for additional engineering and outreach to refine project alternatives for improvements to Muni's M Ocean View line from Sloat Boulevard to Randolph Street. The funded scope would include:

- (1) completion of required Caltrans Project Study Report (PSR);
- (2) development of scope and alternatives for environmental review in a following phase;
- (3) engineering to about the 10% level;
- (4) refinement of project funding and implementation strategy; and
- (5) additional community outreach.

See following pages for project background and scope details.

**San Francisco County Transportation Authority  
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**Overall Project:** Provide improvements to the M Ocean View light rail line from Sloat Boulevard to Randolph Street to reduce traffic and pedestrian conflicts and improve service quality. Proposed line upgrade includes a grade-separated crossing under Saint Francis Circle, along 19th Avenue, and through Parkmerced where the line would come to the surface, crossing Junipero Serra Boulevard by way of a grade-separated bridge or tunnel connecting Font Boulevard and Randolph Street. "Complete Streets" upgrades would also be made to improve existing stops, streetscape, and bicycle/pedestrian safety.

**Status and Funding Request Scope:** In March 2014, the Transportation Authority Board allocated \$306,000 to the SFMTA for pre-environmental review and conceptual design for improvements to the M Ocean View line. The Feasibility study, also funded by a prior Prop K allocation, has been completed, and the pre-environmental review phase is well underway. Prop K funds are requested to complete additional engineering work to further refine project alternatives. The additional funding requested would include engineering design and analysis needed to successfully prepare for the next (environmental review) stage, as well as project management efforts to support the additional technical and outreach work. At the June Transportation Authority Board meeting, the Board will be considering a contract amendment to increase the amount of the consultant's contract for the scope of work funded through this request.

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

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

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

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

Support for the project was demonstrated by attendance and participation at community meetings from institutions such as San Francisco State University, from Sup. Norman Yee and neighborhood leaders such as the officers of the Merced Extension Triangle Neighborhood Association (METNA).

**Status in Adopted Plans and Programs:** The March 2014 allocation for the 19th Avenue Pre-Environmental Study received funding from the Prop K Transportation/ Land Use Coordination category (EP44), and the 19th Avenue Median Improvements project received funding from the Prop K Upgrades to Major Arterials category (EP 30). The overall capital project is included in the SFCTA's *San Francisco Transportation Plan* and in the SFMTA *20-Year Capital Plan*. This project was also identified as a priority project in the *Mayor's Transportation Task Force 2030 Report*.

A detailed scope and schedule is attached.

## Southwest Subway (19th Avenue/M Ocean View) - Pre-Environmental Supplement

### Task 1 – Project Management

The consultant contract scope assumed a streamlined management effort, including limited coordination and meetings in an effort to be as cost-effective as possible in developing the Caltrans required Project Study Report – Project Development Support (PSR-PDS). However, longer and more frequent meetings have been needed to adequately review project progress and make decisions. Also, this phase will continue approximately four months longer than originally budgeted.

This effort includes a minimum of 10 additional meetings – by phone and in person – for the purpose of reporting progress, seeking direction and input from SFMTA, SFCTA, SF Planning, Parkmerced, and other stakeholders, providing updates on engineering issues, and generally coordinating to ensure smooth progress of the project.

This effort also includes the SFMTA and SFCTA staff time to manage consultant efforts and the technical work described in more detail below.

**Deliverables:** On-going project management through completion of the effort in November 2015.

### Task 2 – Communications/Outreach Strategy and Implementation

Engineering work completed during this phase has revealed a need for more intensive and focused outreach in the Oceanview-Merced-Ingleside Heights (OMI) neighborhood. This outreach will allow for adequate community dialogue and input to inform the refined project definition used in the next phase of environmental review. The team is anticipating to contract with a community-based organization to support this work which would include a variety of activities such as Chinese translation, joining existing community-building activities in the neighborhood, organizing special meetings and events, and documenting the input.

**Deliverables:** Outreach notices, meetings/events/activities, and summary documentation.

### Task 3 – Build Alternative Options Development, Screening, and Evaluation

This task includes work that is not essential to the Caltrans PSR-PDS, but that SFMTA needs to complete in advance of commencement of environmental review. Specifically it includes concept level engineering of a low-cost alternative that is a standard requirement for environmental review to compare the higher cost project alternatives against. In addition, this task includes engineering study of a new alternative variation where the southern grade-separated crossing is a tunnel instead of a bridge. This concept development work is prudent because 1) additional engineering work of the bridge has revealed technical constructability challenges; 2) additional engineering work of the bridge has revealed potential community impacts; 3) consideration of a southern tunnel may enable new phasing options that would allow a first phase to move forward before full funding for the larger project is identified.

**Deliverables:** two additional sets of planning-level design drawings, including plan and profiles, for a lowest-cost option and a southern tunnel option.

### Task 4 – Project Development

Sub-Task 4.1 Plans and Cross-Sections: This task covers additional engineering work that was not anticipated during initiation of this phase. The original scope assumed the alignment and profile prepared during the Feasibility Study

would be carried directly into the PSR-PDS but in reality major additional work was needed to adhere to SFMTA, Caltrans, and Parkmerced design criteria. This task allows for the additional engineering work that will be needed to develop the main Build Alternative being scoped in the PSR-PDS.

#### Sub-Task 4.2 Conceptual Design for Stations

This task covers production of conceptual station designs additional to those initially scoped, including underground stations at St. Francis Circle, two locations for Stonestown, SF State, and within Parkmerced. While originally three station concept designs were scoped that included two Stonestown and one SF State location, two of these designs must be re-worked to work with underground median-running rather than west-side running tracks. This task also covers production of conceptual illustrations of two concepts for a new surface station in the OMI. This additional effort will result in conceptual station designs that reflect the most likely future configuration that future project development will focus on, and is prudent to invest in now rather in the subsequent phase of work as it will result in a more streamlined Caltrans review. This effort will also be invaluable for the community outreach efforts during this phase, as well as for cooperative discussions with westside property owners.

#### Sub-Task 4.3 Utility, Research, Coordination, and Mapping

Several utility files have been obtained but are not assembled in one composite map. It is financially prudent to invest in production of this composite map now as it will be needed in the next phase and can be produced based on the knowledge the project engineer has developed as a result of the work completed this year. This task covers consultant work to update the existing utility mapping to reflect the most current known field conditions, ensuring a smooth transition to the next phase.

#### **Deliverables:**

- Plan and profiles drawings
- Five underground station concept designs including locations for pedestrian, bicycle, bus and ADA\_accessible access, and conceptual illustrations
- Composite utility map

### **Task 5 – Evaluation**

The scope of the March 2014 allocation for pre-environmental work did not include adequate consultant effort required to provide information to capital cost estimator to support development of station/platform cost estimates. This task covers time from consultant station/platform cost estimator to review conceptual station drawings to estimate station/platform capital costs. This expertise will improve the overall capital cost estimates as stations will be one of the most substantial drivers of the capital costs of the project.

**Deliverables:** Evaluation Results memorandum, including capital costs (same deliverable as originally scoped).

**(No supplemental funds are requested for Tasks 6, 7 or 8.)**

### **Task 9 – Land Use Design, Integration and Coordination**

This task covers additional meetings with the consultant team and westside landowner partners to vet and refine the new alternatives to be developed under Task 3.

**Deliverables:** up to 24 hours of land use coordination meetings with stakeholders such as ParkMerced, Stonestown, San Francisco State University.

San Francisco County Transportation Authority  
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FY 2015/16

Project Name: Southwest Subway (19th Avenue/M Ocean View) - Pre-Environmental Supplement

Implementing Agency: San Francisco Municipal Transportation Agency

**ENVIRONMENTAL CLEARANCE**

Type : EIR/EIS Completion Date (mm/dd/yy)  
 Status: To be completed in later phase 6/1/2018

**PROJECT DELIVERY MILESTONES**

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	1	2012/13	4	2017/18
Environmental Studies (PA&ED)	1	2015/16	4	2017/18
R/W Activities/Acquisition				
Design Engineering (PS&E)	1	2018/19	4	2019/20
Prepare Bid Documents	1	2020/21	1	2020/21
Advertise Construction	2	2020/21	2	2020/21
Start Construction (e.g., Award Contract)	3	2020/21		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			2	2023/24
Project Closeout (i.e., final expenses incurred)	3	2023/24	3	2025/26

**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 following task schedule has been agreed to by project partners through MOU's and the Project Charter.

SCHEDULE	COMPLETE
Task 1: Project Initiation and Ongoing Project Management	November 2015
Task 2: Communications and Outreach Strategy and Implementation	November 2015
Task 3: Alternative Development, Screening and Evaluation	July 2015
Task 4: Project Development	August 2015
Task 5: Evaluation	September 2015
Task 6: Preliminary Environmental Assessment Report (PEAR)	September 2015
Task 7: Advance Funding and Implementation Strategy	September 2015
Task 8: Caltrans Project Documentation Package	October 2015
Task 9: Land Use Integration, Design and Coordination	October 2015

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

FY 2015/16

**Project Name:** Southwest Subway (19th Avenue/M Ocean View) - Pre-Environmental S

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

### COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

Cost for Current Request/Phase		
	Yes/No	
	Total Cost	
Planning/Preliminary Engineering	Yes	\$1,275,700
Environmental Studies (PA&ED)		\$255,700
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
	\$1,275,700	\$255,700
		\$0

### COST SUMMARY BY PHASE - ENTIRE PROJECT

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

	Total Cost	Source of Cost Estimate
Planning/Preliminary Engineering	\$ 1,755,181	Actual past costs (including Feasibility Study) + engineer's estimate to complete
Conceptual Engineering	\$ 23,005,000	Feasibility Study
Environmental Studies (PA&ED)	\$ 3,000,000	Feasibility Study
Design Engineering (PS&E)	\$ 57,000,000	Feasibility Study
R/W Activities/Acquisition	\$ -	
Construction	\$ 436,000,000	Feasibility Study
Procurement (e.g. rolling stock)	\$ -	
Total:	\$ 520,760,181	

**% Complete of Design:** 5 as of 5/1/2015

**Expected Useful Life:** 50 Years



San Francisco County Transportation Authority  
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MAJOR LINE ITEM BUDGET

Southwest Subway (19th Avenue/M Ocean View) - Pre-Environmental Supplement

Pre-Environmental Study	1	2	3	4	5	6	
Task	SFMTA	SFCTA	SF Planning	Consultant	Contingency	Caltrans	Total
1 Project Management	\$15,500	\$15,600	\$0	\$43,509			\$74,609
2 Communications/Outreach Strategy and Implementation	\$0	\$0	\$0	\$3,210			\$3,210
3 Project Sub-Option Development, Screening, and Evaluation	\$0	\$0	\$0	\$29,840			\$29,840
4 Project Development and Data Collection	\$0	\$0	\$0	\$126,280			\$126,280
5 Evaluation	\$0	\$0	\$0	\$2,675			\$2,675
6 Preliminary Environmental Assessment	\$0	\$0	\$0	\$0			\$0
7 Advance Funding and Implementation Strategy	\$0	\$0	\$0	\$0			\$0
8 Caltrans Project Documentation Package	\$0	\$0	\$0	\$0			\$0
9 Land Use Integration, Design, and Coordination	\$0	\$0	\$0	\$6,586			\$6,586
10 Final Report	\$0	\$0	\$0	\$12,500			\$12,500
<b>This request</b>	<b>\$15,500</b>	<b>\$15,600</b>	<b>\$0</b>	<b>\$224,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$255,700</b>
Previously allocated - for Pre-Environmental Study	\$329,000	\$118,000	\$30,000	\$332,000	\$40,000	\$171,000	\$1,020,000

Southwest Subway (19th Avenue/M Ocean View) - Planning phase

<b>Current Request</b>	<b>\$ 255,700</b>
<b>Previously Allocated</b>	<b>\$ 1,020,000</b>
<b>Total</b>	<b>\$ 1,275,700</b>

\* 19th Avenue Transit Corridor Investment Study

<b>Funding</b>	
PDA Planning	\$ 492,000
Parkmerced	\$ 80,000
SF State	\$ 37,000
GGP	\$ 30,000
SFMTA Operating Budget	\$ 75,000
<b>Prop K - this request</b>	<b>\$ 255,700</b>
Prop K - previously allocated	\$ 306,000
<b>Total - Pre-Envir. Study</b>	<b>\$ 1,275,700</b>

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

		5290		Transp. Plnr.		5211 Sr. Engineer		5288 Transp Plnr II		5290 Transp Plnr IV		Full Engineer		5211 Sr. Engineer		5277 Planner I	
		Mgr. VII	IV	contract PM	Engineer	Plnr II	Plnr IV	Engineer	Plnr II	Plnr IV	Engineer	Plnr II	Plnr IV	Engineer	Plnr II	Plnr IV	Planner I
Hourly Rates		\$ 229.74	\$ 170.20	\$113.71	\$ 276.80	\$ 124.55	\$ 170.20	\$ 182.31	\$ 124.55	\$ 170.20	\$ 182.31	\$ 124.55	\$ 170.20	\$ 182.31	\$ 124.55	\$ 170.20	\$104.47
1	Project Management	\$ 14,800	2	23	3	2	10	3	2	10	3	2	10	3	2	10	3
A	City Attorney's Review Fee	\$ 500															
	Agency Sub-Total -- Hours	\$ 15,520	\$ 460	\$ 3,910	\$ 830	\$ 250	\$ 1,700	\$ 550	\$ 250	\$ 1,700	\$ 550	\$ 250	\$ 1,700	\$ 550	\$ 250	\$ 1,700	\$ 1,570
	Agency Sub-Total - Cost																

2. SFCTA Budget

	Agency Task Sub-total	Senior Engineer	Deputy Capital Projects
Staff			
Hourly Rates	\$ 120.00	\$ 205.67	
Agency Sub-Total -- Hours	70	35	
Agency Sub-Total - Cost	\$ 15,600	\$ 8,400	\$ 7,200

TEAM PARSONS BRINCKERHOFF														
SFCTA - 19th Avenue/M-Ocean View Project				PARSONS BRINCKERHOFF, INC		WRECO (DBE)		CHS Consulting Group (DBE)		Merrill Morris Partners (DBE)		MSA Design & Consulting, Inc.		
		TOTAL HOURS	TOTAL \$											
Task 1	Project Initiation and Ongoing Project Management	200	\$15,290.22	Task Dollars	\$15,290.22	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
				Task Hours	200	0	0	0	0	0	0	0	0	
1.05	Project Work Plan (Budget, Task, Process)	0	\$0.00		0	\$0.00	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	
1.10	Meetings and Coordination	104	\$9,024.04		104	\$9,024.04	0	\$0.00	0	\$0.00	0	\$0.00	0	
1.15	Develop Project Schedule	0	\$0.00		0	\$0.00	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	
1.20	Project Administration (Progress Reporting, Invoice Generation, File Mgmt.)	96	\$6,266.18		96	\$6,266.18	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	
Task 2	Communications and Outreach Strategy Development and Implementation	24	\$1,128.00	Task Dollars	\$0.00	\$0.00	\$0.00	\$0.00	\$1,128.00	\$0.00	\$0.00	\$0.00	\$0.00	
				Task Hours	0	0	0	0	24	0	0	0	0	
2.05	Public and Stakeholder Involvement Plan	0	\$0.00		0	\$0.00								
2.10	Communications Materials	24	\$1,128.00		0	\$0.00			24	\$1,128.00				
2.15	Public Involvement Plan Implementation	0	\$0.00		0	\$0.00								
Task 3	Build Alternative Options Development, Screening and Evaluation	140	\$10,487.24	Task Dollars	\$10,487.24	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
				Task Hours	140	0	0	0	0	0	0	0	0	
3.05	Conceptual Design Drawings	112	\$8,289.23		112	\$8,289.23			0	\$0.00	0	\$0.00		
3.10	Technical memo of engineering Studies	28	\$2,198.01		28	\$2,198.01							0	
Task 4	Project Development	902	\$44,380.75	Task Dollars	\$41,372.75	\$0.00	\$0.00	\$0.00	\$3,008.00	\$0.00	\$0.00	\$0.00	\$0.00	
				Task Hours	838	0	0	0	64	0	0	0	0	
4.05	Obtain Topo and RW Mapping	0	\$0.00		0	\$0.00								
4.10	Plans and Cross-Sections	694	\$33,029.89		638	\$30,397.89			56	\$2,632.00				
4.15	Station Location & Conceptual Design	88	\$5,649.12		80	\$5,273.12			8	\$376.00				
4.20	Conceptual Structural Engineering	0	\$0.00		0	\$0.00						0	\$0.00	
4.25	Refine No-Build Concept	0	\$0.00		0	\$0.00								
4.30	Utility Research, coordination and Mapping	120	\$5,701.74		120	\$5,701.74								
4.35	Constructability Analysis	0	\$0.00		0	\$0.00						0	\$0.00	
Task 5	Evaluation	20	\$940.00	Task Dollars	\$0.00	\$0.00	\$0.00	\$0.00	\$940.00	\$0.00	\$0.00	\$0.00	\$0.00	
				Task Hours	0	0	0	0	20	0	0	0	0	
5.05	Traffic Analysis and TEPA	0	\$0.00		0	\$0.00		0	\$0.00					
5.10	Transit Travel Time Analysis	0	\$0.00		0	\$0.00		0	\$0.00					
5.15	Analysis of transit operating cost savings	0	\$0.00		0	\$0.00		0	\$0.00			0	\$0.00	
5.20	Light Rail ridership forecasts	0	\$0.00		0	\$0.00		0	\$0.00					
5.25	Analysis of reductions in on-street parking	0	\$0.00		0	\$0.00		0	\$0.00					
5.30	Capital Cost Estimates	20	\$940.00		0	\$0.00		0	\$0.00	20	\$940.00	0	\$0.00	
5.35	Develop Risk Register	0	\$0.00		0	\$0.00		0	\$0.00			0	\$0.00	
Task 6	Preliminary Environmental Assessment Report (PEAR)	0	\$0.00	Task Dollars	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
				Task Hours	0	0	0	0	0	0	0	0	0	
6.05	Initial Site Assessment	0	\$0.00		0	\$0.00								
6.10	Preparation of a Caltrans PEAR	0	\$0.00		0	\$0.00		0	\$0.00					
Task 7	Advance Funding and Implementation Strategy	0	\$0.00	Task Dollars	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
				Task Hours	0	0	0	0	0	0	0	0	0	
7.05	Update Funding Strategy	0	\$0.00		0	\$0.00								
7.10	Develop Implementation strategy	0	\$0.00		0	\$0.00								
7.10.05	Develop Project Phasing Strategy	0	\$0.00		0	\$0.00								
7.10.10	Analysis of Project delivery models	0	\$0.00		0	\$0.00								
Task 8	Caltrans Project Documentation Package	0	\$0.00	Task Dollars	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
				Task Hours	0	0	0	0	0	0	0	0	0	
8.05	Refine Project Purpose and Need	0	\$0.00		0	\$0.00								
8.10	Storm water documentation	0	\$0.00		0	\$0.00	0	\$0.00						
8.15	Quality Management Plan	0	\$0.00		0	\$0.00	0	\$0.00						
8.20	Draft PSR-PDS	0	\$0.00		0	\$0.00	0	\$0.00	0	\$0.00		0	\$0.00	
8.25	Final PSR-PDS	0	\$0.00		0	\$0.00	0	\$0.00	0	\$0.00		0	\$0.00	
Task 9	Land Use Integration, Design and Coordination Support	24	\$2,314.53	Task Dollars	\$2,314.53	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
				Task Hours	24	0	0	0	0	0	0	0	0	
9.05	Land use coordination meetings	24	\$2,314.53		24	\$2,314.53								
<b>TOTAL HOURS</b>		<b>1,310</b>			<b>1,202</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>108</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Sub-Total Raw Labor Cost</b>		<b>\$74,540.75</b>			<b>\$69,464.75</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$5,076.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	
<b>Fringe Benefits</b>		<b>\$26,825.28</b>			<b>35.00%</b>	<b>\$24,312.66</b>	<b>51.20%</b>	<b>\$0.00</b>	<b>76.92%</b>	<b>\$0.00</b>	<b>49.50%</b>	<b>\$2,512.62</b>	<b>28.00%</b>	<b>\$0.00</b>
<b>Overhead</b>		<b>\$91,449.46</b>			<b>122.50%</b>	<b>\$85,094.31</b>	<b>77.29%</b>	<b>\$0.00</b>	<b>93.14%</b>	<b>\$0.00</b>	<b>125.20%</b>	<b>\$6,355.15</b>	<b>49.00%</b>	<b>\$0.00</b>
<b>General and Administrative Fee</b>		<b>\$0.00</b>			<b>0.00%</b>	<b>\$0.00</b>	<b>0.00%</b>	<b>\$0.00</b>	<b>0.00%</b>	<b>\$0.00</b>	<b>0.00%</b>	<b>\$0.00</b>	<b>26.00%</b>	<b>\$0.00</b>
<b>Total Indirect Costs</b>		<b>\$91,449.46</b>			<b>\$85,094.31</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$6,355.15</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	
<b>FEE</b>		<b>\$19,281.55</b>			<b>10.00%</b>	<b>\$17,887.17</b>	<b>10.00%</b>	<b>\$0.00</b>	<b>10.00%</b>	<b>\$0.00</b>	<b>10.00%</b>	<b>\$1,394.38</b>	<b>10.00%</b>	<b>\$0.00</b>
<b>Other Direct Cost Items</b>														
Travel	\$1,000.00				\$1,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
ODCs	\$0.00				\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Postage	\$0.00				\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Reproduction	\$1,500.00				\$1,000.00	\$0.00	\$0.00	\$0.00	\$500.00	\$0.00	\$0.00	\$0.00	\$0.00	
Misc. (CBO Interpoling)	\$10,000.00				\$10,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Traffic Data Collection	\$0.00				\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
<b>TOTAL OTHER DIRECT COST</b>	<b>\$12,500.00</b>				<b>\$12,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$500.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	
<b>TEAM PARSONS BRINCKERHOFF TOTAL COST</b>		<b>\$224,597.04</b>			<b>\$208,758.89</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$15,838.15</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	

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

FY 2015/16

**Project Name:** Southwest Subway (19th Avenue/M Ocean View) - Pre-Environmental Supplement

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

Prop K Funds Requested: \$255,700

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

Strategic Plan Amount for Requested FY: \$5,371,634

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

Prop AA Funds Requested: \$0

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

Strategic Plan Amount for Requested FY:

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

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2015/16 for the subject project in the Transit Enhancements 5YPP.

The Strategic Plan amount is the entire amount programmed in the Transit Enhancements category in Fiscal Year 2015/16 (2,087,540) unallocated FY 14/15 funds (\$3,146,394), and cumulative remaining programming capacity (\$137,700)

Funding the subject request requires a 5YPP amendment to the Transit Enhancements 5YPP. See attached 5YPP amendment for details.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K sales tax	\$255,700		\$306,000	\$561,700
Priority Development Area Planning Grant			\$492,000	\$492,000
SFMTA Operating			\$75,000	\$75,000
Parkmerced			\$80,000	\$80,000
SF State U.			\$37,000	\$37,000
General Growth Partners			\$30,000	\$30,000
<b>Total:</b>	\$255,700	\$0	\$1,020,000	\$1,275,700

Actual Prop K Leveraging - This Phase: 55.97% \$1,275,700

Expected Prop K Leveraging per Expenditure Plan: 74.12% Total from Cost worksheet

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

Fund Source	\$ Amount	Required Local Match	
		%	\$
PDA Planning Grant	\$492,000	11.47%	\$63,744

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

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

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K sales tax	\$255,700	\$2,744,300	\$407,400	\$3,407,400
Parkmerced		\$70,000,000	\$106,827	\$70,106,827
SF State U.		\$1,800,000	\$63,827	\$1,863,827
Priority Development Area Planning Grant			\$492,000	\$492,000
General Growth Partners			\$56,827	\$56,827
SFMTA Operating			\$75,000	\$75,000
Caltrans Planning Grant			\$297,600	\$297,600
Sources to be determined (per Feasibility Study)	\$ 444,460,700			\$444,460,700
<b>Total:</b>	<b>\$ 444,716,400</b>	<b>\$74,544,300</b>	<b>\$1,499,481</b>	<b>\$520,760,181</b>

Actual Prop K Leveraging - Entire Project:	99.35%	\$ 520,760,181
Expected Prop K Leveraging per Expenditure Plan:	74.12%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	NA	

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

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

Prop K Funds Requested: \$255,700

<b>Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule</b>			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$50,000	20.00%	\$205,700
FY 2015/16	\$205,700	80.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	<b>\$255,700</b>		

Prop AA Funds Requested: \$0

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

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

	Amount	Phase:
Funding Recommended: Prop K Allocation	\$255,700	Planning/Conceptual Engineering
<b>Total:</b>	<b>\$255,700</b>	

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 16	FY 2015/16	\$255,700	100.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
<b>Total:</b>		<b>\$255,700</b>	<b>100%</b>	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 16	FY 2015/16	Planning/Conceptual Engineering	\$255,700	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$255,700</b>		

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

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

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

**Deliverables:**

1.
2.
3.
4.
5.
6.

**Special Conditions:**

1.
2.
3.

**Notes:**

1.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	44.03%
Prop AA proportion of expenditures - this phase:	NA

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

SFCTA Project Reviewer:

Project # from SGA:

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

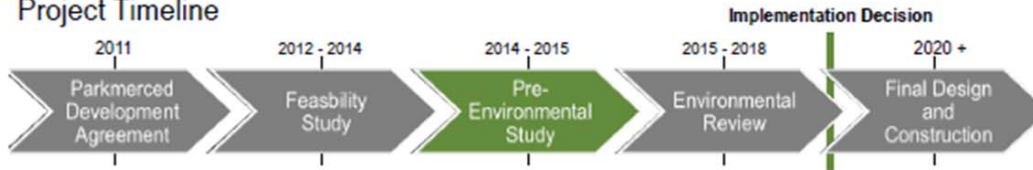
### MAPS AND DRAWINGS

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

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

From Fact Sheet, Winter 2015, 19th Ave./M - Ocean View Project

### Project Timeline

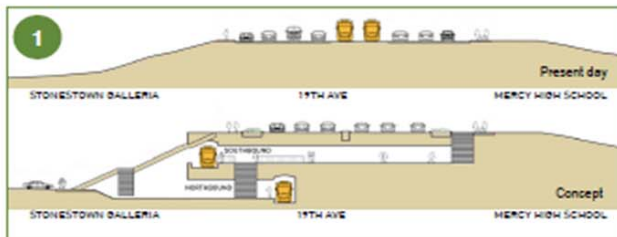
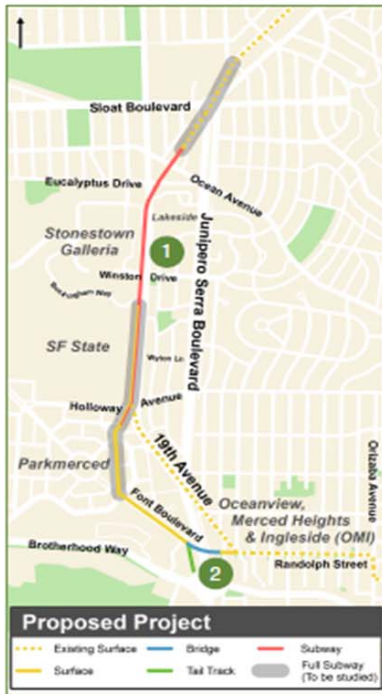


### Project Implementation

We are still in the early planning stages of this effort. It is not a "done deal" and substantial funding would still need to be identified. The project would cost at least several hundred million dollars, while only about \$70 million has been identified so far.

### Project Illustrations

The proposed project affords a major opportunity to re-imagine 19th Avenue. We are years off from making any final design decisions, but the below illustrations give an idea of the project features under consideration. Some of the big decisions we have not made yet include how long the M Ocean View would stay underground. The images here were developed during the Feasibility Study phase and represent a project design short of a full subway configuration. A full subway configuration is being studied this year as a point of comparison to understand tradeoffs in benefits and costs.



### Get Involved

Contact Liz Brisson at [liz.brisson@sfmta.com](mailto:liz.brisson@sfmta.com) or 415.522.4838 to arrange presentations for your community.

[WWW.SFM.TA.COM/19THAVE](http://WWW.SFM.TA.COM/19THAVE)



Parkmerced



**SFMTA**  
Municipal  
Transportation  
Agency



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

FY of Allocation Action: 2015/16      Current Prop K Request: \$ 255,700  
Current Prop AA Request: \$ -

Project Name: Southwest Subway (19th Avenue/M Ocean View) - Pre-Environmental Supplement

Implementing Agency: San Francisco Municipal Transportation Agency

**Signatures**

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

**Project Manager**

**Grants Section Contact**

Name (typed): Frank Markowitz

Joel Goldberg

Title: Sr. Transp. Planner (Tr. Plnr. IV)

Manager, Capital Procurement & Management

Phone: 415-701-4442

415-701-4499

Fax: 415-701-4343

Email: [frank.markowitz@sfmta.com](mailto:frank.markowitz@sfmta.com)

[joel.goldberg@sfmta.com](mailto:joel.goldberg@sfmta.com)

Address: SFMTA, 1 S. Van Ness, 7th fl.  
SF 94103

SFMTA, 1 S. Van Ness, 8th fl.  
SF 94103

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

\_\_\_\_\_

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

\_\_\_\_\_

**Prop K 5-Year Project List (FY 2014/15 - FY 2018/19)**  
**Transit Enhancements - (EPs 10-16)**  
**Programming and Allocation to Date**  
 For Board approval on June 23, 2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
<b>Extension of Trolleybus Lines/Motor Coach Conversion (EP 10)</b>									
SFMTA	22 Fillmore Overhead Line Extension (16th Street Multimodal Corridor Project)	CON	Programmed				\$4,069,063		\$4,069,063
	<b>Programmed in 5YPP</b>			\$0	\$0	\$0	\$4,069,063	\$0	\$4,069,063
	<b>Total Programmed in 2014 Strategic Plan</b>			\$0	\$0	\$0	\$4,069,063	\$0	\$4,069,063
	<b>Cumulative Remaining Programming Capacity</b>			\$0	\$0	\$0	\$0	\$0	\$0
<b>F-Line Extension to Fort Mason (EP 11)</b>									
SFMTA	F-Line Extension	PLAN/ CER	Programmed		\$205,611				\$205,611
SFMTA	F-Line Extension	PS&E	Programmed				\$535,269		\$535,269
	<b>Programmed in 5YPP</b>			\$0	\$205,611	\$0	\$535,269	\$0	\$740,880
	<b>Total Programmed in 2014 Strategic Plan</b>			\$0	\$205,611	\$0	\$535,269	\$0	\$740,880
	<b>Cumulative Remaining Programming Capacity</b>			\$0	\$0	\$0	\$0	\$0	\$0
<b>Purchase/Rehabilitation Historic Street Cars (EP 12)</b>									
SFMTA	Historic Vehicle Rehabilitation/Replacement - Milan (11) and Vintage (6)	CON	Programmed		\$267,929				\$267,929
	<b>Programmed in 5YPP</b>			\$0	\$267,929	\$0	\$0	\$0	\$267,929
	<b>Total Programmed in 2014 Strategic Plan</b>			\$0	\$267,929	\$0	\$0	\$0	\$267,929
	<b>Cumulative Remaining Programming Capacity</b>			\$0	\$0	\$0	\$0	\$0	\$0
<b>Balboa Park BART/MUNI Station Access (EP 13)</b>									
SFMTA/DPW	Balboa Park Station Area and Geneva Plaza Improvements <sup>3</sup>	CON	Programmed	\$418,094					\$418,094
SFMTA	Balboa Park Station Area and Geneva Plaza Improvements <sup>3</sup>	CON	Allocated	\$1,773,993					\$1,773,993
BART	Balboa Park Geneva Plaza Improvement Coordination	PS&E	Programmed	\$250,000					\$250,000
SFCTA	I-280 Interchange Improvements at Balboa Park	PLAN/ CER, ENV, PS&E	Appropriated	\$750,000					\$750,000
TBD	Placeholder for Balboa Park Station Area Improvements	PLAN/ CER, ENV, PS&E	Programmed			\$750,000			\$750,000
	<b>Programmed in 5YPP</b>			\$3,192,087	\$0	\$750,000	\$0	\$0	\$3,942,087
	<b>Total Programmed in 2014 Strategic Plan</b>			\$3,192,087	\$0	\$750,000	\$0	\$0	\$3,942,087
	<b>Cumulative Remaining Programming Capacity</b>			\$0	\$0	\$0	\$0	\$0	\$0

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	

**Relocation of Paul Street Caltrain Station to Oakdale Avenue (EP 14)**

DPW	Quint-Jerrold Connector Road <sup>1,4</sup>	PS&E	Programmed	\$238,300		\$137,700				\$376,000
SFCTA	Quint-Jerrold Connector Road Workforce and Contractor Outreach <sup>1</sup>	PLAN/ CER	Allocated	\$89,000						\$89,000
DPW	Quint-Jerrold Connector Road	R/W	Programmed	\$2,240,000						\$2,240,000
DPW	Quint-Jerrold Connector Road <sup>4</sup>	CON	Programmed			\$118,000				\$118,000
TBD	Caltrain Oakdale Station Further Project Development	PA&ED	Programmed				\$750,000			\$750,000
<b>Programmed in 5YPP</b>				\$2,567,300	\$0	\$255,700	\$750,000	\$0	\$0	\$3,573,000
<b>Total Programmed in 2014 Strategic Plan</b>				\$2,705,000	\$118,000	\$0	\$750,000	\$0	\$0	\$3,573,000
<b>Cumulative Remaining Programming Capacity</b>				\$137,700	\$255,700	\$0	\$0	\$0	\$0	\$0

**Purchase Additional Light Rail Vehicles (EP 15)**

SFMTA	Light Rail Vehicle Procurement <sup>2</sup>	PROC	Allocated	\$4,592,490						\$4,592,490
<b>Programmed in 5YPP</b>				\$4,592,490	\$0	\$0	\$0	\$0	\$0	\$4,592,490
<b>Total Programmed in 2014 Strategic Plan</b>				\$4,592,490	\$0	\$0	\$0	\$0	\$0	\$4,592,490
<b>Cumulative Remaining Programming Capacity</b>				\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Other Transit Enhancements (EP 16)**

SFMTA	Glen Park Transportation Improvements [NTIP]	PS&E, CON	Programmed		\$496,000					\$496,000
SFMTA	Geary Bus Rapid Transit	CON	Programmed				\$2,754,000			\$2,754,000
SFMTA	19th Avenue/M-Ocean View <sup>4</sup>	PA&ED	Programmed			\$2,744,300				\$2,744,300
SFMTA	Southwest Subway (19th Avenue/M-Ocean View) - Pre-environmental Supplement <sup>4</sup>	PA&ED	Pending		\$255,700					\$255,700
Any Eligible	NTIP Placeholder	Any	Programmed		\$1,000,000					\$1,000,000
<b>Programmed in 5YPP</b>				\$0	\$1,751,700	\$2,744,300	\$2,754,000	\$0	\$0	\$7,250,000
<b>Total Programmed in 2014 Strategic Plan</b>				\$0	\$1,496,000	\$3,000,000	\$2,754,000	\$0	\$0	\$7,250,000
<b>Cumulative Remaining Programming Capacity</b>				\$0	(\$255,700)	\$0	\$0	\$0	\$0	\$0

Agency	Project Name	Phase	Status	Fiscal Year				Total	
				2014/15	2015/16	2016/17	2017/18		2018/19
<b>ROLL-UP of EPs 10-16</b>									
			Programmed in 5YPPs	\$10,351,877	\$2,225,240	\$3,750,000	\$8,108,332	\$0	\$24,435,449
			Total Allocated and Pending in 5YPPs	\$7,205,483	\$255,700	\$0	\$0	\$0	\$7,461,183
			Total Deobligated in 5YPPs	\$0	\$0	\$0	\$0	\$0	\$0
			Total Unallocated in 5YPPs	\$3,146,394	\$1,969,540	\$3,750,000	\$8,108,332	\$0	\$16,974,266
			Total Programmed in 2014 Strategic Plan	\$10,489,577	\$2,087,540	\$3,750,000	\$8,108,332	\$0	\$24,435,449
			Cumulative Remaining Programming Capacity	\$137,700	\$0	\$0	\$0	\$0	\$0

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

**FOOTNOTES:**

- <sup>1</sup> 5YPP Amendment to move \$89,000 from the final design phase to the planning phase of the Quint-Jerrold Connector Road project (Res. 15-09, 09.23.2014)
- <sup>2</sup> Finance cost-neutral Strategic Plan and 5YPP Amendment to accommodate SFMTA's LRV Procurement project (Res. 15-12, 10.21.2014)  
Advance \$1,500,000 in FY 2017/18 funds to FY 2014/15 and combine with the \$3,092,492 in funds in Fiscal Year 2014/15 for the Purchase Additional LRV's project. \$1,500,000 in cash flow remains in Fiscal Year 2017/18.
- <sup>3</sup> To accommodate allocation of \$1,773,993 in FY 14/15 funds for the construction phase of Balboa Park Station Area and Geneva Plaza Improvements (Res. 15-041, 2/24/15)  
Balboa Park Station Area and Geneva Plaza Improvements (SFMTA, DPW): Reduced the planning/environmental placeholder from \$2,192,087 to \$418,094.
- <sup>4</sup> 5YPP Amendment to fully fund the Southwest Subway (19th Avenue/M Ocean View) - Pre-environmental Supplement (Res XXXX, xx.xx.xxxx)  
Quint-Jerrold Connector Road: Reduced FY 14/15 programming and cash flow by \$137,700 in design funds and increased programming and cash flow by same amount in FY 16/17. Project is not likely to complete design until early FY 16/17.  
Quint-Jerrold Connector Road (CON): Reduced FY 15/16 programming and cash flow by \$118,000 in construction funds and increased programming and cash flow by same amount in FY 16/17. Project is not likely to not likely to start construction until FY 16/17.  
19th Avenue/M Ocean View: Reduced by \$255,700 in FY 16/17 funds for planning/environmental.  
Southwest Subway (19th Avenue/M Ocean View) - Pre-environmental Supplement: Added project with \$255,700 in FY 15/16 funds for planning/pre-environmental.

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

**E4-19**

**FY of Allocation Action:**

**Project Name:**

**Implementing Agency:**

**EXPENDITURE PLAN INFORMATION**

<b>Prop K Category:</b>	<input type="text" value="A. Transit"/>	Gray cells will automatically be filled in.
<b>Prop K Subcategory:</b>	<input type="text" value="iii. System Maintenance and Renovation (transit)"/>	
<b>Prop K EP Project/Program:</b>	<input type="text" value="a.1 Vehicles-Transit vehicle replacement and renovation"/>	
<b>Prop K EP Line Number (Primary):</b>	<input type="text" value="17M"/>	<b>Current Prop K Request:</b> <input type="text" value="\$ 12,352,094"/>
<b>Prop K Other EP Line Numbers:</b>	<input type="text"/>	

**Prop AA Category:**

**Current Prop AA Request:**

**Supervisorial District(s):**

**SCOPE**

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

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

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

As part of its regular daily passenger service, the San Francisco Municipal Transportation Agency (SFMTA) operates a fleet of 323 40-foot motor coaches (56 Orion diesel hybrid, 155 Neoplan diesel, and 112 New Flyer diesel) and 148 60-foot motor coaches (124 Neoplan diesel and 24 60-foot New Flyer diesel that were removed from service). These vehicles have a useful life of 12 years and were scheduled for replacement beginning in 2013. The SFMTA is engaged in purchasing replacement buses for these vehicles that reach their useful life through 2019.

In addition to replacing buses that have reached their useful life, service demands for the 40-foot and the 60-foot coaches will require the SFMTA to purchase buses to accommodate service expansion resulting in a net increase of 6 and 76 coaches for the 40-foot and 60-foot fleets, respectively. The number and type of buses that will be purchased are shown on the attached tab.

All new buses will be diesel hybrid buses. The 40- and 60-ft diesel coaches to be replaced were manufactured by Neoplan. The 40-ft hybrid coaches to be replaced in 2019 were manufactured by Orion. The Neoplan buses have been in service between 2002 - 2003 and have reached or will reach the end of their 12 year useful life in 2015. The new 60-ft low floor hybrid buses will increase the availability of the motor coaches and allow the SFMTA to provide a more reliable service to the riding public. The new hybrid buses are estimated to be 30% more fuel efficient and are designed to use B20 biodiesel blend. The low floor feature will be ADA-compliant and enable passengers with mobility issues to board and alight the vehicles with greater ease.

This project achieves the following goals:

- Replaces existing fleet within a 5 year period to reduce the average age of the fleet and maintenance costs.
- Spreads procurements more evenly. This helps to ensure that major maintenance investments, such as midlife overhauls, are more evenly spaced and do not all occur at once. It also reduces the risk of technology obsolescence because vehicles are delivered in smaller batches.
- Accommodates the planned service expansion as recommended in the Transit Effectiveness Project (TEP).
- Builds in flexibility to accommodate land use related growth and capital projects expected through 2020.

This request is to provide incremental funding to purchase 61 60-ft articulated diesel hybrid coaches. The Proposition K funding applies only to the 26 replacement vehicles, the budget represented in this allocation request applies to all 61 vehicles and includes expansion vehicle funding.

#### Prioritization

This project is prioritized in the Prop K 5-Year Prioritization Program for Vehicles (17M) as part of the line item titled "Replace 34 Neoplan 40' Motor Coaches and Replace 76 Neloplan 60' Motor Coaches."

**SFMTA Motor Coach Procurement Plan**

Revised 06.11.15

	<b>40-ft replacement</b>	<b>40-ft expansion*</b>	<b>60-ft replacement</b>	<b>60-ft expansion</b>	<b>Total</b>
2013**	95	17			<b>112</b>
2015a			26	35	<b>61</b>
2015b - Subject of current Prop K request	34	14	50		<b>98</b>
2016	41		48		<b>89</b>
2017	30				<b>30</b>
2018	50	(14)	24	11	<b>71</b>
2019	56	(11)		30	<b>75</b>
<b>total</b>	<b>306</b>	<b>6</b>	<b>148</b>	<b>76</b>	<b>536</b>

\* Out of 31 40-ft expansion vehicles, 25 will be replacing those that are scheduled for retirement in 2018 and 2019, thereby reducing the number of replacement buses that will be purchased during those years.

