Prop K Grouped Allocation Requests
June 2016 Board Action

Table of Contents

[1] Acronyms: SFCTA (San Francisco County Transportation Authority), SFMTA (San Francisco Municipal Transportation Agency), SFPW (San Francisco Public Works)

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

FY of Allocation Action:	2016/17
Project Name:	Rail Grinding
Implementing Agency:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:	c.1 Guideways		
Prop K EP Line Number (Primary):	22M	**Current Prop K Request:**	$ 1,036,400
Prop K Other EP Line Numbers:			
Prop AA Category:		**Current Prop AA Request:**	$ -
		Supervisorial District(s):	3, 5, 6, 8

SCOPE

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

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

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

The San Francisco Municipal Transportation Agency (SFMTA) requests $1,036,400 in Prop K funds for services to perform rail grinding inside the Muni Metro Subway. The requested Prop K funds will leverage $4,145,600 in Federal Transit Administration (FTA) 5337 Fixed Guideway funds.

Background

The tracks inside of the Muni Metro Subway are excessively worn due to many years of rolling stock use. Rails are vulnerable to uneven wear from wheel impacts at welded joints where cupping of the weld creates an uneven concave surface on the rail head in the vicinity of a joint. To provide a smooth running surface with good adhesion, the rails must be re-shaped by systematically grinding the rail heads. Rail grinding can correct typical rail flaws that develop from the wheel/rail interface such as shelling, gauge wear, metal flow, low welds, and corrugation. This will extend the useful life of the rail by approximately 20% and will also provide a rail profile condition suitable for the next 5 years before it may have to be ground again. Rail grinding will also improve ride quality and help to minimize and mitigate rail noise issues. With SFMTA's new light rail fleet arriving in 2017, the Rail Grinding project is vital for the new vehicles to operate safely inside the metro tunnel. The Rail Grinding project offers similar benefits to rail replacement, but at a lower cost.

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

Scope
The SFMTA seeks funding for services to perform rail grinding inside the Muni Metro Subway. The Rail Grinding Phase 1 project will address all inbound and outbound tracks, crossovers and turnout tracks from the former Eureka Valley Station shoo fly area west of the Castro Station through and including Embarcadero Station, and the Duboce Portal tracks. This work includes approximately seven miles of tracks, including crossovers and turnouts. The SFMTA will not procure its own rail grinding equipment because of the high level of effort associated with maintaining it. The equipment will instead be provided by the contractor that provides the rail grinding service, with the contract not to exceed 365 days. The SFMTA is developing an operational plan to minimize disruptions to subway service during the project, and will coordinate the rail grinding project with all other projects inside of the Muni Metro Subway. SFMTA staff will direct the rail grinding contractor to perform work in locations that are not taken by other projects or maintenance activities. Since a rail grinding vehicle will be entering the tunnel, a representative from SFMTA's track maintenance department will be needed oversee all rail grinding activities and provide the contractor with access to all locations. SFMTA inspectors will also perform quality assurance and verify that the contractor is adhering to its safety plan.

Prioritization
This project supports the SFMTA's Strategic Plan Objective of creating a safer transportation experience for everyone by improving the safety of the transportation system. This project has also been prioritized in the 2014/15 SFMTA Capital Improvement Plan (CIP). The CIP is managed by the Transportation Capital Committee (TCC), a group of SFMTA staff, from all levels of the organization that meets to review and update the Capital Program.

Funding Estimate
The SFMTA estimates its project costs based on previous work experiences, expert judgement and parametric estimating techniques. Final bids could change the costs as estimated in this allocation request. The construction funding estimate takes into account:
- Full Time Construction Inspector
- Resident Engineer Support
- Engineering Support
- SFMTA Operations & Maintenance Support

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

FY 2016/17

Project Name: Rail Grinding

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt

Status: Completed 07/21/15

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)	1	FY 2015/16	4	FY 2015/16
Prepare Bid Documents			4	FY 2015/16
Advertise Construction	4	FY 2015/16	1	FY 2016/17
Start Construction (e.g., Award Contract)	2	FY 2016/17		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			2	FY 2017/18
Project Closeout (i.e., final expenses incurred)			4	FY 2017/18

SCHEDULE COORDINATION/NOTES

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

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

FY 2016/17

Project Name: Rail Grinding

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	No			
Environmental Studies (PA&ED)	No			
Design Engineering (PS&E)	No			
R/W Activities/Acquisition	No			
Construction	Yes	$ 5,182,000	$ 1,036,400	
Procurement (e.g. rolling stock)	No			
		$ 5,182,000	$ 1,036,400	$ -

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)	$ 295,000	Actual cost plus cost to complete
R/W Activities/Acquisition		
Construction	$ 5,182,000	MTA - Based on previous work
Procurement (e.g. rolling stock)		
Total:	**$ 5,477,000**	

% Complete of Design: 90 as of 4/19/16

Expected Useful Life: 10 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.

Construction Phase

Budget Summary by Task		Cost	% of Contract
Construction Contract	**$**	**3,312,800**	
SFMTA Labor			
Project Management	$	165,240	**5%**
Operations Coordination	$	460,673	**14%**
Inspections	$	566,801	**17%**
SFMTA Labor Total	**$**	**1,192,714**	
Construction Subtotal	$	4,505,514	
Contingency	**$**	**675,827**	**20%**
Construction Total	**$**	**5,181,341**	
	Rounded	**$ 5,182,000**	

SFMTA Labor Detail

FTE = Full Time Equivalent; MFB = Mandatory Fringe Benefits **Overhead Rate: 1.143**

Position	Salary Per FTE FY17	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	FTE Ratio	Hours	Total
5502 Project Manager (PM)	$ 131,685	$ 68,793	$ 200,478	$ 229,147	$ 429,625	0.385	800	$ 165,240
5207 Associate Engineer (RE)	$ 122,761	$ 65,073	$ 187,833	$ 214,694	$ 402,527	0.193	402	$ 77,796
6319 Senior Contruction Inspector	$ 117,462	$ 62,864	$ 180,326	$ 206,112	$ 386,438	1.000	2,080	$ 386,438
5207 Associate Engineer (PE)	$ 122,761	$ 65,073	$ 187,833	$ 214,694	$ 402,527	0.255	530	$ 102,567
7251 Track Maintenance Worker Supervisor	$ 89,867	$ 53,444	$ 143,311	$ 163,804	$ 307,115	1.500	3,120	$ 460,673
SFMTA Labor Total						**3.333**	**6,932**	**$ 1,192,714**

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

FY 2016/17

Project Name: Rail Grinding

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:	$1,036,400	
5-Year Prioritization Program Amount:	$0	(enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

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

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

Funding the subject request requires a concurrent Muni Guideways 5YPP amendment to re-program $1,036,400 from the Muni Metro Rail Replacement Program to the subject project. 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	$1,036,400			$1,036,400
FTA 5337 Fixed Guideway			$4,145,600	$4,145,600
				$0
				$0
				$0
				$0
Total:	$1,036,400	$4,145,600	$4,145,600	$5,182,000

Actual Prop K Leveraging - This Phase:	80.00%	$5,182,000
Expected Prop K Leveraging per Expenditure Plan	77.72%	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

		Required Local Match	
Fund Source	**$ Amount**	**%**	**$**
FTA 5337 Fixed Guideway	$4,145,600	20.00%	$1,036,400

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	$1,036,400			$1,036,400
FTA 5337 Fixed Guideway			$4,381,600	$4,381,600
AB 664 Bridge Tolls			$59,000	$59,000
				$0
				$0
				$0
				$0
				$0
Total:		$0	$4,440,600	$5,477,000

Actual Prop K Leveraging - Entire Project:	81.08%
Expected Prop K Leveraging per Expenditure Plan:	77.72%
Actual Prop AA Leveraging - Entire Project:	NA

$ 5,477,000
Total from Cost worksheet

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested: $1,036,400

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	**Cash Flow**	**% Reimbursed Annually**	**Balance**
FY 2016/17	$600,000	58.00%	$436,400
FY 2017/18	$436,400	42.00%	$0
		0.00%	$0
		0.00%	$0
		0.00%	$0
Total:	**$1,036,400**		