\*\*The 112 buses were previously purchased under a separate contract.

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

FY 2015/16

**Project Name:** 61 60-Foot Low Floor Diesel Hybrid Coaches (26 Replace and 35 Expand)

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

### ENVIRONMENTAL CLEARANCE

<b>Type :</b>	N/A (not a project under CEQA)	<b>Completion Date (mm/dd/yy)</b>
<b>Status:</b>	Completed	11/05/14

### PROJECT DELIVERY MILESTONES

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

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

### SCHEDULE COORDINATION/NOTES

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

The contract was awarded to New Flyer of America, Inc., in December 31, 2014. The first prototype vehicle was delivered in April 2015, and the first vehicle was placed into limited revenue service on May 18, 2015. All vehicles are expected to be delivered by February 2016.



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

FY 2015/16

**Project Name:** 61 60-Foot Low Floor Diesel Hybrid Coaches (26 Replace and 35 Ex

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

**COST SUMMARY BY PHASE - CURRENT REQUEST**

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

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)	Yes	\$ 78,688,113	\$ 12,352,094	
		\$78,688,113	\$12,352,094	\$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)	\$ 1,038,873	Based on actuals.
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)	\$ 78,688,113	Includes warranty support. From contract and engineer's estimate
<b>Total:</b>	<b>\$ 79,726,986</b>	

**% Complete of Design:** 70 as of 5/21/15 21-May-15  
**Expected Useful Life:** 12 Years

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

### MAJOR LINE ITEM BUDGET

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

### Budget for Procurement of 60-ft Hybrid Buses

FTE=Full Time Equivalent

#### SUMMARY

#### DETAIL DESIGN (Specifications & Evaluation of Bids)

Budget Detail Reference

Engineering & Project Management	\$463,873	[I]
Other Direct Cost (Site visits)	\$75,000	
Consultant Support	500,000	
<b>Design Total</b>	<b>\$1,038,873</b>	

#### PROCUREMENT [subject of this request]

Provided by

% of procurement phase

Vehicles (61 @ \$1,041,442.75)	Vendor	\$63,528,008		80.7%
Capital Spares	Vendor	\$1,891,719		2.4%
Customized Manuals	Vendor	\$236,250		0.3%
Special Tools & Test Equipment	Vendor	\$1,497,529		1.9%
Vendor Training	Vendor	\$1,104,030		1.4%
Sales Tax (8.75%)		\$5,875,932		7.5%
Consultant Support	Consultant	\$750,000		1.0%
Staff Training	SFMTA	\$810,000	[II-1]	1.0%
Engineering & Project Management	SFMTA	\$1,075,410	[II-2]	1.4%
Maintenance & Operations Support	SFMTA	\$603,835	[II-3]	0.8%
Quality Assurance and Inspection	SFMTA	\$841,361	[II-4]	1.1%
Materials Purchase	SFMTA	\$150,000		0.2%
Other Direct Cost (Travel & Per Diem)	SFMTA	\$50,000		0.1%
<b>Procurement Total</b>		<b>\$78,414,074</b>		
Warranty Support	SFMTA	\$274,039	[III]	0.3%
<b>Procurement &amp; Warranty Support</b>		<b>\$78,688,113</b>		

#### PROJECT TOTAL

**\$79,726,986**

#### BUDGET DETAILS

I. Detail Design - Engineering & Project Management	No. of FTEs	Total No. of Hours	Cost/ Hour	Fully Burdened Costs/Hour	Total Cost
Project Manager (5212)	1	518	\$86.94	\$241.14	\$124,911
Resident Engineer (5241)	1	508	\$64.70	\$182.31	\$92,613
Fleet Engineer (5207)	1	508	\$55.89	\$158.99	\$80,767
Administration Support (1823)	1	475	\$48.74	\$140.51	\$66,748
Auto Transit Shop Sup (7228)	1	301	\$56.83	\$162.81	\$48,941
Transit Manager (9141)	1	301	\$58.13	\$165.98	\$49,894
					<b>\$463,873</b>

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

**MAJOR LINE ITEM BUDGET**

**II. Procurement - Engineering, Project Management & Support**

	No. of FTEs	Total No. of Hours	Cost/ Hour	Fully Burdened Costs/Hour	Total Cost
<b>1. Staff Training</b>					
Auto Transit Shop Sup (7228)	6	360	\$56.83	\$162.81	\$58,612
Auto Mech Assist Sup (7382)	11	561	\$46.73	\$136.56	\$76,616
Automotive Mechanic (7381)	114	5,700	\$38.78	\$115.51	\$658,407
Transit Supervisor (9139)	8	128	\$43.58	\$127.86	\$16,366
					<b>\$810,000</b>
<b>2. Engineering &amp; Project Management</b>					
Project Manager (5212)	1	1,580	\$86.94	\$241.14	\$381,001
Resident Engineer (5241)	1	1,450	\$64.70	\$182.31	\$264,350
Fleet Engineer (5207)	1	1,450	\$55.89	\$158.99	\$230,536
Administration Support (1823)	1	1,420	\$48.74	\$140.51	\$199,524
					<b>\$1,075,410</b>
<b>3a. Maintenance Support</b>					
Auto Transit Shop Sup (7228)	1	800	\$56.83	\$162.81	\$130,248
Auto Mech Assist Sup (7382)	1	800	\$46.73	\$136.56	\$109,248
Automotive Mechanic (7381)	2	1,033	\$38.78	\$115.51	\$119,371
					<b>\$358,867</b>
<b>3b. Operations Support</b>					
Transit Manager (9141)	1	536	\$58.13	\$165.98	\$88,965
Transit Supervisor (9139)	1	536	\$43.58	\$127.86	\$68,533
Transit Operator (9163)	2	916	\$30.04	\$95.49	\$87,469
					<b>\$244,967</b>
<b>4. Quality Assurance and Inspection</b>					
Automotive Mechanic Supervisor I (7249)	1	1680	\$51.51	148.79	\$249,967
Automotive Mechanic (7381)	2	1680	\$38.78	115.51	\$388,114
Other Direct Cost					
Flight	1	35	\$1,500.00		\$52,500
Airport<=>Home	1	35	\$100.00		\$3,500
Baggages	1	35	\$100.00		\$3,500
Hotel	1	35	\$2,240.00		\$78,400
Per Diem	1	35	\$1,288.00		\$45,080
Car Rental	1	35	\$480.00		\$16,800
Gas	1	35	\$100.00		\$3,500
					<b>\$841,361</b>

**III. Procurement - Warranty Support**

	No. of FTEs	Total No. of Hours	Cost/ Hour	Fully Burdened Costs/Hour	Total Cost
<b>Warranty Support</b>					
Resident Engineer (5241)	1	859	\$64.70	\$182.31	\$156,679
Auto Mech Assist Supervisor (7382)	1	859	\$46.73	\$136.56	\$117,360
					<b>\$274,039</b>

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

FY 2015/16

**Project Name:** 61 60-Foot Low Floor Diesel Hybrid Coaches (26 Replace and 35 Expand)

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

Prop K Funds Requested:	\$12,352,094
5-Year Prioritization Program Amount:	\$45,465,166
Strategic Plan Amount for Requested FY:	\$137,864,631

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

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

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

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2015/16 for the Replace 34 Neoplan 40' Motor Coaches and Replace 76 Neoplan 60' Buses project in the Vehicles-Muni 5YPP.

The Strategic Plan amount is the entire amount programmed in the Vehicles-Muni category in Fiscal Year 2015/16 (\$136,719,650), unallocated Fiscal Year 2014/15 funds (\$168,224), and cumulative remaining programming capacity (\$976,757).

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		\$12,352,094		\$12,352,094
Caltrans Prop 1B Bond (PTMISEA)		\$274,039	\$249,766	\$523,805
FTA-5307 Formula Funds		\$30,500,000	\$20,279,570	\$50,779,570
FTA-5309 State of Good Repair		\$8,995,226		\$8,995,226
MTC-AB664			\$37,418	\$37,418
Prop B General Fund Setaside		\$6,000,000		\$6,000,000
<b>Total:</b>	\$58,121,359	\$20,566,754	\$20,566,754	\$78,688,113

Actual Prop K Leveraging - This Phase:	84.30%
Expected Prop K Leveraging per Expenditure Plan	83.73%

\$78,688,113  
Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$
FTA-5307	\$30,500,000	20.00%	\$7,625,000
FTA-5337	\$8,995,226	20.00%	\$2,248,807

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		\$12,352,094		\$12,352,094
Caltrans Prop 1B Bond (PTMISEA)			\$249,766	\$249,766
FTA-5307 Formula Funds		\$30,500,000	\$21,329,900	\$51,829,900
FTA-5309 State of Good Repair		\$8,995,226		\$8,995,226
MTC-AB664			\$300,000	\$300,000
Prop B General Fund Setaside		\$6,000,000		\$6,000,000
<b>Total:</b>		\$6,000,000	\$6,600,000	\$79,726,986

Actual Prop K Leveraging - Entire Project:	84.51%	\$ 79,726,986
Expected Prop K Leveraging per Expenditure Plan:	83.73%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	#N/A	

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: \$12,352,094

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$352,094	3.00%	\$12,000,000
FY 2015/16	\$12,000,000	97.00%	\$0
FY 2016/17		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	<b>\$12,352,094</b>		

Prop AA Funds Requested: \$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	\$12,352,094
		#DIV/0!	\$12,352,094
		#DIV/0!	\$12,352,094
<b>Total:</b>	<b>\$0</b>		

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$12,352,094	Procurement (e.g. rolling stock)
<b>Total:</b>	<b>\$12,352,094</b>		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 17	FY 2015/16	\$12,352,094	100.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
<b>Total:</b>		<b>\$12,352,094</b>	<b>100%</b>	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 17	FY 2015/16	Procurement (e.g. rolling stock)	\$12,352,094	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$12,352,094</b>		

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

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

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

**Deliverables:**

1. Quarterly progress reports shall provide percent complete for the overall project scope and a count of the number of vehicles accepted for service in the previous quarter, in addition to the requirements described in the Standard Grant Agreement (SGA). See SGA for definitions.
2. With the first quarterly progress report (due July 15, 2015), provide two digital photos an accepted vehicle, with at least one showing the decal with Prop K logo affixed to a vehicle.

**Special Conditions:**

1. The recommended allocation is contingent upon the Transportation Authority Board's approval of a waiver to Prop K Strategic Plan policies to allow SFMTA to use Prop K funds for a contract that has already been awarded.
2. The recommended allocation is contingent upon a commitment by the SFMTA to maintain the 61 new motor coaches in a state of good repair, including a mid-life overhaul program to allow them to meet or exceed expectations for their useful lives per FTA guidelines.
3. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

**Notes:**

1. Reminder on Attribution: A decal identifying the Transportation Authority and Prop K sales tax funds should be affixed to equipment purchased with Prop K funds. In addition, press releases related to the project should include the following statement: "This project was made possible in part with Proposition K Sales Tax dollars provided by the San Francisco County Transportation Authority." See Section 3.H.a in the SGA for additional details.
2. The Transportation Authority will only reimburse the expenses incurred after the SGA execution date.
3. Prop K will cover expenses for replacement vehicles only.

Supervisorial District(s):

Prop K proportion of expenditures - this phase:	15.70%
Prop AA proportion of expenditures - this phase:	n/a

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

SFCTA Project Reviewer:

Project # from SGA:

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

FY of Allocation Action:

2015/16

Current Prop K Request:

\$ 12,352,094

Current Prop AA Request:

\$ -

Project Name:

61 60-Foot Low Floor Diesel Hybrid Coaches (26 Replace and 35 Expand)

Implementing Agency:

San Francisco Municipal Transportation Agency

### Signatures

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

#### Project Manager

Name (typed): TJ Lansang

Title: Project Manager

Phone: (415) 701-3137

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

Email: [TJ.Lansang@sfmta.com](mailto:TJ.Lansang@sfmta.com)

Address: 700 Pennsylvania Ave, Building  
200, San Francisco, CA 94107

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

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

#### Grants Section Contact

Joel Goldberg

Manager, CPM

(415) 701-4499

\_\_\_\_\_

[joel.goldberg@sfmta.com](mailto:joel.goldberg@sfmta.com)

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

\_\_\_\_\_

\_\_\_\_\_



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

**E4-31**

**FY of Allocation Action:**

**Project Name:**

**Implementing Agency:**

**EXPENDITURE PLAN INFORMATION**

<b>Prop K Category:</b>	<input type="text" value="A. Transit"/>	Gray cells will automatically be filled in.
<b>Prop K Subcategory:</b>	<input type="text" value="iii. System Maintenance and Renovation (transit)"/>	
<b>Prop K EP Project/Program:</b>	<input type="text" value="a.1 Vehicles-Transit vehicle replacement and renovation"/>	
<b>Prop K EP Line Number (Primary):</b>	<input type="text" value="17M"/>	<b>Current Prop K Request:</b> <input type="text" value="\$ 33,405,243"/>
<b>Prop K Other EP Line Numbers:</b>	<input type="text"/>	

**Prop AA Category:**

**Current Prop AA Request:**

**Supervisorial District(s):**

**SCOPE**

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

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

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

As part of its regular daily passenger service, the San Francisco Municipal Transportation Agency (SFMTA) operates a fleet of 323 40-foot motor coaches (56 Orion diesel hybrid, 155 Neoplan diesel, and 112 New Flyer diesel) and 148 60-foot motor coaches (124 Neoplan diesel and 24 60-foot New Flyer diesel that were removed from service). These vehicles have a useful life of 12 years and were scheduled for replacement beginning in 2013. The SFMTA is engaged in purchasing replacement buses for these vehicles that reach their useful life through 2019.

In addition to replacing buses that have reached their useful life, service demands for the 40-foot and the 60-foot coaches will require the SFMTA to purchase buses to accommodate service expansion resulting in a net increase of 6 and 76 coaches for the 40-foot and 60-foot fleets, respectively. The number and type of buses that will be purchased are shown on the attached tab.

The Base Contract to procure 61 60-foot coaches was awarded in December 31, 2014. This Contract Amendment No. 1 is to change the propulsion system in six of the previously ordered buses from parallel system to series system, and to exercise the 2015 options to purchase an additional 48 standard 40-foot and 50 articulated 60-foot low floor diesel hybrid buses. The Contract Amendment No. 1 was authorized by the SFMTA Board in April 21, 2015, and by the Board of Supervisors in June 9, 2015.

All new buses will be diesel hybrid buses. The 40- and 60-ft diesel coaches to be replaced were manufactured by Neoplan. The 40-ft hybrid coaches to be replaced in 2019 were manufactured by Orion. The Neoplan buses have been in service between 2002 - 2003 and have reached or will reach the end of their 12 year useful life in 2015. The new 60-ft low floor hybrid buses will increase the availability of the motor coaches and allow the SFMTA to provide a more reliable service to the riding public. The new hybrid buses are estimated to be 30% more fuel efficient and are designed to use B20 biodiesel blend. The low floor feature will be ADA-compliant and enable passengers with mobility issues to board and alight the vehicles with greater ease.

This project achieves the following goals:

- Replaces existing fleet within a 5 year period to reduce the average age of the fleet and maintenance costs.
- Spreads procurements more evenly. This helps to ensure that major maintenance investments, such as midlife overhauls, are more evenly spaced and do not all occur at once. It also reduces the risk of technology obsolescence because vehicles are delivered in smaller batches.
- Accommodates the planned service expansion as recommended in the Transit Effectiveness Project (TEP).
- Builds in flexibility to accommodate land use related growth and capital projects expected through 2020.

This request is to provide funding to purchase 48 standard 40-ft and 50 articulated 60-foot diesel hybrid coaches.

## SFMTA Motor Coach Procurement Plan

	40-ft replacement	40-ft expansion*	60-ft replacement	60-ft expansion	Total
2013**	95	17			112
2015a			26	35	61
2015b - Subject of current Prop K request	34	14	50		98
2016	41		48		89
2017	30				30
2018	50	(14)	24	11	71
2019	56	(11)		30	75
<b>total</b>	<b>306</b>	<b>6</b>	<b>148</b>	<b>76</b>	<b>536</b>

\* Out of 31 40-ft expansion vehicles, 25 will be replacing those that are scheduled for retirement in 2018 and 2019, thereby reducing the number of replacement buses that will be purchased during those years.

\*\*The 112 buses were previously purchased under a separate contract.

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

FY 2015/16

**Project Name:** 48 40-ft and 50 60-ft Low Floor Diesel Hybrid Coaches

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

### ENVIRONMENTAL CLEARANCE

**Type :** N/A (not a project under CEQA) **Completion Date**  
(mm/dd/yy)

**Status:** Completed 11/05/14

### PROJECT DELIVERY MILESTONES

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)				
Prepare Bid Documents				
Advertise Construction				
Start Construction (e.g., Award Contract)	4	2014/15	4	2014/15
Procurement (e.g. rolling stock)	2	2015/16	2	2016/17
Project Completion (i.e., Open for Use)	3	2016/17	4	2016/17
Project Closeout (i.e., final expenses incurred)	4	2016/17	4	2018/19

### 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 Base Contract was awarded in December 2014, and this Contract Amendment 1 was authorized by SFMTA Board in April 2015 and by the Board of Supervisors in June 2015. The Notice to Proceed for Contract Amendment 1 is expected to be issued to New Flyer of America, Inc., in June 2015, upon execution of the Prop K Standard Grant Agreement (SGA). The first vehicle is expected to be delivered in November 2015 and all vehicles are expected to be delivered by October 2016.

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

FY 2015/16

**Project Name:** 48 40-ft and 50 60-ft Low Floor Diesel Hybrid Coaches

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

**COST SUMMARY BY PHASE - CURRENT REQUEST**

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

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)	Yes	\$ 111,252,323	\$ 33,405,243	
		\$111,252,323	\$33,405,243	\$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		
Procurement (e.g. rolling stock)	\$ 111,252,323	Includes warranty support. From contract and engineer's estimate
<b>Total:</b>	<b>\$ 111,252,323</b>	

**% Complete of Design:** 95 as of 6/5/15

**Expected Useful Life:** 12 Years

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

### MAJOR LINE ITEM BUDGET

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

#### Budget for Procurement of 40-ft and 60-ft Hybrid Coaches (Amendment No. 1)

FTE=Full Time Equivalent

#### SUMMARY

PROCUREMENT	Provided by	%	% of procurement phase
Vehicles (Add 6 Series 60ft @ \$1,024,838 to Base Contract)	Vendor	\$6,149,028	
Vehicles (Remove 6 Parallel 60ft @ \$1,041,443 from Base Contract)	Vendor	-\$6,248,658	
Vehicles (25 Series 60ft @ \$1,033,665)	Vendor	\$25,841,625	79.5%
Vehicles (25 Parallel 60ft @ \$1,050,413)	Vendor	\$26,260,325	
Vehicles (24 Series 40ft @ \$730,024)	Vendor	\$17,520,576	
Vehicles (24 Parallel 40ft @ \$788,771)	Vendor	\$18,930,504	
Capital Spares	Vendor	\$4,040,040	3.6%
Special Tools & Test Equipment	Vendor	\$3,340,353	3.0%
Vendor Training	Vendor	\$3,548,340	3.2%
Sales Tax (8.75%)		\$8,406,129	7.6%
Consultant Support	Consultant	\$500,000	0.4%
Engineering & Project Management	SFMTA	\$745,913	[1] 0.7%
Maintenance & Operations Support	SFMTA	\$919,699	[2 & 3] 0.8%
Quality Assurance and Inspection	SFMTA	\$698,449	[4] 0.6%
Materials Purchase	SFMTA	\$100,000	0.1%
Other Direct Cost (Travel & Per Diem)	SFMTA	<u>\$100,000</u>	0.1%
<b>Procurement Total</b>		<b>\$110,852,323</b>	
Warranty Support	SFMTA	\$400,000	[5] 0.4%
<b>Procurement &amp; Warranty Support</b>		<b>\$111,252,323</b>	
 <b>PROJECT TOTAL</b>		 <b>\$111,252,323</b>	

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

**E4-37**

**MAJOR LINE ITEM BUDGET**

**BUDGET DETAILS**

**Procurement - Engineering, Project Management & Support**

	No. of FTEs	Total No. of Hours	Cost/ Hour	Fully Burdened Costs/Hour	Total Cost
<b>1. Engineering &amp; Project Management</b>					
Project Manager (5212)	1	457	\$86.94	\$318.97	\$145,769
Resident Engineer (5241)	1	1,143	\$64.70	\$241.15	\$275,634
Fleet Engineer (5207)	1	1,143	\$55.89	\$210.31	\$240,384
Administration Support (1823)	1	453	\$48.74	\$185.86	\$84,125
					<b>\$745,913</b>
<b>2. Maintenance Support</b>					
Auto Transit Shop Sup (7228)	1	274	\$56.83	\$215.36	\$59,009
Auto Mech Assist Sup (7382)	1	343	\$46.73	\$180.64	\$61,960
Automotive Mechanic (7381)	1	1,143	\$38.78	\$152.80	\$174,650
					<b>\$295,619</b>
<b>3. Operations Support</b>					
Transit Manager (9141)	1	119	\$58.13	\$219.55	\$26,126
Transit Supervisor (9139)	1	121	\$43.58	\$169.13	\$20,465
Transit Operator (9163)	4	1,143	\$30.04	\$126.31	\$577,489
					<b>\$624,081</b>
<b>4. Quality Assurance and Inspection</b>					
Automotive Mechanic (7381)	2	2285.5	\$38.78	\$152.80	\$698,449

**Procurement - Warranty Support**

	No. of FTEs	Total No. of Hours	Cost/ Hour	Fully Burdened Costs/Hour	Total Cost
<b>5. Warranty Support</b>					
Resident Engineer (5241)	1	715	\$64.70	\$241.15	\$172,422
Auto Mech Assist Supervisor (7382)	1	715	\$46.73	\$180.64	\$129,158
Automotive Mechanic (7381)	1	721	\$38.78	\$136.56	\$98,420
					<b>\$400,000</b>

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

FY 2015/16

**Project Name:** 48 40-ft and 50 60-ft Low Floor Diesel Hybrid Coaches

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

Prop K Funds Requested: \$33,405,243

5-Year Prioritization Program Amount: \$45,465,166

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

Prop AA Funds Requested: \$0

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

Strategic Plan Amount for Requested FY:

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

The recommended allocation is contingent upon a concurrent Vehicles-Muni 5YPP amendment. See recommendation section and attached 5YPP amendment for details.

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		\$33,405,243		\$33,405,243
Caltrans Prop 1B Bond (PTMISEA)			\$3,054,954	\$3,054,954
FTA-5307 Formula Funds		\$58,448,603	\$4,643,523	\$63,092,126
Prop B General Fund Setaside		\$11,700,000		\$11,700,000
<b>Total:</b>	\$103,553,846	\$7,698,477	\$7,698,477	\$111,252,323

Actual Prop K Leveraging - This Phase: 69.97%  
 Expected Prop K Leveraging per Expenditure Plan: 83.73%

\$111,252,323  
Total from Cost worksheet

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

Fund Source	\$ Amount	Required Local Match	
		%	\$
FTA-5307	\$58,448,603	20.00%	\$14,612,151



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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$33,405,243	Procurement (e.g. rolling stock)
<b>Total:</b>	<b>\$33,405,243</b>		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 17	FY 2015/16	\$17,000,000	51.00%	\$16,405,243
Prop K EP 17	FY 2016/17	\$16,405,243	49.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
<b>Total:</b>		<b>\$33,405,243</b>	<b>100%</b>	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 17	FY 2015/16	Procurement (e.g. rolling stock)	\$17,000,000	51%	\$16,405,243
Prop K EP 17	FY 2016/17	Procurement (e.g. rolling stock)	\$16,405,243	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$33,405,243</b>		

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

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

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

**Deliverables:**

- Quarterly progress reports shall provide percent complete for the overall project scope and a count of the number of vehicles accepted for service in the previous quarter, in addition to the requirements described in the Standard Grant Agreement (SGA). See SGA for definitions.
- Upon placing the first vehicle into revenue service (anticipated by December 2015), provide two digital photos of the accepted vehicle, with at least one showing the decal with Prop K logo affixed to a vehicle.

**Special Conditions:**

- The recommended allocation is contingent upon the Transportation Authority Board's approval of a waiver to Prop K Strategic Plan policies to allow SFMTA to use Prop K funds for a contract amendment that has already been authorized.
- The recommended allocation is contingent upon a finance cost neutral amendment to the Vehicles 5YPP to reprogram \$292,171 from the Replace 41 Neoplan 40' Motor Coaches and Replace 48 Neoplan 60' Buses project to the subject project. It also shifts cash flow between these two projects to accommodate the current request. See attached 5YPP amendment for details.
- The recommended allocation is contingent upon a commitment by the SFMTA to maintain the 98 new motor coaches in a state of good repair, including a mid-life overhaul program to allow them to meet or exceed expectations for their useful lives per FTA guidelines.
- The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

**Notes:**

- Reminder on Attribution: A decal identifying the Transportation Authority and Prop K sales tax funds should be affixed to equipment purchased with Prop K funds. In addition, press releases related to the project should include the following statement: "This project was made possible in part with Proposition K Sales Tax dollars provided by the San Francisco County Transportation Authority." See Section 3.H.a in the SGA for additional details.
- Prop K will cover expenses for replacement vehicles only.

Supervisorial District(s):

Prop K proportion of expenditures - this phase:	30.03%
Prop AA proportion of expenditures - this phase:	n/a

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

SFCTA Project Reviewer:

Project # from SGA:

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

FY of Allocation Action: 2015/16      Current Prop K Request: \$ 33,405,243  
Current Prop AA Request: \$ -

Project Name: 48 40-ft and 50 60-ft Low Floor Diesel Hybrid Coaches

Implementing Agency: San Francisco Municipal Transportation Agency

**Signatures**

**Project Manager**

**Grants Section Contact**

Name (typed): Gary Chang

Joel Goldberg

Title: Project Manager

Manager, CPM

Phone: (415) 701-3173

(415) 701-4499

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

\_\_\_\_\_

Email: [Gary.chang@sfmta.com](mailto:Gary.chang@sfmta.com)

[joel.goldberg@sfmta.com](mailto:joel.goldberg@sfmta.com)

Address: 700 Pennsylvania Ave, Building  
200, San Francisco, CA 94107

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

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

\_\_\_\_\_

**5-Year Project List (FY 2014/15 - FY 2018/19)**  
**Vehicles - Muni (EP 17M)**  
**Programming and Allocations to Date**  
 Pending Board Approval 06.23.15

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Historic Vehicle Rehabilitation/Replacement (16 PCC)	PROC	Programmed			\$4,785,063			\$4,785,063
SFMTA	Historic Vehicle Rehabilitation/Replacement (Milan and Vintage)	PROC	Programmed			\$3,304,749			\$3,304,749
SFMTA	Replace 34 Neoplan 40' Motor Coaches and Replace 76 Neoplan 60' Buses <sup>2, 3</sup>	PROC	Programmed		\$0				\$0
SFMTA	Replace 41 Neoplan 40' Motor Coaches and Replace 48 Neoplan 60' Motor Coaches (2015/16) <sup>3</sup>	PROC	Programmed		\$37,201,244				\$37,201,244
SFMTA	Procure 61 60' Low Floor Diesel Hybrid Coaches <sup>2</sup>	PROC	Pending		\$12,352,094				\$12,352,094
SFMTA	Procure 48 40' and 50 60' Low Floor Diesel Hybrid Coaches <sup>3</sup>	PROC	Pending		\$33,405,243				\$33,405,243
SFMTA	Replace 30 Orion 30' Motor Coaches and Replace 56 Orion 40' Motor Coaches (2018/19)	PROC	Programmed				\$26,433,627		\$26,433,627
SFMTA	Motor Coach Replacement Warranty: 30' Motor Coaches (50), 40' Motor Coaches (211), 60' Motor Coaches (124)	Warranty	Programmed		\$150,000				\$150,000
SFMTA	Replace 60 New Flyer 60' Trolley Coaches (2014/15)	PROC	Programmed	\$168,224					\$168,224
SFMTA	Replace 60 New Flyer 60' Trolley Coaches (2014/15)	PROC	Allocated	\$20,831,776					\$20,831,776
SFMTA	Replace 100 ETT 40' Trolley Coaches (2015/16)	PROC	Programmed		\$53,611,069				\$53,611,069
SFMTA	Replace 33 ETT 60' Trolley Coaches	PROC	Programmed			\$16,111,653			\$16,111,653
SFMTA	Replace 75 ETT 40' Trolley Coaches	PROC	Programmed			\$40,206,302			\$40,206,302
SFMTA	Replace 65 ETT 40' Trolley Coaches with 12 60' Trolley Coaches	PROC	Programmed				\$5,858,783		\$5,858,783
SFMTA	Trolley Coach Replacement Warranty: 40' Trolley Coaches (175); 60' Trolley Coaches (105)	Warranty	Programmed			\$150,000			\$150,000
SFMTA	Paramanit Van Replacement Class B Vehicle (35)	PROC	Programmed					\$931,019	\$931,019
SFMTA	LRV Procurement <sup>4</sup>	PROC	Allocated	\$60,116,310					\$60,116,310
<b>Programmed in 5Y PP</b>				\$81,116,310	\$136,719,650	\$64,559,767	\$5,858,783	\$27,364,646	\$315,619,156
<b>Total Allocated and Pending in 5Y PP</b>				\$80,948,086	\$45,757,337	\$0	\$0	\$0	\$126,705,423
<b>Total Deobligated in 5Y PP</b>				\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Unallocated in 5Y PP</b>				\$168,224	\$90,962,313	\$64,559,767	\$5,858,783	\$27,364,646	\$188,913,733
<b>Total Programmed in 2014 Strategic Plan</b>				\$77,556,310	\$136,719,650	\$64,559,767	\$5,858,783	\$27,364,646	\$312,039,156
<b>Deobligated from Prior 5YPP Cycles **</b>				\$4,556,757					\$4,556,757
<b>Cumulative Remaining Programming Capacity</b>				\$976,757	\$976,757	\$976,757	\$976,757	\$976,757	\$976,757

Programmed  
 Pending Allocation/Appropriation  
 Board Approved Allocation/Appropriation

**Footnotes:**

- <sup>1</sup> Strategic Plan and comprehensive 5YPP Amendment to accommodate SFMTA's LRV Procurement project (Res. 15-12, 10.21.2014).
- <sup>2</sup> Reduced funds for Replace 34 Neoplan 40' Motor Coaches and Replace 76 Neoplan 60' Buses by \$12,352,094 and programmed to Procure 61 60' Low Floor Diesel Hybrid Coaches. (Res. XX-XX, XX.XX.XXXX)
- <sup>3</sup> 5YPP Amendment to accommodate allocation of \$33,405,094 for the Procure 48 40' and 50 60' Low Floor Diesel Hybrid Coaches project (Res. XX-XX, XX.XX.XXXX):  
 Replace 34 Neoplan 40' Motor Coaches and Replace 76 Neoplan 60' Buses: Reduced by \$33,113,072 in Fiscal Year 2015/16.  
 Replace 41 Neoplan 40' Motor Coaches and Replace 48 Neoplan 60' Motor Coaches (2015/16): Reduced by \$292,171 in Fiscal Year 2015/16, and changed cash flow from 50%/50% to 33%/67% in Fiscal Years 2015/16 and 2016/17.

**5-Year Project List (FY 2014/15 - FY 2018/19)**  
**Vehicles - Muni (EP 17M)**  
**Cash Flow (\$) Maximum Annual Reimbursement**  
 Pending Board Approval 06.23.15

Project Name	Phase	Fiscal Year												Total			
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26		2026/27	2027/28	
Historic Vehicle Rehabilitation/Replacement (16 PCC)	PROC			\$1,559,931	\$1,612,566	\$1,612,566											\$4,785,063
Historic Vehicle Rehabilitation/Replacement (Midlan and Vintage)	PROC			\$376,742	\$1,457,394	\$1,470,613											\$3,304,749
Replace 34 Neoplan 40' Motor Coaches and Replace 76 Neoplan 60' Buses - 23	PROC		\$0	\$0													\$0
Replace 41 Neoplan 40' Motor Coaches and Replace 48 Neoplan 60' Motor Coaches (2015/16)	PROC		\$12,127,197	\$25,074,047													\$37,201,244
Procure 61 60' Low Floor Diesel Hybrid Coaches 2	PROC		\$12,352,094														\$12,352,094
Procure 48 40' and 50 60' Low Floor Diesel Hybrid Coaches 3	PROC		\$10,672,660	\$22,732,583													\$33,405,243
Replace 30 Orion 30' Motor Coaches and Replace 56 Orion 40' Motor Coaches (2018/19)	PROC					\$13,216,814											\$26,433,627
Motor Coach Replacement Warranty: 30' Motor Coaches (30), 40' Motor Coaches (211), 60' Motor Coaches (124)	Warranty		\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$150,000
Replace 60 New Flyer 60' Trolley Coaches (2014/15)	PROC	\$0	\$108,224														\$108,224
Replace 60 New Flyer 60' Trolley Coaches (2014/15)	PROC	\$2,100,000	\$18,731,776														\$20,831,776
Replace 100 EIT 40' Trolley Coaches (2015/16)	PROC		\$11,258,324	\$21,444,428	\$20,908,317												\$53,611,069
Replace 33 EIT 60' Trolley Coaches	PROC			\$8,055,827	\$8,055,827												\$16,111,653
Replace 75 EIT 40' Trolley Coaches	PROC			\$15,548,550	\$24,659,752												\$40,208,302
Replace 65 EIT 40' Trolley Coaches with 12 60' Trolley Coaches	PROC				\$2,929,392	\$2,929,392											\$5,858,783
Trolley Coach Replacement Warranty: 40' Trolley Coaches (175); 60' Trolley Coaches (105)	Warranty		\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$150,000
Paratransit Van Replacement: Class B Vehicle (5)	PROC					\$931,019											\$931,019
LRV Procurement*	PROC							\$382,369	\$2,965,510	\$8,388,642	\$9,784,631	\$10,075,544	\$10,128,849	\$9,690,546	\$6,778,430	\$1,921,789	\$60,116,310
<b>Cash Flow Programmed in 5YPP</b>		\$2,100,000	\$65,325,275	\$94,822,107	\$59,653,247	\$20,190,403	\$13,629,183	\$2,995,510	\$8,418,642	\$9,814,631	\$10,105,544	\$10,158,849	\$9,705,546	\$6,778,430	\$1,921,789	\$315,619,156	
<b>Total Cash Flow Allocated</b>		\$2,100,000	\$41,756,530	\$22,732,583	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66,589,113
<b>Total Cash Flow Deobligated</b>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Cash Flow Unallocated</b>		\$0	\$23,568,745	\$72,089,524	\$59,653,247	\$20,190,403	\$13,629,183	\$2,995,510	\$8,418,642	\$9,814,631	\$10,105,544	\$10,158,849	\$9,705,546	\$6,778,430	\$1,921,789	\$249,030,043	
<b>Total Cash Flow in 2014 Strategic Plan</b>		\$2,100,000	\$71,652,615	\$88,494,768	\$59,653,247	\$20,190,403	\$10,049,183	\$2,995,510	\$8,418,642	\$9,814,631	\$10,105,544	\$10,158,849	\$9,705,546	\$6,778,430	\$1,921,789	\$312,039,156	
<b>Deobligated from Prior 5YPP Cycles **</b>		\$4,556,757															\$4,556,757
<b>Cumulative Remaining Cash Flow Capacity</b>			\$10,884,097	\$4,556,757	\$4,556,757	\$4,556,757	\$976,757	\$976,757	\$976,757	\$976,757	\$976,757	\$976,757	\$976,757	\$976,757	\$976,757	\$976,757	\$976,757

Programmed  
 Pending Allocation/Appropriation  
 Board Approved Allocation/Appropriation



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

**FY of Allocation Action:**

**Project Name:**

**Implementing Agency:**

**EXPENDITURE PLAN INFORMATION**

<b>Prop K Category:</b>	<input type="text" value="A. Transit"/>	Gray cells will automatically be filled in.
<b>Prop K Subcategory:</b>	<input type="text" value="iii. System Maintenance and Renovation (transit)"/>	
<b>Prop K EP Project/Program:</b>	<input type="text" value="c.1 Guideways"/>	
<b>Prop K EP Line Number (Primary):</b>	<input type="text" value="22"/>	<b>Current Prop K Request:</b> <input type="text" value="\$ 160,000"/>
<b>Prop K Other EP Line Numbers:</b>	<input type="text"/>	

**Prop AA Category:**

**Current Prop AA Request:**

**Supervisorial District(s):**

**SCOPE**

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

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

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

This project will replace the 40-year-old BART Transbay Tube cross-passage doors that are the means of emergency egress. The new doors will meet BART and the National Fire Protection Association (NFPA) criteria. There are 110 doors total which need replacement due to deterioration and age. This proposed \$1.5 million budget would cover the cost of up to 10 installed doors on the San Francisco side of the Transbay Tube extending up to 1500 feet inside the Transbay Tube.

**Purpose and Need**  
The original doors underwent a major rehabilitation approximately 35 years ago and have since been adjusted to the maximum extent possible. It is no longer possible to overhaul the doors to ensure that they operate as intended in an emergency.

Door replacement is endorsed by BART's Chief Safety Officer and has been recommended by the San Francisco Fire Department during multiple inspections for Fire/Life Safety Compliance.

In December 2014 through Resolution 15-28, the Transportation Authority allocated \$250,000 in FY 2014/15 Prop K funds for design for this project. The current request would fulfill the Transportation Authority's commitment to allocate remaining funds necessary to fully fund the design phase of the project.

San Francisco is encompassed by BART districts 7, 8, and 9.

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

FY 2015/16

**Project Name:** Transbay Tube Cross-Passage Doors Replacement

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

**ENVIRONMENTAL CLEARANCE**

**Type :** Categorically Exempt      **Completion Date (mm/dd/yy)**

**Status:** N/A     

**PROJECT DELIVERY MILESTONES**

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)	3	2014/15	3	2015/16
Prepare Bid Documents				
Advertise Construction	4	2015/16		
Start Construction (e.g., Award Contract)	4	2016/17		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			2	2018/19
Project Closeout (i.e., final expenses incurred)			3	2018/19

**SCHEDULE COORDINATION/NOTES**

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



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

FY 2015/16

Project Name:

Implementing Agency:

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	<input type="text"/>			
Environmental Studies (PA&ED)	<input type="text"/>			
Design Engineering (PS&E)	Yes	\$500,000	\$160,000	
R/W Activities/Acquisition	<input type="text"/>			
Construction	<input type="text"/>			
Procurement (e.g. rolling stock)	<input type="text"/>			
		\$500,000	\$160,000	\$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	<input type="text"/>	<input type="text"/>
Environmental Studies (PA&ED)	<input type="text"/>	<input type="text"/>
Design Engineering (PS&E)	\$ 500,000	Staff estimate
R/W Activities/Acquisition	<input type="text"/>	<input type="text"/>
Construction	\$ 1,000,000	Staff estimate
Procurement (e.g. rolling stock)	<input type="text"/>	<input type="text"/>
Total:	\$ 1,500,000	

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

San Francisco County Transportation Authority  
**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.

**DESIGN PHASE**

FTE = Full Time Equivalent

**Design Phase staff costs:**

Position	Hours	Salary/Hour	Multiplier	Burdened	FTE Ratio	Total Cost
District Architect	75	\$ 75.83	1.84	\$ 139.30	0.04	\$ 10,447
Project Manager	440	\$ 66.24	1.84	\$ 121.68	0.21	\$ 53,540
Electrical/Mechanical Engineering	250	\$ 57.11	1.84	\$ 104.91	0.12	\$ 26,228
Civil Engineer	200	\$ 55.98	1.84	\$ 102.84	0.10	\$ 20,567
System Safety	250	\$ 48.99	1.84	\$ 89.99	0.12	\$ 22,496
Cost Allocation Plan - other Department support	467	\$ 50.00	1.84	\$ 91.85	0.22	\$ 42,894
Project Controls	200	\$ 46.79	1.90	\$ 88.89	0.10	\$ 17,779
<b>Total</b>	1,882	1,415			<b>0.4</b>	<b>\$ 193,952</b>

**Design Phase budget detail:**

Item	Unit	Unit Price	Quantity	Total
Design Consultant	lump sum	\$ 275,000	1	\$ 275,000
BART staff (see detail table above)	hours	103	1,882	\$ 193,952
Printing/document preparation	lump sum	\$ 15,000	1	\$ 15,000
Misc non-labor	lump sum	\$ 10,000	1	\$ 10,000
Advertisement	lump sum	\$ 6,000	1	\$ 6,000
<b>Total</b>				<b>\$ 499,952</b>
<b>Total Design Cost</b>		<b>\$</b>		<b>\$ 499,952</b>
<b>Rounded Total</b>		<b>\$</b>		<b>\$ 500,000</b>

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

FY 2015/16

**Project Name:** Transbay Tube Cross-Passage Doors Replacement

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

Prop K Funds Requested: \$160,000  
 5-Year Prioritization Program Amount: \$160,000 (enter if appropriate)  
 Strategic Plan Amount for Requested FY: \$160,000

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

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

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

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2015/16 for Transbay Tube Cross-Passage Doors Prototype project of the Guideways-BART 5YPP.  
 The Strategic Plan amount is the entire amount programmed in the Guideways-BART category in Fiscal Year 2015/16.

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		\$160,000	\$250,000	\$410,000
Federal Section 5337 Fixed Guideway		\$90,000		\$90,000
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>				\$500,000

Actual Prop K Leveraging - This Phase: 18.00%  
 Expected Prop K Leveraging per Expenditure Plan: 78.00%

\$500,000  
Total from Cost worksheet

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

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

Yes - Prop K

Fund Source	\$ Amount	Required Local Match	
		%	\$
Federal Section 5337 Fixed Guideway	\$1,090,000	20.00%	\$218,000

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
Prop K		\$160,000	\$250,000	\$410,000
Federal Section 5337 Fixed Guideway		\$1,090,000		\$1,090,000
				\$0
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>		\$1,250,000		\$ 1,500,000

Actual Prop K Leveraging - Entire Project:

72.67%

\$ 1,500,000

Expected Prop K Leveraging per Expenditure Plan:

78.00%

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:

\$160,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$160,000	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	<b>\$160,000</b>		

Prop AA Funds Requested:

\$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	\$160,000
		#DIV/0!	\$160,000
		#DIV/0!	\$160,000
<b>Total:</b>	<b>\$0</b>		

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

Amount		Phase:
Funding Recommended: Prop K Allocation	\$160,000	Design Engineering (PS&E)
<b>Total:</b>	<b>\$160,000</b>	

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 22	FY 2015/16	\$160,000	100.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
<b>Total:</b>		<b>\$160,000</b>	<b>100%</b>	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 22	FY 2015/16	Design Engineering (PS&E)	\$160,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$160,000</b>		

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

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

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

**Deliverables:**

1.
2.
3.
4.

**Special Conditions:**

1.
2.

**Notes:**

1.
2.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	82.0%
Prop AA proportion of expenditures - this phase:	<input type="text"/>

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

SFCTA Project Reviewer:

Project # from SGA:

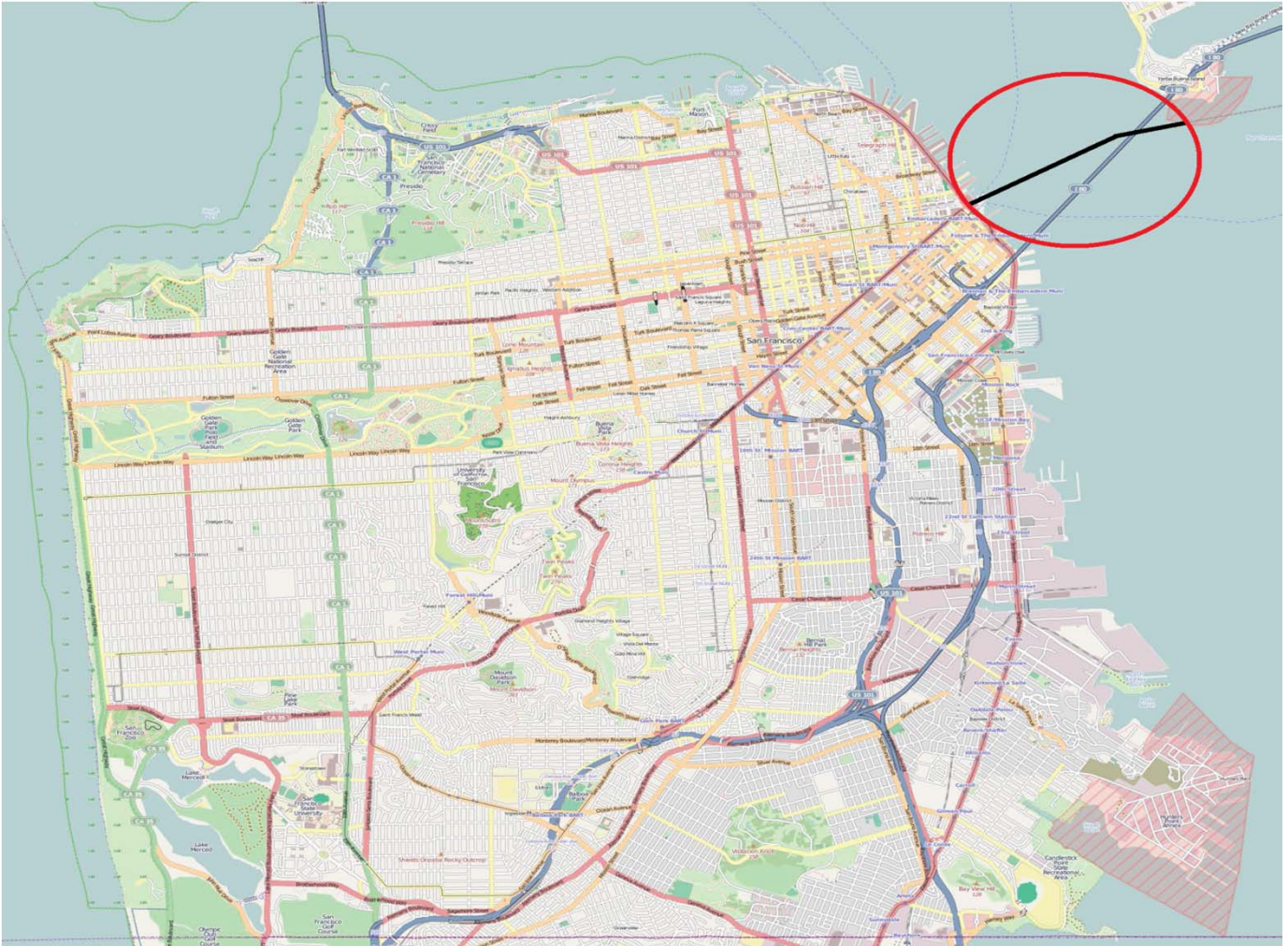
San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form

**MAPS AND DRAWINGS**

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

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

Location of Work



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

FY of Allocation Action: 2015/16      Current Prop K Request: \$ 160,000  
Current Prop AA Request: \$ -

Project Name: Transbay Tube Cross-Passage Doors Replacement

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

Name (typed): Hamed Tafaghodi

Title: Project Manager

Phone: (510) 287-4871

Fax: (510) 287-4888

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

P.O. Box 12688, mail stop LKS-9,  
Address: Oakland CA 94604-2688

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

Date: 04/10/15

#### Grants Section Contact

Todd Morgan

Principal Financial Analyst

510-464-6551

510-287-4751

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

P.O. Box 12688, mail stop LKS-16,  
Address: Oakland CA 94604-2688

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

04/10/15



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

**FY of Allocation Action:**

**Project Name:**

**Implementing Agency:**

**EXPENDITURE PLAN INFORMATION**

<b>Prop K Category:</b>	<input type="text" value="C. Street &amp; Traffic Safety"/>	Gray cells will automatically be filled in.
<b>Prop K Subcategory:</b>	<input type="text" value="i. Major Capital Projects (Streets)"/>	
<b>Prop K EP Project/Program:</b>	<input type="text" value="a. Golden Gate Bridge South Access (Doyle Drive)"/>	
<b>Prop K EP Line Number (Primary):</b>	<input type="text" value="24"/>	<b>Current Prop K Request:</b> \$ <input type="text" value="20,400,000"/>
<b>Prop K Other EP Line Numbers:</b>	<input type="text"/>	

**Prop AA Category:**

**Current Prop AA Request:** \$

**Supervisorial District(s):**

**SCOPE**

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

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

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

Doyle Drive is the section of Route 101 in San Francisco that is the southern access to the Golden Gate Bridge, connecting Marin and San Francisco counties and providing a major regional traffic link between the peninsula and North Bay Area counties. In addition to providing access to the Golden Gate Bridge, Doyle Drive also provides access to the Presidio of San Francisco (the Presidio), the Golden Gate National Recreational Area (GGNRA), and the Palace of Fine Arts. The structure, built in 1936, does not meet current highway standards and is seismically deficient. Retrofits to the structure have addressed safety concerns in the short-term, but replacement is required as a long-term solution.

The purpose of the proposed Doyle Drive Replacement Project is to improve the seismic, structural, and traffic safety of Doyle Drive while being sensitive to the Presidio and its purpose as a National Park.

The Transportation Authority has been leading the effort since 1994, in close cooperation with Caltrans, to replace the Doyle Drive structure. The Authority has forged a partnership with a host of federal, state and local agencies involved with this complex undertaking. These agencies include the Federal Highway Administration (FHWA), Presidio Trust, Department of Veterans Affairs, National Park Service, California Department of Transportation (Caltrans), Golden Gate Bridge Highway and Transportation District (GGBHTD), State Historic Preservation Officer and others. In September 2006, after years of public input and involvement, the Authority and its partner agencies selected the Presidio Parkway alternative to replace Doyle Drive. This alternative features six travel lanes plus an eastbound auxiliary lane between the Park Presidio interchange and a new Presidio access at Girard Road. The parkway features wide landscaped medians and includes a high-viaduct, two short tunnels, and a low causeway over a depressed Girard Road.

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

The project is organized as two phases with eight construction contracts. Phase I, which was delivered through a traditional design, bid, build approach, consisted of contracts 1 through 4 for environmental mitigation, utility relocations and the construction of portions of the permanent new parkway, one of four short tunnels under the Presidio and a detour. Once Phase I was completed in 2012, traffic was shifted off the old Doyle Drive facility allowing its removal and allowing for construction of Phase II to begin. Phase II of the project completes the last three tunnels and bridge structures as well as final landscaping, and is being delivered as a public-private partnership (PPP). Phase II construction is approximately 75% complete.

As part of the PPP agreement, Caltrans is to pay a \$276.4 million milestone payment to the concessionaire, GLC, upon substantial completion of Phase II which is anticipated to occur on September 24, 2015. The requested Prop K funds will provide the \$20.4 million Prop K share of the milestone payment consistent with the project funding agreement approved by the Transportation Authority in 2011. This allocation will increase the total Prop K contribution to \$67.8 million, a \$2.2 million increase over the amount assumed in the 2011 funding agreement. The extra funds, which were made available through finance cost savings captured in the 2014 Strategic Plan update, ensure adequate funding for staff and consultant expenses associated with claims analysis, risk analysis, field oversight and negotiation and resolution of any potential claims.

In order to comply with the terms of the funding agreement and to ensure a smooth transaction, Caltrans is requesting that all milestone funds be provided to Caltrans in early July, an estimated 75 days before substantial completion.

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

FY 2015/16

Project Name: Presidio Parkway

Implementing Agency: California Department of Transportation

**ENVIRONMENTAL CLEARANCE**

Type : EIS/EIR Completion Date (mm/dd/yy)  
 Status: Complete 12/31/08

**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)	2	2000/01	2	2008/09
R/W Activities/Acquisition	2	2008/09	1	2010/11
Design Engineering (PS&E)	3	2007/08	1	2010/11
Prepare Bid Documents	4	2008/09		
Advertise Construction	4	2008/09		
Start Construction (e.g., Award Contract)	1	2009/10		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			4	2014/15
Project Closeout (i.e., final expenses incurred)			1	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.

See attached schedule for the full schedule of Construction contracts for the Doyle Drive Replacement Project.

## Doyle Drive Replacement Project - Full Construction Contract Schedule

Contract	Scope of work	Advertisement		Completion	
		Month	Year	Month	Year
PHASE 1					
1.1	Seed and Plant Collection and Propagation	June	2009	September	2016
1.2	Historic Building Stabilization	January	2010	April	2014
1.3	Tree Management Program	June	2009	August	2012
1.4	Geotechnical Demonstration	July	2009	June	2012
1.5	Wetland Mitigation - Dragonfly Creek	April	2011	November	2012
2	Utility Relocation	June	2009	June	2015
3	Southbound Presidio Interchange	August	2009	December	2014
4	Southbound Batter Tunnel & Detour	November	2009	December	2014
4.A	Storm Drain and Outfall Improvement	December	2014	December	2015
PHASE 2					
P3	Girard UC, Main Post Tunnels, Low Viaduct, Northbound Batter Tunnel, Northern Presidio Interchange, Highway Planing	June	2010	September	2016

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

FY 2015/16

Project Name: Presidio Parkway

Implementing Agency: California Department of Transportation

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction <sup>1</sup>	Yes	\$ 276,400,000	\$ 20,400,000	
Procurement (e.g. rolling stock)				
		\$ 276,400,000	\$ 20,400,000	\$ -

<sup>1</sup> Cost is for the PPP milestone payment

**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)	\$27,800,000	FHWA Financial Plan Annual 2014 Update
Design Engineering (PS&E)	\$51,900,000	FHWA Financial Plan Annual 2014 Update
R/W Activities/Acquisition	\$83,800,000	FHWA Financial Plan Annual 2014 Update
Construction	\$560,100,000	FHWA Financial Plan Annual 2014 Update
Oversight, Reserves, and Other Costs	\$ 135,300,000	FHWA Financial Plan Annual 2014 Update
Procurement (e.g. rolling stock)		
<b>Total:</b>	<b>\$ 858,900,000</b>	

% Complete of Design: 100 as of   
 Expected Useful Life: 100 Years

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

**MAJOR LINE ITEM BUDGET**

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

**Presidio Parkway Costs at Completion (\$)**

	<b>Phase I</b>	<b>Phase II</b>
Environmental	27,800,000	-
Development and Design	51,900,000	-
Right of Way	83,800,000	-
Construction	281,500,000	-
Milestone Payment: Construction Completion Milestone	-	185,400,000
Milestone Payment: TIFIA Tranche A Loan Repayment	-	91,000,000
Transaction and Oversight	57,200,000	39,700,000
Reserve	-5,900,000	46,500,000
<b>TOTAL per Phase</b>	<b>496,300,000</b>	<b>362,600,000</b>
<b>TOTAL Phase I &amp; Phase II</b>	<b>\$858,900,000</b>	

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

FY 2015/16

Project Name: Presidio Parkway

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

Prop K Funds Requested: \$ 20,400,000  
 5-Year Prioritization Program Amount: (enter if appropriate)  
 Strategic Plan Amount for Requested FY: \$ 20,400,000

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

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

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

There is no 5-Year Prioritization Program (5YPP) for the South Access to Golden Gate Bridge - Doyle Drive project. The Strategic Plan amount is the amount programmed for the project in Fiscal Year 2015/16.

**Funding plan below is for the PPP milestone payment, the subject of this request.**

Fund Source	Planned	Programmed	Allocated	Total
Prop K Sales Tax		\$ 20,400,000		\$ 20,400,000
Federal Stimulus TIGER (ARRA) Share			\$ 46,000,000	\$ 46,000,000
STP/CMAQ		\$ 34,000,000		\$ 34,000,000
State Highway Operation and Protection Program			\$ 9,700,000	\$ 9,700,000
Regional Improvement Program - SF share			\$ 67,000,000	\$ 67,000,000
State Local Partnership Program - SF share			\$ 19,366,000	\$ 19,366,000
GGBHTD			\$ 75,000,000	\$ 75,000,000
Regional Improvement Program - Marin share			\$ 4,000,000	\$ 4,000,000
Regional Improvement Program - Sonoma share			\$ 1,000,000	\$ 1,000,000
<b>Total:</b>	\$ -	\$ 54,400,000	\$ 222,066,000	\$ 276,400,000

Actual Prop K Leveraging - This Phase: 92.62% \$276,400,000  
 Expected Prop K Leveraging per Expenditure Plan: 78.57%  
 Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)				
Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.				
Fund Source	Planned	Programmed	Allocated	Total
				\$ -
	See attached funding plan, which also includes availability payments for the 30-year operations and maintenance period covered by the PPP agreement.			\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
<b>Total:</b>		\$0	\$ -	\$ -

Actual Prop K Leveraging - Entire Project:	92.35%	
Expected Prop K Leveraging per Expenditure Plan:	78.57%	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: \$20,400,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$ 20,400,000	100.00%	\$ -
		0.00%	\$ -
		0.00%	\$ -
		0.00%	\$ -
		0.00%	\$ -
<b>Total:</b>	<b>\$ 20,400,000</b>		



Source <sup>3</sup>	Type	Status	Project Phases <sup>1,2</sup>				Total by Status	TOTAL
			PE/ENV	PS&E	ROW	CON		
ARRA-SHOPP	Federal	Allocated	\$0	\$0	\$0	\$85,781,000	\$85,781,000	\$85,781,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
ARRA-TIGER	Federal	Allocated	\$0	\$0	\$0	\$46,000,000	\$46,000,000	\$46,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
HPP	Federal	Allocated	\$5,700,000	\$4,275,000	\$2,622,000	\$0	\$12,597,000	\$12,597,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
PLH	Federal	Allocated	\$7,200,000	\$1,904,000	\$3,961,000	\$3,704,000	\$16,769,000	\$16,769,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
STP/CMAQ <sup>4</sup>	Federal	Allocated	\$0	\$0	\$0	\$0	\$0	\$34,000,000
		Programmed	\$0	\$0	\$0	\$34,000,000	\$34,000,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
UPP	Federal	Allocated	\$0	\$20,000,000	\$27,300,000	\$0	\$47,300,000	\$47,300,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
RIP-Marin	State	Allocated	\$0	\$0	\$0	\$4,000,000	\$4,000,000	\$4,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
RIP-SF	State	Allocated	\$0	\$6,374,000	\$10,492,000	\$67,235,000	\$84,101,000	\$84,101,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
RIP-Sonoma	State	Allocated	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$1,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
SHA <sup>5</sup>	State	Allocated	\$0	\$0	\$0	\$0	\$0	\$735,710,000
		Programmed	\$0	\$0	\$0	\$735,710,000	\$735,710,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
SHOPP	State	Allocated	\$0	\$20,240,000	\$33,400,000	\$216,550,000	\$270,190,000	\$270,190,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
SLPP	State	Allocated	\$0	\$0	\$0	\$19,366,000	\$19,366,000	\$19,366,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
TCRP	State	Allocated	\$9,000,000	\$4,700,000	\$0	\$1,300,000	\$15,000,000	\$15,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
BATA	Local	Allocated	\$0	\$0	\$0	\$80,000,000	\$80,000,000	\$80,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
GGHTBD	Local	Allocated	\$0	\$0	\$0	\$75,000,000	\$75,000,000	\$75,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Prop K	Local	Allocated	\$5,873,000	\$3,004,000	\$6,000,000	\$32,567,000	\$47,444,000	\$67,844,000
		Programmed	\$0	\$0	\$0	\$20,400,000	\$20,400,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
<b>Totals</b>		<b>Allocated</b>	<b>\$27,773,000</b>	<b>\$60,497,000</b>	<b>\$83,775,000</b>	<b>\$632,503,000</b>	<b>\$804,548,000</b>	<b>\$1,594,658,000</b>
		<b>Programmed</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$790,110,000</b>	<b>\$790,110,000</b>	
		<b>Planned</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
			<b>\$27,773,000</b>	<b>\$60,497,000</b>	<b>\$83,775,000</b>	<b>\$1,422,613,000</b>	<b>\$1,594,658,000</b>	

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

<sup>2</sup> Construction of the parkway has been divided into two phases. The first phase is being delivered using a traditional design-bid-build contracting. The second phase is being delivered as a public-private partnership (P3).

<sup>3</sup> Acronyms used for funding sources include: ARRA - American Recovery and Reinvestment Act, BATA - Bay Area Toll Authority, CMAQ - Congestion Mitigation and Air Quality, GGBHTD - Golden Gate Bridge, Highway, and Transit District, HPP - High Priority Project, PLH - Public Land Highway, RIP - Regional Transportation Improvement Program, SHOPP - State Highway Operation and Protection Program, SHA - State Highway Account, SLPP - State and Local Partnership Program, STP - Surface Transportation Program, TCRP - Traffic Congestion Relief Program, TIGER - Transportation Investment Generating Economic Recovery, and UPP - Urban Partnership Program.

<sup>4</sup> In order to meet the cash needs for the project, the Metropolitan Transportation Commission has advanced \$34 million in STP/CMAQ funds to be repaid with San Francisco's future local-share RIP funds. Repayment of this advance (i.e. by programming \$34 million in RIP funds to a project or projects of MTC's choice) is the second priority for SF's RIP funds after fulfilling the Central Subway's remaining RIP commitment of \$75.5 million.

<sup>5</sup> Senate Bill 870 (2010) provided a continuous appropriation of State Highway Account funds for Presidio Parkway availability payments over a 30-year period.

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$ 20,400,000	Construction
<b>Total:</b>	<b>\$ 20,400,000</b>		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 24	FY 2015/16	\$ 20,400,000	100.00%	\$ -
			0.00%	\$ -
			0.00%	\$ -
			0.00%	\$ -
			0.00%	\$ -
<b>Total:</b>		<b>\$ 20,400,000</b>	<b>100%</b>	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 24	FY 2015/16	Construction	\$ 20,400,000	100%	\$ -
				100%	\$ -
				100%	\$ -
				100%	\$ -
				100%	\$ -
<b>Total:</b>			<b>\$ 20,400,000</b>		

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

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution. No.  Res. Date:

Project Name:

Implementing Agency:

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

**Deliverables:**

1. Upon receipt, Caltrans shall provide a copy of the concessionarie's (GLC's) 60-day notice of substantial completion (anticipated July 2015).
2.
3.

**Special Conditions:**

1.

**Notes:**

1. The terms and conditions of this allocation shall be governed by the existing Cooperative Agreement between Caltrans and the Transportation Authority for the subject project, rather than by a Prop K Standard Grant Agreement.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	7.38%
Prop AA proportion of expenditures - this phase:	<input type="text"/>

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

SFCTA Project Reviewer:

Project # from SGA:

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

FY of Allocation Action:       Current Prop K Request: \$   
Current Prop AA Request: \$

Project Name:

Implementing 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.

#### SFCTA Project Manager

Name (typed): Lee Saage

Deputy Director for Capital  
Title: Projects

Phone: 415-522-4812

Email: [lee.saage@sfcta.org](mailto:lee.saage@sfcta.org)

1455 Market Street, 22 floor  
Address: San Francisco, CA 94103

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

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

#### SFCTA Grants Section Contact

Anna LaForte

Deputy Director for Policy and  
Programming

415-522-4805

[anna.laforte@sfcta.org](mailto:anna.laforte@sfcta.org)

1455 Market Street, 22 floor  
San Francisco, CA 94103

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

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

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

FY of Allocation Action: 2015/16  
Project Name: New Signal Contract 62  
Implementing Agency: San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program: a. New Signals and Signs

Prop K EP Line Number (Primary): 31 Current Prop K Request: \$ 1,500,000  
Prop K Other EP Line Numbers:

Prop AA Category:  
Current Prop AA Request: \$ -  
Supervisorial District(s): 1,3,4,5,6

SCOPE

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

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

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

Please see attached scope.

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

**Background and Scope**

The SFMTA is requesting \$1,500,000 to fund the construction phase of the New Signal Contract 62 that will implement improvements at eight locations citywide. The Transportation Authority has previously allocated \$315,000 in Prop K funds and \$365,000 in Prop AA for design and construction for this project. The current request would fulfill the Transportation Authority's commitment to allocate remaining funds necessary to fully fund the project. Prop K funds will fund the implementation of 7 new traffic signals, 1 flashing beacon system and related pedestrian improvements. Previously allocated Prop AA funding in the amount of \$310,000 is being used to construct the new signal and pedestrian improvements at 8<sup>th</sup> and Natoma Streets. All new traffic signals will have new pedestrian countdown signals (PCS), controllers, conduit, wiring, poles, curb ramps, and mast-arm mounted signals. The project's design phase was funded by Prop K and Prop AA funds.

The locations under this project are as follows:

ID	Intersection	Type	Funding	Existing Control	District
A	34th Avenue and Lincoln Way	Traffic Signal	Prop K	One-way stop	1, 4
B	22nd Avenue and Geary Boulevard	Traffic Signal	Prop K	Two-way stop	1
C	26th Avenue and Geary Boulevard	Traffic Signal	Prop K	Two-way stop	1
D	O'Farrell and Webster Streets	Traffic Signal	Prop K	All-way stop	5
E	8th and Natoma Streets	Traffic Signal	Prop AA	One-way stop	6
F	Sunset Boulevard and Wawona St	Traffic Signal	Prop K	Two-way stop	4
G	Sunset Boulevard and Moraga St	Traffic Signal	Prop K	Two-way stop	4
H	350 Francisco Street (between Powell and Stockton Streets)	Flashing Beacon	Prop K	Crosswalk	3

Sunset Boulevard and Yorba Street was included in the original design scope of Contract 62. However, SFMTA sought and secured a Prop K grant amendment to advance design and construction of that signal. That signal was activated in July 2014. In its amendment request, SFMTA staff recommended that Sunset and Wawona (Location F), which is just one block to the north of Sunset and Yorba, take its place in Contract 62. The SFCTA approved this request in April 2014.

SFMTA staff also sought approval to add Sunset and Moraga (Location G) by using unused Contract 61 design funds. That request was approved in July 2014. The addition of the two Sunset Boulevard locations to Contract 62 means that all intersections between Lincoln Way and Ocean Avenue along Sunset Boulevard will have signals. All crossings of Sunset Boulevard will have protected crossings with the countdown feature.

A new flashing beacon system is proposed to replace the existing in-pavement flashing crosswalk system on Francisco Street between Powell and Stockton Streets. The current flashing crosswalk system has been unreliable and is prone to failure. Agency staff has had to visit the site and make continual repairs. The site is especially important because students from Francisco Middle School cross at this midblock crosswalk throughout the day during the school year. SFMTA staff recommends a pole-mounted flashing beacon system as a more reliable and effective traffic control device.

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

**Location Selection Criteria**

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

All the locations proposed for signalization are intended to improve pedestrian safety on multi-lane arterial streets like Lincoln Way, Geary Boulevard, Sunset Boulevard, Webster Street and 8<sup>th</sup> Street. Multi-lane streets are prone to the multiple threat condition where a motorist may stop for a pedestrian or other cross street traffic but motorists in the adjacent lane may not. Speeds can also be a factor. Lincoln Way and Sunset Boulevard have a 35 MPH speed limit. Even Geary Boulevard, Webster Street and 8<sup>th</sup> Street, which have 25 MPH speed limits, can be very intimidating for pedestrians to cross. At all locations except 8<sup>th</sup> and Natoma Streets, the SFMTA has installed continental crosswalks, advance signage, and other traffic control devices to highlight these pedestrian crossings. At this time, however, SFMTA staff believes signalization is the appropriate form of control for these locations.

There is a Senior Housing facility at 8<sup>th</sup> and Natoma Streets, but there are no marked crosswalks. The Transportation Authority's Western SOMA Neighborhood Transportation Plan identified this location as one that could be improved for pedestrians through the installation of a new signalized crosswalk crossing 8<sup>th</sup> Street at this corner, and in October 2013 the Transportation Authority programmed \$310,000 in Proposition AA funds for the crosswalks, signals, and sidewalk bulb work at this intersection.

**Project Benefits**

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

All the new traffic signals that the SFMTA will install will have Pedestrian Countdown Signals (PCS). PCSs have been effective in reducing the number of pedestrians remaining in the crosswalk at the beginning of the conflicting vehicle green light, thereby reducing the potential for vehicle-pedestrian conflicts. The countdown feature of the PCS is helpful for pedestrians to discern whether there is enough time left in a signal cycle to cross the intersection safely.

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

### Implementation

The SFMTA Sustainable Streets Division managed the scope of the detailed design including design review and contract preparation. The Department of Public Works' (DPW's) Bureau of Engineering or the SFMTA's Muni Engineering Division will manage the issuance and administration of the contract for construction by competitively bid contract.

<u>Task</u>	<u>Work Performed By</u>
Electrical Design	SFMTA Sustainable Streets Division
Curb Ramp Design	DPW Streets and Highways
Review of Electrical Design	DPW Bureau of Engineering
Construction Management	DPW Infrastructure Construction Management
Contract Support	DPW Bureau of Engineering
Construction Support	SFMTA Sustainable Streets Division

### Prioritization and Scheduling

The Prop K request for \$1,500,000 is programmed in the Streets and Traffic Safety category under the line item for New Traffic Signals (Contract 62) for FY 15/16. Staff accelerated its design schedule in order to advertise the new signal contract as early as February 2015 and received a SFCTA waiver for the Prop K policy that prohibits the advertisement of services/contracts funded with Prop K prior to allocation of funds by the Transportation Authority Board on January 9, 2015. Our original schedule had been to advertise in May 2015 and award in July 2015, which would have been consistent with the 2014 Prop K Strategic Plan. SFMTA is ahead of schedule by one quarter, and partial contract certification occurred in April with construction starting in August 2015.

The accelerated schedule was made possible by the fact that 4 of the intersections already had curb ramps in place or already designed. Two of the intersections are on Sunset Boulevard, where SFMTA staff had recently implemented signals and anticipated similar design challenges. On a larger scale, the SFMTA is committed to accelerating projects which include WalkFirst components (5 out of 7 new signalized intersections in this case) and adjusted staffing to accommodate a faster schedule.



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

FY 2015/16

Project Name: New Signal Contract 62

Implementing Agency: San Francisco Municipal Transportation Agency

**ENVIRONMENTAL CLEARANCE**

Type : Categorically Exempt

Status: N/A

**PROJECT DELIVERY MILESTONES**

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

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

<u>Milestone</u>	<u>Complete</u>
Design	December 2014
Advertise for Construction	February 2015 (waiver granted 1/9/15)
Construction Begins	August 2015
Open for Use	August 2016

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

FY 2015/16

**Project Name:** New Signal Contract 62

**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		
	Total Cost	Current Request
Yes/No		
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction	\$ 1,960,000	\$ 1,500,000
Procurement (e.g. rolling stock)		
	\$1,960,000	\$1,500,000

### 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)	\$ 220,000	SFMTA Actual Costs
R/W Activities/Acquisition		
Construction	\$ 1,960,000	Contract costs
Procurement (e.g. rolling stock)		
Total:	\$ 2,180,000	

**% Complete of Design:** 100 as of 11/19/14

**Expected Useful Life:** 30 Years

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

**MAJOR LINE ITEM BUDGET**

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

**New Signal Contract 62**

Description	Cost	Perfomed by	Budget Detail Reference
<b>DESIGN PHASE</b>			
1 Detailed Design & Coordination	\$79,000	SFMTA	
2 Electrical Design Review	\$72,600	SFDPW	
3 Curb Ramp Design	\$68,400	SFDPW	
<b>TOTAL DESIGN PHASE \$ 220,000</b>			

CONSTRUCTION PHASE	Cost- Estimate	% of Contract Cost	Performed by	
1 Contract Cost	\$1,179,000		Contractor	
2 Contingency (10%)	\$117,900	10%	N/A	
3 Controllers	\$140,000			
4 APS/Vehicle Detectors	\$76,000		Procurement of APS and Sensys Veh Detection	
5 Ct Prep & DPW Eng Support	\$45,746	4%	DPW (Bureau of Engineering)	<a href="#">II</a>
6 Construction Engineering/Inspection	\$163,218	14%	DPW (Bureau of Construction Mgmt)	<a href="#">III</a>
7a Public Affairs	\$11,790	1%	DPW (Bureau of Construction Mgmt)	
7b Material Testing	\$58,950	5%	DPW (Bureau of Construction Mgmt)	
7c Wage Check	\$23,580	2%	DPW (Bureau of Construction Mgmt)	
8 Construction Support	\$143,237	12%	SFMTA Eng & Shops	<a href="#">Ia</a>
9 City Attorney Review fee \$250/hr x 2 hours	\$500			
<b>Construction Phase Subtotal</b>	<b>\$1,959,920</b>			
<b>Rounded to</b>	<b>\$1,960,000</b>			
<b>TOTAL COST OF ALL PHASES</b>	<b>\$2,180,000</b>			

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

**MAJOR LINE ITEM BUDGET**

**AGENCY STAFF (CONST PHASE)**

MFB = Mandatory Fringe Benefits	FTE = Full Time Equivalent employee
---------------------------------	-------------------------------------

**Ia SFMTA Labor**

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Approved Overhead Rate	Overhead = (Salary+MFB) x Approved Overhead Rate	(Fully Burdened) Salary + MFB + Overhead	FTE Ratio	Hours	Cost
Electrician (7345)**	97,084	60,855	\$ 157,939	0.803	\$ 126,825	\$ 284,764	0.122	254	\$ 34,774
Senior Engineer (5211)	155,766	85,640	\$ 241,406	0.803	\$ 193,849	\$ 435,256	0.019	40	\$ 8,370
Engineer (5241)	134,576	75,738	\$ 210,314	0.803	\$ 168,882	\$ 379,196	0.043	90	\$ 16,408
Associate Engineer (5207)	116,246	67,172	\$ 183,418	0.803	\$ 147,285	\$ 330,703	0.077	160	\$ 25,439
Assistant Engineer (5203)	99,944	60,044	\$ 159,988	0.803	\$ 128,470	\$ 288,458	0.202	420	\$ 58,246
<b>Total</b>							<b>0.463</b>	<b>964</b>	<b>\$ 143,237</b>

**II DPW Bureau of Engineering (BOE)** Overhead Rate: 2.71

Hours	Position	Base Salary	Fully Burdened	FTE	Cost
30	Senior Engineer (5211)	\$ 155,766	\$ 422,126	0.014	\$ 6,088
42	Engineer (5241)	\$ 134,576	\$ 364,701	0.020	\$ 7,364
90	Assistant Engineer (5203)	\$ 99,944	\$ 270,848	0.043	\$ 11,719
185	Engineer Associate I (5364)	\$ 85,357	\$ 231,316	0.089	\$ 20,574
347	Total			0.167	\$ 45,746

**III DPW BCM** Overhead Rate: 2.71

Hours	Position	Base Salary	Fully Burdened	FTE	Cost
640	Construction Inspector (6318)	\$ 104,214	\$ 282,420	0.308	\$ 86,899
160	Associate Engineer (5207)	\$ 116,246	\$ 315,027	0.077	\$ 24,233
400	Assistant Engineer (5203)	\$ 99,944	\$ 270,848	0.192	\$ 52,086
560	Total			0.269	\$ 163,218

\* Base Salary is step 5 for each classification in effect today.  
 \*\* Electricians receive a 5% premium when assigned as traffic signal electricians  
 \*\*\* Construction Inspectors receive a 5% premium when acting in that capacity

**CONTRACT COST**

Item	Cost
Vehicle Signals	\$44,250
Vehicle Signal Mountings	\$22,600
Pedestrian Signals	\$35,000
Pedestrian Signal Mountings	\$12,550
Flashing Beacons	\$11,800
Poles	\$146,300
Pull Boxes	\$46,950
Conduits	\$289,575
Controller Cabinet	\$14,042
Curb Ramps	\$181,205
Hydraulics	\$48,300
Miscellaneous*	\$326,000
<b>Total</b>	<b>\$1,178,572</b>

\*Includes mobilization, wiring, traffic control, signs, excavation, and removal of existing infrastructure.

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

FY 2015/16

Project Name: New Signal Contract 62

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

Prop K Funds Requested: \$1,500,000  
 5-Year Prioritization Program Amount: \$1,535,000 (enter if appropriate)  
 Strategic Plan Amount for Requested FY: \$2,235,000

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

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

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

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2015/16 for New Traffic Signals (Contract 62) in the New Traffic Signals subcategory of the New Signals and Signs 5YPP.  
 The Prop K Strategic Plan amount is the entire amount programmed in the New Traffic Signals category in Fiscal Year 2015/16.

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		\$1,500,000	\$150,000	\$1,650,000
Prop AA			\$310,000	\$310,000
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>		\$1,500,000	\$460,000	\$1,960,000

Actual Prop K Leveraging - This Phase: 15.82%  
 Expected Prop K Leveraging per Expenditure Plan: 26.13%

\$1,960,000  
 Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)				
Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.				
Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$1,500,000	\$315,000	\$1,815,000
Prop AA			\$365,000	\$365,000
				\$0
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>		\$1,500,000	\$680,000	\$ 2,180,000

Actual Prop K Leveraging - Entire Project:	16.74%	
Expected Prop K Leveraging per Expenditure Plan:	26.13%	\$ 2,180,000
Actual Prop AA Leveraging - Entire Project:	83.26%	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: \$1,500,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$1,500,000	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	<b>\$1,500,000</b>		

Prop AA Funds Requested: \$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	\$1,500,000
		#DIV/0!	\$1,500,000
		#DIV/0!	\$1,500,000
<b>Total:</b>	<b>\$0</b>		

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$1,500,000	Construction
<b>Total:</b>	<b>\$1,500,000</b>		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 31	FY 2015/16	\$767,500	51.00%	\$732,500
Prop K EP 31	FY 2016/17	\$732,500	49.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
<b>Total:</b>		<b>\$1,500,000</b>	<b>100%</b>	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 31	FY 2015/16	Construction	\$767,500	51%	\$732,500
Prop K EP 31	FY 2016/17	Construction	\$732,500	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$1,500,000</b>		

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

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution. No.  Res. Date:

Project Name:

Implementing Agency:

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

**Deliverables:**

- Quarterly progress reports shall provide the percent complete for each location and the percent complete for the overall project, in addition to all other requirements described in the Standard Grant Agreement (SGA) and include 2-3 photos of any signals installed that past quarter. See SGA for definitions.
- Upon project completion, anticipated August 2016, provide one or more digital photos of before conditions, and one or more photos of the same location(s) during and after construction.

**Special Conditions:**

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

**Notes:**

- This action fulfills the Transportation Authority's commitment to allocate FY 15/16 funds, approved as part of Resolution 15-34, Project 131.907029.
- On January 9, 2015, at SFMTA's request, Transportation Authority staff granted a waiver to Prop K Strategic Plan policies allowing SFMTA to advertise the project in advance of the Transportation Authority Board allocating the requested Prop K funds to the project.
- Expenses related to the improvements at 8th and Natoma Streets should be invoiced to Prop AA-funded project 715.207021, Resolution 15-34.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	76.53%
Prop AA proportion of expenditures - this phase:	15.82%

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

SFCTA Project Reviewer:

Project # from SGA:



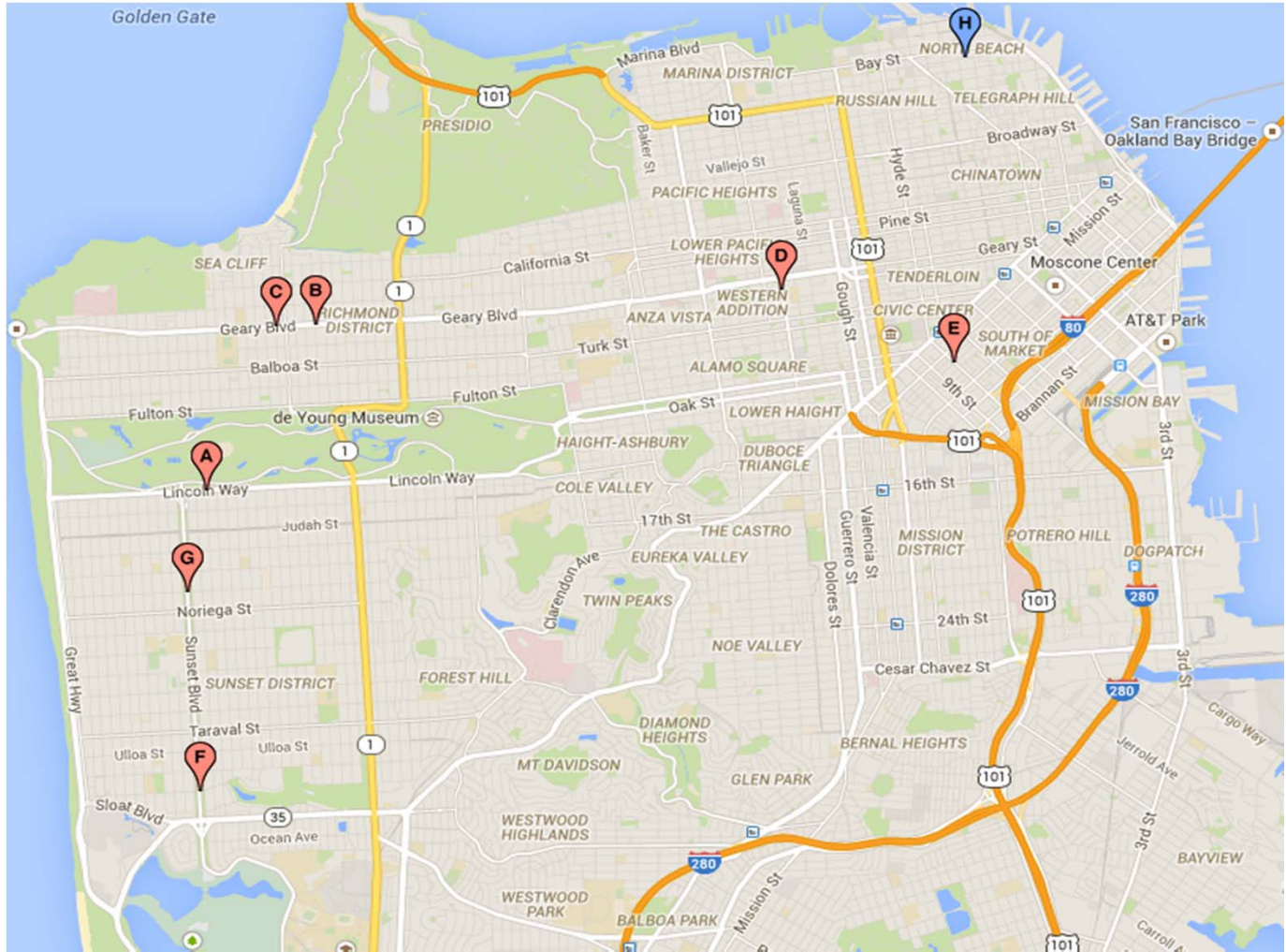
San Francisco County Transportation Authority  
 Prop K/Prop AA Allocation Request Form

**MAPS AND DRAWINGS**

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

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

Contract 62 - Signal/Beacon Locations



ID	Intersection	Type	Funding	Existing Control	District
A	34th Avenue and Lincoln Way	Signal	Prop K - EP 31	One-way STOP	1,4
B	22nd Avenue and Geary Blvd	Signal	Prop K - EP 31	Two-way STOP	1
C	26th Avenue and Geary Blvd	Signal	Prop K - EP 31	Two-way STOP	1
D	O'Farrell and Webster Sts	Signal	Prop K - EP 31	All-way STOP	5
E	8th and Natoma Sts	Signal	Prop AA	One-way STOP	6
F	Sunset Blvd and Wawona St	Signal	Prop K - EP 31	Two-way STOP	4
G	Sunset Blvd and Moraga St	Signal	Prop K - EP 31	Two-way STOP	4
H	350 Francisco St	Beacon	Prop K - EP 31		3

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



Traffic Controller and new curb ramps



Pedestrian Countdown Signal



Mast Arm Signal

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

FY of Allocation Action: 2015/16      Current Prop K Request: \$ 1,500,000  
Current Prop AA Request: \$ -

Project Name: New Signal Contract 62

Implementing Agency: San Francisco Municipal Transportation Agency

**Signatures**

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

**Project Manager**

**Grants Section Contact**

Name (typed): Manito Velasco

Joel C. Goldberg

Title: Engineer

Manager,  
Capital Procurement & Mgmt

Phone: (415) 701-4447

(415) 701-4499

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

\_\_\_\_\_

Email: manito.velasco@sfmta.com

Joel.Goldberg@sfmta.com

Address: 1 South Van Ness, 7th floor San Francisco, CA 94103-5417

1 South Van Ness, 8h floor San Francisco, CA 94103-5417

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

\_\_\_\_\_

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

\_\_\_\_\_



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

**E4-83**

<b>FY of Allocation Action:</b>	2015/16
<b>Project Name:</b>	Traffic Signal Conduit
<b>Implementing Agency:</b>	San Francisco Municipal Transportation Agency

**EXPENDITURE PLAN INFORMATION**

<b>Prop K Category:</b>	C. Street & Traffic Safety	Gray cells will automatically be filled in.
<b>Prop K Subcategory:</b>	iii. System Maintenance and Renovations (streets)	
<b>Prop K EP Project/Program:</b>	a. Signals and Signs	
<b>Prop K EP Line Number (Primary):</b>	33	<b>Current Prop K Request:</b> \$ 550,000
<b>Prop K Other EP Line Numbers:</b>	31	

<b>Prop AA Category:</b>		<b>Current Prop AA Request:</b> \$ -
		<b>Supervisorial District(s):</b> 1, 7, 8, 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.