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: 4/28/2016 Resolution. No. Res. Date:

Project Name: Rail Grinding

Implementing Agency: San Francisco Municipal Transportation Agency

Funding Recommended:		**Amount**	**Phase:**
	Prop K Allocation	$1,036,400	Construction
	Total:	**$1,036,400**	

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 2016/17	$600,000	58.00%	$436,400
Prop K EP 22	FY 2017/18	$436,400	42.00%	$0
			0.00%	$0
			0.00%	$0
			0.00%	$0
	Total:	**$1,036,400**	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 22	FY 2016/17	Construction	$600,000	58%	$436,400
Prop K EP 22	FY 2017/18	Construction	$436,400	100%	$0
				100%	$0
				100%	$0
				100%	$0
		Total:	**$1,036,400**		

Prop K/Prop AA Fund Expiration Date: 12/31/2018 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:	4/28/2016	Resolution. No.		Res. Date:

Project Name: Rail Grinding

Implementing Agency: San Francisco Municipal Transportation Agency

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

Trigger:

Deliverables:

1. Two to three digital photos of rail grinding work in progress.
2.

Special Conditions:

1. The recommended allocation is contingent upon a concurrent Muni Guideways 5YPP amendment to re-program $1,036,400 from the Muni Metro Rail Replacement Program to the subject project. See attached 5YPP amendment for details.
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
3.

Notes:

1. On 4/14/16 Transportation Authority staff granted permission to advertise at risk, based on SFMTA's plan to advertise the contract in May 2016 in order to complete the project prior to the arrival of the new LRV fleet in 2017.
2.

Supervisorial District(s): 3, 5, 6, 8

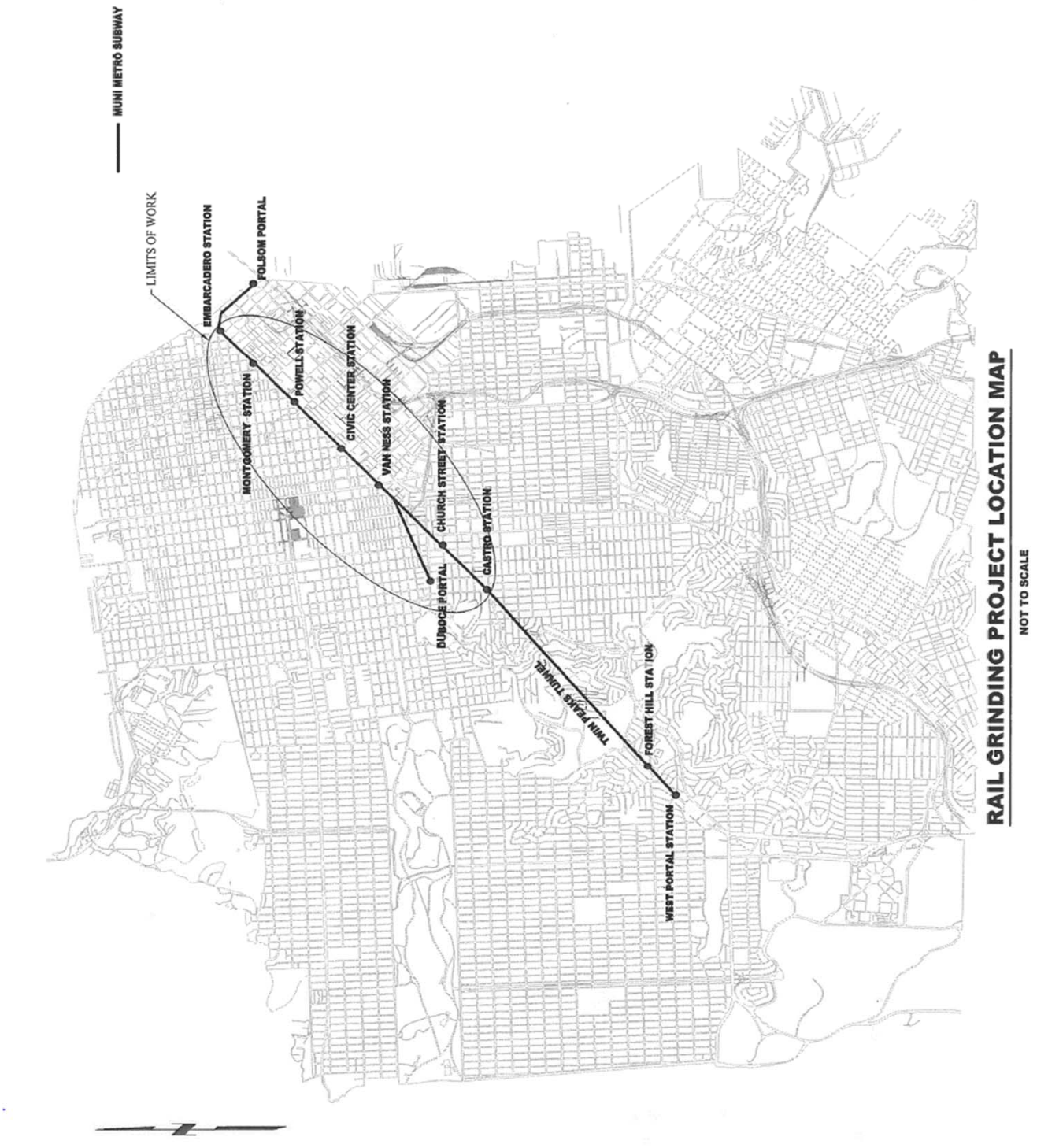
Prop K proportion of expenditures - this phase:	20.00%
Prop AA proportion of expenditures - this phase:	NA