**Background and Scope**

The San Francisco Municipal Transportation Agency (SFMTA) is seeking \$550,000 from Prop K Sales Tax funds toward a construction contract to install traffic signal conduits at 7 to 10 intersections, in coordination with paving and/or curb ramp projects

1. 27<sup>th</sup>/Guerrero – a future new signal; Guerrero/San Jose paving
2. 28<sup>th</sup>/Guerrero – see 1 above
3. 9<sup>th</sup>/San Jose – see 1 above
4. 30<sup>th</sup>/San Jose – see 1 above
5. Dolores/San Jose – already signalized, SFMTA intends to improve the crossing at this intersection
6. Geneva/Naples – already signalized; SFMTA intends to upgrade this intersection under a future signal contract to add pedestrian countdown signals (PCS) and mast-arms for improved signal visibility
7. Capitol/Sagamore – already signalized; SFMTA intends to upgrade this intersection under Traffic Signal Upgrade Contract Contract 34 (design funds requested by the SFMTA pending Transportation Authority Board action at its June 2015 meeting) to install mast-arms for improved signal visibility and rechannelize the intersection so that continuous bike lanes can be striped; the existing bike lanes become discontinuous at this intersection.
8. 25<sup>th</sup>/Anza – already signalized; SFMTA intends to upgrade this intersection under a future signal contract to add PCS
9. Mission/Onondaga – already signalized; SFMTA intends to upgrade this intersection by improving vehicular signal visibility; the Agency is already in the process of adding PCS thru an existing signal contract
10. 25<sup>th</sup>/Clement – already signalized; SFMTA intends to upgrade this intersection under a future signal contract to add PCS.

For additional details on the proposed locations, see Table 1.

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

### Coordination with Scheduled Paving Projects

The scope of the request will be coordinated with three paving projects. San Francisco Public Works has scheduled the start of construction as early as October 2015 for the following projects:

San Jose – Guerrero between Cesar Chavez and Monterey/I-280  
Sagamore St between Plymouth and Orizaba streets  
Naples Ave between Curtis and Silver

### Project Benefits

SFMTA reviewed the upcoming paving projects for joint opportunities and determined that a stand-alone traffic signal contract would be the optimal way of getting signal conduits installed. This “Follow the Paving” strategy has served us well by ensuring that all street underground work is done prior to or as part of paving so that the roadways are not excavated afterwards and the 5 year moratorium is honored. It also means cost savings because curb ramps would have already been constructed as part of the paving project.

### Implementation

The SFMTA intends to enter into a contract to retain an electrical contractor to do this conduit work. See below for information on the related paving projects. San Francisco Public Works’ (SFPW’s) Bureau of Engineering or the SFMTA’s Muni Engineering Division will manage the issuance and administration of the contract for construction (by competitively bid contract).

<u>Task</u>	<u>Work Performed By</u>
Electrical Design	SFMTA Sustainable Streets Division
Curb Ramp Design	DPW Streets and Highways
Review of Electrical Design	DPW Bureau of Engineering
Construction Management	DPW Infrastructure Construction Management
Contract Support	DPW Bureau of Engineering
Construction Support	SFMTA Sustainable Streets Division

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

Table 1: Proposed Locations for Traffic Signal Conduit Contract

No. Letter	First	Cross	DPW Paving Contract	Planned Paving	Contract Cost	Engineering Costs	Contingency	Total Costs	Status	Related Signal Project
1 A	27th St	Guerrero	2262J	9/30/2015	\$ 50,000	\$ 15,000	\$ 7,500	\$ 72,500		New Signal Contract 64 (2017/18)
2 B	28th St	Guerrero	2262J	9/30/2015	\$ 50,000	\$ 15,000	\$ 7,500	\$ 72,500		New Signal Contract 64 (2017/18)
3 C	29th St	San Jose	2262J	9/30/2015	\$ 50,000	\$ 15,000	\$ 7,500	\$ 72,500		New Signal Contract 64 (2017/18)
4 D	30th St	San Jose	2262J	9/30/2015	\$ 50,000	\$ 15,000	\$ 7,500	\$ 72,500		New Signal Contract 64 (2017/18)
5 E	Geneva	Naples	2489J	9/30/2015	\$ 50,000	\$ 15,000	\$ 7,500	\$ 72,500		TBD signal upgrade project (2017/18)
6 F	Capitol	Sagamore	2489J	9/30/2015	\$ 50,000	\$ 15,000	\$ 7,500	\$ 72,500		Signal Upgrade Contract 34 (2017/18)
7 G	San Jose	Dolores	2262J	9/30/2015	\$ 20,000	\$ 6,000	\$ 3,000	\$ 29,000		TBD signal upgrade project (2017/18)
8 H	25th	Anza	2492J	12/30/2015	\$ 40,000	\$ 12,000	\$ 6,000	\$ 58,000	if funds allow	TBD
9 I	Mission	Onondaga		9/30/2015	\$ 10,000	\$ 2,000	\$ 1,500	\$ 13,500	if funds allow	TBD
10 J	25th	Clement		12/30/2015	\$ 10,000	\$ 3,000	\$ 1,500	\$ 14,500	if funds allow	TBD
					\$ 380,000	\$ 113,000	\$ 57,000	\$ 550,000		

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

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



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

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

**Prioritization Criteria Definitions:**

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

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

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

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

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

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

Table 3 - Prioritization Criteria and Scoring Table  
New Signals and Sign (EP 31)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA			Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Replaces Asset at End of Useful Life	Improves Project Delivery Rate	
<b>Total Possible Score</b>	4	3	3	4	3	3	20
<b>New Equipment</b>							
New Equipment	2	0	1	2	3	3	11
<b>Total Possible Score</b>	4	3	3	4	3	3	20
<b>Follow-the-Paving</b>							
Follow-the-Paving (New Pavement Markers and Conduits)	Locations will be scored at the time of allocation. See text for more details.						
Traffic Signal Conduit Contract	4	1	3	3	2	1	14
<b>New Traffic Signals</b>							
New Traffic Signals (5 Locations) Contract 62	4	1	0	4	3	1	13
New Signal Contract 63	4	3	0	4	3	1	15
New Traffic Signals (5 Locations) FY 18 (PS&E)	Locations will be scored at the time of allocation. See text for more details.						
<b>Safe Streets</b>							
Active Transportation Program Local Match	Locations will be scored at the time of allocation. See text for more details.						
Safety Enhancements (New Pavement Markers)	Locations will be scored at the time of allocation. See text for more details.						
New Pedestrian Countdown Signals	Locations will be scored at the time of allocation. See text for more details.						
New Traffic Signs	Locations will be scored at the time of allocation. See text for more details.						

**Prioritization Criteria Definitions:**

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

**Community Support:** Project has clear and diverse community support and/or was it identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program.

Three points for a project in an adopted community based plan with evidence of diverse community support.

Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups.

One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

**Table 3 - Prioritization Criteria and Scoring Table  
New Signals and Sign (EP 31)**

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

**New Equipment Subcategory:**

**Safety:** Improves or mitigates a documented unsafe condition -- Improves worker safety.

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

**Improves Project Delivery Rate:** Supports accelerated project delivery (e.g., additional paint truck).

**All Other Subcategories:**

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

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

**Supports Transit First:** Project improves transit service and reduces delay for transit vehicles at intersections controlled by traffic signals.

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

FY 2015/16

**Project Name:** Traffic Signal Conduit

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

**ENVIRONMENTAL CLEARANCE**

**Type :** Categorically Exempt      **Completion Date (mm/dd/yy)**

**Status:** Underway     

**PROJECT DELIVERY MILESTONES**

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

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

**Project Name:** Traffic Signal Conduit

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

**COST SUMMARY BY PHASE - CURRENT REQUEST**

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$ 550,000	\$ 550,000	
Procurement (e.g. rolling stock)				
		\$550,000	\$550,000	\$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)	\$ 75,000	Actuals + SFMTA Estimate to complete
R/W Activities/Acquisition		
Construction	\$ 550,000	SFMTA Estimate based on previous projects
Procurement (e.g. rolling stock)		
<b>Total:</b>	<b>\$ 625,000</b>	

**% Complete of Design:** 30 as of 4/15/15  
**Expected Useful Life:** 30 Years

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

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.

**Traffic Signal Conduit**

<b>CONSTRUCTION PHASE</b>	<b>Cost-Estimate</b>	<b>% of Contract Cost</b>	<b>Performed by</b>
1 Contract Cost	\$380,000		Contractor
2 Contingency (15%)	\$57,000	15%	N/A
3 Construction Engineering/ Inspection	\$57,060	15%	SFPW (Bureau of Construction Management)
3 Construction Support	\$54,796	14%	SFMTA Engineering & Shops
4 City Attorney Fees	<u>\$1,000</u>		City Attorney's Office
<b>Construction Phase Subtotal</b>	<b>\$549,856</b>		
<b>Rounded to</b>	<b>\$550,000</b>		

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

AGENCY STAFF

MFB = Mandatory Fringe Benefits
FTE = Full Time Equivalent employee

**I SFMTA Labor**

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Approved Overhead Rate	Overhead = (Salary+MFB) x Approved Overhead Rate	(Fully Burdened) Salary + MFB + Overhead	FTE Ratio	Hours	Cost
Electrician (7345)	97,084	60,855	\$ 157,939	0.803	\$ 126,825	\$ 284,764	0.022	46	\$ 6,298
Senior Engineer (5211)	155,766	85,640	\$ 241,406	0.803	\$ 193,849	\$ 435,256	0.007	14	\$ 2,930
Engineer (5241)	134,576	75,738	\$ 210,314	0.803	\$ 168,882	\$ 379,196	0.019	40	\$ 7,292
Assistant Engineer (5203)	99,944	60,044	\$ 159,988	0.803	\$ 128,470	\$ 288,458	0.133	276	\$ 38,276
<b>Total</b>							<b>0.181</b>	<b>376</b>	<b>\$ 54,796</b>

**II SFPW Bureau of**

**Construction Management**

Overhead Rate: 2.71

Hours	Position	Base Salary	Fully Burdened	FTE	Cost
24	Senior Engineer (5211)	\$ 155,766	\$ 422,126	0.012	\$ 4,871
60	Engineer (5241)	\$ 134,576	\$ 364,701	0.029	\$ 10,520
320	Assistant Engineer (5203)	\$ 99,944	\$ 270,848	0.154	\$ 41,669
404	<b>Total</b>			0.194	<b>\$ 57,060</b>

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

FY 2015/16

**Project Name:** Traffic Signal Conduit

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

Prop K Funds Requested: \$550,000

5-Year Prioritization Program Amount: \$550,000 (enter if appropriate)

Strategic Plan Amount for Requested FY: SEE BELOW

**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 amount of Prop K funds available for allocation in Fiscal Year 2015/16 for Follow-the-Paving projects in the Signals and Signs and New Signals and Signs 5YPPs.

The Strategic Plan amount (\$17,703,600) is the entire amount programmed in the Signals and Signs and New Signals and Signs categories in Fiscal Year 2015/16 (\$13,540,229 and \$2,235,000 respectively); programmed but unallocated funds from prior fiscal years in both categories (\$1,526,995 and \$95,000 respectively); and cumulative remaining programming capacity in both categories (\$156,376 and \$150,000 respectively).

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K sales tax		\$550,000		\$550,000
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>		\$550,000	\$0	\$550,000

Actual Prop K Leveraging - This Phase:	0.00%	\$550,000
Expected Prop K Leveraging per Expenditure Plan	37.28%	Total from Cost worksheet



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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)				
Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.				
Fund Source	Planned	Programmed	Allocated	Total
SFMTA Funds		\$75,000		\$75,000
Prop K sales tax		\$550,000		\$550,000
				\$0
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>		\$625,000	\$0	\$ 625,000

Actual Prop K Leveraging - Entire Project:	12.00%	\$ 625,000
Expected Prop K Leveraging per Expenditure Plan:	37.28%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	NA	

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

Prop K Funds Requested: \$550,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$330,000	60.00%	\$220,000
FY 2016/17	\$220,000	40.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	<b>\$550,000</b>		

Prop AA Funds Requested: \$0

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

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$550,000	Construction
<b>Total:</b>	<b>\$550,000</b>		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 31	FY 2015/16	\$150,000	27.00%	\$400,000
Prop K EP 33	FY 2015/16	\$180,000	33.00%	\$220,000
Prop K EP 33	FY 2016/17	\$220,000	40.00%	\$0
			0.00%	\$0
			0.00%	\$0
<b>Total:</b>		<b>\$550,000</b>	<b>100%</b>	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 31	FY 2015/16	Construction	\$150,000	27%	\$400,000
Prop K EP 33	FY 2015/16	Construction	\$180,000	60%	\$220,000
Prop K EP 33	FY 2016/17	Construction	\$220,000	100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$550,000</b>		

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

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

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

**Deliverables:**

1.
2.

**Special Conditions:**

1. As a condition of this allocation, the SFMTA acknowledges that environmental review has not been done. Prior to approval of the project, SFMTA will conduct review under the California Environmental Protection Act (CEQA). SFMTA shall not proceed with the approval of the project until there has been complete compliance with CEQA. Prior to billing for any construction funds, if requested by the Transportation Authority, the SFMTA will provide the Authority with documentation confirming that CEQA review has been completed.
2. SFMTA may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$550,000) pending receipt of evidence of completion of environmental clearance and design (e.g. copy of certifications page).
3. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year in which SFMTA incurs charges.

**Notes:**

1.
2.

Supervisory District(s):

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

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

SFCTA Project Reviewer:

Project # from SGA:

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

**SUB-PROJECT DETAIL**

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

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 31	FY 2015/16	Construction	\$150,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$150,000</b>		

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

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 33	FY 2015/16	Construction	\$180,000	45%	\$220,000
Prop K EP 33	FY 2016/17	Construction	\$220,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$400,000</b>		

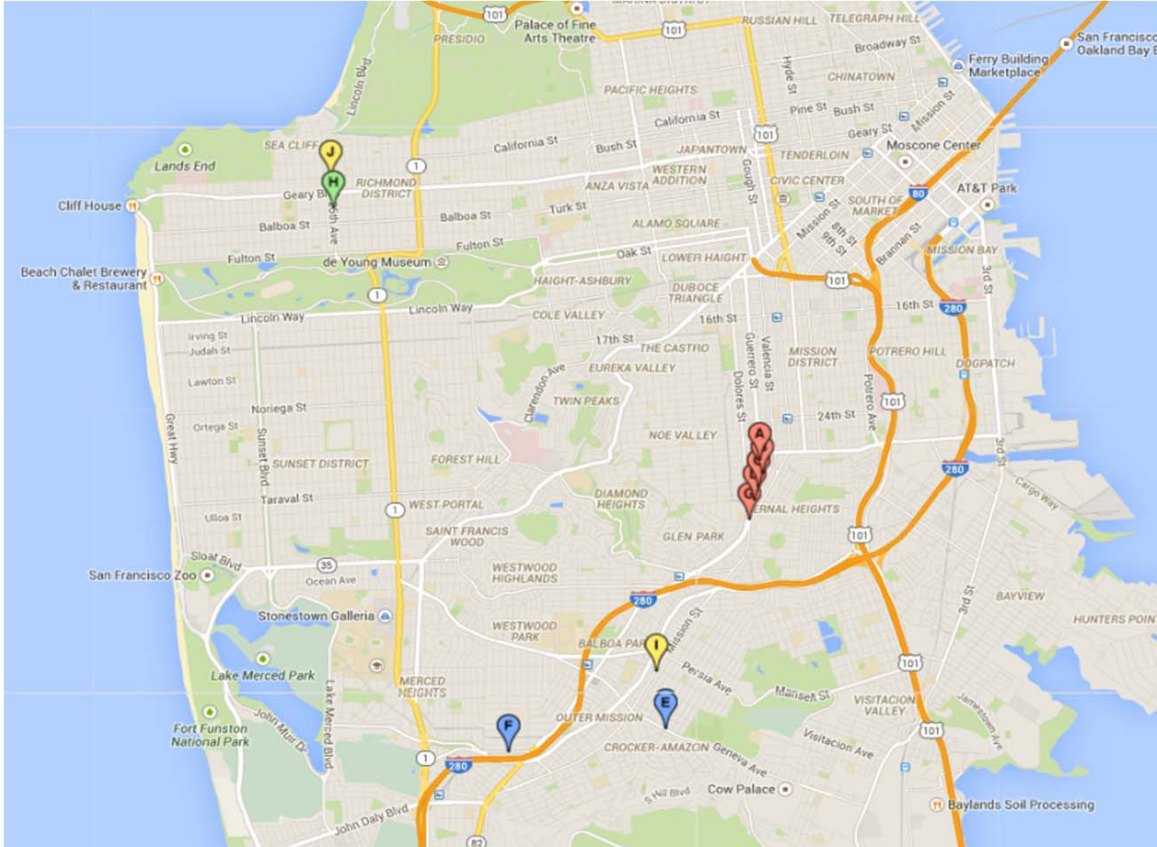
**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form**

**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.

**Traffic Signal Conduit**



No.	Letter	First	Cross	
1	A	27th St	Guerrero	
2	B	28th St	Guerrero	
3	C	29th St	San Jose	
4	D	30th St	San Jose	
5	E	Geneva	Naples	
6	F	Capitol	Sagamore	
7	G	San Jose	Dolores	
8	H	25th	Anza	if funds allow
9	I	Mission	Onondaga	if funds allow
10	J	25th	Clement	if funds allow

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

FY of Allocation Action:

2015/16

Current Prop K Request:

\$ 550,000

Current Prop AA Request:

\$ -

Project Name:

Traffic Signal Conduit

Implementing Agency:

San Francisco Municipal Transportation Agency

### Signatures

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

#### Project Manager

Name (typed): Manito Velasco

Title: Engineer

Phone: (415) 701-4447

Fax:

Email: manito.velasco@sfmta.com

Address: 1 South Van Ness, 7th floor San Francisco, CA 94103-5417

Signature:

Date:

#### Grants Section Contact

Joel C. Goldberg

Manager, Capital Procurement & Management

(415) 701-4499

Joel.Goldberg@sfmta.com

Address: 1 South Van Ness, 8h floor San Francisco, CA 94103-5417

Signature:

Date:

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

FY of Allocation Action:

Project Name:

Implementing Agency:

**EXPENDITURE PLAN INFORMATION**

Prop K Category:	<input type="text" value="C. Street &amp; Traffic Safety"/>	Gray cells will automatically be filled in.
Prop K Subcategory:	<input type="text" value="iii. System Maintenance and Renovations (streets)"/>	
Prop K EP Project/Program:	<input type="text" value="a. Signals and Signs"/>	
Prop K EP Line Number (Primary):	<input type="text" value="33"/>	Current Prop K Request: <input type="text" value="\$518,000"/>
Prop K Other EP Line Numbers:	<input type="text"/>	

Prop AA Category:

Current Prop AA Request:

Supervisory District(s):

**SCOPE**

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

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

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

**Background and Scope**

The San Francisco Municipal Transportation Agency (SFMTA) is seeking \$518,000 from Prop K Sales Tax funds toward the design phase of 14 traffic signal upgrade locations and related pedestrian improvements to be constructed under Traffic Signal Upgrade Contract 34. These are locations where safety issues have been identified by Agency staff in the course of its regular review of operations and collision patterns. Locations that have patterns of left turn or broadside collisions can be improved through separated left turn phasing and/or improved signal visibility. Intersections that are improved will include the addition of pedestrian countdown signals (PCS) and curb ramps where missing. Other improvements at signal upgrade locations will include new controllers, conduit, wiring, poles and mast arm mounted signals where they are needed to implement the signal modifications. It should also be noted that at least 3 of the locations are high injury locations for cyclists and signal improvements are intended to mitigate the problems that exist there. Also also noted are the relevant pedestrian safety improvement associated with each signal upgrade.

**Project Scope and Benefits**

The locations under this project are described in Table 1 below. The table describes the intended project scope, number of curb ramps anticipated to be included in the project, supervisory district and whether the intersection is located on a Vision Zero High-Injury Network. The table also indicates when the intersection was first installed, which is an indication of the age of the signal infrastructure. Some intersections have been upgraded since and in that case, a second year is stated on the table. In cases where the intersection has not been upgraded over the last 30 years, the project will replace all underground and above-ground signal infrastructure including conduits and poles. The typical life-cycle of a traffic signal is 30 years.

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

### Location Selection Criteria

The intersections in this scope were selected after careful review by SFMTA staff of traffic operations and collision patterns on a regular basis. Locations are prioritized based on collision history, traffic volumes, benefits to roadway users including pedestrians, bicyclists, transit and motorists, proximity to schools or senior centers and any joint departmental opportunities (e.g. scheduled paving projects, corridor improvements).

### Implementation

The SFMTA Sustainable Streets Division will manage the scope of the detailed design including design review and contract preparation. The Department of Public Works' (DPW's) Bureau of Engineering or the SFMTA's Muni Engineering Division will manage the issuance and administration of the contract for construction (by competitively bid contract).

#### Task

Electrical Design

Curb Ramp Design

Review of Electrical Design

Construction Management

Contract Support

Construction Support

#### Work Performed By

SFMTA Sustainable Streets Division

DPW Streets and Highways

DPW Bureau of Engineering

DPW Infrastructure Construction Management

DPW Bureau of Engineering

SFMTA Sustainable Streets Division



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

**TABLE 1. CONTRACT 34 LOCATIONS**

ID	Intersection *	Scope	Ped Safety Element	Curb Ramps to be built	District	Vision Zero High Injury Network
1	7 <sup>th</sup> and Brannan Streets (1957, 2002)	Add protected left turn phasing on Brannan	Minimize ped conflicts with left turns	TBD	6	
2	11 <sup>th</sup> , 13 <sup>th</sup> , Bryant and Division Streets (1956, 1997)	Add protected left turn phasing; high injury location for cyclists	Minimize ped conflicts with left turns	TBD	6	Y
3	24 <sup>th</sup> and Dolores Streets (1953)	Add protected left turn	Add PCS crossing 24th	0	8	
4	43 <sup>rd</sup> and Fulton Streets (1972)	Add protected left turn	Add PCS crossing 43rd	0	1	
5	Aleman and Putnam Streets (1956, 1990?)	Improve Signal Visibility and pole placement	Add PCS crossing freeway ramp	TBD	9	Y
6	Arguello and Fulton Streets (1952, 1990?)	Add protected left turn phasing; high injury location for cyclists; full upgrade	Add PCS crossing Arguello	0	1	Y
7	Battery and Pine Streets (1949)	Improve Signal Visibility	Minimize red light running	TBD	3	Y
8	California and Laguna Streets (1970)	Improve Signal Visibility	Add PCS at all crossings	TBD	2, 5	Y
9	California and Buchanan Streets (1985)	Improve Signal Visibility	Add PCS at all crossings	TBD	2, 5	Y
10	Capitol and Sagamore Streets (1976)	Improve Signal Visibility; improve bike lane alignment		0	11	
11	Dewey and Laguna Honda Boulevard (1954, 1990s)	Improve Signal Visibility; Reconfigure islands to facilitate bus turns	Open west crosswalk (currently closed)	4	7	
12	Duboce Ave and Valencia Street (1955, 1996)	Add protected left turn phasing; high injury location for cyclists		TBD	6	Y
13	Lake Merced Blvd and Higuera Ave (2002)	Improve Signal Visibility; Add streetlighting	Improve visibility for pedestrians	2	7	
14	Oak Street and Masonic Avenue (1955, 2002)	Add protected left turn phase	Minimize ped conflicts with left turns	TBD	5	Y

\* First year shown indicates when signal was first installed. A 2<sup>nd</sup> date shows when signal was last upgraded.

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

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

**Prioritization Criteria Definitions:**

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

**Community Support:** Project has clear and diverse community support and/or was it identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program.

Three points for a project in an adopted community based plan with evidence of diverse community support.

Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups.

One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

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

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

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

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

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

FY 2015/16

Project Name: Traffic Signal Upgrade Contract 34 [Vision Zero]

Implementing Agency: San Francisco Municipal Transportation Agency

**ENVIRONMENTAL CLEARANCE**

Type : Categorically Exempt

Completion Date  
(mm/dd/yy)

Status: Underway

10/31/15

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

**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.

<u>Milestone</u>	<u>Complete</u>
Design	August 2016
Advertise for Construction	December 2016
Construction Begins	April 2017
Open for Use	June 2018

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

FY 2015/16

**Project Name:** Traffic Signal Upgrade Contract 34 [Vision Zero]

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

**COST SUMMARY BY PHASE - CURRENT REQUEST**

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

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

Cost for Current Request/Phase		
	Yes/No	
Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	<input type="text"/>	
Environmental Studies (PA&ED)	<input type="text"/>	
Design Engineering (PS&E)	Yes	\$518,000
R/W Activities/Acquisition	<input type="text"/>	
Construction	<input type="text"/>	
Procurement (e.g. rolling stock)	<input type="text"/>	
<b>Total:</b>		\$518,000      \$518,000      \$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	<input type="text"/>	
Environmental Studies (PA&ED)	<input type="text"/>	
Design Engineering (PS&E)	\$518,000	SFMTA Estimate based on previous projects
R/W Activities/Acquisition	<input type="text"/>	
Construction	\$ 2,782,000	SFMTA Estimate based on previous projects
Procurement (e.g. rolling stock)	<input type="text"/>	
<b>Total:</b>	<b>\$ 3,300,000</b>	

**% Complete of Design:** 0 as of 4/15/15

**Expected Useful Life:** 30 Years

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

**MAJOR LINE ITEM BUDGET**

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

**Traffic Signal Upgrade Contract 34 [Vision Zero]**

DESIGN PHASE	Cost	Performed by	Budget Detail Reference
<b>Task</b>			
Detailed Design & Coordination	\$215,705	SFMTA	<a href="#">I</a>
Electrical Design Review	\$173,752	SFPW (BOE)	<a href="#">II</a>
Curb Ramp Design	\$127,249	SFPW (BOE)	<a href="#">III</a>
City Attorney Review	\$1,000	City Attorney	
<b>Total</b>	<b>\$ 517,706</b>		
<b>DESIGN PHASE COST</b>		<b>\$ 518,000</b>	

CONSTRUCTION PHASE	Cost Estimate	% of Contract Cost	Performed by
1 Contract Cost	\$1,700,000		Contractor
2 Contingency (10%)	\$170,000	10%	N/A
3 Controllers	\$200,000	12%	
4 City Furnished Signal Hardware	\$100,000	6%	Procurement of APS and Sensys Veh Detection
5 Contract Prep & DPW Eng Support	\$17,000	1%	DPW (Bureau of Engineering)
6 Construction Engineering/ Inspection	\$204,000	12%	DPW (Bureau of Construction Mgmt)
7a Public Affairs	\$17,000	1%	DPW (Bureau of Construction Mgmt)
7b Material Testing	\$68,000	4%	DPW (Bureau of Construction Mgmt)
7c Wage Check	\$85,000	5%	DPW (Bureau of Construction Mgmt)
8 Construction Support	\$221,000	13%	SFMTA Eng & Shops
<b>Construction Phase Subtotal</b>	<b>\$2,782,000</b>		
<b>Rounded to</b>	<b>\$2,782,000</b>		
<b>TOTAL COST OF ALL PHASES</b>	<b>\$3,300,000</b>		

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

**AGENCY STAFF (DESIGN PHASE)**

MFB = Mandatory Fringe Benefits
FTE = Full Time Equivalent employee

**I SFMTA Labor**

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Approved Overhead Rate	Overhead = (Salary+MFB) x Approved Overhead Rate	(Fully Burdened) Salary + MFB + Overhead	FTE Ratio	Hours	Cost
Electrician (7345)**	97,084	60,855	\$ 157,939	0.803	\$ 126,825	\$ 284,764	0.144	300	\$ 41,072
Senior Engineer (5211)	155,766	85,640	\$ 241,406	0.803	\$ 193,849	\$ 435,256	0.039	82	\$ 17,159
Engineer (5241)	134,576	75,738	\$ 210,314	0.803	\$ 168,882	\$ 379,196	0.096	200	\$ 36,461
Associate Engineer (5207)	116,246	67,172	\$ 183,418	0.803	\$ 147,285	\$ 330,703	0.156	325	\$ 51,672
Assistant Engineer (5203)	99,944	60,044	\$ 159,988	0.803	\$ 128,470	\$ 288,458	0.240	500	\$ 69,341
<b>Total</b>							<b>0.676</b>	<b>1,407</b>	<b>\$ 215,705</b>

**II DPW Bureau of Engineering (BOE) - Electrical Review**

Overhead Rate: 2.71

Hours	Position	Base Salary	Fully Burdened	FTE	Cost
60	Senior Engineer (5211)	\$ 155,766	\$ 422,126	0.029	\$ 12,177
320	Engineer (5241)	\$ 134,576	\$ 364,701	0.154	\$ 56,108
400	Assistant Engineer (5203)	\$ 99,944	\$ 270,848	0.192	\$ 52,086
480	Engineer Associate I (5364)	\$ 85,357	\$ 231,317	0.231	\$ 53,381
1260	Total			0.606	\$ 173,752

**III DPW Bureau of Engineering (BOE) - Curb Ramp Design**

Overhead Rate: 2.71

Hours	Position	Base Salary	Fully Burdened	FTE	Cost
40	Senior Engineer (5211)	\$ 155,766	\$ 422,126	0.019	\$ 8,118
120	Engineer (5241)	\$ 134,576	\$ 364,701	0.058	\$ 21,040
480	Assistant Engineer (5203)	\$ 99,944	\$ 270,848	0.231	\$ 62,503
320	Engineer Associate I (5364)	\$ 85,357	\$ 231,317	0.154	\$ 35,587
960	Total			0.462	\$ 127,249

\* Base Salary is step 5 for each classification in effect today.  
 \*\* Electricians receive a 5% premium when assigned as traffic signal electricians  
 \*\*\* Construction Inspectors receive a 5% premium when acting in that capacity

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

FY 2015/16

Project Name: Traffic Signal Upgrade Contract 34 [Vision Zero]

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

Prop K Funds Requested: \$518,000  
 5-Year Prioritization Program Amount: \$564,524 (enter if appropriate)  
 Strategic Plan Amount for Requested FY: \$16,671,600

**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 amount of Prop K funds available for allocation in Fiscal Year 2015/16 for the design phase of Traffic Signal Upgrades (15 Locations) in the Signals and Signs 5YPP.  
 The Strategic Plan amount is the entire amount programmed in the Signals and Signs category in Fiscal Year 2015/16 (\$13,540,229); programmed but unallocated funds from prior fiscal years (\$2,974,995); and cumulative remaining programming capacity (\$156,376).

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K sales tax		\$518,000		\$518,000
				\$0
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>		\$518,000	\$0	\$518,000

Actual Prop K Leveraging - This Phase: 0.00%  
 Expected Prop K Leveraging per Expenditure Plan: 41.47%

\$518,000  
Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

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

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K sales tax		\$3,300,000		\$3,300,000
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>		\$3,300,000	\$0	\$ 3,300,000

Actual Prop K Leveraging - Entire Project:	0.00%	\$ 3,300,000
Expected Prop K Leveraging per Expenditure Plan:	41.47%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	NA	

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

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

Prop K Funds Requested: \$518,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$130,000	25.00%	\$388,000
FY 2016/17	\$388,000	75.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	<b>\$518,000</b>		

Prop AA Funds Requested: \$0

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



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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation		
	\$518,000		Design Engineering (PS&E)
<b>Total:</b>	<b>\$518,000</b>		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 33	FY 2015/16	\$130,000	25.00%	\$388,000
Prop K EP 33	FY 2016/17	\$388,000	75.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
<b>Total:</b>		<b>\$518,000</b>	<b>100%</b>	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 33	FY 2015/16	Design Engineering (PS&E)	\$130,000	25%	\$388,000
Prop K EP 33	FY 2016/17	Design Engineering (PS&E)	\$388,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$518,000</b>		

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

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

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

**Deliverables:**

1.
2.
3.

**Special Conditions:**

1.
2.

**Notes:**

1.

Supervisory District(s):

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

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

SFCTA Project Reviewer:

Project # from SGA:

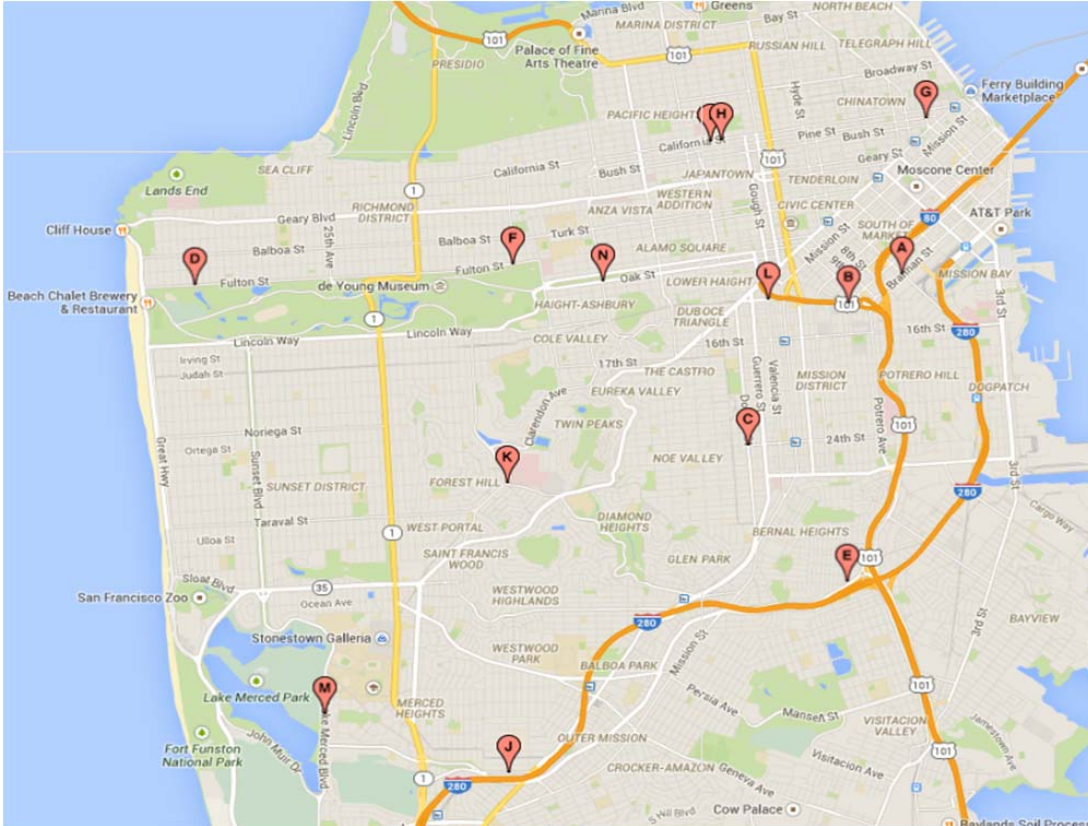
**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form**

**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.

**Traffic Signal Upgrade Contract 34 [Vision Zero]**



No	Location	Scope
1	7th and Brannan	LT Phasing
2	11th and Bryant	LT Phasing
3	24th and Dolores	LT Phasing, add PCS, full upgrade
4	43rd Avenue and Fulton	LT Phasing, add PCS, full upgrade
5	Alemany and Putnam	Relocate pole, add PCS
6	Arguello and Fulton	LT Phasing, add PCS
7	Battery and Pine	Signal visibility, full Upgrade
8	California and Laguna	Signal visibility, add PCS, full upgrade
9	California and Buchanan	Signal visibility, add PCS, full upgrade
10	Capitol and Sagamore	Remove median poles, full upgrade
11	Dewey and Laguna Honda	Rechannelize, cut median, open crosswalk
12	Duboce and Valencia	LT Phasing
13	Lake Merced and Higuera	Install streetlight
14	Oak and Masonic	LT Phasing

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



Traffic Controller and new curb ramps



Pedestrian Countdown Signal



Mast Arm Signal

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

FY of Allocation Action: 2015/16      Current Prop K Request: \$ 518,000  
 Current Prop AA Request: \$ -

Project Name: Traffic Signal Upgrade Contract 34 [Vision Zero]

Implementing Agency: San Francisco Municipal Transportation Agency

**Signatures**

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

**Project Manager**

**Grants Section Contact**

Name (typed): Manito Velasco

Joel C. Goldberg

Title: Engineer

Manager, Capital Procurement & Management

Phone: (415) 701-4447

(415) 701-4499

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

\_\_\_\_\_

Email: manito.velasco@sfmta.com

Joel.Goldberg@sfmta.com

Address: 1 South Van Ness, 7th floor San Francisco, CA 94103-5417

1 South Van Ness, 8h floor San Francisco, CA 94103-5417

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

\_\_\_\_\_

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

\_\_\_\_\_



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

**FY of Allocation Action:**

**Project Name:**

**Implementing Agency:**

**EXPENDITURE PLAN INFORMATION**

<b>Prop K Category:</b>	<input type="text" value="C. Street &amp; Traffic Safety"/>	Gray cells will automatically be filled in.
<b>Prop K Subcategory:</b>	<input type="text" value="iii. System Maintenance and Renovations (streets)"/>	
<b>Prop K EP Project/Program:</b>	<input type="text" value="a. Signals and Signs"/>	
<b>Prop K EP Line Number (Primary):</b>	<input type="text" value="33"/>	<b>Current Prop K Request:</b> <input type="text" value="\$300,000"/>
<b>Prop K Other EP Line Numbers:</b>	<input type="text"/>	

**Prop AA Category:**

**Current Prop AA Request:** \$

**Supervisorial District(s):**

**SCOPE**

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

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

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

The San Francisco Municipal Transportation Agency (SFMTA) requests \$300,000 in construction funds for the 3rd Street Light Rail Traffic Signal Detection Upgrade Project - Phase 1, which will upgrade vehicle detection systems for traffic signals at 12 intersections along 3rd Street.

**Background and Scope**

This project is intended to replace the video-based vehicle detection systems currently installed along the 3rd Street Light Rail Corridor with the more reliable wireless system. When the 3rd Street light rail signals were installed in 2004, the most effective technology at the time was via video cameras mounted on signal poles. Since then, our experience has shown that the video cameras have not been consistently reliable. We have received complaints from local drivers that the cameras at times miss their presence, which results in significant delays to cross street traffic. There may also be instances of ‘false calls’ when the camera ‘detects’ a vehicle that may not be there, which results in unnecessary delays to the streetcar line. The newer wireless detection technology has since been proven more worthy in other applications in the City and statewide. This first phase will upgrade the detection system to wireless detection at 12 intersections along 3rd Street between 18th Street and Burke Avenue, where we have received complaints and observed the problem:

- |                    |                            |
|--------------------|----------------------------|
| 1) 3rd/18th Street | 7) 3rd/25th Street         |
| 2) 3rd/19th Street | 8) 3rd/26th Street         |
| 3) 3rd/20th Street | 9) 3rd/Cesar Chavez Street |
| 4) 3rd/22nd Street | 10) 3rd/Marin Street       |
| 5) 3rd/23rd Street | 11) 3rd/Cargo Way          |
| 6) 3rd/24th Street | 12) 3rd/Burke Ave          |

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

Wireless sensors, capable of detecting vehicles and bicycles, will be installed in the roadway. When a vehicle or bicycle is detected, the sensor will communicate wirelessly to an access point mounted on a pole at the intersection. The access point will be physically connected to and communicates with the traffic signal controller via a Cat-5 cable. When the signal controller receives an input from the detection system, the controller will provide a green to the approach at the next assigned opportunity in the signal cycle, all while serving minimum pedestrian and vehicular clearance times, as well as any transit priority programming.

The proposed wireless detection system will operate independently from the Vetag transit priority system on 3rd Street. Vetag will continue to detect light rail vehicles, while the wireless detection system will detect vehicles and bicycles in the traffic lanes. Vetag signals pass through a Vetag cabinet and provide input to the signal controller, whereas the wireless detection system will be directly connected to the controller. Existing controllers and cabinets can accommodate wireless detection and no upgrades are needed.

### **Project Benefits**

The video cameras currently in place have a number of disadvantages. First, the detection is not reliable in that the Agency has received complaints from local drivers who felt they had to wait an inordinate amount of time before getting their green light. There are also instances of false detections that negatively affect transit on 3<sup>rd</sup> Street. Secondly, the cameras are not easy to maintain with lenses often obscured and the camera mountings misaligned by wind. It usually requires a multi-person crew equipped with a 'bucket truck' to make adjustments to the camera.