Sub-project detail? No If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer: P&PD **Project # from SGA:**

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

MAPS AND DRAWINGS



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

FY of Allocation Action:	2016/17	**Current Prop K Request:**	$ 1,036,400
		Current Prop AA Request:	$ -
Project Name:	Rail Grinding		
Implementing Agency:	San Francisco Municipal Transportation Agency		

	Project Manager	**Grants Section Contact**
Name (typed):	Faris Salfiti	Joel Goldberg
Title:	Program Manager	Manager, Capital Procurement & Management
Phone:	415-749-2457	415-701-4499
Fax:	415-701-4208	
Email:	faris.salfiti@sfmta.com	joel.goldberg@sfmta.com
Address:	1 South Van Ness Ave, 3rd floor	1 South Van Ness Ave, 8th floor
Signature:		
Date:		

Prop K 5-Year Project List
Guideways - Muni
Programming and Allocations to Date
Pending 6/28/2016 Board Action

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Overhead System Rehab/Replacement	CON	Programmed			$353,930			$353,930
SFMTA	Overhead System Rehab/Replacement	CON	Programmed					$1,481,100	$1,481,100
SFMTA	Muni Metro Rail Replacement Program [1]	PS&E/ CON	Programmed			$3,585,682			$3,585,682
SFMTA	Rail Grinding [1]	CON	Pending			$1,036,400			$1,036,400
SFMTA	Muni Metro Rail Replacement Program	PS&E/ CON	Programmed				$3,727,380		$3,727,380
SFMTA	Muni Metro Rail Replacement Program	PS&E/ CON	Programmed					$6,524,019	$6,524,019
SFMTA	New Backup Vehicle Control Center	PS&E	Programmed			$704,000			$704,000
SFMTA	New Backup Vehicle Control Center	CON	Programmed					$5,387,537	$5,387,537
SFMTA	Cable Car Infrastructure	PS&E/ CON	Programmed				$504,000		$504,000
SFMTA	Van Ness Bus Rapid Transit Overhead Component	CON	Programmed		$5,716,000				$5,716,000
			Programmed in 5YPP	$0	$5,716,000	$5,680,012	$4,231,380	$13,392,656	$29,020,048
			Total Allocated and Pending in 5YPP	$0	$0	$1,036,400	$0	$0	$1,036,400
			Total Deobligated in 5YPP	$0	$0	$0	$0	$0	$0
			Total Unallocated in 5YPP	$0	$5,716,000	$4,643,612	$4,231,380	$13,392,656	$27,983,648
			Total Programmed in 2014 Strategic Plan	$0	$5,716,000	$5,680,012	$4,231,380	$13,392,656	$29,020,048
			Deobligated from Prior 5YPP Cycles **	$563,431					$563,431
			Cumulative Remaining Programming Capacity	$563,431	$563,431	$563,431	$563,431	$563,431	$563,431