The vehicle detection does not affect pedestrian safety. Pedestrian detection via pushbuttons is independent of the vehicle detection. Pedestrians will get a full Walk and flashing red hand countdown indication after a button is pressed. Wireless detectors can also easily detect bicycles and motorcycles.

The SFMTA has installed wireless detection to replace failed traffic detection loops and video detection operated in conjunction with transit signal priority at a number of intersections along rail lines including 2nd/ King, Bay/ Embarcadero and Embarcadero/ Folsom. It is reliable and more accurate. It is also easier to install, requiring a small crew and a truck. Lanes are thus closed only a short period of time compared to the installation or maintenance of a video camera.

### **Location Selection Criteria**

There are 67 intersections along the 3<sup>rd</sup> St Light Rail corridor that require the upgrade to wireless detection. Agency staff selected these 12 intersections in the Dogpatch neighborhood based on complaints received from the public and observations by staff electricians and engineers. Phase II is anticipated to start in FY 2016/17, with Phase III possibly starting as soon as FY 17/18.

### **Implementation**

The SFMTA's Signal Shop staff will procure the detection hardware and perform the installations. We anticipate completing the installations within 12 to 18 months.



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

FY 2015/16

Project Name: 3rd Street Traffic Signal Detection Upgrade - Phase 1

Implementing Agency: San Francisco Municipal Transportation Agency

**ENVIRONMENTAL CLEARANCE**

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

**Project Name:** 3rd Street Traffic Signal Detection Upgrade - Phase 1

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

**COST SUMMARY BY PHASE - CURRENT REQUEST**

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

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

Cost for Current Request/Phase		
	Yes/No	
Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	<input type="text"/>	
Environmental Studies (PA&ED)	<input type="text"/>	
Design Engineering (PS&E)	<input type="text"/>	
R/W Activities/Acquisition	<input type="text"/>	
Construction	Yes	\$ 300,000
Procurement (e.g. rolling stock)	<input type="text"/>	
<b>Total:</b>		<b>\$300,000      \$300,000      \$0</b>

**COST SUMMARY BY PHASE - ENTIRE PROJECT**

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	<input type="text"/>	
Environmental Studies (PA&ED)	<input type="text"/>	
Design Engineering (PS&E)	<input type="text"/>	
R/W Activities/Acquisition	<input type="text"/>	
Construction	\$ 300,000	SFMTA Estimate based on previous projects
Procurement (e.g. rolling stock)	<input type="text"/>	
<b>Total:</b>	<b>\$ 300,000</b>	

**% Complete of Design:** 0 as of 4/17/15

**Expected Useful Life:** 30 Years

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

**MAJOR LINE ITEM BUDGET**

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

**3rd Street Traffic Signal Detection Upgrade - Phase 1**

CONSTRUCTION PHASE	Cost		Performed by	Budget Detail Reference
Project Element	One Intersection	12 Intersections		
Wireless Signal Detection Hardware	\$18,000	\$216,000	Procured by SFMTA	
Labor	\$4,837	\$58,045	Engineering/Signal Shop	
City Atty		\$1,000		
Contingency (5%)	\$2,042	\$24,502		
Total	\$ 24,879	\$ 299,547		
<b>ROUNDED TOTAL COST</b>		<b>\$ 300,000</b>		

**AGENCY STAFF (CONSTRUCTION PHASE)**

MFB = Mandatory Fringe Benefits
FTE = Full Time Equivalent employee

**I SFMTA Labor**

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Approved Overhead Rate	Overhead = (Salary+MFB) x Approved Overhead Rate	(Fully Burdened) Salary + MFB + Overhead	FTE Ratio	Hours	Cost
Electrician (7345)**	97,084	60,855	\$ 157,939	0.803	\$ 126,825	\$ 284,764	0.016	34	\$ 4,655
Engineer (5241)	134,576	75,738	\$ 210,314	0.803	\$ 168,882	\$ 379,196	0.000	1	\$ 182
<b>Total</b>							<b>0.017</b>	<b>35</b>	<b>\$ 4,837</b>

\* Base Salary is step 5 for each classification in effect today.

\*\* Electricians receive a 5% premium when assigned as traffic signal electricians

\*\*\* Construction Inspectors receive a 5% premium when acting in that capacity

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

FY 2015/16

**Project Name:** 3rd Street Traffic Signal Detection Upgrade - Phase 1

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

Prop K Funds Requested: \$300,000

5-Year Prioritization Program Amount: \$300,000 (enter if appropriate)

Strategic Plan Amount for Requested FY: \$16,671,600

**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 amount of Prop K funds available for Replace Video Detection on 3rd Street Phase 1 in Fiscal Year 2015/16 from the Traffic Signal Upgrades subcategory of the Signals and Signs 5YPP.

The Strategic Plan amount is the entire amount programmed in the Signals and Signs category in Fiscal Year 2015/16 (\$13,540,229); programmed but unallocated funds from prior fiscal years (\$2,974,995); and cumulative remaining programming capacity (\$156,376).

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K sales tax		\$300,000		\$300,000
				\$0
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>		\$300,000	\$0	\$300,000

Actual Prop K Leveraging - This Phase: 0.00% \$300,000

Expected Prop K Leveraging per Expenditure Plan 41.47% Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

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

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

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

Actual Prop K Leveraging - Entire Project:		<b>\$ 300,000</b>
Expected Prop K Leveraging per Expenditure Plan:	41.47%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	NA	

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

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

Prop K Funds Requested: \$300,000

**Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule**

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$200,000	67.00%	\$100,000
FY 2016/17	\$100,000	33.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	<b>\$300,000</b>		

Prop AA Funds Requested: \$0

**Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule**

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
<b>Total:</b>	<b>\$0</b>		

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$300,000	Construction
<b>Total:</b>	<b>\$300,000</b>		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 33	FY 2015/16	\$200,000	67.00%	\$100,000
Prop K EP 33	FY 2016/17	\$100,000	33.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
<b>Total:</b>		<b>\$300,000</b>	<b>100%</b>	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 33	FY 2015/16	Construction	\$200,000	67%	\$100,000
Prop K EP 33	FY 2016/17	Construction	\$100,000	100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$300,000</b>		

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

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

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

**Deliverables:**

1.
2.
3.

**Special Conditions:**

1.
2.

**Notes:**

1.

Supervisory District(s):

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

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

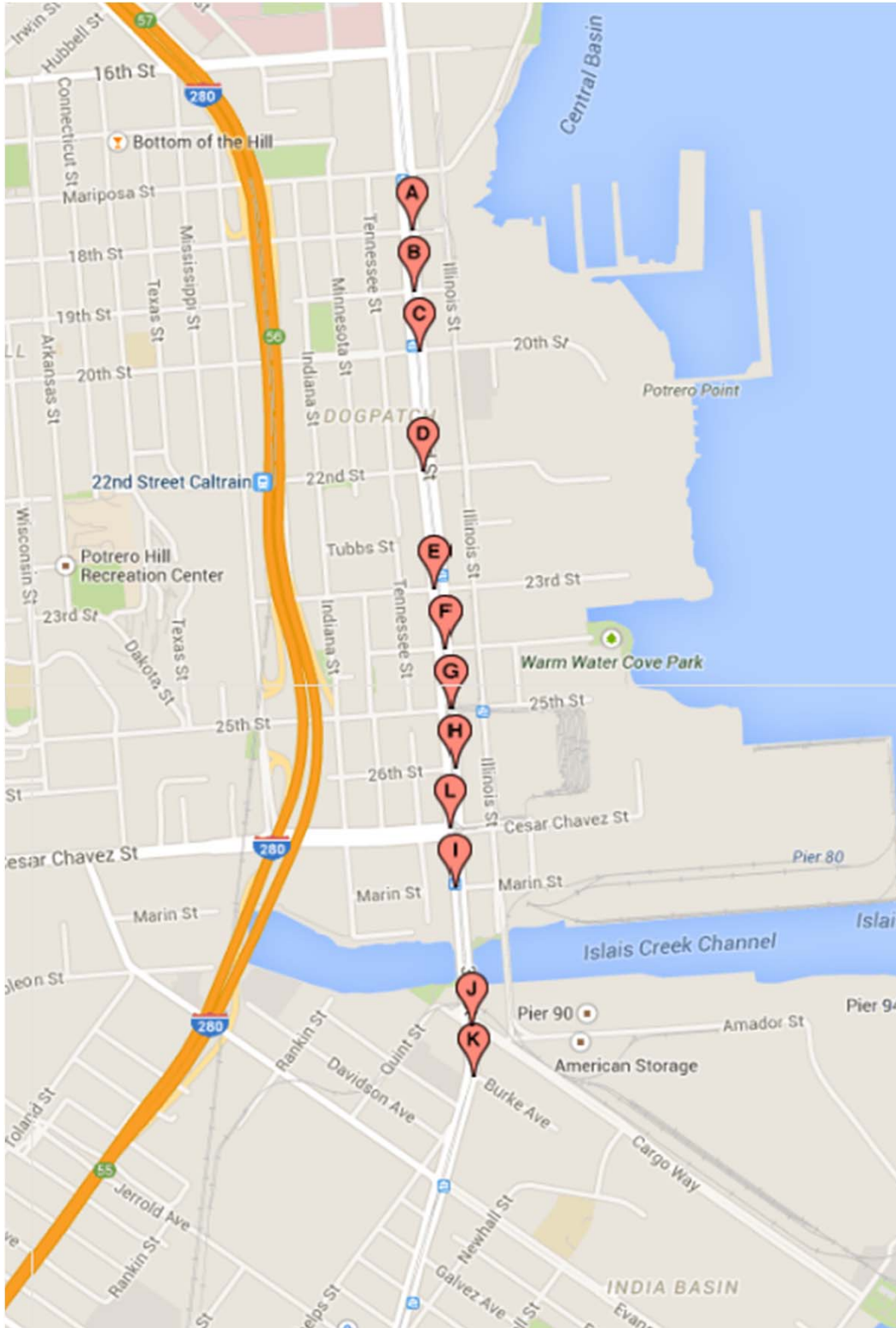
SFCTA Project Reviewer:

Project # from SGA:

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

### MAPS AND DRAWINGS

#### 3rd Street Traffic Signal Detection Upgrade - Phase 1





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

FY of Allocation Action: 2015/16      Current Prop K Request: \$ 300,000  
 Current Prop AA Request: \$ -

Project Name: 3rd Street Traffic Signal Detection Upgrade - Phase 1

Implementing Agency: San Francisco Municipal Transportation Agency

**Signatures**

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

**Project Manager**

**Grants Section Contact**

Name (typed): Manito Velasco

Joel C. Goldberg

Title: Engineer

Manager, Capital Procurement & Management

Phone: (415) 701-4447

(415) 701-4499

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

\_\_\_\_\_

Email: manito.velasco@sfmta.com

Joel.Goldberg@sfmta.com

Address: 1 South Van Ness, 7th floor San Francisco, CA 94103-5417

1 South Van Ness, 8h floor San Francisco, CA 94103-5417

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

\_\_\_\_\_

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

\_\_\_\_\_



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

FY of Allocation Action:

Project Name:

Implementing Agency:

**EXPENDITURE PLAN INFORMATION**

Prop K Category:	<input type="text" value="C. Street &amp; Traffic Safety"/>	Gray cells will automatically be filled in.
Prop K Subcategory:	<input type="text" value="iii. System Maintenance and Renovations (streets)"/>	
Prop K EP Project/Program:	<input type="text" value="a. Signals and Signs"/>	
Prop K EP Line Number (Primary):	<input type="text" value="33"/>	Current Prop K Request: <input type="text" value="\$630,000"/>
Prop K Other EP Line Numbers:	<input type="text"/>	

Prop AA Category:

Current Prop AA Request:

Supervisorial District(s):

**SCOPE**

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

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

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

See next page.

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

**Introduction:**

The SFMTA is seeking \$630,000 from Prop K for the design of five traffic signal upgrades to be constructed under the 19<sup>th</sup> Avenue Signals Phase III project. The upgrades include pole relocations, signal head upgrades, pull-box replacements, and new traffic signal equipment installations.

The locations under this project are as follows:

<b>ID</b>	<b>Intersection</b>	<b>District</b>
A	19 <sup>th</sup> Ave and Moraga	4, 7
B	19 <sup>th</sup> Ave and Wawona	4, 7
C	19 <sup>th</sup> Ave and Sloat	4, 7
D	19 <sup>th</sup> Ave and Rossmoor	7
E	19 <sup>th</sup> Ave and Winston	7

This request is for the City's portion of the joint Caltrans and City Signals Phase III project. This portion of work will be advanced to meet the schedule of the City's bulb-out project, and thus funds need to be available in advance of Caltrans' street paving project.

**Background:**

The 19<sup>th</sup> Avenue corridor is a heavily utilized arterial into and out of the western part of San Francisco, serving motor vehicles, transit, and pedestrians. Caltrans and the City's joint Signal Project is an effort to upgrade the inadequate traffic signal infrastructure along the corridor as part of the larger 19<sup>th</sup> Avenue Combined City Project, which includes bulb-outs, roadway resurfacing, water main replacements, and sewer repairs. This Signals Phase III project includes the last set of signals remaining after Phases I and II were completed in 2010.

**Signals Phase III Scope:**

There are nine remaining intersections that were not upgraded as part of the previous Phase I or II projects, including: Park Presidio/Lake, Crossover/Park Presidio, Crossover/MLK, 19<sup>th</sup>/Moraga, 19<sup>th</sup>/Wawona, 19<sup>th</sup>/Sloat, 19<sup>th</sup>/Winston, 19<sup>th</sup>/Crespi, and 19<sup>th</sup>/Rossmoor. These nine intersections will be upgraded as part of Signals Phase III. However, the City is only responsible for funding five of these intersections. SFMTA will split the total project costs with Caltrans per the Maintenance Agreement and Caltrans will upgrade the four other remaining intersections. SFMTA's portion of the project will include five intersections on 19<sup>th</sup> Avenue, at: Moraga, Wawona, Sloat, Rossmoor, and Winston. This Prop K request is to design the upgrade of these five traffic signals, including:

- Replacement and relocation of traffic signal poles and Accessible Pedestrian Signals (APS) closer to new curb ramps to be designed and constructed as part of the 19<sup>th</sup> Avenue Phase III project in order to meet standards set in the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD), the Americans with Disabilities Act (ADA) and city ordinances;
- Replacement of existing concrete TS type I and type III pull boxes with new fiberlyte type III pull boxes at all corners with concrete work;
- Upgrade of existing traffic signals to include pedestrian signal indicators, mast-arms, new controller and cabinet assemblies (with transit prioritization capabilities), and larger 12 inch signal heads;

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

- Coordination with the installation of new Vetag train detection equipment at the Rossmoor intersection;
- Protection of all existing combined traffic signal/streetlight poles, traffic signals poles with mast arms, and combined traffic signal/streetlight poles with mast arms that will remain.

**Need:**

The signals and signal infrastructure along portions of 19<sup>th</sup> Avenue are outdated, incompatible with new signal technology, and cost the SFMTA unnecessary resources to maintain. The proposed signal upgrades would provide pedestrian and traffic safety improvements, and allow the installation of new signal technology such as Transit Signal Priority which improves transit reliability and travel time.

**Implementation:**

Caltrans is the lead agency on the environmental documentation for the Signals Phase III project. Caltrans is expected to complete an independent Project Study Report/Project Report (PSR/PR) for the Phase III Signal Upgrade Project (EA 0J700), which includes upgrades to the nine signals listed above. Caltrans will also prepare the Signals Phase III CEQA document. Both sets of documents are expected to be complete by May 31, 2015. Caltrans would like to start design in July 2015, and will include its 50% cost share in the 2016 State Highway Operation and Protection Program (SHOPP).

In order to include a portion of the Signals Phase III work with the bulb-out project, Prop K funds need to be available in advance of Caltrans' street paving project, which is programmed in the 2014 SHOPP for FY 17/18, with advertisement in Q4, FY 17/18. The schedule provided in this request reflects the City's portion of the work, which will be advanced to meet the bulb-out project schedule (which is scheduled to be completed before Caltrans' street paving project).

The signal upgrades at 19th & Rossmoor will be constructed as part of the 19th Avenue M-line contract rather than the 19th Avenue Combined City Project contract, but advancing design from 10% to 100% is included in the scope of the subject request.

The SFMTA Sustainable Streets Division will manage the scope of the detailed design including design review and contract preparation. The Department of Public Works' (DPW's) Bureau of Engineering will manage the issuance and administration of the contract for construction (by competitively bid contract).

<u>Task</u>	<u>Work Performed By</u>
Electrical Design	SFMTA Sustainable Streets Division
Review of Electrical Design	DPW Bureau of Engineering
Construction Management	DPW Infrastructure Construction Management
Contract Support	DPW Bureau of Engineering
Construction Support	SFMTA Sustainable Streets Division

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

FY 2015/16

**Project Name:** 19th Avenue Signals Phase III

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

### ENVIRONMENTAL CLEARANCE

<b>Type :</b>	Categorical Exclusion (CEQA)/ Categorical Exemption (NEPA)	<b>Completion Date</b> (mm/dd/yy)
<b>Status:</b>	Underway	05/31/15

### 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	1	2011/12	4	2014/15
Environmental Studies (PA&ED)	1	2011/12	4	2014/15
R/W Activities/Acquisition				
Design Engineering (PS&E)	1	2015/16	4	2015/16
Prepare Bid Documents	4	2015/16		
Advertise Construction	1	2016/17	-	-
Start Construction (e.g., Award Contract)	2	2016/17	-	-
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)	-	-	4	2017/18
Project Closeout (i.e., final expenses incurred)			2	2018/19

### SCHEDULE COORDINATION/NOTES

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

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

FY 2015/16

Project Name: 19th Avenue Signals Phase III

Implementing Agency: San Francisco Municipal Transportation Agency

**COST SUMMARY BY PHASE - CURRENT REQUEST**

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)	Yes	\$ 630,000	\$ 630,000	
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$630,000	\$630,000	\$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)	\$ 630,000	SFMTA estimate based on previous projects
R/W Activities/Acquisition		
Construction	\$ 2,520,000	SFMTA estimate based on previous projects
Procurement (e.g. rolling stock)		
Total:	\$ 3,150,000	

% Complete of Design: 10 as of 04/25/15  
 Expected Useful Life: 30 Years

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

**MAJOR LINE ITEM BUDGET**

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

**19th Avenue Signals Phase III**

**DESIGN PHASE**

	<b>Description</b>	<b>Cost</b>	<b>Performed by</b>
1	Detailed Design & Coordination	\$224,555	SFMTA
2	Electrical Design Review	\$206,353	SFDPW
3	Curb Ramp Design	\$198,943	SFDPW
4	City Attorney Fees \$250/hr x 2 hours	\$500	
	<b>Design Phase Subtotal</b>	<b>\$630,351</b>	
	<b>Rounded to</b>	<b>\$630,000</b>	

**TOTAL DESIGN PHASE \$ 630,000**



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

**AGENCY STAFF (DESIGN PHASE)**

MFB = Mandatory Fringe Benefits  
 FTE = Full Time Equivalent employee

**1 SFMTA**

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Overhead Rate	(Fully Burdened) Salary + MFB + Overhead	FTE Ratio	Hours	Cost
Electrician (7345)**	99,797	59,405	\$ 159,202	\$ 127,839	\$ 287,041	0.046	96	\$ 13,248
Project Manager III	180,861	92,133	\$ 272,994	\$ 219,214	\$ 492,208	0.011	22	\$ 5,206
Senior Engineer (5211)	160,980	83,425	\$ 244,406	\$ 196,258	\$ 440,664	0.023	48	\$ 10,169
Engineer (5241)	139,054	73,821	\$ 212,875	\$ 170,939	\$ 383,814	0.069	144	\$ 26,572
Associate Engineer (5207)	120,085	65,513	\$ 185,599	\$ 149,036	\$ 334,635	0.154	320	\$ 51,482
Assistant Engineer (5203)	103,246	58,644	\$ 161,890	\$ 129,998	\$ 291,888	0.404	840	\$ 117,878
Transit Planner IV	129,182	69,498	\$ 198,680	\$ 159,540	\$ 358,221	0.015	32	\$ 5,511
<b>Total</b>						<b>0.707</b>	<b>1,470</b>	<b>\$ 224,555</b>

**2 DPW Bureau of Engineering (BOE)**

Overhead Rate: 0.803

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Overhead Rate	(Fully Burdened) Salary + MFB + Overhead	FTE Ratio	Hours	Cost
Senior Engineer (5211)	160,980	83,425	\$ 244,406	\$ 196,258	\$ 440,664	0.031	64	\$ 13,559
Engineer (5241)	139,054	73,821	\$ 212,875	\$ 170,939	\$ 383,814	0.077	160	\$ 29,524
Assistant Engineer (5203)	103,246	58,644	\$ 161,890	\$ 129,998	\$ 291,888	0.365	760	\$ 106,651
Engineer Associate I (5364)	85,357	50,720	\$ 136,077	\$ 109,270	\$ 245,347	0.231	480	\$ 56,619
<b>Total</b>						<b>0.704</b>	<b>1,464</b>	<b>\$ 206,353</b>

**3 DPW Streets and Highways**

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Overhead Rate	(Fully Burdened) Salary + MFB + Overhead	FTE Ratio	Hours	Cost
Senior Engineer (5211)	160,980	83,425	\$ 244,406	\$ 196,258	\$ 440,664	0.017	36	\$ 7,627
Engineer (5241)	139,054	73,821	\$ 212,875	\$ 170,939	\$ 383,814	0.046	96	\$ 17,714
Assistant Engineer (5203)	103,246	58,644	\$ 161,890	\$ 129,998	\$ 291,888	0.385	800	\$ 112,265
Engineer Associate I (5364)	85,357	50,720	\$ 136,077	\$ 109,270	\$ 245,347	0.250	520	\$ 61,337
<b>Total</b>						<b>0.698</b>	<b>1,452</b>	<b>\$ 198,943</b>

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

FY 2015/16

**Project Name:** 19th Avenue Signals Phase III

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

Prop K Funds Requested: \$630,000

5-Year Prioritization Program Amount: \$630,000 (enter if appropriate)

Strategic Plan Amount for Requested FY: \$16,671,600

**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 amount of Prop K funds available for allocation in Fiscal Year 2015/16 for the design phase of 19th Avenue Signals Phase III in the Signals and Signs 5YPP.

The Strategic Plan amount is the entire amount programmed in the Signals and Signs category in Fiscal Year 2015/16 (\$13,540,229); programmed but unallocated funds from prior fiscal years (\$2,974,995); and cumulative remaining programming capacity (\$156,376).

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K sales tax		\$630,000		\$630,000
				\$0
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>		\$630,000	\$0	\$630,000

Actual Prop K Leveraging - This Phase: 0.00% \$630,000

Expected Prop K Leveraging per Expenditure Plan 41.47% Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

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

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K sales tax		\$3,150,000		\$3,150,000
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>		\$3,150,000	\$0	\$ 3,150,000

Actual Prop K Leveraging - Entire Project:	0.00%	\$ 3,150,000
Expected Prop K Leveraging per Expenditure Plan:	41.47%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	NA	

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

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

Prop K Funds Requested: \$630,000

**Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule**

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$630,000	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	\$630,000		

Prop AA Funds Requested: \$0

**Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule**

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
<b>Total:</b>	\$0		

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

**AUTHORITY RECOMMENDATION**

2014/15

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$630,000	Design Engineering (PS&E)
<b>Total:</b>	<b>\$630,000</b>		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 33	FY 2015/16	\$472,500	75.00%	\$157,500
Prop K EP 33	FY 2016/17	\$157,500	25.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
<b>Total:</b>		<b>\$630,000</b>	<b>100%</b>	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 33	FY 2015/16	Design Engineering (PS&E)	\$472,500	75%	\$157,500
Prop K EP 33	FY 2016/17	Design Engineering (PS&E)	\$157,500	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$630,000</b>		

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

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

**AUTHORITY RECOMMENDATION**

2014/15

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

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

**Deliverables:**

1.
2.
3.
4.

**Special Conditions:**

1.
2.

**Notes:**

1.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	100.00%
Prop AA proportion of expenditures - this phase:	0.00%

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

SFCTA Project Reviewer:

Project # from SGA:

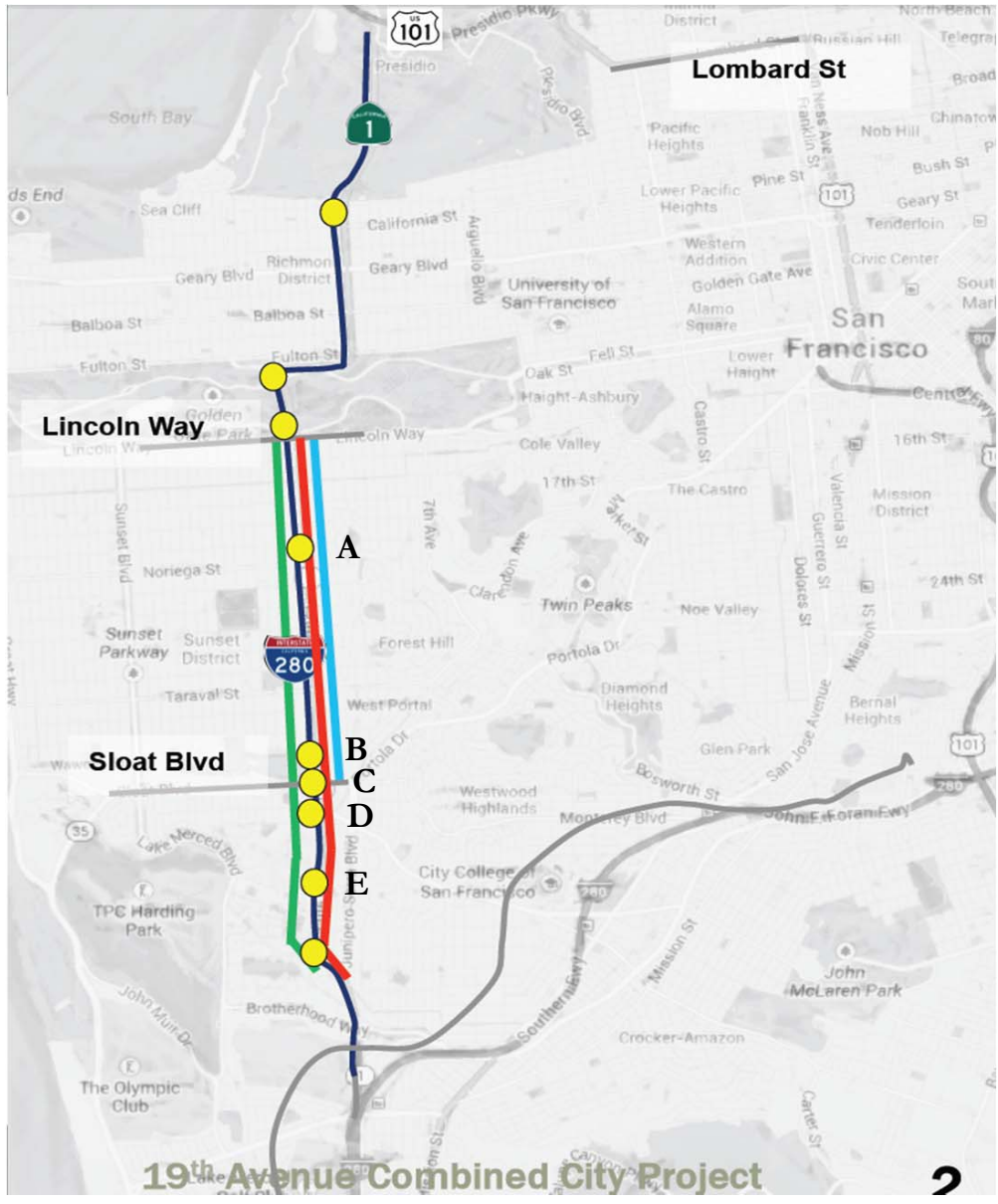
## San Francisco County Transportation Authority Proposition K Sales Tax Program Allocation Request Form

AND DRA 2014/15

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.

### 19th Avenue Signals Phase III



ID	Intersection	District
A	19 <sup>th</sup> Ave and Moraga	4, 7
B	19 <sup>th</sup> Ave and Wawona	4, 7
C	19 <sup>th</sup> Ave and Sloat	4, 7
D	19 <sup>th</sup> Ave and Rossmoor	7
E	19 <sup>th</sup> Ave and Winston	7

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

FY of Allocation Action: 2015/16      Current Prop K Request: \$ 630,000  
 Current Prop AA Request: \$ -

Project Name: 19th Avenue Signals Phase III

Implementing Agency: San Francisco Municipal Transportation Agency

**Signatures**

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

**Project Manager**

**Grants Section Contact**

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Joel C. Goldberg

Title: Engineer

Manager, Capital Procurement & Management

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Joel.Goldberg@sfmta.com

Address: 1 South Van Ness, 7th floor San Francisco, CA 94103-5417

1 South Van Ness, 8h floor San Francisco, CA 94103-5417

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

\_\_\_\_\_

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

\_\_\_\_\_



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

FY of Allocation Action:

Project Name:

Implementing Agency:

**EXPENDITURE PLAN INFORMATION**

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

Prop K Subcategory:

Prop K EP Project/Program:

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

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

**SCOPE**

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

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

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

Scope of work begins on next page.

## Background

Bicycle facilities require maintenance and on-going cleaning to preserve the safety features they were meant to establish. Bicycle facilities with enhanced features such as physical buffers and green-paint roadway markings fade and deteriorate over time without restriping and maintenance. Additionally, plastic traffic channelizers, or “safe-hit posts,” along buffered bikeways have been identified as roadway features that require replacement.

## Scope

The San Francisco Municipal Transportation Agency (SFMTA) has identified high-need areas where safe-hit posts need to be replaced or upgraded, and where green bike lanes and bike boxes need to be repainted or cleaned. The SFMTA requests \$150,000 in Prop K funds to replace approximately 400 safe-hit posts in six areas and to upgrade and/or maintain green bike lanes and bike boxes in poor condition. In addition, these funds will allow SFMTA staff to test new, more substantial types of safe-hit posts, and to coordinate with San Francisco Public Works, testing power washing techniques for green bike boxes that can be adopted into existing street facility maintenance.

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

Bike facility areas needing safe-hit post replacement include the following potential locations and will be considered using funds from this grant.

Location	From	To	# Safe-Hit Posts
Alemany Blvd	Rousseau St	Stonybrook Ave	65
Division St	Potrero Ave	11th St	23
Portola Dr	Twin Peaks Blvd	Burnett Ave	39
San Jose Ave	Randall St	Roanoke St	70
Market St	Elgin Park	8th St	195
Polk St	Hayes St	Market St	15
		<b>Total</b>	<b>407</b>

Bike facilities with existing green-colored treatment in need of repainting include the following potential locations and will be considered using funds from this grant.

<b>Location</b>	<b>Facility</b>	<b>Square Ft</b>	<b>Blocks</b>
Duboce at Church	Bike Lane	825	1
Cesar Chavez between Evans & Mississippi (both sides)	Bike Lane	16,500	10
14 <sup>th</sup> at Folsom	Bike Box	90	n/a
Cesar Chavez at Kansas	Bike Box	180	n/a
McCoppin St at Valencia	Bike Box	154	n/a
Market St at Van Ness Ave	Bike Box	144	n/a
<b>Total Bike Lanes Square Feet</b>		<b>17,325</b>	
<b>Total Bike Boxes Square Feet</b>		<b>568</b>	

### **Prioritization**

Replacing safe-hit posts and maintaining existing bike boxes and green lane markings are essential aspects of Vision Zero. Vision Zero is a San Francisco policy intended to achieve the following goals by 2024:

- Eliminate all traffic deaths
- Reduce severe and fatal injury inequities across neighborhoods, transportation modes, and populations

Bicycle Facility Maintenance is included as part of the 5-Year Prioritization Program for Pedestrian and Bicycle Maintenance. Locations will be prioritized based on inspection and public input. Requests for maintenance may be made to the SF311 Customer Service Center by calling 311, through sf311.org, or through the SF311 app available on smartphones.

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

FY 2015/16

**Project Name:** Bicycle Facility Maintenance

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

### ENVIRONMENTAL CLEARANCE

**Type :** not applicable **Completion Date (mm/dd/yy)**

**Status:** not applicable

### PROJECT DELIVERY MILESTONES

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

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

### SCHEDULE COORDINATION/NOTES

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

SFMTA and SFPW will work initially to test various new materials and make recommendations on maintenance materials going forward. After that, SFMTA anticipates +/- six months for procured materials to be delivered and before implementation can begin.

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

FY 2015/16

Project Name: Bicycle Facility Maintenance

Implementing Agency: San Francisco Municipal Transportation Agency

**COST SUMMARY BY PHASE - CURRENT REQUEST**

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	No			
Environmental Studies (PA&ED)	No			
Design Engineering (PS&E)	No			
R/W Activities/Acquisition	No			
Construction	Yes	\$ 150,000	\$ 150,000	
Procurement (e.g. rolling stock)	No			
		\$150,000	\$150,000	\$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)		
Right of Way (ROW)		
Construction	\$ 150,000	MTA-Planning based on previous work
Procurement (e.g. rolling stock)		
<b>Total:</b>	<b>\$ 150,000</b>	

% Complete of Design: 100 as of 4/9/2015  
 Expected Useful Life: 5 Years

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

**MAJOR LINE ITEM BUDGET**

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

**Allocation Request Summary**

Item	Amount
<b>Construction - Labor</b>	\$87,894
<b>Construction - Materials</b>	\$41,800
<b>Construction Contingency (15%)</b>	\$19,800
<b>City Attorney Office Fees</b>	\$500
<b>Project Total</b>	<b>\$149,994</b>
<b>Rounded Allocation Request</b>	<b>\$150,000</b>

FTE = Full Time Equivalent; MFB = Mandatory Fringe Benefits

**Construction -SFMTA Livable Streets**

Position	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
Assistant Engineer (5203) / Transit Planner II (5288)	\$ 103,246	\$ 58,644	128,470	\$ 290,360	0.036	75	\$ 10,470
Associate Engineer (5207) / Transit Planner III (5289)	\$ 120,085	\$ 65,513	\$ 147,285	\$ 332,884	0.017	36	\$ 5,761
Engineer (5241) / Transit Planner IV (5290)	\$ 139,054	\$ 73,821	168,882	\$ 381,757	0.008	16	\$ 2,937
Senior Engineer (5211)	\$ 160,980	\$ 83,425	193,849	\$ 438,255	0.004	8	\$ 1,686
<b>Total</b>					<b>0.065</b>	<b>135</b>	<b>\$ 20,853</b>

**Construction - SFPW**

Description	Cost
DPW Coordination - Safe Hits and Power Washing Techniques	\$ 10,000
<b>Total</b>	<b>\$ 10,000</b>

**Construction - SFMTA Shops**

Position	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
Painter (7346)	\$ 81,845	\$ 51,294	\$ 105,789	\$ 238,928	0.072	150	\$ 17,230
Painter Supervisor (7242)	\$ 98,076	\$ 58,489	\$ 124,421	\$ 280,986	0.024	50	\$ 6,754
Sign Worker (7457)	\$ 69,513	\$ 43,703	\$ 89,896	\$ 203,113	0.096	200	\$ 19,530
Supervisor, Traffic And Street Signs (5303)	\$ 99,762	\$ 57,101	\$ 124,475	\$ 281,338	0.048	100	\$ 13,526
<b>Total</b>					<b>0.024</b>	<b>500</b>	<b>\$ 57,041</b>

**Construction - Materials\***

Description	Number (approx.)	Unit Cost	Cost
Safe-Hit Posts	300	\$20.00	6,000
Green Bike Lane - thermoplastic	400	\$16.00	6,400
Green Epoxy Pavement Treatment (StreetsBond CL)	12,000	\$2.45	29,400
<b>Total</b>			<b>\$ 41,800</b>

\*SFMTA has additional materials on hand that may be installed with this project but not procured.

**City Attorney Office Fees**

Description	Hourly Rate	FTE Ratio	Hours	Cost
City Attorney	\$ 250	0.001	2	\$ 500
<b>Total</b>				<b>\$ 500</b>

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

FY 2015/16

Project Name: Bicycle Facility Maintenance

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

Prop K Funds Requested: \$150,000  
 5-Year Prioritization Program Amount: \$150,000 (enter if appropriate)  
 Strategic Plan Amount for Requested FY: \$814,349

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

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

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

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2015/16 for Bicycle Facility Maintenance in the Pedestrian and Bicycle Facility Maintenance 5YPP.  
 The Strategic Plan amount is the entire amount programmed in the Pedestrian and Bicycle Facility Maintenance category in Fiscal Year 2015/16 (\$664,349) and prior year unallocated funds (\$150,000).

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K Sales Tax		\$150,000		\$150,000
				\$0
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>	\$150,000	\$0	\$0	\$150,000

Actual Prop K Leveraging - This Phase: 0.00%  
 Expected Prop K Leveraging per Expenditure Plan: 48.10%

\$150,000  
Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

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

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K Sales Tax		\$150,000		\$150,000
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>		\$150,000	\$150,000	\$ 150,000

Actual Prop K Leveraging - Entire Project: 0.00% \$ 150,000

Expected Prop K Leveraging per Expenditure Plan: 48.10% 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: \$150,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$150,000	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	<b>\$150,000</b>		

Prop AA Funds Requested: \$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	\$150,000
		#DIV/0!	\$150,000
		#DIV/0!	\$150,000
<b>Total:</b>	<b>\$0</b>		





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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

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

**Deliverables:**

1.
2.
3.
4.

**Special Conditions:**

1.
2.

**Notes:**

1.
2.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	100.00%
Prop AA proportion of expenditures - this phase:	0.00%

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

SFCTA Project Reviewer:

Project # from SGA:

San Francisco County Transportation Authority  
Proposition K Sales Tax Program 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.

**Existing Conditions: Market Street**



**Existing Conditions: Division Street**



**Existing Conditions: Portola Drive**



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

### Existing Conditions: Bike Boxes



14th and Folsom Street



Cesar Chavez and Kansas Avenue

### Safe-Hit Posts: New Prototypes



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

FY of Allocation Action: 2015/16      Current Prop K Request: \$ 150,000  
 Current Prop AA Request: \$ -

Project Name: Bicycle Facility Maintenance

Implementing Agency: San Francisco Municipal Transportation Agency

**Signatures**

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

**Project Manager**

**Grants Section Contact**

Name (typed): Jessica Kuo

Joel C. Goldberg

Title: Transit Planner II

Manager,  
Capital Procurement & Mgmt

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[Joel.Goldberg@sfmta.com](mailto:Joel.Goldberg@sfmta.com)

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

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

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

\_\_\_\_\_

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

\_\_\_\_\_



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

FY of Allocation Action:

Project Name:

Implementing Agency:

**EXPENDITURE PLAN INFORMATION**

Prop K EP Project/Program:

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

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

**SCOPE**

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

If a project is not already named 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.

San Francisco Public Works (PW) requests \$514,349 in Prop K funds for sidewalk replacement around city street trees. PW's Sidewalk Repair Program is comprised of the following program categories:

**Sidewalk Replacement Around City Street Trees (funded by Prop K):** The City maintains approximately 38,000 street trees, of which the majority are planted in small cut-outs in the sidewalk areas. As trees mature within these restricted cut-out areas, the tree roots often damage and raise the sidewalk around it. These sidewalk displacements create potential tripping concerns for pedestrians and the disabled. When sidewalk damage remains unrepaired, the area of damage increases as the tree roots grow in diameter further exacerbating tripping concerns.

PW records show a current backlog of several thousand sidewalk repairs requests. The department estimates that, on average, 100 square feet of sidewalk is repaired per location. At an average repair cost of \$23 per square foot for repairs and 100 square feet for each location, the estimated cost to eliminate this backlog is over \$10 million.

With the current Prop K request of \$514,349, PW anticipates repairing sidewalks at approximately 220 locations, at a per-location cost of \$2,300 (\$23 per square foot x 100 square feet per location). In addition, PW anticipates an additional \$231,121 in state Transportation Development Act (TDA) Article 3 will be made available to fund repairs at another 100 locations. Thus, total funding of \$745,470 will allow PW to complete repairs at approximately 320 locations. This funding level will not allow PW to keep pace with the approximately 900 to 1,000 new locations for sidewalk repair annually and does not provide for reduction of the significant backlog of sidewalk repairs. It also means that as the backlog grows, the size of the average repair will also grow. It

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

is also important to note that severe damage at any number of locations will reduce the total number of locations that PW can actually repair.

As part of its Tree Maintenance Transfer Plan, PW is transferring responsibility for the repair of sidewalks around transferred trees to property owners. After responsibility for the maintenance of a tree is transferred, the property owner will become responsible for future sidewalk repairs necessitated by the tree. However, before tree maintenance responsibility can be transferred, PW must perform all necessary routine and major maintenance, including any necessary sidewalk repairs. For low-income homeowners, PW's Sidewalk Nuisance Assistance Program (SNAP) is available to help with sidewalk nuisance repairs. SNAP funds can be used to help homeowners with tree-related sidewalk repairs. Over time the Tree Maintenance Transfer Plan should decrease the City's tree and sidewalk maintenance backlog, but this will take several years.

PW's database currently shows several hundred locations where sidewalk repair has been requested in the past two months but not completed. Completion of these locations will be prioritized according to the criteria in the 5YPP for Pedestrian and Bicycle Facility Maintenance. In addition to these locations, PW anticipates that emergency response may be required at sidewalks fronting federal, state, school, and housing authority properties, as well as fronting undeveloped lands, roadway structures (i.e. stairways, tunnels, bridges and retaining walls), and special surface sidewalks such as Market Street bricks and Mission Street tiles. Any substitutions of locations would be made in accordance with the 5YPP prioritization criteria.

Because new locations continuously become priorities as a result of PW's ongoing inspections, daily complaints, and reports of trip-and-fall accidents, the locations identified in the current prioritized sidewalk repair list may change based on possible future requests for repair at higher-need locations that cannot be anticipated at this time. This is to provide PW the flexibility to review and revise priorities so locations that have the potential to have significant impact to pedestrian access and/or have the highest likelihood of generating claims against the City and County of San Francisco (CCSF) are completed on an expedited basis. Failure to correct sidewalk deficiencies, whether they front public or private properties, increases CCSF's exposure to claims and lawsuits resulting from trip-and-fall injuries.

Sometimes removal and replacement of a tree is required if root pruning would cause the tree to decline or fall. PW's Bureau of Urban Forestry staff conducts annual inspections of sidewalks around PW-maintained street trees as part of regular tree assessments. The tree records obtained from these inspections are maintained in a computer database. Work requests are forwarded to PW's cement crews for completion, based on available funding. Once the work is completed, the information is updated in the database.

**Sidewalk Improvement and Repair Program (SIRP) (not funded by Prop K):** Developed in 2007, SIRP annually inspects and makes necessary repairs to approximately 200 square blocks of San Francisco's most heavily traveled sidewalks. This ensures that the city's 5,000 plus street segments are inspected on a 25-year cycle, which is the recommended industry standard. CCSF conducts a public outreach campaign prior to inspecting to inform property owners of their legal responsibilities. Property owners are educated about how sidewalks must be maintained. After the initial outreach, inspections are made, and notices are sent to property owners who have damaged sidewalks. These property owners are provided an opportunity to discuss the amount of damage they are responsible to repair at a PW Departmental Hearing. In addition, utility agencies and other public agencies receive a similar notice to make repairs. Work is being performed under contract.

**Accelerated Sidewalk Abatement Program (ASAP) (not funded by Prop K):**

In FY 2011/12, the City began implementing ASAP, a new program to address complaints on public and private properties. Specifically, it is intended to quickly repair sidewalk defects that are impeding access for disabled persons, or for which claims have been filed, when City crews are not available to make the repairs, or when TDA and Prop K sidewalk repair funds have been exhausted. Second, it is intended to reduce the City's sidewalk repair backlog in geographic areas outside of the annual bounds of SIRP. ASAP inspects specific locations referred through complaints and issue notices to those responsible. If the public agency or property owner does not promptly repair the sidewalk, the City automatically conducts the repair and charges the cost of inspection and abatement to the responsible party.



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

**E4-159**

FY 2015/16

**Project Name:** Public Sidewalk Repair

**Implementing Agency:** Department of Public Works

**ENVIRONMENTAL CLEARANCE**

**Type :** Categorically Exempt

**Status:**

**PROJECT DELIVERY MILESTONES**

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

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



**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.

PW Budget - Construction	
PW Labor	\$ 638,262
Materials	\$ 107,208
<b>Total Prop K and TDA</b>	<b>\$ 745,470</b>

DPW Labor Detail						
Position	Base Hourly Rate	Unburdened Salary	Overhead Multiplier	Fully Burdened Salary	FTE Ratio	Total Cost
3435 Inspector	\$34.83	\$72,436	2.53	\$183,263	0.04	7,331
7227 Cement Mason Supervisor	\$49.35	\$102,648	2.71	\$278,176	0.10	27,818
7311 Mason	\$36.66	\$76,258	2.71	\$206,659	2.58	533,181
7514 Laborer	\$30.53	\$63,492	2.71	\$172,063	0.00	-
7355 Driver	\$39.15	\$81,432	2.71	\$220,681	0.32	69,933
<b>Total</b>					<b>3.36</b>	<b>\$ 638,262</b>

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

FY 2015/16

**Project Name:** Public Sidewalk Repair

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

Prop K Funds Requested: \$514,349

5-Year Prioritization Program Amount: \$514,349 (enter if appropriate)

Strategic Plan Amount for Requested FY: \$814,349

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

Prop AA Funds Requested: \$0

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

Strategic Plan Amount for Requested FY:

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

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in FY 2015/16 for public sidewalk repair in the Pedestrian and Bicycle Facility Maintenance 5YPP. There are no sub-categories or programs in this 5YPP.

The Strategic Plan amount is the entire amount programmed in the Pedestrian and Bicycle Facility Maintenance category in Fiscal Year 2015/16 (\$664,349) and prior year unallocated funds (\$150,000).

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K Sales Tax		\$514,349		\$514,349
State Transportation Development Act		\$231,121		\$231,121
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>	\$0	\$745,470	\$0	\$745,470

Actual Prop K Leveraging - This Phase: 31.00% \$745,470

Expected Prop K Leveraging per Expenditure Plan: 48.10% Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

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

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K Sales Tax		\$514,349		\$514,349
State Transportation Development Act		\$231,121		\$231,121
				\$0
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>		\$2,236,410	\$745,470	\$ 745,470

Actual Prop K Leveraging - Entire Project:	<input type="text" value="31.00%"/>	<input type="text" value="\$ 745,470"/>
Expected Prop K Leveraging per Expenditure Plan:	<input type="text" value="48.10%"/>	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	<input type="text" value="69.00%"/>	

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

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

Prop K Funds Requested:

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$514,349	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	<b>\$514,349</b>		

Prop AA Funds Requested:

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
			\$514,349
			\$514,349
			\$514,349
<b>Total:</b>	<b>\$0</b>		



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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

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

**Deliverables:**

- Quarterly progress reports shall provide the number of sidewalk repairs completed for the quarter and a list of repair locations, noting the locations identified through service requests and claims data.

**Special Conditions:**

- Prop K funds allocated to this project are only for eligible expenses incurred in the fiscal year for which the allocation was made (ending 6/30/2016). After the deadline for submittal of final reimbursement requests or estimated expenditure accruals (estimated mid-August 2016), all remaining unclaimed amounts will be deobligated and made available for future allocations.

**Notes:**

- For this project SFPW may submit evidence of proportional billing upon completion of the project.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	69.00%
Prop AA proportion of expenditures - this phase:	<input type="text"/>

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

SFCTA Project Reviewer:

Project # from SGA:

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

FY of Allocation Action:  Current Prop K Request: \$   
Current Prop AA Request: \$

Project Name:

Implementing Agency:

### Signatures

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

#### Project Manager

#### Grants Section Contact

Name (typed): Matthew T. Naclerio

Rachel Alonso

Title: Superintendent

Administrative Analyst

Phone: 415-695-2090

415.554.4890 / 415.558.4034

Fax: 415-695-2097

Email: [matthew.naclerio@sfdpw.org](mailto:matthew.naclerio@sfdpw.org)

[rachel.alonso@sfdpw.org](mailto:rachel.alonso@sfdpw.org)

Address: 2323 Cesar Chavez Street San Francisco, CA 94124

30 Van Ness, 5th floor San Francisco, CA 94102

Signature:

Date: April 15, 2015

04/22/15



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

FY of Allocation Action:

Project Name:

Implementing Agency:

**EXPENDITURE PLAN INFORMATION**

Prop K Category:	<input type="text" value="C. Street &amp; Traffic Safety"/>	Gray cells will automatically be filled in.
Prop K Subcategory:	<input type="text" value="iv. Bicycle and Pedestrian Improvements"/>	
Prop K EP Project/Program:	<input type="text" value="a. Traffic Calming"/>	
Prop K EP Line Number (Primary):	<input type="text" value="38"/>	Current Prop K Request: <input type="text" value="\$203,400"/>
Prop K Other EP Line Numbers:	<input type="text"/>	

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

**SCOPE**

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

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

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

See attached Word document.

## **Project Background**

The San Francisco Municipal Transportation Agency (SFMTA) requests an allocation of \$203,400 in Prop K funds for the Local-Track Application-Based Traffic Calming program. This allocation will cover citywide program outreach, evaluation and prioritization of all eligible applications (up to 100 per year), planning recommendations for traffic calming devices, project development including balloting and targeted community outreach where needed, and conceptual engineering of traffic calming measures in up to 25 site-specific locations. Further funds will be requested for detailed design and construction of these measures.

In 2012, SFMTA received Prop K funding to conduct an analysis of the program and to develop a revised methodology for selecting and implementing Traffic Calming projects to improve response and delivery, and to realign the program's focus with the original program intent and City priorities. Prop K has funded two cycles of this program. In the first application cycle, SFMTA received 44 applications and completed design and construction of traffic calming measures at 17 locations. In the second year, SFMTA received 39 applications, 17 of these applications are currently moving into the design phase.

## **Project Purpose and Need**

The traffic calming projects that will be developed as a result of this allocation are intended to slow speeding traffic and reduce collisions to improve safety and enhance the quality of life for neighborhood residents.

## **Scope**

The following deliverables will result from this allocation request:

- Evaluation of up to 100 applications, including speed surveys at approximately 70 locations.
- Ranked list of eligible projects based on speeds, collisions, schools, etc.
- Project list of 15-25 locations that will be constructed in 2016 with notification letters sent to all applicants (accepted and not accepted into the traffic calming program)
- Community meetings for up to 10 locations
- Ballots and notification letters sent to residents for 25 project sites
- Conceptual design of up to 25 traffic calming devices, including an estimated 5-10 traffic islands/chicanes and 15-20 speed humps.

Of the total amount approximately:

- \$14,147 will fund outreach and ongoing correspondence with traffic calming applicants.
- \$162,441 will fund project selection and development. This includes evaluation and ranking of submitted applications, of which \$75,000 will cover up to 300 uni-directional speed surveys at 100 locations. It also includes project development for up to 25 traffic calming locations, including recommendation of appropriate device(s) for each selected location, community outreach to finalize device selection, conceptual engineering of the devices, as well as balloting, legislation, and public hearing to approve the devices.
- \$26,888 will fund conceptual design engineering of up to 25 traffic calming devices.

## Process

### A. *Program Outreach and Correspondence*

#### 1. Program Outreach

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

The website will include:

- An overview of the residential traffic calming program
- Information about ranking and criteria for inclusion
- Detailed instructions for applying
- Links to resources that residents can pursue independently
- Traffic calming application

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

#### 2. Year-Round Correspondence

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

### B. *Project Selection and Development*

#### 3. Evaluation and Ranking

This portion of the allocation will fund the evaluation and ranking of traffic calming applications from the general public. If a member of the public contacts the SFMTA to request traffic calming in their neighborhood and gathers the necessary 20 signatures (or 50 percent of addresses for blocks with fewer than 40 residential units) from their neighbors to submit an application on or before August 1, 2015, SFMTA staff will perform an evaluation to establish whether that location could be considered for traffic calming. The SFMTA will contract with an outside firm to conduct speed surveys for each eligible location (excluding locations that are not local-access residential streets), and staff will review application information for accuracy and will compile additional data needed for the ranking process.

Each application requires staff to perform the following tasks:

- Contact the applicant to acknowledge receipt and to ask follow-up questions;
- Conduct a field investigation;
- Review a traffic speed and volume survey;

- Research previous correspondence and history;
- Review collision history;
- Review street designation and layout;
- Investigate whether engineering or other measure can address problem(s);

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

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

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

#### 4. Planning Recommendations

Once the locations with greatest need for traffic calming are identified, SFMTA staff will begin the process of reviewing locations for the most appropriate engineering solution, beginning with the top 25 ranked locations. Blocks will first be evaluated for whether a speed hump would be appropriate for the location and possible given street geometry. If a speed hump is not an appropriate solution, staff would consider other traffic calming devices such as chicanes, traffic islands, medians and traffic circles. The budget estimate is based on approximately 25 devices constructed per year, of which 65% are speed humps. If the top 25 locations result in a significantly higher or lower proportion of speed humps, or the total number of accepted locations is fewer than 25, the total number of devices would change for that year.

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

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

#### 5. Community Outreach for Island/Chicane Locations

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

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

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

6. Project Development

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

*C. Design Engineering*

7. Design Engineering

SFMTA staff will perform conceptual design of all proposed devices that are approved by residential ballot. This does not include detailed design for complex measures, striping drawing updates, or work order preparation, which will be included in the future allocation request.

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

FY 2015/16

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

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

### ENVIRONMENTAL CLEARANCE

**Type :** Categorically Exempt **Completion Date (mm/dd/yy)**  
**Status:** Not yet started 06/30/16

### PROJECT DELIVERY MILESTONES

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

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

July 31, 2015: Applications due  
 December 2015: Evaluate the applications and complete rankings  
 January 2016: Notify residents of whether their applications are accepted or not; complete planning recommendations  
 February 2016: Ballot residents  
 March-May 2016: Possible community meeting for complex measures, public hearing for all measures  
 June 2016: Complete all conceptual designs

Not part of this allocation request:  
 June-August 2016: Complete detailed design for all measures  
 July-December 2016: Construction

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

FY 2015/16

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

Implementing Agency: San Francisco Municipal Transportation Agency

**COST SUMMARY BY PHASE - CURRENT REQUEST**

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	Yes	\$203,400	\$203,400	
Environmental Studies (PA&ED)	No			
Design Engineering (PS&E)	No			
R/W Activities/Acquisition	No			
Construction	No			
Procurement (e.g. rolling stock)	No			
		\$203,400	\$203,400	\$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	\$ 203,400	Estimate based on prior projects
Environmental Studies (PA&ED)		
Design Engineering (PS&E)	\$ 107,300	Estimate based on prior projects
R/W Activities/Acquisition		
Construction	\$ 241,800	Estimate based on prior projects
Procurement (e.g. rolling stock)		
Total:	\$ 552,500	

% Complete of Design: 0 as of 4/27/15  
 Expected Useful Life: 20 Years

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

**MAJOR LINE ITEM BUDGET**

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

**I. BUDGET SUMMARY BY PHASE**

	TOTAL SFMTA LABOR	MATERIALS & SURVEY CONTRACT TOTAL	TOTAL PROJECT COSTS	AVAILABLE FUNDING in EP38	CURRENT PROP K REQUEST
<b>A. PROGRAM OUTREACH AND CORRESPONDENCE</b>	\$ 9,200	\$ 4,500	\$ 13,700		\$ 13,700
<b>B. PROJECT SELECTION AND DEVELOPMENT</b>	\$ 90,700	\$ 75,000	\$ 165,700	\$ 320,000	\$ 165,700
<b>C. CONCEPTUAL DESIGN</b>	\$ 24,000	\$ -	\$ 24,000		\$ 24,000
<b>D. DESIGN ENGINEERING** - (Not in this allocation request)</b>	\$ 107,300	\$ -	\$ 107,300	\$ 41,000	\$ -
<b>E. CONSTRUCTION** - (Not in this allocation request)</b>	\$ 66,400	\$ 175,400	\$ 241,800	\$ 239,000	\$ -
<b>TOTAL</b>	\$ 297,600	\$ 254,900	\$ 552,500	\$ 600,000	\$ 203,400

\*\* Detailed Design and Construction budgets are estimates and are not included in the current allocation. The program is set up on the assumption that the planning stage will only result in the number of projects for which there is available funding, but the exact devices and locations will depend which applications are ultimately selected.

FTE = Full Time Equivalent; MFB = Mandatory Fringe Benefits



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

MAJOR LINE ITEM BUDGET

A. PROGRAM OUTREACH AND CORRESPONDENCE

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE	Cost	
Sr. Engineer (5211)	\$ 160,980	\$ 83,425	\$ 244,406	\$ 196,258	\$ 440,664	4	0.002	\$ 847	
Engineer (5241)/Transit Planner IV (5290)	\$ 139,054	\$ 73,821	\$ 212,875	\$ 170,939	\$ 383,814	12	0.006	\$ 2,214	
Assistant Engineer (5203)/ Transit Planner II (5288)	\$ 103,246	\$ 58,644	\$ 161,890	\$ 129,998	\$ 291,888	44	0.021	\$ 6,175	
							<b>60</b>		
<b>LABOR SUBTOTAL</b>								<b>\$ 9,200</b>	

Outreach Materials	Unit Cost		Total
	# Units		
Program Outreach materials	1	\$ 4,000	4,000
City Attorney Fee (Hours)	2	\$ 250	500
<b>OUTREACH MATERIALS SUBTOTAL</b>			<b>\$ 4,500</b>

A. PROGRAM OUTREACH AND CORRESPONDENCE SUBTOTAL \$ 13,700

B. PROJECT SELECTION AND DEVELOPMENT

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE	Cost	
Engineer Principal (5212)	\$ 186,723	\$ 94,701	\$ 281,423	\$ 225,983	\$ 507,406	5	0.002	\$ 1,220	
Sr. Engineer (5211)	\$ 160,980	\$ 83,425	\$ 244,406	\$ 196,258	\$ 440,664	30	0.014	\$ 6,356	
Engineer (5241)/Transit Planner IV (5290)	\$ 139,054	\$ 73,821	\$ 212,875	\$ 170,939	\$ 383,814	150	0.072	\$ 27,679	
Associate Engineer (5207)/Transit Planner III (5289)	\$ 120,085	\$ 65,513	\$ 185,599	\$ 149,036	\$ 334,635	50	0.024	\$ 8,044	
Assistant Engineer (5203)/ Transit Planner II (5288)	\$ 103,246	\$ 58,644	\$ 161,890	\$ 129,998	\$ 291,888	290	0.139	\$ 40,693	
Engineer Assistant (5362)	\$ 77,034	\$ 47,034	\$ 124,068	\$ 99,627	\$ 223,695	0	0.000	\$ -	
Intern (5381)	\$ 57,845	\$ 38,535	\$ 96,380	\$ 77,393	\$ 173,773	80	0.038	\$ 6,684	
							<b>1,500</b>		
<b>LABOR SUBTOTAL</b>								<b>\$ 90,700</b>	

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

**MAJOR LINE ITEM BUDGET**

Survey Contract	Unit Cost	# Units	Total
Speed Surveys	\$ 250	300	\$ 75,000
<b>SURVEY CONTRACT SUBTOTAL \$</b>			<b>75,000</b>
<b>B. PROJECT SELECTION AND DEVELOPMENT SUBTOTAL \$ 165,700</b>			

**C. CONCEPTUAL DESIGN**

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE	Cost
Engineer Principal (5212)	\$ 186,723	\$ 94,701	\$ 281,423	\$ 225,983	\$ 507,406	5	0.002	\$ 1,220
Sr. Engineer (5211)	\$ 160,980	\$ 83,425	\$ 244,406	\$ 196,258	\$ 440,664	5	0.002	\$ 1,059
Engineer (5241)/Transit Planner IV (5290)	\$ 139,054	\$ 73,821	\$ 212,875	\$ 170,939	\$ 383,814	16	0.008	\$ 2,952
Associate Engineer (5207)/Transit Planner III (5289)	\$ 120,085	\$ 65,513	\$ 185,599	\$ 149,036	\$ 334,635	26	0.013	\$ 4,183
Assistant Engineer (5203)/ Transit Planner II (5288)	\$ 103,246	\$ 58,644	\$ 161,890	\$ 129,998	\$ 291,888	70	0.034	\$ 9,823
Senior Administrative Analyst (1823)	\$ 104,740	\$ 59,305	\$ 164,045	\$ 131,728	\$ 295,773	0	0.000	\$ -
Engineer Assistant (5362)	\$ 77,034	\$ 47,034	\$ 124,068	\$ 99,627	\$ 223,695	36	0.017	\$ 3,872
Intern (5382)	\$ 60,616	\$ 39,763	\$ 100,379	\$ 80,604	\$ 180,983	25	0.012	\$ 2,175
<b>LABOR SUBTOTAL</b>							<b>0.09</b>	
<b>LABOR SUBTOTAL \$ 24,000</b>								

**D. DESIGN ENGINEERING\*\* - (Not in this allocation request)**

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE	Cost
Engineer Principal (5212)	\$ 186,723	\$ 94,701	\$ 281,423	\$ 225,983	\$ 507,406	5	0.002	\$ 1,220
Sr. Engineer (5211)	\$ 160,980	\$ 83,425	\$ 244,406	\$ 196,258	\$ 440,664	5	0.002	\$ 1,059
Engineer (5241)/Transit Planner IV (5290)	\$ 139,054	\$ 73,821	\$ 212,875	\$ 170,939	\$ 383,814	16	0.008	\$ 2,952
Associate Engineer (5207)/Transit Planner III (5289)	\$ 120,085	\$ 65,513	\$ 185,599	\$ 149,036	\$ 334,635	26	0.013	\$ 4,183
Assistant Engineer (5203)/ Transit Planner II (5288)	\$ 103,246	\$ 58,644	\$ 161,890	\$ 129,998	\$ 291,888	400	0.192	\$ 56,132
Senior Administrative Analyst (1823)	\$ 104,740	\$ 59,305	\$ 164,045	\$ 131,728	\$ 295,773	60	0.029	\$ 8,532

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

**MAJOR LINE ITEM BUDGET**

Engineer Assistant (5362)	\$ 77,034	\$ 47,034	\$ 124,068	\$ 99,627	\$ 223,695	300	0.144	\$ 32,264
Intern (5382)	\$ 60,616	\$ 39,763	\$ 100,379	\$ 80,604	\$ 180,983	25	0.012	\$ 2,175
						<b>837</b>	<b>0.40</b>	
<b>LABOR SUBTOTAL</b>								<b>\$ 107,300</b>

**E. CONSTRUCTION\*\* - (Not in this allocation request)**

**Engineer (5241)/Transit Planner IV (5290)**

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE	Cost
Engineer Principal (5212)	\$ 186,723	\$ 94,701	\$ 281,423	\$ 225,983	\$ 507,406	10	0.005	\$ 2,439
Sr. Engineer (5211)	\$ 160,980	\$ 83,425	\$ 244,406	\$ 196,258	\$ 440,664	10	0.005	\$ 2,119
Engineer (5241)/Transit Planner IV (5290)	\$ 139,054	\$ 73,821	\$ 212,875	\$ 170,939	\$ 383,814	30	0.014	\$ 5,536
Associate Engineer (5207)/Transit Planner III (5289)	\$ 120,085	\$ 65,513	\$ 185,599	\$ 149,036	\$ 334,635	53	0.025	\$ 8,527
Assistant Engineer (5203)/ Transit Planner II (5288)	\$ 103,246	\$ 58,644	\$ 161,890	\$ 129,998	\$ 291,888	214	0.103	\$ 30,031
Senior Administrative Analyst (1823)	\$ 104,740	\$ 59,305	\$ 164,045	\$ 131,728	\$ 295,773	40	0.019	\$ 5,688
Engineer Assistant (5362)	\$ 77,034	\$ 47,034	\$ 124,068	\$ 99,627	\$ 223,695	72	0.035	\$ 7,743
Intern (5382)	\$ 60,616	\$ 39,763	\$ 100,379	\$ 80,604	\$ 180,983	50	0.024	\$ 4,351
<b>LABOR SUBTOTAL</b>								<b>\$ 66,400</b>

Construction Materials & Contract Work	Unit Cost	# Units	Total
Construct Approximately 16 Speed Humps <i>(estimated costs include SFMTA materials and DPIP Labor and Materials)</i>	\$ 3,600	16	\$ 57,600
Construct Approximately 9 Chicanees or Islands <i>(estimated costs include SFMTA materials and DPIP Labor and Materials)</i>	\$ 11,700	9	\$ 105,300
Speed Surveys	\$ 250	50	\$ 12,500
<b>CONSTRUCTION MATERIALS &amp; CONTRACT WORK SUBTOTAL</b>			<b>\$ 175,400</b>

Exact number and location to be determined during planning phase

Exact number and location to be determined during planning phase

for "after" evaluation

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

FY 2015/16

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

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

Prop K Funds Requested: \$203,400

5-Year Prioritization Program Amount: \$320,000

Strategic Plan Amount for Requested FY: \$7,655,585

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

Prop AA Funds Requested: \$0

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

Strategic Plan Amount for Requested FY: \$0

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 2015/16 for the Local-Track Application-Based Traffic Calming for the planning/conceptual phase in the Traffic Calming 5YPP.

The Strategic Plan amount is the entire amount programmed in the Traffic Calming category in Fiscal Year 2015/16 (\$3,877,459), programmed but unallocated funds from Fiscal Year 2014/15 (\$4,268,627) and cumulative remaining programming capacity (\$29,232) in the Traffic Calming category.

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		\$203,400		\$203,400
				\$0
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>	\$203,400	\$0	\$0	\$203,400

Actual Prop K Leveraging - This Phase: 0.00%

Expected Prop K Leveraging per Expenditure Plan: 50.70%

\$ 203,400  
Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

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

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$552,500		\$552,500
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>	\$0	\$552,500	\$0	\$552,500

Actual Prop K Leveraging - Entire Project:	0.00%	\$ 552,500
Expected Prop K Leveraging per Expenditure Plan:	50.70%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	0.00%	

**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: \$203,400

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$203,400	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	<b>\$203,400</b>		

Prop AA Funds Requested: \$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	\$203,400
		#DIV/0!	\$203,400
		#DIV/0!	\$203,400
<b>Total:</b>	<b>\$0</b>		



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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

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

**Deliverables:**

1. Quarterly progress reports (QPRs) should describe outreach, evaluation, prioritization, and project development activities (i.e. community meetings, balloting) performed in the prior quarter in addition to the standard requirements for QPRs (see Standard Grant Agreement (SGA) for details).
2. With the first QPR due October 15, 2015, following the August 2015 deadline for submitting traffic calming requests, submit the full list of applications received.
3. With QPR due January 15, 2016, submit the ranked list of applications, and identify the top locations that will be considered for implementation.
4. With QPR due April 15, 2016, submit the updated ranked list of applications describing balloting results and community outreach performed and any identifying any changes to the overall ranking as a result of those processes; and final list of locations, treatments, and associated cost by location.
5. Upon completion of design, provide evidence of completion of 100% design (e.g. copy of certifications page).

**Special Conditions:**

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

**Notes:**

1. Reminder: Prop K attribution is required on any public materials developed for the subject project, of which Prop K has funded prior, concurrent (outreach), and subsequent phases. See SGA for details.
2.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	100.00%
Prop AA proportion of expenditures - this phase:	0.00%

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

SFCTA Project Reviewer:

Project # from SGA:

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

FY of Allocation Action:

2015/16

Current Prop K Request:

\$ 203,400

Current Prop AA Request:

\$ -

Project Name:

Local-Track Application-Based Traffic Calming Program

Implementing Agency:

San Francisco Municipal Transportation Agency

### Signatures

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

#### Project Manager

Name (typed): Luis Montoya

Title: Transit Planner IV

Phone: 415.701.4376

Fax: 415.701.4343

Email: [luis.montoya@sfmta.com](mailto:luis.montoya@sfmta.com)

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

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

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

#### Grants Section Contact

Joel Goldberg

Capital Procurement &  
Management, Manager

415.701.4499

415.701.4734

Joel.Goldberg@sfmta.com

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

\_\_\_\_\_

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

FY of Allocation Action:

2015/16

Project Name:

6th Street Pedestrian Safety Improvement

Implementing Agency:

San Francisco Municipal Transportation Agency

**EXPENDITURE PLAN INFORMATION**

Prop K EP Project/Program:

c. Pedestrian Circulation/Safety

Prop K EP Line Number (Primary):

40

Current Prop K Request:

\$ 2,012,000

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request:

\$ -

Supervisorial District(s):

6

**SCOPE**

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

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

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

Scope of work begins on next page.

## **Project Background**

The Project seeks to reduce the high number of pedestrian collisions on 6<sup>th</sup> Street between Market Street and Bryant Street and Golden Gate Avenue between Jones Street and Market Street to improve the safety and livability of this corridor for all roadway users. This proposal is the result of a comprehensive community outreach process that began based on the recommendations of the WalkFirst pedestrian safety initiative. The Project corridor is on a High Injury Network and is a key location in the City's focus on Vision Zero – the City's goal of reducing all traffic deaths to zero by 2024.

The primary goals of the Project are as follows:

1. Reduce pedestrian collisions on 6<sup>th</sup> Street
2. Improve pedestrian crossings of 6<sup>th</sup> Street at all intersections
3. Calm motor vehicle traffic
4. Improve safety and comfort for people who ride bicycles
5. Create a safe and inviting public space

The central component of this project is a road diet on 6<sup>th</sup> Street from the existing two lanes of travel in each direction to one lane of travel in each direction. In addition to calming vehicular traffic on this crowded pedestrian corridor, the proposed road diet will provide space in the right-of-way for pedestrian safety bulb-outs, raised crosswalks, landscaping, and streetscape improvements.

In July 2013 the Transportation Authority allocated a total of \$180,829 to the SFMTA for the planning and environmental phases of the 6th Street Improvements project. Community outreach was substantially complete by March 2014. The SFMTA worked with the Planning Department over the past year to determine the next steps for the environmental phase, including the description, scope, schedule, and budget for a full Environmental Impact Report (EIR). Since the adoption of the 2014 Pedestrian Circulation/Safety 5YPP in July 2014, the Planning Department determined the need for a focused EIR for Project because of the proposed lane changes and traffic modifications developed through the planning phase.

## **Scope**

As part of the focused EIR, the environmental work will include development of a Traffic Impact Study that analyzes the impacts of the Project on vehicle flow, diversion, and delay would be necessary. The required tasks for this project will be formalized upon contract award and Notice to Proceed (NTP), anticipated in fall 2015. A Request for Proposals (RFP) showing potential tasks and a project description of the Project is attached to the scope of work. A high-level outline of anticipated tasks based on similar EIR efforts is as follows:

Task	Name
1	Project Kick-off Meetings, Information Review and Project Work Plan
2	Public Project Scoping Meeting and Notice of Preparation
3	Initial Study
4	Transportation Impact Study
5	Air Quality Impact Study
6	Alternatives Development And Analysis
7	Draft Environmental Impact Report
8	Response to Comments
9	Preparation For and Participation in Hearing of the Final EIR
10	Final EIR Document
11	Administration
12-17	Optional Tasks as needed, including but not limited to compliance with National Environmental Policy Act and additional technical studies

### Schedule

Based on past practice, EIRs take 18-36 months depending on appeals and hearing schedules. The schedule will be formalized upon contract NTP.

### Budget and Roles

The SFMTA requests \$2,012,000 for required tasks and potential optional tasks, including a consultant contract, city staff time, and contingency. The SFMTA will issue and manage the consultant contract. The Planning Department is responsible for conducting environmental review of projects within the jurisdiction of the City and County of San Francisco and will serve as the Lead Agency for the EIR process. Both the SFMTA and Planning Department will negotiate the consultant scope of work and will shape the creation of the EIR document. Typical work tasks will be attending scheduled meetings with the consultant and the project team, reviewing key materials, providing data and feedback to consultant, and managing the overall EIR process.

This funding request is conservative and contains a contingency for unforeseen environmental issues or delays and is based upon prior SFMTA EIR experience with the 2009 SF Bicycle Plan, Transit Effectiveness Project, and 2<sup>nd</sup> Street Improvement Project.

Because the budget is contingent on the outcome of an EIR RFP, the SFMTA will deobligate any funds in excess of the project needs when the NTP is issued. These funds, in addition to funds remaining after completion of the environmental phase of the project, can be used in the subsequent design phase.

**Attachment A**  
**Environmental Analysis & Reporting Services**  
**6th St. Pedestrian Safety Project**

**TASK 1: PROJECT KICK-OFF MEETINGS, INFORMATION REVIEW AND  
PROJECT WORK PLAN**

Upon receipt of a Notice to Proceed, the consultant shall conduct a Project Kick-off Meeting in coordination with the SFMTA and Planning Department to discuss 6th St. Pedestrian Safety Project specifics to facilitate efficient and thorough environmental review in conformance with CEQA and NEPA. Tasks related to compliance with NEPA are further described in *Optional Task 12: Compliance With The National Environmental Policy Act (NEPA)*. In advance of the Project Kick-off Meeting, the consultant shall provide a Draft Project Work Plan that outlines the consultant approach to completing the scope of work for discussion at the Project Kick-off Meeting. A second meeting shall be held for the purpose of information review with SFMTA staff regarding the 6th St. Pedestrian Safety Project recommendations. This meeting will serve as a knowledge transfer between agency staff and the consultant and will inform the Project Work Plan and all subsequent analysis.

Upon receiving a detailed understanding of the 6th St. Pedestrian Safety Project work to date and feedback from City staff on the Draft Project Work Plan, the consultant shall conduct a Project Work Plan Meeting in coordination with the SFMTA and Planning Department to review a detailed Second Draft Project Work Plan that outlines the budget, schedule and deadlines for all project tasks and deliverables. The consultant shall provide a Final Project Work Plan based on input from City staff.

***Deliverable 1a:*** Draft Project Work Plan;

***Deliverable 1b:*** Refine project scope of work including project schedule and deadlines for all project tasks and deliverables (Second Draft Project Work Plan); and

***Deliverable 1c:*** Final project scope of work including project schedule and deadlines for all project tasks and deliverables (Final Project Work Plan).

**TASK 2: PUBLIC PROJECT SCOPING MEETING AND NOTICE OF PREPARATION**

The consultant shall prepare and distribute a Notice of Preparation (NOP) of an EIR. The Planning Department will review and approve drafts of the NOP and subsequent public scoping meeting notice prior to issuance to the public. After the Planning Department approves the final NOP, it shall be distributed by the consultant in conformance with CEQA regulations. The consultant shall be responsible for the distribution (including copies and mailing) of the NOP and for contacting all relevant community groups, public agencies and individuals at the City's direction to notify them of the public scoping meetings for the project. The consultant should anticipate sending up to 250 physical mailings, for the purpose of the initial public scoping meeting announcement. The consultant shall organize, manage, set up and facilitate one public scoping meeting for the project, and shall arrange for translation services (Tagalog) and court reporter services for the meeting. The consultant shall be responsible for providing all materials

written under this Task for the purpose of public information and distribution in Tagalog and English.

***Deliverable 2a:*** Draft Notice of Preparation (may require two rounds of review);

***Deliverable 2b:*** Screencheck Notice of Preparation;

***Deliverable 2c:*** Final Notice of Preparation and Notice of Public Scoping meeting;

***Deliverable 2d:*** Subsequent Notice of Public Scoping meeting;

***Deliverable 2e:*** Distribution (mailings/emails) of notices for public scoping meetings in accordance with CEQA;

***Deliverable 2f:*** Transcript of 6th St. Pedestrian Safety Project EIR public scoping meetings;

***Deliverable 2g:*** A matrix that presents all the scoping meeting comments organized by CEQA topics; and

***Deliverable 2h:*** Public scoping meeting materials (sign-in sheets, comment cards, power point and information boards describing recommendations, etc.).

### **TASK 3: INITIAL STUDY**

The intent of the Initial Study is to perform a full preliminary analysis of all CEQA topics. The City shall provide a substantially complete Draft Project Description for review and finalization by consultant. The Initial Study will determine the topics where the Project could have a significant impact. For topics where the project will not have a significant impact, the Initial Study will fully address these topics, the impacts of the Project on these topics, and propose several typical mitigation measures for any impacts. If it is not possible to fully address any CEQA topics that will not be significantly impacted by the Project, then these topics must be included in the EIR. As part of the IS work, consultant shall evaluate both the localized and cumulative 2040 impacts associated with the 6th St. Pedestrian Safety Project proposals for the topic areas below.

The environmental review shall address, at a minimum, the following topic areas:

- Land Use and Planning
- Aesthetics
- Population and Housing
- Cultural and Paleontological Resources
- Transportation and Circulation
- Noise
- Air Quality
- Greenhouse Gas Emissions
- Wind and Shadow
- Recreation
- Utilities and Service Systems
- Public Services
- Biological Resources
- Geology and Soils
- Hydrology and Water Quality
- Hazards/Hazardous Materials
- Mineral/Energy Resources

- Agricultural and Forest Resources
- Mandatory Findings of Significance

The consultant shall be responsible for distribution of the Initial Study in conformance with CEQA and applicable City regulations. The consultant shall follow the Consultant Guidelines (refer to *Task 11: Administration*); any deviation from the Consultant Guidelines must be approved in advance by the Planning Department. The consultant shall prepare two administrative drafts, a screencheck and a Final Initial Study in conformance with CEQA. Each draft of the Initial Study shall be reviewed and approved by the Planning Department. The consultant shall be responsible for distributing up to 225 copies of the Notice of Availability (NOA) and up to 20 hard copies and 100 USB drives of the Final Initial Study.

***Deliverable 3a:*** Draft Project Description;

***Deliverable 3b:*** Draft 1 of Initial Study;

***Deliverable 3c:*** Draft 2 of Initial Study;

***Deliverable 3d:*** Screencheck Initial Study;

***Deliverable 3e:*** Notice of Availability of an Initial Study;

***Deliverable 3f:*** Final Initial Study; and

***Deliverable 3g:*** Matrix of all the public comments received on the Initial Study.

## **TASK 4: TRANSPORTATION IMPACT STUDY**

The Transportation Impact Study (TIS) will address the traffic, transit, pedestrian, bicycle, truck loading, emergency vehicle access, parking and other transportation impacts proposed by the 6th St. Pedestrian Safety Project. The analysis will include evaluations of existing and future cumulative conditions with and without the 6th St. Pedestrian Safety Project.

### **Task 4.1. Data Collection**

There are 35 6th St. Pedestrian Safety Project intersections in the 6th St. Streetscape study area as seen in Figure 1 and Table 1. Pedestrian, bicycle, and vehicular turning movement data is available for 19 of these intersections from the Better Market Street Synchro traffic model for the Better Market Street Project. The City shall provide this model and data to the consultant.

*Figure 1: 6<sup>th</sup> Street TIS Study Intersections*



Table 1: 6<sup>th</sup> Street TIS Study Intersections

	#	Street 1	Street 2
<b>Counts Needed</b>	1	JONES ST	TURK ST
	2	TAYLOR ST	TURK ST
	3	GOLDEN GATE AVE	JONES ST
	4	BRYANT ST	8TH ST
	5	HARRISON ST	8TH ST
	6	NATOMA ST	6TH ST
	7	MINNA ST	6TH ST
	8	JESSIE ST	6TH ST
	9	STEVENSON ST	6TH ST
	10	BRANNAN ST	5TH ST
	11	BRYANT ST	5TH ST
	12	I-280 N OFF RAMP	6TH ST \ BRANNAN ST
	13	BRYANT ST	6TH ST
	14	HARRISON ST	6TH ST
	15	HARRISON ST	7TH ST
	16	I-280 N OFF RAMP	5TH ST \ KING ST
<b>Better Market Street Model Intersections</b>	17	GOLDEN GATE AVE	LEAVENWORTH ST
	18	FOLSOM ST	07TH ST
	19	FOLSOM ST	08TH ST
	20	MARKET ST	5TH ST \ CYRIL MAGNIN ST
	21	MARKET ST	7TH ST \ CHARLES J BRENHAM PL
	22	MARKET ST	6TH ST \ GOLDEN GATE AVE \ TAYLOR ST
	23	MARKET ST	MASON ST \ TURK ST
	24	MISSION ST	5TH ST
	25	MARKET ST	8TH ST \ GROVE ST \ HYDE ST
	26	HOWARD ST	8TH ST
	27	MISSION ST	8TH ST
	28	MISSION ST	7TH ST
	29	HOWARD ST	7TH ST
	30	MISSION ST	6TH ST
	31	FOLSOM ST	5TH ST
	32	FOLSOM ST	6TH ST
	33	HOWARD ST	6TH ST
	34	HOWARD ST	5TH ST
	35	JONES ST	MCALLISTER ST



The consultant shall collect pedestrian, bicycle, and vehicular turning movement counts at the 16 locations labeled “Counts Needed” in Table 1. The vehicular turning movement counts for the remaining 19 intersections shall be provided by the City from the Better Market Street Synchro model.

#### **4.2. Graphic Support**

The consultant shall prepare technical drawings and public oriented graphics to support the analysis of impacts and the public understanding of the proposed changes. SFMTA will provide area maps and street sections of the 6th St. Pedestrian Safety Project proposal. Consultant will produce the following graphics:

- Overhead annotated aerial views of the full length of the project corridor showing existing conditions
- Overhead plan view drawings of the full length of the project corridor showing the proposed changes for the general public
- Two perspective-view renderings of the streetscape improvements on 6th Street between Market Street and Howard Street showing proposed improvements from eye level
- Striping diagrams showing lane configurations on 6th Street from Market Street to Harrison Street and on Golden Gate Avenue from Jones Street to Market Street.

#### **Task 4.3. Review of Recent/Adjacent Studies and Coordination with Current Projects.**

Consultant shall review the following recent studies to understand their features and associated changes in traffic patterns within this Study Area:

- Central SoMa Plan TIS/EIR
- Better Market Street DRAFT TIS/EIR
- Safer Market Street TIS

All projections, baseline counts, and LOS models for the 6th Street TIS must match these adjacent or associated studies. Where baseline counts or future projections do not match, this discrepancy must be accounted for qualitatively.

Consultant shall also coordinate this study’s work effort with the following ongoing projects and environmental studies:

- 6<sup>th</sup> Street Water Replacement Project
- Golden Gate Avenue Road Diet
- Central Corridor Plan – Folsom/ Howard one-way scenario
- Central Corridor Plan – Folsom/ Howard two-way scenario
- 7th Street Bikeway Project and Road Diet

Cumulative analysis for the 6th Street TIS should take into account lane drops, lane changes, traffic flow changes, and any other transportation impacts proposed by the above projects. In regards to the Central Corridor plan, there are two alternatives discussed for Folsom Street and

Howard Street: the one-way street model and the two-way street model. All cumulative analysis in the 6<sup>th</sup> Street TIS must account for both scenarios.

The consultant shall review the above materials and document summary findings in a Draft TIS Outline and Study Approach that will be reviewed and modified as necessary by City staff before being approved as final.

#### **Task 4.4. Localized Analysis**

As part of the TIS work, consultant shall evaluate the localized impacts associated with the 6<sup>th</sup> St. Streetscape. Responsibilities associated with evaluating localized impacts include, but are not limited to, the following:<sup>1</sup>

- Compile existing and proposed signal timing and striping plans from SFMTA;
- Create a base map for the study area describing the street designations, street names, number of lanes, lane widths, sidewalk widths, and traffic flow directions;
- Create a map and discussion of transit services within the study area, including bus routes and bus stop locations, and Muni and regional screenlines;
- Quantitatively discuss the existing vehicular circulation conditions at and adjacent to the project site, including a discussion of transit circulation conditions;
- Qualitatively discuss the existing pedestrian circulation conditions in the vicinity of the project site, including a summary of historic pedestrian injury trends in the vicinity of the project site;
- Qualitatively discuss the existing bicycle circulation conditions in the vicinity of the project site, including a map of nearby bicycle routes and bicycle counts;
- Create intersection and corridor traffic models and quantify vehicular traffic, transit, pedestrian, and bicycle impacts of proposed 6th St. Pedestrian Safety Project;
- Qualitatively discuss the existing and proposed parking conditions within one block of the 6<sup>th</sup> Street project corridor, including an analysis of future parking demand and supply;
- Present results in tabular, diagrammatic, and narrative form as appropriate for Final TIS.

It is expected that Task 4.4 will include quantitative analysis of transportation impacts at up to 35 intersections in the PM peak. The intersections selected for detailed analysis shall be specified in a Draft TIS Outline and Study Approach that will be reviewed and modified as necessary by City staff before being approved as final.

#### **Task 4.5. Cumulative Analysis**

In addition to evaluating localized issues associated with the 6th St. Pedestrian Safety Project proposals, the consultant shall also evaluate the cumulative 2040 impacts of the 6th St. Pedestrian Safety Project against baseline conditions. This analysis should consider other reasonably foreseeable projects, such as the Central SoMa Plan (both versions of the

<sup>1</sup> SFMTA will provide existing signal timing and striping diagrams

Howard/Folsom proposal), the 7<sup>th</sup> Street road diet/bikeway improvement project, and the Golden Gate Avenue Road Diet. The cumulative impacts of the 6<sup>th</sup> Street Streetscape project will be evaluated using outputs from the San Francisco CHAMP travel demand model. The San Francisco County Transportation Authority (SFCTA) will provide the consultants with traffic and transit outputs to analyze. The analysis should consider the following scenarios:

- Baseline Conditions (2015)
- Baseline Conditions (2015) plus project
- No-project 2040 (Folsom/Howard 1-Way)
- No-project 2040 plus project (Folsom/Howard 1-Way)
- No-project 2040 (Folsom/Howard 2-Way)
- No-project 2040 plus project (Folsom/Howard 2-Way)

The model outputs will include trip generation by mode, vehicle miles traveled, transit capacity, transit travel time and mode shift. Consultants will be expected to present results in tabular, diagrammatic and narrative form as appropriate for final TIS.

#### **Task 4.6. Document Preparation**

It is anticipated that the Project Work Plan discussed in *Task 1: Project Kick-off Meetings, Information Review and Project Work Plan* will provide a general approach to the TIS that shall be refined and finalized in a TIS Outline and Study Approach. Consultant shall propose and vet the Outline and Study Approach at the onset of Task 4. Consultant shall present the graphics and findings of Subtasks 4.1 – 4.5 in the TIS report. This requires preparation of two administrative drafts, a screencheck and a Final TIS.

***Deliverable 4a:*** Draft table and summary of 16 intersection counts for bicycle, pedestrians and vehicles, including turn movements;

***Deliverable 4b:*** Final table and summary of 16 intersection counts for bicycle, pedestrians and vehicles, including turn movements;

***Deliverable 4c:*** Draft graphics (cross sections, annotated aerials, plan drawings, and perspective views);

***Deliverable 4d:*** Final graphics (cross sections, annotated aerials, plan drawings, and perspective views);

***Deliverable 4e:*** Draft TIS Outline and Study Approach;

***Deliverable 4f:*** Final TIS Outline and Study Approach;

***Deliverable 4g:*** Draft 1 Transportation Impact Study;

***Deliverable 4h:*** Draft 2 Transportation Impact Study;

***Deliverable 4i:*** Screencheck Transportation Impact Study; and

***Deliverable 4j:*** Final Transportation Impact Study.

#### **TASK 5: AIR QUALITY IMPACT STUDY**

At the direction of the Planning Department and in accordance with the applicable Bay Area Air Quality Management District's (BAAQMD) CEQA Air Quality Guidelines, the consultant shall prepare an Air Quality Analysis. This analysis will qualitatively describe potential short-term construction impacts that would be generated by the proposed project. Construction impact

discussions shall address the staging and duration of construction activity, truck routing, estimated daily truck volumes, street and/or sidewalk closures, impacts on Muni operations, and construction worker parking. This section should also include a full list of all construction equipment expected to be employed.

***Deliverable 5a:*** Draft Memorandum Identifying the Sources of Operational and Construction Emissions for 6th St. Pedestrian Safety Project;

***Deliverable 5b:*** Final Memorandum Identifying the Sources of Operational and Construction Emissions for 6th St. Pedestrian Safety Project;

***Deliverable 5c:*** Draft 1 Air Quality Analysis Scope of Work (Approach Memorandum);

***Deliverable 5d:*** Draft 2 Air Quality Analysis Scope of Work (Approach Memorandum);

***Deliverable 5e:*** Final Air Quality Analysis Scope of Work (Approach Memorandum);

***Deliverable 5f:*** Draft 1 Air Quality Technical Report;

***Deliverable 5g:*** Draft 2 Air Quality Technical Report; and

***Deliverable 5h:*** Final Air Quality Technical Report.

## **TASK 6: ALTERNATIVES DEVELOPMENT AND ANALYSIS**

For 6th St. Pedestrian Safety Project components expected to have significant transportation impacts, the consultant will provide a strategy for environmental review of one project alternative up to two project alternatives and the No-Build alternative. The consultant will be expected to prepare a draft alternatives document that would identify an alternative to be studied in the Draft EIR and the level of detail at which the alternative would be evaluated. The consultant shall then conduct technical analyses on alternatives, including evaluation of vehicular traffic, transit, pedestrian, and bicycle impacts, under the baseline and cumulative scenarios as necessary. Should additional alternatives be identified, the City shall utilize *Optional Task 15: Additional Technical Studies*.

***Deliverable 6a:*** Draft Alternatives Outline and Approach;

***Deliverable 6b:*** Final Alternatives Outline and Approach;

***Deliverable 6c:*** Draft Alternatives Analysis Report; and

***Deliverable 6d:*** Final Alternatives Analysis Report.

## **TASK 7: DRAFT ENVIRONMENTAL IMPACT REPORT**

The Draft EIR will include a summary of the findings of the Final TIS and any other Final Technical Studies as well as any other environmental analyses of 6th St. Pedestrian Safety Project impacts. The Draft EIR shall address all the topics that were not scoped out as part of the Initial Study (see Task 3: Initial Study) as well as the following which are required by CEQA:

- Discussion of Growth-Inducing and Cumulative Impacts – address growth-inducing and cumulative impacts of the project. The Draft EIR shall discuss cumulative impacts when a cumulative impact is identified and shall analyze whether the project’s contribution to any such impact is considered cumulatively considerable.
  
- Discussion of Alternatives – describe a range of reasonable alternatives for the project. Evaluate the comparative merits of the alternatives, including the “No Project” alternative.

Alternatives developed to address potentially significant impacts identified through the analysis will be presented here.

It is anticipated that the Initial Study will analyze most of the CEQA topic areas and that the Draft EIR will focus on key topic areas including, but not limited to, transportation, air quality, and noise. If significant impacts are identified for any CEQA (or NEPA topic), the consultant shall prepare a draft Mitigation Monitoring and Reporting Plan (MMRP).

The publication of the Draft EIR will be followed by a public review and comment period pursuant to CEQA and the CEQA Guidelines and will include a hearing at the Planning Commission, and, if required, a hearing before the Historic Preservation Commission.

The consultant shall prepare two administrative drafts and a screencheck of the Draft EIR, and a Notice of Availability (NOA). Each draft of the document shall be prepared pursuant to the Consultant Guidelines and reviewed and approved by the Planning Department. The consultant shall be responsible for distributing up to 225 NOAs and 100 hard copies and 100 USB drives of the Draft EIR. The consultant shall attend and participate in, and shall retain court reporter services for the Draft EIR hearing at the San Francisco Planning Commission. The consultant shall also be responsible for ensuring that translation services for Cantonese and Spanish are available at the DEIR hearing. The consultant shall also be responsible for preparation of an administrative record.

***Deliverable 7a:*** Administrative Draft 1 EIR;

***Deliverable 7b:*** Administrative Draft 2 EIR;

***Deliverable 7c:*** Draft 1 of Mitigation Monitoring and Reporting Program (MMRP) with ADEIR2;

***Deliverable 7d:*** Screencheck Draft EIR;

***Deliverable 7e:*** Printcheck Draft EIR;

***Deliverable 7f:*** Final Draft EIR and Notice of Availability;

***Deliverable 7g:*** Attendance and participation in the Draft EIR hearings before the San Francisco Planning Commission; and

***Deliverable 7h:*** Administrative Record.

## **TASK 8: RESPONSE TO COMMENTS**

Following the public review period for the Draft EIR, the consultant shall prepare a Response to Comments document. The consultant shall group all similar comments that may be addressed by a single master response into a single "distinct comment" for the purpose of Task 9: Preparation For and Participation in Hearing of the Final EIR. To prepare the first draft Response to Comments, the consultant shall be responsible for directing and managing the gathering of information and development of responses from City staff and all members of the consultant team.

Prior to finalizing the Response to Comments document, the consultant shall prepare a second draft and final Mitigation Monitoring and Reporting Plan (MMRP), if significant impacts are identified. The consultant shall distribute the Final Response to Comments document in

accordance with CEQA and NEPA regulations. The consultant shall be responsible for distributing up to 20 hard copies and 40 USB drives of the Response to Comments document. The consultant shall also be responsible for attending and participating in the EIR certification hearing as described in Task 9: Preparation For and Participation in Hearing of the Final EIR.

***Deliverable 8a:*** Matrix of Comments organized by environmental topic area, and bracketed comments;

***Deliverable 8b:*** Draft 1 of Response to Comments;

***Deliverable 8c:*** Draft 2 of Response to Comments;

***Deliverable 8d:*** Screencheck of Response to Comments;

***Deliverable 8e:*** Final Response to Comments;

***Deliverable 8f:*** Draft 2 of MMRP; and

***Deliverable 8g:*** Final MMRP.

## **TASK 9: PREPARATION FOR AND PARTICIPATION IN HEARING OF THE FINAL EIR**

The consultant shall attend the public hearing on the Final EIR before the San Francisco Planning Commission. In addition, the consultant may be asked to attend the Final EIR hearing before the SFMTA Board of Directors as presented by City staff, if requested.

The consultant shall be responsible for preparing the first draft of the CEQA approval findings, which will be finalized by the SFMTA in consultation with the Planning Department and the Office of the City Attorney.

***Deliverable 9a:*** Draft CEQA Approval Findings;

***Deliverable 9b:*** Attendance, participation and note-taking in the Final EIR certification hearing before the San Francisco Planning Commission; and

***Deliverable 9c:*** Public presentation before the SFMTA Board of Directors regarding the Final EIR, if requested.

## **TASK 10: FINAL EIR DOCUMENT**

The consultant shall make any final revisions or modifications to the environmental review documents and prepare a camera-ready copy and coordinate the printing of the documents with City and County staff. This shall include a single Final EIR document that contains the Draft EIR, any amendments to the Draft EIR, Response to Comments, all appropriate Motions and Resolution, and Appendices. The consultant shall be responsible for distributing up to 20 hard copies and 100 USB drives of the Final EIR. The consultant shall assist the Planning Department in preparing a Final Administrative Record.

***Deliverable 10a:*** Administrative draft Final EIR;

***Deliverable 10b:*** Final approved and certified EIR; and

***Deliverable 10c:*** Final Administrative Record.

## TASK 11: ADMINISTRATION

During the life of the contract, the Consultant should expect to:

- Coordinate notices/invitations for and attend bi-monthly (approximately every 2 weeks) meetings with the Project Sponsor and the Planning Department team
- Prepare agendas for project meetings
- Take notes at all meetings and provide them to the City Project team
- Provide quarterly status reports describing work completed by Task
- Unless otherwise specified, provide 10 copies of all deliverables presented to City staff

All consultant work published for the environmental review of this project shall conform to the Planning Department *Environmental Review Guidelines* (Consultant Guidelines) and any updates to the same.<sup>2</sup> Any deviation from the Consultant Guidelines must be approved in advance by the Planning Department.

For all tasks identified above, all materials intended to be posted on the SFMTA website or provided to the SFMTA Board must also be Federal Section 508 compliant (accessible for all users), including but not limited to descriptions of all graphics in text format and all information usable with common screen reading software. The City and County of San Francisco recognizes its obligation under the Americans with Disabilities Act (ADA) and other disability civil rights laws to provide equal access to all City and County programs and activities. On January 21st, 2005, the City's Board of Supervisors adopted Resolution #2005-1 in support of a motion passed by the Disability Council in support of the DT Web Site Accessibility standards. This resolution called for the City to adopt the DT Web Site Accessibility recommendations as the single, applicable accessibility standard for all Web sites operated by all Departments and Subdivisions of the City and County. [View the enhanced Web Accessibility Standards & Guidelines](http://www6.sfgov.org/index.aspx?page=76) online at <http://www6.sfgov.org/index.aspx?page=76>. Environmental documents and notices **published for public use** for this project shall follow these standards and guidelines.

***Deliverable 11a:*** Coordinate and attend bi-monthly (approximately every two weeks) environmental team project meetings;

***Deliverable 11b:*** Attend milestone meetings with SFMTA management;

***Deliverable 11c:*** Prepare and maintain notes from meetings;

***Deliverable 11d:*** Prepare presentation materials for milestone meetings;

***Deliverable 11e:*** Prepare and maintain quarterly status reports describing work completed by Task; and

***Deliverable 11f:*** Provide web content, environmental documents, and notices that are Federal Section 508 compliant

<sup>2</sup> San Francisco Planning Department. 2012 Environmental Review Guidelines. Online at <http://sfmea.sfplanning.org/EP%20Environmental%20Review%20Guidelines%2010-5-12.pdf> [Accessed March 19, 2015].

## **OPTIONAL TASK 12: COMPLIANCE WITH THE NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)**

It is anticipated that the 6th St. Pedestrian Safety Project will require preparation of an Environmental Impact Report pursuant to CEQA; however, the level of NEPA review is uncertain and could range from a Categorical Exclusion to an Environmental Assessment (EA) to an Environmental Impact Statement (EIS). The consultant and the Planning Department (as Lead Agency) will consult with the applicable federal agencies to determine the appropriate level of environmental review under NEPA. The consultant shall work with the Planning Department to determine the timeline for compliance with NEPA and to coordinate with appropriate federal agencies.

Where possible, the requirements for environmental review of 6th St. Pedestrian Safety Project pursuant to NEPA will be conducted jointly with the requirements for CEQA. Please refer to the CEQA Tasks and deliverables referenced below for more detail regarding the required deliverables for this task. It is expected that the analysis conducted for the 6th St. Pedestrian Safety Project background technical studies will inform any environmental documents published pursuant to NEPA.

The consultant shall prepare and distribute any public notices required by NEPA. Should a Notice of Intent (NOI) be required, a joint NOP/NOI would be published as described in Task 2: Public Project Scoping Meeting and Notice of Preparation.

Based upon the NEPA regulations for the specific federal agencies which will provide funding for 6th St. Pedestrian Safety Project, Categorical Exclusions may apply. The consultant will draft the Categorical Exclusions or other appropriate documentation as required by the federal agencies. FHWA is anticipated to be the lead Federal agency.

Should preparation of an Environmental Assessment pursuant to NEPA be required, then the Initial Study described in Task 3: Initial Study should be a joint Initial Study/Environmental Assessment (IS/EA). In addition to covering the topics required by CEQA, the IS/EA shall cover all other topics required by NEPA, such as Socioeconomic Conditions and Environmental Justice. Further, the consultant shall be responsible for the preparation of findings of no significant impact (FONSI), if applicable.

Should preparation of an Environmental Impact Statement (EIS) pursuant to NEPA be required, then the EIR described in Task 7: Draft Environmental Impact Report should be a joint EIR/EIS. The consultant shall also be responsible for preparation of the Record of Decision (ROD), if necessary.

As stated, compliance with NEPA typically would be conducted jointly with CEQA. However, it may not be possible to do this for all proposals that require NEPA. In those instances where it is not practical or possible to issue joint NEPA/CEQA documents, the consultant should be prepared to work with the Planning Department to draft and issue separate NEPA documents.



**Deliverable 12a:** Draft NEPA matrix for Work Plan that identifies the proposals that would require NEPA, including identification of applicable federal agency, preliminary assessment of the level of environmental review anticipated, and expected time line for NEPA review [CEQA Deliverable 1a];

**Deliverable 12b:** Final NEPA matrix for Work Plan that identifies the proposals that would require NEPA, including identification of applicable federal agency, preliminary assessment of the level of environmental review anticipated, and expected time line for NEPA review [CEQA Deliverable 1b];

**Deliverable 12c:** Draft Categorical Exclusions, as applicable;

**Deliverable 12d:** Final Categorical Exclusions, as applicable;

**Deliverable 12e:** Public notice and scoping as identified in CEQA Task 2, Deliverables 2a – h, including a Notice of Intent (NOI), if applicable;

**Deliverable 12f:** IS/EA, if required. Described in CEQA Task 3, Deliverables 3a – g, including preparation and filing of Findings of No Significant Impact (FONSI), if applicable; and

**Deliverable 12g:** EIR/EIS, if required. Described in CEQA Task 7, Deliverables 7a – g, including preparation and filing of Record of Decision (ROD), if applicable.

### **OPTIONAL TASK 13: PREPARATION FOR AND PARTICIPATION IN HEARINGS OF AN APPEAL OF THE FINAL EIR**

If the Final EIR is appealed, the consultant may be requested to prepare an Appeal Response. The consultant would attend public hearings of an appeal of the Final EIR before the San Francisco Board of Supervisors (BOS), if necessary. The consultant would be responsible for distributing up to 20 hard copies and up to 20 USB drives of the Final Appeal Response document.

**Deliverable 13a:** Draft 1 of the Appeal Response;

**Deliverable 13b:** Draft 2 of the Appeal Response;

**Deliverable 13c:** Screencheck of the Appeal Response;

**Deliverable 13d:** Final BOS Appeal Response; and

**Deliverable 13e:** Attendance and participation in hearings regarding an appeal of the Final EIR

### **OPTIONAL TASK 14: PILOT PROJECT EVALUATION**

It is anticipated that 6th St. Pedestrian Safety Project pilot projects may be developed and implemented for limited trial periods as permitted by CEQA during the time frame of the environmental review. Data collection and analysis shall be completed in conjunction with SFMTA and City Planning staff. The consultant shall complete a memorandum analyzing key findings and advise stakeholders of how the pilot should inform the TIS conducted for this environmental review process.

**Deliverable 14a:** 1st Draft memorandum of pilot project evaluation;

**Deliverable 14b:** 2nd Draft memorandum of pilot project evaluation; and

**Deliverable 14c:** Final memorandum of pilot project evaluation

### **OPTIONAL TASK 15: PROPOSED CEQA GUIDELINE ANALYSIS**

Per State Bill 743, Level of Service will no longer be utilized to determine transportation impacts for the purpose of CEQA. The consultant shall prepare in conjunction with *Task 4*:

*Transportation Impact Study*, a technical memo describing the TIS outcomes under proposed Office of Planning and Research guidelines, methodology and new threshold metric . The consultant shall refer to guidelines described by the OPR here: [http://www.opr.ca.gov/s\\_ceqaguidelines.php](http://www.opr.ca.gov/s_ceqaguidelines.php), and refer to Subdivision (b)(2): Induced Travel and Transportation Projects. The consultant shall refer to the most recent circulated drafts from OPR and the San Francisco Planning Department. The consultant shall additionally prepare a memo describing the findings of this Task including lessons learned related to:

- Data collection,
- Modeling,
- Level of effort in hours from consultants,
- Other topics as identified.

The consultant shall prepare this memo for the SFMTA Directors and the SF Planning Department Environmental Review Officer.

***Deliverable 15a:*** Draft technical memo describing TIS outcomes under new guidelines;

***Deliverable 15b:*** Final technical memo describing TIS outcomes under new guidelines;

***Deliverable 15c:*** Draft memo related to lessons learned; and

***Deliverable 15d:*** Final memo related to lessons learned

## **OPTIONAL TASK 16: ADDITIONAL TECHNICAL STUDIES**

At the direction of the Planning Department and in accordance with the findings of the Initial Study, the consultant shall prepare any additional necessary technical studies to support the 6th St. Pedestrian Safety Project environmental review, such as but not limited to an Archeological Report, or a Historic Resource Evaluation Report.

***Deliverable 16:*** Drafts and Final Technical Studies to be determined based on input from the Planning Department and on the findings of the Initial Study.

## **OPTIONAL TASK 17: AS-NEEDED OUTREACH, ENGINEERING, AND ENVIRONMENTAL SUPPORT**

The Contractor shall conduct ongoing consulting services in collaboration with the 6th St. Pedestrian Safety Project Manager. Work will include, but not be limited to, outreach, engineering and environmental support as needed during the contract. This shall include regular meetings and on-site consultation support as needed to ensure progress is being made according to the schedule and all major goals/milestones are achieved as planned. The Contractor will discuss specific services with the 6th St. Pedestrian Safety Project Manager including roles and responsibilities, the nature and type of advice, level of staff, and specific objectives will be agreed upon. Key components may include regular on-site technical assistance.

Subtasks and deliverables may include work on or management of division-specific action plans and the preparation of quarterly progress reports.

**Attachment B**  
**6th St. Pedestrian Safety Project**  
**Project Description**

The 6<sup>th</sup> Street Pedestrian Safety Improvement Project (Project) proposes to improve the street right-of-way, sidewalk configuration, and travel patterns for vehicles on 6<sup>th</sup> Street from Market Street to Bryant Street and on Golden Gate Avenue from Jones Street to Market Street. 6<sup>th</sup> Street between Market Street and Folsom Street has the highest concentration of severe and fatal pedestrian injuries in the City and the central goal and vision of this project is to create a safe and inviting pedestrian environment.

This proposal is the result of a comprehensive community outreach process that began based on the recommendations of the WalkFirst pedestrian safety initiative. The Project corridor is on the high injury network (HIN) and is a key location in the City's focus on Vision Zero – the City's goal of reducing all traffic deaths to zero by 2024. The primary goals of the Project are as follows:

1. Reduce pedestrian collisions on 6<sup>th</sup> Street
2. Improve pedestrian crossings of 6<sup>th</sup> Street at all intersections
3. Calm motor vehicle traffic
4. Improve safety and comfort for people on bikes
5. Create a safe and inviting public space

The central component of this project is a suite of proposed pedestrian safety and streetscape improvements on 6<sup>th</sup> Street from Market Street to Bryant Street including pedestrian safety bulb-outs, raised crosswalks, landscaping, and streetscape improvements. On 6<sup>th</sup> Street between Market Street and Howard Street, sidewalks on both sides of the street will be widened to create space for vital improvements to the pedestrian realm. Additionally, the 2 lanes of vehicle traffic in each direction on 6<sup>th</sup> Street between Market Street and Bryant Street will be reduced to 1 lane in each direction. On 6<sup>th</sup> Street between Folsom Street and Bryant Street, the Project will remove peak-hour towaway lanes that restrict parking from 7-9AM and 3-7PM and restore full-time parking lanes. One lane of vehicle traffic on Golden Gate Avenue between Jones Street and Market Street will also be removed as part of this project.

To address the stated goals, the Project includes the following elements:

- Road diet from 4 lanes to 2 lanes on 6<sup>th</sup> Street from Market Street to Bryant Street (one lane of vehicle traffic in each direction at all times)
- Removal of peak-hour towaway lanes on 6<sup>th</sup> Street in the north and southbound directions between Folsom Street and Bryant Street
- Road diet from 3 one-way lanes to 2 one-way lanes on Golden Gate Avenue between Jones Street and Market Street (one-way street, one through lane and one forced left turn)
- Sidewalk widening and streetscape on 6<sup>th</sup> Street from Market Street to Howard Street with concrete corner bulb-outs at all intersections

# E4-202

- Concrete corner bulb-outs at the intersections of 6<sup>th</sup> Street/Folsom Street and 6<sup>th</sup> Street/Harrison Street
- Raised crosswalks at all alleyway intersections with 6<sup>th</sup> Street between Market Street and Folsom Street
- New bikeway facility from Market Street to Folsom Street
- Improvements to street lighting, landscaping and sidewalk furniture
- Traffic signal timing changes to further accommodate pedestrian crossings and slow vehicle travel speeds
- Changes to parking and loading
- New traffic signals at 6<sup>th</sup> Street/Stevenson Street and at 6<sup>th</sup> Street/Natoma Street
- Right-turn-must-turn-right restricted lanes for northbound vehicles on 6<sup>th</sup> Street approaching Bryant Street and Folsom Street
- New left-turn pocket and left-turn signal for northbound vehicles on 6<sup>th</sup> Street turning left onto Harrison Street
- New right-turn pockets for northbound vehicles on 6<sup>th</sup> Street turning right onto Market Street and Mission Street (the Market Street turn pocket will be for commercial vehicles and taxis only)
- New right-turn pockets for southbound vehicles on 6<sup>th</sup> Street turning right onto Mission Street and Howard Street
- New left-turn pocket for southbound vehicles on 6<sup>th</sup> Street turning left onto Folsom Street

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

FY 2015/16

Project Name: 6th Street Pedestrian Safety Improvement

Implementing Agency: San Francisco Municipal Transportation Agency

**ENVIRONMENTAL CLEARANCE**

Type : EIR

Status: To be completed.

**PROJECT DELIVERY MILESTONES**

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	3	2012/13	3	2013/14
Environmental Studies (PA&ED)	1	2015/16	3	2016/17
R/W Activities/Acquisition				
Design Engineering (PS&E)	3	2016/17	3	2017/18
Prepare Bid Documents				
Advertise Construction	3	2017/18		
Start Construction (e.g., Award Contract)	4	2017/18		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			4	2018/19
Project Closeout (i.e., final expenses incurred)			4	2018/19

**SCHEDULE COORDINATION/NOTES**

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

The schedule above assumes an 18-month environmental phase from time of contract award in fall 2015.

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

FY 2015/16

**Project Name:** 6th Street Pedestrian Safety Improvement

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

**COST SUMMARY BY PHASE - CURRENT REQUEST**

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

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

			Cost for Current Request/Phase		
			Total Cost	Current Request	Prop AA - Current Request
	Yes/No				
Planning/Conceptual Engineering					
Environmental Studies (PA&ED)	Yes		\$2,050,601	\$2,012,000	
Design Engineering (PS&E)					
R/W Activities/Acquisition					
Construction					
Procurement (e.g. rolling stock)					
<b>Total:</b>			\$2,050,601	\$2,012,000	\$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
		\$ 157,228	Actual cost
Planning/Conceptual Engineering		\$ 2,050,601	SFMTA estimate based on similar projects
Environmental Studies (PA&ED)		\$ 950,000	SFMTA estimate based on similar projects
Design Engineering (PS&E)			
R/W Activities/Acquisition			
Construction		\$ 4,200,000	SFMTA estimate
Procurement (e.g. rolling stock)			
<b>Total:</b>		<b>\$ 7,357,829</b>	

**% Complete of Design:** 30 as of 04.26.2015

**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.
3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.
4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.
5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.
6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

Project Budget Summary	Total
SFMTA Staff	\$346,462
SF Planning Dept Staff	\$280,888
SF City Attorney Review	\$20,000
Consultant Contract	\$1,165,000
Contingency (10% of total phase cost)	\$200,000
<b>Total</b>	<b>\$2,012,350</b>

**Round down to \$2,012,000**

**SFMTA LABOR - All Tasks**

FTE = Full Time Equivalent; MFB = Mandatory Fringe Benefits

Position	Class	Unburdened Salary	MFB	Overhead	Fully Burdened Salary (Total Overhead Multiplier of 1.8)	FTE Ratio	Hours	Cost
Transit Planner III	5289	108,942	60,633	136,169	305,744	0.78	1625	\$238,862
Transit Planner IV	5290	129,182	69,498	159,540	358,221	0.13	260	\$44,778
Transit Planner V	5283	153,294	80,059	187,382	420,734	0.01	20	\$4,046
Assistant Engineer	5203	103,246	58,644	129,998	291,888	0.13	260	\$36,486
Associate Engineer	5207	120,085	65,513	149,036	334,635	0.02	40	\$6,435
Engineer	5241	139,054	73,821	170,939	383,814	0.02	40	\$7,381
Engineer/Architect/Landscape Architect S	5211	160,980	83,425	196,258	440,664	0.02	40	\$8,474
<b>Total</b>						<b>1.099</b>	<b>2285</b>	<b>\$346,462</b>

**DEPARTMENT OF CITY PLANNING LABOR - All Tasks**

FTE = Full Time Equivalent; MFB = Mandatory Fringe Benefits

Position	Class	Unburdened Salary	Overhead with Multiplier 2.377	Fully Burdened Salary	FTE Ratio	Hours	Cost
Planner III - Environmental Review	5298	108,942	258,956	367,898	0.62	1290	\$228,097
Planner V	5283	153,294	364,379	517,672	0.10	212	\$52,793
<b>Total</b>					<b>0.722</b>	<b>1502.12</b>	<b>\$280,888</b>

**CONSULTANT SERVICES FEE**

Item	Total Cost
Consultant Services for EIR Preparation	\$1,165,000
Task Name	
1 Project Kick-off Meetings, Information Review and Project Work Plan	
2 Public Project Scoping Meeting and Notice of Preparation	
3 Initial Study	
4 Transportation Impact Study	
5 Air Quality Impact Study	
6 Alternatives Development And Analysis	
7 Draft Environmental Impact Report	
8 Response to Comments	
9 Preparation For and Participation in Hearing of the Final EIR	
10 Final EIR Document	
<b>Total</b>	<b>\$1,165,000</b>

**CITY ATTORNEY FEE**

Item	Unit Description	Number of hours	Cost Per hour	Total Cost
Attorney Fee	Hours	80	\$250	\$20,000
<b>Total</b>				<b>\$20,000</b>

**CONTINGENCY**

Item	Total Cost
Contingency for unforeseen environmental issues	\$200,000
<b>Total</b>	<b>\$200,000</b>

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

FY 2015/16

**Project Name:** 6th Street Pedestrian Safety Improvement

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

Prop K Funds Requested: \$2,012,000

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

Strategic Plan Amount for Requested FY: \$5,371,947

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

Prop AA Funds Requested: \$0

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

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

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2015/16 for the 6th Street Pedestrian Safety Improvement project in the Pedestrian Circulation/Safety 5YPP. A proposed 5YPP amendment would reprogram \$700,000 in FY 14/15 funds programmed to the design phase and \$1,312,000 in FY 14/15 funds programmed to the construction phase of the 6th Street Improvements project to the environmental phase of the subject project.

The Strategic Plan amount is the entire amount programmed in the Pedestrian Circulation/Safety category in Fiscal Year 2015/16 (\$850,000), programmed but unallocated funds from Fiscal Year 2014/15 (\$2,509,840) and cumulative remaining programming capacity (\$2,012,107).

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	\$2,012,000		\$38,601	\$2,050,601
				\$0
				\$0
<b>Total:</b>	\$2,012,000	\$38,601	\$38,601	\$2,050,601

Actual Prop K Leveraging - This Phase: 0.00%

Expected Prop K Leveraging per Expenditure Plan 25.39%

\$2,050,601  
Total from Cost worksheet



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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

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

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$2,012,000	\$972,100	\$180,829	\$3,164,929
SFMTA Operating			\$15,000	\$15,000
TBD	\$4,177,900			\$4,177,900
				\$0
Examples of TBD funding include: Prop K sales tax and Prop A [2014] General Obligation Bond Funding.				\$0
				\$0
				\$0
<b>Total:</b>	\$6,189,900	\$972,100	\$195,829	\$ 7,357,829

Actual Prop K Leveraging - Entire Project:    
 Expected Prop K Leveraging per Expenditure Plan:  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 Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$1,200,000	60.00%	\$812,000
FY 2016/17	\$812,000	40.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	<b>\$2,012,000</b>		

Prop AA Funds Requested:

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	\$2,012,000
		#DIV/0!	\$2,012,000
		#DIV/0!	\$2,012,000
<b>Total:</b>	<b>\$0</b>		

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation		
	\$2,012,000		Environmental Studies (PA&ED)
<b>Total:</b>	<b>\$2,012,000</b>		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 40	FY 2015/16	\$1,200,000	60.00%	\$812,000
Prop K EP 40	FY 2016/17	\$812,000	40.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
<b>Total:</b>		<b>\$2,012,000</b>	<b>100%</b>	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 40	FY 2015/16	Environmental Studies (PA&ED)	\$1,200,000	60%	\$812,000
Prop K EP 40	FY 2016/17	Environmental Studies (PA&ED)	\$812,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$2,012,000</b>		

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

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

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

**Deliverables:**

1. Upon completion of the environmental phase (date of completion to be determined at time of award of contract, which is anticipated fall 2015), provide evidence of final environmental clearance.
2. Upon completion of the environmental phase, provide updated scope, schedule, major line item budget and funding plan for the design and construction phases. This information can be provided as part of an allocation request for the later phases.
3.

**Special Conditions:**

1. The recommended allocation is contingent on a 5YPP amendment to reprogram \$700,000 in FY 14/15 funds programmed to the design phase and \$1,312,000 in FY 14/15 funds programmed to the construction phase of the 6th Street Improvements project to the subject project. See attached 5YPP for details.
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

**Notes:**

1. On May 4, 2015, at SFMTA's request, Transportation Authority staff granted a waiver to Prop K Strategic Plan policies to allow the SFMTA to advertise at risk (i.e., prior to allocation of Prop K funds).
2.

Supervisory District(s):

Prop K proportion of expenditures - this phase:

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

SFCTA Project Reviewer:

Project # from SGA:

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

### MAPS AND DRAWINGS

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

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



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

FY of Allocation Action: 2015/16      Current Prop K Request: \$ 2,012,000  
Current Prop AA Request: \$ -

Project Name: 6th Street Pedestrian Safety Improvement

Implementing Agency: San Francisco Municipal Transportation Agency

**Signatures**

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

**Project Manager**

**Grants Section Contact**

Name (typed): Charles Ream

Joel C. Goldberg

Title: Transportation Planner III

Manager,  
Capital Procurement & Mgmt

Phone: (415) 701-4695

(415) 701-4499

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

\_\_\_\_\_

Email: [Charles.Ream@sfmta.com](mailto:Charles.Ream@sfmta.com)

[Joel.Goldberg@sfmta.com](mailto:Joel.Goldberg@sfmta.com)

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

1 South Van Ness, 8th Floor, San Francisco, CA 94103

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

\_\_\_\_\_

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

\_\_\_\_\_

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Pedestrian Circulation/Safety (EP 40)**  
**Programming and Allocations to Date**  
 Updated 05.22.15, pending 06.23.15 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
<b>Corridor Projects</b>									
SFMTA	6th Street Improvements (NTIP) <sup>6</sup>	PS&E	Programmed	\$0					\$0
SFMTA	6th Street Improvements (NTIP) <sup>5,6</sup>	CON	Programmed	\$972,100					\$972,100
SFMTA	6th Street Pedestrian Safety Improvement <sup>6</sup>	PA&ED	Pending		\$2,012,000				\$2,012,000
SFMTA	7th Street Streetscape	PS&E	Programmed	\$174,000					\$174,000
<b>Follow-the-Paving</b>									
SFMTA	Follow-the-Paving (Spot Improvements)	PS&E, CON	Programmed		\$50,000				\$50,000
<b>Citywide Pedestrian Safety &amp; Circulation Improvements</b>									
SFMTA	Active Transportation Program Local Match	PLAN/CER	Programmed	\$10,000					\$10,000
SFMTA	Active Transportation Program Local Match	PS&E	Programmed	\$80,000					\$80,000
SFMTA	Active Transportation Program Local Match <sup>1</sup>	CON	Programmed	\$523,740					\$523,740
SFPW	ER Taylor Elementary School Safe Routes to School <sup>1</sup>	CON	Allocated	\$6,575					\$6,575
SFPW	Longfellow Elementary School Safe Routes to School <sup>1</sup>	CON	Allocated	\$64,578					\$64,578
SFMTA	Active Transportation Program Local Match	PS&E	Programmed				\$300,000		\$300,000
SFMTA	Active Transportation Program Local Match	CON	Programmed					\$300,000	\$300,000
SFMTA	WalkFirst <sup>3,5</sup>	PLAN/CER	Programmed	\$0					\$0
SFMTA	WalkFirst <sup>3,4,5</sup>	PS&E	Programmed	\$0					\$0
SFMTA	WalkFirst <sup>2,3,4</sup>	CON	Programmed	\$0					\$0
SFMTA	WalkFirst Continental Crosswalks <sup>2</sup>	CON	Allocated	\$423,000					\$423,000
SFMTA	WalkFirst Rectangular Rapid Flashing Beacons <sup>3</sup>	PLAN/CER, PS&E, CON	Allocated	\$222,900					\$222,900
SFMTA	Golden Gate Road Diet [Vision Zero]	CON	Allocated	\$120,000					\$120,000
SFMTA	WalkFirst Phase 1 Pedestrian Safety Implementation [Vision Zero] <sup>5</sup>	PS&E, CON	Allocated	\$1,000,000					\$1,000,000
SFMTA	WalkFirst	PLAN/CER	Programmed			\$53,996			\$53,996

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2014/15	2015/16	2016/17	2017/18	
SFMTA	WalkFirst	PS&E	Programmed			\$110,000		\$110,000
SFMTA	WalkFirst	CON	Programmed			\$65,000		\$65,000
SFMTA, Any eligible	Neighborhood Transportation Improvement Program (NTIP) placemaker	PS&E, CON	Programmed	\$750,000				\$750,000
SFMTA	Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]	PLAN	Allocated	\$50,000				\$50,000
SFMTA, Any eligible	Neighborhood Transportation Improvement Program (NTIP) placemaker	PS&E, CON	Programmed		\$800,000			\$800,000
<b>Total Programmed in 5YPP</b>				\$4,396,893	\$2,862,000	\$228,996	\$300,000	\$8,087,889
<b>Total Allocated and Pending in 5YPP</b>				\$1,887,053	\$2,012,000	\$0	\$0	\$3,899,053
<b>Total Deobligated in 5YPP</b>				\$0	\$0	\$0	\$0	\$0
<b>Total Unallocated in 5YPP</b>				\$2,509,840	\$850,000	\$228,996	\$300,000	\$4,188,836
<b>Total Programmed in 2014 Strategic Plan</b>				\$6,408,893	\$850,000	\$228,996	\$300,000	\$8,087,889
<b>Deobligated from Prior 5YPP Cycles **</b>				\$107				\$107
<b>Cumulative Remaining Programming Capacity</b>				\$2,012,107	\$107	\$107	\$107	\$107

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

**Footnotes**

- 1 5YPP amendment to add ER Taylor and Longfellow Safe Routes to School projects (Resolution 15-28, 12:16:2014)  
Active Transportation Program Local Match: Reduced by \$71,153 in Fiscal Year 2014/15.  
ER Taylor Safe Routes to School: Added project with \$6,575 in Fiscal Year 2014/15 funds for construction.  
Longfellow Safe Routes to School: Added project with \$64,578 in Fiscal Year 2014/15 funds for construction.
- 2 WalkFirst funds from Fiscal Year 2014/15 (\$423,000) were allocated to WalkFirst Continental Crosswalks.
- 3 WalkFirst funds from Fiscal Year 2014/15 (\$222,900) were allocated to WalkFirst Beacon Installation and Construction Coordination.
- 4 WalkFirst funds from Fiscal Year 2014/15 (\$120,000) were allocated to Golden Gate Road Diet [Vision Zero].
- 5 5YPP amendment to fully fund WalkFirst Phase 1 Pedestrian Safety Implementation [Vision Zero] (Resolution 15-46, 03:24:2015)  
6th Street Improvements (NTIP): Reduced by \$715,900 in Fiscal Year 2014/15 construction funds. SFMTA is planning on requesting \$1 million in Prop K funds for the environmental phase, through which it will determine costs and a funding plan for design and construction.  
WalkFirst Phase 1 Pedestrian Safety Implementation [Vision Zero]: Added \$715,900 in Fiscal Year 2014/15 funds for design and construction. Project is fully funded with \$284,100 from the WalkFirst placemakers in Fiscal Year 2014/15.
- 6 5YPP amendment to add 6th Street Pedestrian Improvements project environmental phase (Resolution 15-XX, MO.DA.YE.AR)  
6th Street Improvements (NTIP): Reduced by \$700,000 in Fiscal Year 2014/15 for design.  
6th Street Improvements (NTIP): Reduced by \$1,312,000 in Fiscal Year 2014/15 for construction.  
6th Street Pedestrian Safety Improvement: Added project with \$2,012,000 in Fiscal Year 2015/16 funds for the environmental phase.



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

FY of Allocation Action:

Project Name:

Implementing Agency:

**EXPENDITURE PLAN INFORMATION**

Prop K EP Project/Program:

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

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

**SCOPE**

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

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

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

Public Works requests \$1,045,000 for its FY 2015/16 Tree Planting and Maintenance program. This request includes \$512,050 for planting and establishment of street trees and \$532,950 for maintenance of existing street trees in public rights-of-way. The requests funded will leverage \$3,636,517 in additional state and local funds.

**Tree planting and establishment, \$512,050.** Program includes replacing **325** street trees in the public right-of-way maintained by Public Works. Street trees are at high risk for vandalism and many trees are reaching the end of their lifespans, and so are removed or fail during storms. Trees needing replacement are identified by the Bureau of Urban Forestry (BUF) crews and by reports from the public. The following streets often require replacement of trees, because of high visibility, vandalism or both: **3rd St., 24th St., Arguello Blvd., Church St., Dolores St., Evans Ave., Geary Blvd., Hyde St., Market St., Mission St., Oak St., and Fell St.** Prop K funding will allow Public Works to establish approximately **622** young trees at an approximate average cost of \$11 per visit. In prior years we watered trees approximately 44 weeks out of the year due to heavy rains during the rainy season. Because of the ongoing drought, we can no longer assume sufficient rainfall to establish young trees, and have determined that the newly planted trees will require watering every week of the year, for a total of 52 weeks annually to provide sufficient water. In addition to the primary duty of providing 15 gallons of water per week to each tree, staff also adjust tree stakes and weed basins, as needed. All work will be done by Public Works staff.

Because maintenance of the replaced trees would likely be transferred to property owners after the establishment period, in accordance with the recent implementation of the tree maintenance transfer plan, Public Works is informing property owners of their eventual tree maintenance responsibility through community meetings, web outreach, and notices at the time of transfer.

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

**Maintenance of existing trees: \$532,950.** Public Works' program includes maintaining existing trees in street and public right-of-way areas, including: median islands, public stairways, unimproved public property, and other non-park areas. Public Works is requesting \$532,950 to maintain approximately 779 street trees at various locations throughout San Francisco. Maintenance includes tree pruning and removal when necessary, inspecting street trees to determine what work is needed, scheduling work, and keeping records and the street tree inventory updated. All work will be done by Public Works staff.

The following streets have been identified as priority locations for FY 2015/16 based on the prioritization criteria set forth in the 2014 Prop K 5-Year Prioritization Program: **3rd St.** from 16th St. to Bayshore Blvd., **24th St.** from Mission to Potrero Ave., **Evans Ave.** from 3rd St. to Jennings St., **Fell St.** from Market St. to Baker St., **Geary Blvd.** from 15th Ave. to 30th Ave., **Hyde St.** from Washington St. to Beach St., **Lombard St.** from Kearny St. to Lyon St., **Market St.** from Steuart St. to Argent Alley, **Mission St.** from The Embarcadero to Huron Ave., **Oak St.** from Van Ness Ave. to Baker St., **Oakdale Ave.** from Selby St. to Keith St., **Palou Ave.** from Selby St. to Fitch St., **Potrero Ave.** from Division St. to Cesar Chavez St., **Sunset Blvd.** from Lincoln Way to Lake Merced Blvd., **Van Ness Ave.** from Market St. to Beach St. However, emergencies, new construction, or other priority projects can require adjustments to the maintenance schedule.

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

FY 2015/16

Project Name: Tree Planting & Maintenance

Implementing Agency: Department of Public Works

**ENVIRONMENTAL CLEARANCE**

Type : N/A

Status:

**PROJECT DELIVERY MILESTONES**

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

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

Empty text box for providing project delivery milestones and schedule coordination notes.

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

FY 2015/16

**Project Name:** Tree Planting & Maintenance

**Implementing Agency:** Department of Public Works

### COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

Cost for Current Request/Phase		
	Yes/No	
		Total Cost
		Prop K - Current Request
		Prop AA - Current Request
Planning/Conceptual Engineering	<input type="text"/>	
Environmental Studies (PA&ED)	<input type="text"/>	
Design Engineering (PS&E)	<input type="text"/>	
R/W Activities/Acquisition	<input type="text"/>	
Construction	Yes	\$4,681,517
Procurement (e.g. rolling stock)	<input type="text"/>	
		\$4,681,517
		\$1,045,000
		\$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	<input type="text"/>	
Environmental Studies (PA&ED)	<input type="text"/>	
Design Engineering (PS&E)	<input type="text"/>	
R/W Activities/Acquisition	<input type="text"/>	
Construction	\$4,681,517	Proposed Urban Forestry Budget
Procurement (e.g. rolling stock)	<input type="text"/>	
<b>Total:</b>	<b>\$ 4,681,517</b>	

**% Complete of Design:** n/a as of

**Expected Useful Life:** n/a Years

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

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

**Prop K Budget**

Service	Number of Trees	Unit Cost per Tree	Total Cost	Description
DPW Labor - Tree Planting	325	\$ 325	\$ 106,000	Replacement plantings for 325 trees (\$325/tree)
DPW Labor - Tree Establishment	622	\$ 552	\$ 343,000	Establish 622 trees (\$552/tree)
DPW Labor - Tree Maintenance	779	\$ 684	\$ 533,000	Prune and remove established trees as needed (\$684/tree)
Tree Planting materials and supplies	325	\$ 193	\$ 63,000	Tree, stakes and ties
<b>Total Prop K Budget</b>			<b>\$ 1,045,000</b>	

**DPW Labor Detail**

Position	Unburdened Salary	Overhead Multiplier	Fully Burdened Salary	FTE Ratio	Total Cost
3435 Inspector	\$ 70,356	2.62	\$ 184,213	0.06	\$ 11,189
0922 Urban Forester	\$ 114,322	2.62	\$ 299,329	0.05	\$ 14,966
3436 Arborist Sup I	\$ 91,078	2.62	\$ 238,470	0.17	\$ 40,540
3434 Arborist	\$ 72,436	2.62	\$ 189,659	2.19	\$ 415,354
7514 Laborer	\$ 63,492	2.62	\$ 166,241	0.15	\$ 24,936
7355 Driver	\$ 75,686	2.62	\$ 198,169	0.14	\$ 27,744
3417 Gardener	\$ 65,702	2.62	\$ 172,028	2.60	\$ 447,272
<b>Total Labor</b>				<b>5.36</b>	<b>\$ 982,000</b>

**Bureau of Urban Forestry Annual Budget (including funds requested through Capital Improvement Program (CIP))**

Service	Number of Trees	Unit Cost per Tree	Total Cost	Description
Tree Planting and materials	50	\$ 518	\$ 25,916.50	Includes planting of 50 trees (from Adopt-a-Tree)
Tree Establishment	3959	\$ 552	\$ 2,185,501	Includes establishment for approximately 3,959 trees (\$593,570 requested from CIP and \$1,591,931 from gas tax)
Tree Maintenance	2083	\$ 684	\$ 1,425,099	Includes maintenance for approximately 2,096 trees (\$260,466 requested from CIP and \$1,164,633 from gas tax)
<b>Total BUF Annual Budget</b>	<b>6092</b>		<b>\$ 3,636,517</b>	

**Total Budget from all sources**

Service	Number of Trees	Unit Cost per Tree	Total Cost
Tree Planting (including materials and supplies)	375	\$ 520	\$ 194,917
Tree Establishment	4,581	\$ 552	\$ 2,528,501
Tree Maintenance	2,863	\$ 684	\$ 1,958,099
<b>Total</b>			<b>\$ 4,681,517</b>

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

FY 2015/16

**Project Name:** Tree Planting & Maintenance

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

Prop K Funds Requested: \$1,045,000

5-Year Prioritization Program Amount: \$1,045,000 (enter if appropriate)

Strategic Plan Amount for Requested FY: \$1,045,000

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

Prop AA Funds Requested: \$0

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

Strategic Plan Amount for Requested FY:

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

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in FY 2015/16 for the Tree Planting and Maintenance 5YPP.

The Strategic Plan amount is the entire amount programmed for the Tree Planting and Maintenance category in FY 2015/16.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K Sales Tax		\$1,045,000		\$1,045,000
Gas Tax	\$2,756,564			\$2,756,564
Capital Improvement Program (CIP)	\$854,037			\$854,037
Adopt-A-Tree	\$25,916			\$25,916
				\$0
				\$0
<b>Total:</b>	\$3,636,517	\$1,045,000	\$0	\$4,681,517

Actual Prop K Leveraging - This Phase:	77.68%	\$4,681,517
Expected Prop K Leveraging per Expenditure Plan	56.84%	Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

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

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

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

Actual Prop K Leveraging - Entire Project:	77.68%	\$ 4,681,517
Expected Prop K Leveraging per Expenditure Plan:	56.84%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:		

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

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

Prop K Funds Requested:

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$1,045,000	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	<b>\$1,045,000</b>		

Prop AA Funds Requested:

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	\$1,045,000
		#DIV/0!	\$1,045,000
		#DIV/0!	\$1,045,000
<b>Total:</b>	<b>\$0</b>		

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$1,045,000	Construction
<b>Total:</b>	<b>\$1,045,000</b>		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 42	FY 2015/16	\$1,045,000	100.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
<b>Total:</b>		<b>\$1,045,000</b>	<b>100%</b>	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 42	FY 2015/16	Construction	\$1,045,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$1,045,000</b>		

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



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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

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

**Deliverables:**

- Quarterly progress reports shall report the number of trees that DPW has maintained using Prop K funds during the preceding quarter as well as the number and location of trees planted and established, noting the locations identified through service requests and claims data.
- 
- 
- 

**Special Conditions:**

- Prop K funds allocated to this project are only eligible for expenses incurred in the fiscal year for which the allocation was made (ending 06.30.16). After the deadline for submittal of final reimbursement requests or estimated expenditure accruals (estimated by mid-August 2016), all remaining unclaimed amounts will be deobligated and made available for future allocations.
- 

**Notes:**

- For this project SFPW may submit evidence of proportional billing upon completion of the project.
- 

Supervisory District(s):

Prop K proportion of expenditures - this phase:	22.32%
Prop AA proportion of expenditures - this phase:	58.88%

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

SFCTA Project Reviewer:

Project # from SGA:

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

**SUB-PROJECT DETAIL**

Sub-Project # from SGA:

Name:

Supervisorial District(s):

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 42	FY 2015/16	Construction	\$512,050	49%	\$532,950
				100%	\$532,950
				100%	\$532,950
				100%	\$532,950
				100%	\$532,950
<b>Total:</b>			<b>\$512,050</b>		

Sub-Project # from SGA:

Name:

Supervisorial District(s):

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 42	FY 2015/16	Construction	\$532,950	51%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$0</b>		

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

FY of Allocation Action: 2015/16      Current Prop K Request: \$ 1,045,000  
 Current Prop AA Request: \$ -

Project Name: Tree Planting & Maintenance

Implementing Agency: Department of Public Works

**Signatures**

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

**Project Manager**

**Grants Section Contact**

Name (typed): Chris Buck

Rachel Alonso

Title: Acting Urban Forester

Administrative Analyst

Phone: (415) 641-2677

415.554.4890 / 415.558.4034

Fax: (415) 522-7684

\_\_\_\_\_

Email: [Chris.Buck@sfdpw.org](mailto:Chris.Buck@sfdpw.org)

[rachel.alonso@sfdpw.org](mailto:rachel.alonso@sfdpw.org)

Address: 1680 Mission St., 1st Floor  
San Francisco, CA 94103

30 Van Ness, 5th floor  
San Francisco, CA 94102

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

\_\_\_\_\_

Date: 04/21/15

04/22/15



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

FY of Allocation Action:

Project Name:

Implementing Agency:

**EXPENDITURE PLAN INFORMATION**

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

Prop K Subcategory:

Prop K EP Project/Program:

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

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

**SCOPE**

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

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

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

The San Francisco Transportation Plan's needs assessment identified significant unmet demand for pedestrian and bicycle circulation projects and transit reliability initiatives, and concluded that meeting these transportation needs is an important way to improve mobility in neighborhoods and to address socioeconomic and geographic disparities in San Francisco. As a result of this finding and in response to public and Board input, the Transportation Authority developed the Neighborhood Transportation Improvement Program (NTIP). The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisorial district; and a capital component to provide local matching funds for two neighborhood-scale projects in each district in the next five years.

The requested Prop K funds will enable the San Francisco Municipal Transportation Agency (SFMTA) and Transportation Authority staff to work together to support commissioners' efforts to identify potential NTIP planning and capital projects and to develop proposed scope, schedule, and budget information to support allocation of NTIP grants. It also includes ongoing support of the NTIP program including regular communications with the district supervisors' offices regarding progress on NTIP grants.

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

Allocations to date include three NTIP planning grants (District 1 NTIP Planning project, Managing Access to the "Crooked Street" (1000 Block of Lombard Street) and District 5 Western Addition Community-Based Transportation Plan) and one NTIP capital grant (District 10 Chavez/Bayshore/Potrero Intersection Improvements.)

There is a total of \$100,000 budgeted for each district supervisor for NTIP planning grants over the next five years. There is \$600,000 intended to serve as local match for one small and one mid-size neighborhood scale NTIP capital project.

See attached draft NTIP Planning Grant Guidelines for additional detail on NTIP Planning Grants and the pre-development and program support work that staff will provide.

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

FY 2015/16

Project Name: NTIP Program Support

Implementing Agency: San Francisco County Transportation Authority

**ENVIRONMENTAL CLEARANCE**

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

**PROJECT DELIVERY MILESTONES**

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

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

Empty text box for providing project delivery milestones and schedule coordination notes.

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

FY 2015/16

**Project Name:** NTIP Program Support

**Implementing Agency:** San Francisco County Transportation Authority

**COST SUMMARY BY PHASE - CURRENT REQUEST**

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

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

Cost for Current Request/Phase		
	Yes/No	
	Total Cost	
	Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	Yes	\$ 150,000
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
	\$ 150,000	\$ 150,000
		\$ -

**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	\$ 150,000	Based on previous work
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
<b>Total:</b>	<b>\$ 150,000</b>	

**% Complete of Design:** N/A as of N/A

**Expected Useful Life:** N/A Years



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

**MAJOR LINE ITEM BUDGET**

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

**SUMMARY BY AGENCY**

<b>SFCTA</b>	<b>\$ 75,000</b>
<b>SFMTA</b>	<b>\$ 75,000</b>
<b>Total</b>	<b>\$ 150,000</b>

*FTE = Full time equivalent*

Position	Salary Per FTE	Salary Hourly Rate	Fully Burdened Hourly Rate	FTE Ratio	Hours	Cost
Transit Planner II (5288)	\$ 91,799	\$ 44	\$ 126	0.024	50	\$ 6,301
Transit Planner III (5289)	\$ 108,942	\$ 52	\$ 147	0.125	260	\$ 38,170
Transit Planner IV (5290)	\$ 129,182	\$ 62	\$ 172	0.010	20	\$ 3,444
Junior Engineer (5201)	\$ 91,357	\$ 44	\$ 125	0.012	25	\$ 3,137
Assistant Engineer (5203)	\$ 103,246	\$ 50	\$ 140	0.012	25	\$ 3,508
Associate Engineer (5207)	\$ 120,085	\$ 58	\$ 161	0.010	20	\$ 3,218
Principal Administrative Analyst (1824)	\$ 121,247	\$ 58	\$ 162	0.024	50	\$ 8,117
Manager V (9179)	\$ 150,605	\$ 72	\$ 202	0.022	45	\$ 9,106
				<b>0.238</b>	<b>495</b>	<b>\$ 75,000</b>

**SFCTA**

Position	Salary Per FTE	Salary Hourly Rate	Fully Burdened Hourly Rate	FTE Ratio	Hours	Cost
Deputy Director	\$ 182,160	\$ 88	\$ 219	0.115	240	\$ 52,548
Senior Transportation Planner	\$ 108,456	\$ 52	\$ 130	0.063	130	\$ 16,946
Transportation Planner	\$ 93,516	\$ 45	\$ 112	0.024	50	\$ 5,620
<b>Total</b>				<b>0.202</b>	<b>420</b>	<b>\$ 75,114</b>

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

FY 2015/16

**Project Name:** NTIP Program Support

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

Prop K Funds Requested: \$ 150,000

5-Year Prioritization Program Amount: \$ 150,000 (enter if appropriate)

Strategic Plan Amount for Requested FY: \$ 2,539,584

**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 Prop K 5-Year Prioritization Program (5YPP) amount is the entire amount of Prop K funds available for allocation in Fiscal Year 2015/16 for the subject project in the Transportation/Land Use Coordination 5YPP.

The Prop K Strategic Plan amount is the amount programmed for the entire Transportation/Land Use Coordination category in Fiscal Year 2015/16 in the 2014 Prop K Strategic Plan (\$2,339,584) and unallocated funds in Fiscal Year 2014/15 (\$200,000).

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		\$ 150,000		\$ 150,000
				\$ -
				\$ -
				\$ -
				\$ -
<b>Total:</b>		\$ 150,000	\$ -	\$ 150,000

Actual Prop K Leveraging - This Phase:	0.00%	\$150,000
Expected Prop K Leveraging per Expenditure Plan	40.48%	Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

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

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

Fund Source	Planned	Programmed	Allocated	Total
<b>Total:</b>		\$0	\$0	

Actual Prop K Leveraging - Entire Project:

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

Actual Prop AA Leveraging - Entire Project:

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

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

Prop K Funds Requested:

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$ 150,000	100.00%	\$ -
		0.00%	\$ -
		0.00%	\$ -
		0.00%	\$ -
		0.00%	\$ -
<b>Total:</b>	<b>\$ 150,000</b>		

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$ 75,000	Planning/Conceptual Engineering
Prop K Appropriation	\$ 75,000	Planning/Conceptual Engineering	
<b>Total:</b>	<b>\$ 150,000</b>		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 44	FY 2015/16	\$ 150,000	100.00%	\$ -
			0.00%	\$ -
			0.00%	\$ -
			0.00%	\$ -
			0.00%	\$ -
<b>Total:</b>		<b>\$ 150,000</b>	<b>100%</b>	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2015/16	Planning/Conceptual Engineering	\$ 150,000	100%	\$ -
				100%	\$ -
				100%	\$ -
				100%	\$ -
				100%	\$ -
<b>Total:</b>			<b>\$ 150,000</b>		

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

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution. No.  Res. Date:

Project Name:

Implementing Agency:

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

**Deliverables:**

1. Quarterly progress reports shall report on work performed for each District Supervisor as well as general NTIP program support in addition to other requirements in the Standard Grant Agreement.
2.
3.

**Special Conditions:**

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

**Notes:**

1.

Supervisorial District(s):

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

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

SFCTA Project Reviewer:

Project # from SGA:

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution. No.  Res. Date:

Project Name:

Implementing Agency:

**SUB-PROJECT DETAIL**

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

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2015/16	Planning/Conceptual Engineering	\$ 75,000	100%	\$ -
				0%	\$ -
<b>Total:</b>			<b>\$ 75,000</b>		

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

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2015/16	Planning/Conceptual Engineering	\$ 75,000	100%	\$ -
				0%	\$ -
<b>Total:</b>			<b>\$ 75,000</b>		

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

FY of Allocation Action: 2015/16      Current Prop K Request: \$ 150,000  
 Current Prop AA Request: \$ -

Project Name: NTIP Program Support

Implementing Agency: San Francisco County Transportation Authority

**Signatures**

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

**SFCTA Project Manager**

Name (typed): Anna LaForte  
 Title: Deputy Director for Policy and Programming  
 Phone: 415-522-4805  
 Email: [anna.laforte@sfcta.org](mailto:anna.laforte@sfcta.org)  
 Address: 1455 Market Street, 22 floor San Francisco, CA 94103  
 Signature: \_\_\_\_\_  
 Date: \_\_\_\_\_

**SFCTA Grants Section Contact**

Anna LaForte  
 Deputy Director for Policy and Programming  
 415-522-4805  
[anna.laforte@sfcta.org](mailto:anna.laforte@sfcta.org)  
 1455 Market Street, 22 floor San Francisco, CA 94103  
 \_\_\_\_\_  
 \_\_\_\_\_

**SFMTA Project Manager**

Name (typed): Craig Raphael  
 Title: Transportation Planner  
 Phone: 415-701-4276  
 Email: [Craig.Raphael@sfmta.com](mailto:Craig.Raphael@sfmta.com)  
 Address: 1455 Market Street, 22 floor San Francisco, CA 94103  
 Signature: \_\_\_\_\_  
 Date: \_\_\_\_\_

**SFMTA Grants Section Contact**

Craig Raphael  
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 415-701-4276  
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 1455 Market Street, 22 floor San Francisco, CA 94103  
 \_\_\_\_\_  
 \_\_\_\_\_



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

FY of Allocation Action:   
 Project Name:   
 Implementing Agency:

**EXPENDITURE PLAN INFORMATION**

Prop K EP Project/Program:   
 Prop K EP Line Number (Primary):  Current Prop K Request: \$   
 Prop K Other EP Line Numbers:

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

**SCOPE**

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

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

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

The Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) was developed to build community awareness of, and capacity to provide input to, the transportation planning process and to advance delivery of community supported neighborhood-scale projects.

We are requesting Prop K funds for an NTIP planning study to develop and evaluate two proposed pedestrian and bicycle improvements to the Alemany interchange, where U.S. 101, I-280, Alemany Boulevard, Bayshore Boulevard, and San Bruno Avenue converge. The study includes:

New north-south multimodal pathway connecting San Bruno Avenue to the Alemany Farmer's Market.  
 New bicycle lanes along Alemany Boulevard between Putnam Street and Bayshore Boulevard.

This District 9 NTIP planning study was developed in response to input from Supervisor Campos' office and community concerns in District 9. Project deliverables and recommendations will respond to Supervisor and community concerns.

The full scope of work begins on the next page.

## Alemany Interchange Improvement Study Project Scope

### Background

The Alemany Interchange, where U.S. 101, I-280, Alemany Boulevard, Bayshore Boulevard, San Bruno Avenue, and several other local streets intersect, presents major challenges to pedestrian and bicycle safety and accessibility. Together with hilly topography, the freeways act as barriers between the surrounding neighborhoods with few locations where they can be crossed. The interchange has the potential to provide critical connections between the adjacent communities of Bernal Heights, the Portola, Silver Terrace, and the Bayview, as well as destinations beyond. However, pedestrians, bicyclists, and transit riders seeking to reach these communities must navigate a circuitous maze of high-speed streets and ramps.

There is currently no pedestrian or bicycle infrastructure to directly connect the Alemany Farmer's Market, a major destination located on the northwest side of the interchange, to San Bruno Avenue and neighborhoods to the south. The existing interchange requires a lengthy detour to the west and several separate street crossings due to a closed crosswalk. Many pedestrians instead follow an informal path through the interchange that requires crossing multiple uncontrolled lanes of fast-moving traffic. Bicycle network connectivity is also lacking; Alemany Boulevard is a designated east-west bicycle route, connecting to the Bayshore Boulevard north-south bicycle route just east of the interchange. Bayshore Boulevard has existing bike lanes, and Alemany Boulevard west of the interchange has high-quality buffered bike lanes. Although sharrows exist through the interchange, it remains a gap in the dedicated bike lane network, where bicycles must mix with high-speed freeway-bound traffic.

Safety is a significant issue in the interchange area, with several severe-injury or fatal collisions having occurred on the streets in and near the interchange in recent years.<sup>1</sup> The Alemany Boulevard, San Bruno Avenue, and Bayshore Boulevard corridors, which converge at the Alemany Interchange, have been designated by the City's Vision Zero initiative as Pedestrian High Injury Corridors where a disproportionate share of pedestrian injuries and deaths occur. High vehicle speeds and a lack of sufficient pedestrian and bicycle infrastructure are likely contributing factors to the high rates of injury in and around the Alemany Interchange, and addressing these issues is key to achieving the Vision Zero policy objective of zero traffic deaths by 2024. This Study is also closely related to other safety initiatives, including the Transportation Authority's broader Vision Zero Ramp Analysis that will examine how to improve safety citywide where the freeway system connects with local streets in coordination with the Freeway Corridor Management Study. Another related effort is the SFMTA's Muni Forward San Bruno Corridor Study that will design improvements with the goals of improving multimodal safety and improving the reliability of Muni in the corridor just south of the Alemany Interchange.

Neighboring communities, led by the Portola Neighborhood Association (PNA), developed two specific proposals that would improve multimodal connectivity and safety by providing pedestrian and bicycle connections through the interchange:

1. New north-south multimodal pathway connecting San Bruno Avenue to the Alemany Farmer's Market.

<sup>1</sup> During the Vision Zero analysis period of 2007 to 2011, ten pedestrian injury collisions occurred in and around the interchange, including one fatality and two severe injury collisions. Two additional pedestrian fatalities occurred in the interchange in 2006 and 2014. During the Vision Zero period, three bicycle injury crashes occurred.

2. New bicycle lanes along Alemany Boulevard between Putnam Street and Bayshore Boulevard.

This Prop K request is for a planning study to further develop the proposed pedestrian and bicycle improvements to the Alemany interchange, perform an initial feasibility assessment, and prepare the projects for consideration by the public and decision-makers to approve the next phase of work (detailed design and Caltrans programming and approvals).

**Cost and Funding**

This scope of work is for a total budget of \$200,000. Commissioner David Campos has supported utilizing \$100,000 in Prop K Neighborhood Transportation Improvement Program (NTIP) Planning funds for the study, and in addition, is seeking an additional \$100,000 from the General Fund to support the full study scope. In the event that only the \$100,000 in NTIP Planning funds is available for the project, the scope will be reduced to include study of only the first project listed above, the proposed north-south multimodal pathway, and not the proposed bike lanes.

**Scope of Work**

**1. Administrative Start-Up and Project Management**

**Task 1.1 Project Kick-off.** The Transportation Authority will procure consultant support to assist with project technical tasks and will host a project kick-off meeting with partner agency staff and consultants. This task also includes development of a refined project scope and a project charter.

**Task 1.2 Ongoing Project Coordination and Management.** The project team will hold regular coordination meetings on an approximately monthly basis. These meetings will include Transportation Authority, SFMTA (multiple divisions as needed), and consultant staff on a regular basis, as well as staff from other local agencies (e.g. Public Works) as needed. The project team will coordinate closely with the Freeway Corridor Management Study, the Vision Zero initiative and Ramp Safety Analysis, and related efforts to address safety throughout San Francisco where the freeway system interfaces with local streets. The team will also meet with Caltrans staff to ensure efficient and effective development of design concepts for the proposed facilities.

Task	Deliverables	Project Team Roles
1.1	<ul style="list-style-type: none"> <li>• Kick-off meeting agenda</li> <li>• Refined project scope</li> <li>• Project charter</li> </ul>	Transportation Authority: Lead project kick-off meeting and development of deliverables  Consultant: Attend project kick-off meeting, review of project charter  SFMTA: Attend project kick-off meeting, review and approve project charter
1.2	<ul style="list-style-type: none"> <li>• Project team and Caltrans coordination meeting agendas and action items/notes</li> <li>• Prop K quarterly reports</li> </ul>	Transportation Authority: Lead coordination meetings, quarterly reports  Consultant: Attend coordination meetings  SFMTA: Attend coordination meetings

## 2. Community Outreach

**Task 2.1 Outreach Plan.** The Transportation Authority will lead development of an Outreach Plan. The Plan will identify: when outreach will occur over the course of the study; the objectives of each outreach round; modes of outreach to be included; stakeholders, groups, and communities to be targeted with each outreach mode; multilingual outreach strategies to be employed; and responsibilities of team members to prepare for and conduct outreach.

**Task 2.2 Community Outreach.** The project team will conduct community outreach activities as identified in the Outreach Plan. Outreach is anticipated to include two hosted community meetings, additional stakeholder meetings, and other activities such as outreach at the Farmer’s Market. Multi-lingual notifications and meeting translations will be provided. The Transportation Authority will also maintain a project fact sheet, email list, and web page.

Task	Deliverables	Project Team Roles
2.1	<ul style="list-style-type: none"> <li>• Outreach Plan</li> </ul>	Transportation Authority: Lead development of outreach plan  Consultant: Review and comment on outreach plan  SFMTA: Review and comment on outreach plan
2.2	<ul style="list-style-type: none"> <li>• Project fact sheet (multilingual)</li> <li>• Materials and notes from public outreach meetings</li> </ul>	Transportation Authority: Lead outreach activities  Consultant: Attend hosted meetings and provide limited meeting preparation support  SFMTA: Attend hosted meetings and attend some stakeholder meetings as needed

## 3. Existing Conditions

The Study will include collection of existing conditions information to support the evaluation of proposed improvements. This effort will include gathering available information on right-of-way ownership, roadway and sidewalk geometries, and collision data. The project team will collect current traffic, pedestrian, and bicycle volumes at intersections in the interchange for use in the traffic analysis. The team will also review NACTO standards and other local SFMTA sustainable streets/Vision Zero design toolkits and best practices as well as conduct a site visit to identify conditions that are potential design opportunities and/or constraints.

Task	Deliverables	Project Team Roles
3	<ul style="list-style-type: none"> <li>Existing conditions data appendix for final study memo</li> </ul>	<p>Transportation Authority: Coordination collection of existing conditions data, identify right-of-way ownership, compile existing conditions appendix</p> <p>Consultant: Collect traffic counts</p> <p>SFMTA: Provide any available existing data, review and comment on proposed methodology</p>

#### **4. Traffic Analysis**

The Study will conduct a planning-level traffic analysis of the proposed interchange improvements to identify any fatal flaws. It will evaluate the impacts of implementing either one or both of the proposed modifications, and will consider both potential impacts to traffic on local streets and to the interchange ramps. The analysis will utilize already-existing CHAMP travel demand model runs together with existing conditions counts collected in Task 3. Potential evaluation tools to be used in the traffic analysis include Synchro and SimTraffic. The study team will produce a memo summarizing the results of the traffic analysis.

Task	Deliverables	Project Team Roles
4	<ul style="list-style-type: none"> <li>Traffic analysis memo</li> </ul>	<p>Transportation Authority: Provide CHAMP current and future year outputs from existing model runs, review and comment on traffic analysis methodology, review and comment on traffic analysis results memo</p> <p>Consultant: Conduct traffic analysis of local streets and interchange ramps with and without proposed improvements, share proposed methodology with study team for review, document results in traffic analysis memo</p> <p>SFMTA: Review and comment on traffic analysis methodology, review and comment on traffic analysis results memo</p>

#### **5. Design and Cost Estimates**

**Task 5.1 Planning-Level Design Concepts.** The project team will develop planning-level conceptual designs for the proposed improvements. The concept plans are intended to assist in identifying potential design opportunities, issues, and conflicts; communicate the proposed improvements to stakeholders; and provide a sufficient basis for developing project cost estimates. The designs will include both plan-view drawings and renderings of selected locations.

**Task 5.2 Cost Estimates.** The Study will develop planning-level cost estimates of the proposed improvements.

Task	Deliverables	Project Team Roles
5.1	<ul style="list-style-type: none"> <li>• Design concept plans and renderings</li> </ul>	<p>Transportation Authority: Specify improvement concepts to be developed, support plan development, review and comment on draft plans</p> <p>Consultant: Develop design concept plans, identify any potential exceptions that may be required from mandatory or advisory design standards</p> <p>SFMTA: Provide guidance on City design specifications for pedestrian and bicycle infrastructure, review and comment on draft plans</p>
5.2	<ul style="list-style-type: none"> <li>• Cost estimates</li> </ul>	<p>Transportation Authority: Review and comment on draft cost estimates</p> <p>Consultant: Develop cost estimates</p> <p>SFMTA: Recommend City projects to use for comparable unit costs, review and comment on draft cost estimates</p>

## **6. Funding and Implementation Strategies**

The project team will generate a funding strategy for recommended projects. The strategy will identify funding sources likely to be available for the selected projects, including competitive sources and discretionary sources that local agencies could prioritize. The Study will also develop an implementation strategy with executable steps for each recommended project, including remaining project development, environmental clearance, and other permitting or institutional process steps required. The Study will identify a project package for future Caltrans process steps.

Task	Deliverables	Project Team Roles
6	<ul style="list-style-type: none"> <li>• Funding strategy memo</li> <li>• Implementation plan/next steps</li> </ul>	<p>Transportation Authority: Develop and document funding and implementation plan/next steps</p> <p>Consultant: Review and comment on draft funding and implementation strategies</p> <p>SFMTA: Review and comment on draft funding and implementation strategies</p>

## **7. Final Memo and Presentation**

The Study will summarize previous deliverables and provide final recommendations on whether and how to proceed with further development of the recommended improvements. In addition, the Study will develop a final slide presentation to accompany the final report for purposes of community outreach and the approval process.

<b>Task</b>	<b>Deliverables</b>	<b>Project Team Roles</b>
7	<ul style="list-style-type: none"><li>• Final study memo</li><li>• Final slide presentation</li></ul>	Transportation Authority: Develop final study memo and presentation  Consultant: Review and comment on final study memo and presentation  SFMTA: Review and comment on final study memo and presentation

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

FY 2015/16

**Project Name:** Alemany Interchange Improvement Study [NTIP Planning]

**Implementing Agency:** San Francisco County Transportation Authority

**ENVIRONMENTAL CLEARANCE**

**Type :** N/A

**Status:**

**PROJECT DELIVERY MILESTONES**

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

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

**SCHEDULE COORDINATION/NOTES**

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

The study is planned for completion in June 2016. Anticipated timelines for project phases and tasks are as follows:

- |  |                            |
|--|----------------------------|
| Task 1: Administrative Start-Up and Project Management | July 2015-June 2016        |
| Task 2: Community Outreach                             | August 2015-June 2016      |
| Task 3: Existing Conditions                            | August 2015-September 2015 |
| Task 4: Traffic Analysis                               | October 2015-December 2015 |
| Task 5: Design and Cost Estimates                      | January 2016-March 2016    |
| Task 6: Funding and Implementation Strategies          | March 2016-April 2016      |
| Task 7: Final Memo and Presentation                    | May 2016-June 2016         |



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

**E4-247**

FY 2015/16

**Project Name:** Alemany Interchange Improvement Study [NTIP Planning]

**Implementing Agency:** San Francisco County Transportation Authority

**COST SUMMARY BY PHASE - CURRENT REQUEST**

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

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	Yes	\$200,000	\$100,000	
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$200,000	\$100,000	\$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	\$ 200,000	Agency estimate based on similar work
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
<b>Total:</b>	<b>\$ 200,000</b>	

**% Complete of Design:** 0 as of 4/30/2015

**Expected Useful Life:** N/A Years

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

**MAJOR LINE ITEM BUDGET**

<b>SUMMARY BY TASK</b>		<b>Total</b>
1	Start-Up and Project Management	\$ 42,268
1.1	Project Kick-off	\$ 5,409
1.2	Ongoing Coordination and Management	\$ 36,859
2	Community Outreach	\$ 40,348
2.1	Outreach Plan	\$ 4,205
2.2	Community Outreach	\$ 36,144
3	Existing Conditions	\$ 7,895
3	Existing Conditions	\$ 7,895
4	Traffic Analysis	\$ 36,893
4	Traffic analysis	\$ 36,893
5	Design and Cost Estimates	\$ 26,401
5.1	Planning-Level Design Concepts	\$ 20,793
5.2	Cost Estimates	\$ 5,609
6	Funding and Implementation Strategies	\$ 8,217
6	Funding and Implementation Strategies	\$ 8,217
7	Final Memo and Presentation	\$ 11,831
7	Final Memo and Presentation	\$ 11,831
	Contingency (15%)	\$ 26,100
	<b>Total</b>	<b>\$ 200,000</b>

<b>SUMMARY BY AGENCY</b>		
SFCTA		\$ 93,200
SFMTA		\$ 12,600
Consultant		\$ 68,000
Contingency (15%)		\$ 26,100
	<b>ROUNDED TOTAL</b>	<b>\$ 200,000</b>

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

**MAJOR LINE ITEM BUDGET**

**SFCTA**

Overhead Multiplier: 2.18

	Planning		Technology, Data, and Analysis	Capital Projects	Policy and Programming		Communications		TA Subtotal
	Deputy Director	Senior Planner			Asst. Deputy	Planner	Comm. Officer	Graphics	
	\$219	\$130	\$130	\$151	\$180	\$112	\$151	\$121	
1 Start-Up and Project Management									\$ 29,228
1.1 Project Kick-off	2	24	2	2					\$ 4,129
1.2 Ongoing Coordination and Management	8	114	28	32					\$ 25,099
2 Community Outreach									\$ 27,388
2.1 Outreach Plan	4	12					4		\$ 3,045
2.2 Community Outreach	8	100		20			24	24	\$ 24,344
3 Existing Conditions									\$ 3,295
3 Existing Conditions		12	4	8					\$ 3,295
4 Traffic Analysis									\$ 7,133
4 Traffic analysis	4	24	24						\$ 7,133
5 Design and Cost Estimates									\$ 9,801
5.1 Planning-Level Design Concepts	4	24		24					\$ 7,633
5.2 Cost Estimates	2	4		8					\$ 2,169
6 Funding and Implementation Strategies									\$ 6,697
6 Funding and Implementation Strategies	4	24		8	2	10			\$ 6,697
7 Final Memo and Presentation									\$ 9,671
7 Final Memo and Presentation	4	48	2	4	2	2	4	4	\$ 9,671
Total Hours	40	386	60	106	4	12	32	28	
<b>Total Cost</b>	<b>\$ 8,758</b>	<b>\$ 50,315</b>	<b>\$ 7,821</b>	<b>\$ 16,025</b>	<b>\$ 719</b>	<b>\$ 1,349</b>	<b>\$ 4,838</b>	<b>\$ 3,389</b>	<b>\$ 93,200</b>

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

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

MAJOR LINE ITEM BUDGET

SFMTA

Overhead Multiplier: 2.81

	Engineer	SFMTA Subtotal
Fully Burdened Rate:	\$180	
1 Start-Up and Project Management		\$ 4,680
1.1 Project Kick-off	2	\$ 360
1.2 Ongoing Coordination and Management	24	\$ 4,320
2 Community Outreach		\$ 3,600
2.1 Outreach Plan	2	\$ 360
2.2 Community Outreach	18	\$ 3,240
3 Existing Conditions		\$ 360
3 Existing Conditions	2	\$ 360
4 Traffic Analysis		\$ 720
4 Traffic analysis	4	\$ 720
5 Design and Cost Estimates		\$ 2,160
5.1 Planning-Level Design Concepts	8	\$ 1,440
5.2 Cost Estimates	4	\$ 720
6 Funding and Implementation Strategies		\$ 720
6 Funding and Implementation Strategies	4	\$ 720
7 Final Memo and Presentation		\$ 360
7 Final Memo and Presentation	2	\$ 360
Total Hours	70	
<b>Total Cost</b>		<b>\$ 12,600</b>

Consultant

	Principal	Project Mgr.	Associate	Direct*	Con. Subtotal
	\$ 260	\$ 200	\$ 120		\$ 8,360
	2	2			\$ 920
	4	32			\$ 7,440
					\$ 9,360
		4			\$ 800
		12	8	5,200	\$ 8,560
					\$ 4,240
		4	12	2,000	\$ 4,240
					\$ 29,040
	4	20	200		\$ 29,040
					\$ 14,440
	2	8	80		\$ 11,720
		4	16		\$ 2,720
					\$ 800
		4			\$ 800
	2	4	4		\$ 1,800
	14	94	320		
	\$ 3,640	\$ 18,800	\$ 38,400	\$ 7,200	\$ 68,000

\*Direct includes traffic counts, translations, and outreach meeting costs.

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

**E4-251**

FY 2015/16

**Project Name:** Alemany Interchange Improvement Study [NTIP Planning]

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

Prop K Funds Requested: \$100,000  
 5-Year Prioritization Program Amount: \$100,000 (enter if appropriate)  
 Strategic Plan Amount for Requested FY: \$2,539,584

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

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

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

The Prop K 5-Year Prioritization Program (5YPP) amount is the entire amount of Prop K funds available for allocation in Fiscal Year 2015/16 for the subject project in the Transportation/Land Use Coordination 5YPP.

The Prop K Strategic Plan amount is the amount programmed for the entire Transportation/Land Use Coordination category in Fiscal Year 2015/16 in the 2014 Prop K Strategic Plan (\$2,339,584) and unallocated funds in Fiscal Year 2014/15 (\$200,000).

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		\$100,000		\$100,000
General Fund	\$100,000			\$100,000
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>	\$200,000	\$0	\$0	\$200,000

Actual Prop K Leveraging - This Phase: 50.00% \$200,000  
 Expected Prop K Leveraging per Expenditure Plan: 40.48% Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)				
Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.				
Fund Source	Planned	Programmed	Allocated	Total
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>			\$0	\$0

Actual Prop K Leveraging - Entire Project: 50.00%

Expected Prop K Leveraging per Expenditure Plan: 40.48% 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: \$100,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$100,000	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	<b>\$100,000</b>		

Prop AA Funds Requested: \$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	\$100,000
		#DIV/0!	\$100,000
		#DIV/0!	\$100,000
<b>Total:</b>	<b>\$0</b>		

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

Amount		Phase:
Funding Recommended: Prop K Appropriati	\$87,400	Planning/Conceptual Engineering
Prop K Allocation	\$12,600	Planning/Conceptual Engineering
<b>Total:</b>	<b>\$100,000</b>	

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 44	FY 2015/16	\$100,000	100.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
<b>Total:</b>		<b>\$100,000</b>	<b>100%</b>	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2015/16	Planning/Conceptual Engineering	\$100,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$100,000</b>		

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

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

### AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

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

Trigger:

#### Deliverables:

- Quarterly progress reports submitted by the SFCTA shall contain a percent complete by task, percent complete for the overall project scope, summary of outreach activities and community/stakeholder input (e.g., summary of meetings, rides, walks). Quarterly progress reports submitted by the SFMTA shall describe work completed by task that past quarter, in addition to the requirements described in the Standard Grant Agreement.
- Following Board adoption (anticipated June 2016), submit final report.
- 

#### Special Conditions:

- The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
- Prior to Board adoption, (anticipated June 2016), SFCTA will present a draft final report, including key findings, recommendations, next steps, implementation, and funding strategy to the Plans and Programs Committee (or committee of requestor).

#### Notes:

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Supervisory District(s):

Prop K proportion of expenditures - this phase:

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

SFCTA Project Reviewer:

Project # from SGA:



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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

**SUB-PROJECT DETAIL**

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

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2015/16	Planning/Conceptual Engineering	\$87,400	100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$87,400</b>		

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

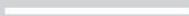
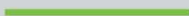


Cash Flow Distribution Schedule by Fiscal Year & Phase (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2015/16	Planning/Conceptual Engineering	\$12,600	100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$12,600</b>		

MAPS AND DRAWINGS



**Alemany Interchange Study Area**

	Surface Arterial
	Surface Arterial with Existing Dedicated Bicycle Infrastructure
	Proposed Bicycle Lanes
	Proposed Multimodal Pathway between Farmers Market and San Bruno Ave

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

FY of Allocation Action:	2015/16	Current Prop K Request:	\$ 100,000
			Current Prop AA Request:

Project Name: Alemany Interchange Improvement Study [NTIP Planning]

Implementing Agency: San Francisco County Transportation Authority

**Signatures**

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

**Project Manager**

**Grants Section Contact**

Name (typed): Colin Dentel-Post

Anna LaForte

Title: Transportation Planner

Deputy Director for Policy & Programming

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Address: 1455 Market St, 22nd Floor

1455 Market St, 22nd Floor

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

\_\_\_\_\_

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

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