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

Prop K 5-Year Project List
Guideways - Muni
Cash Flow ($) Maximum Annual Reimbursement

Project Name	Phase	Fiscal Year							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	
Overhead System Rehab/Replacement	CON			$117,977	$117,977	$117,976			$353,930
Overhead System Rehab/Replacement	CON					$493,700	$493,700	$493,700	$1,481,100
Muni Metro Rail Replacement Program 1	PS&E/ CON			$504,294	$1,540,694	$1,540,694			$3,585,682
Rail Grinding 1	CON			$600,000	$436,400				$1,036,400
Muni Metro Rail Replacement Program	PS&E/ CON				$1,242,460	$1,242,460	$1,242,460		$3,727,380
Muni Metro Rail Replacement Program	PS&E/ CON					$2,174,673	$2,174,673	$2,174,673	$6,524,019
New Backup Vehicle Control Center	PS&E			$352,000	$352,000				$704,000
New Backup Vehicle Control Center	CON					$2,030,512	$1,678,512	$1,678,513	$5,387,537
Cable Car Infrastructure	PS&E/ CON				$168,000	$168,000	$168,000		$504,000
Van Ness Bus Rapid Transit Overhead Component	CON		$1,905,333	$1,905,333	$1,905,333				$5,716,000
Cash Flow Programmed in 5YPP		$0	$1,905,333	$3,479,604	$5,762,864	$7,768,015	$5,757,345	$4,346,886	$29,020,048
Total Cash Flow Allocated		$0	$0	$600,000	$436,400	$0	$0	$0	$1,036,400
Total Cash Flow Deobligated		$0	$0	$0	$0	$0	$0	$0	$0
Total Cash Flow Unallocated		$0	$1,905,333	$2,879,604	$5,326,464	$7,768,015	$5,757,345	$4,346,886	$27,983,648
Cash Flow Programmed in 2014 Strategic Plan		$0	$1,905,333	$3,916,004	$5,326,464	$7,768,015	$5,757,345	$4,346,886	$29,020,048
Deobligated from Prior 5YPP Cycles **		$563,431							$563,431
Cumulative Remaining Cash Flow Capacity		$563,431	$563,431	$999,831	$563,431	$563,431	$563,431	$563,431	$563,431

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

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

Footnotes

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

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

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

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

FY of Allocation Action:	2016/17
Project Name:	Great Highway Reroute (Permanent Restoration)
Implementing Agency:	Department of Public Works

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:	b.2 Great Highway Erosion Repair		
Prop K EP Line Number (Primary):	26	**Current Prop K Request:**	$ 64,734
Prop K Other EP Line Numbers:			
Prop AA Category:		**Current Prop AA Request:**	$ -
		Supervisorial District(s):	7, 4

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.

In the winter of 2009/2010, a section of the Great Highway, between Sloat Boulevard and Skyline Boulevard (California State Route-35), was subject to intense slip-out of the supporting bluffs. In the area with the most severe bluff slip-out, the southbound lane was undermined and the pavement collapsed. In January 2010, the Federal Highway Administration (FHWA), through the Emergency Relief Program, and the California Governor's Office of Emergency Services (CalOES), through the California Disaster Assistance Act Program, funded emergency repair work performed by the San Francisco Public Works (SFPW). Final actions for emergency repair reimbursement were completed by FHWA in October 2013 and CalOES in March 2014.

Permanent restoration is needed to improve the resiliency of the roadway from future damage. The emergency response phase addressed the immediate threat and the most severely impacted segments south of Sloat Boulevard. However, other segments of the roadway, in its current physical location, continue to be threatened by potential slip outs and El Nino type storm events.

Since submitting the project options to Caltrans, Option 1 (reconfiguring the existing northbound lanes into a northbound/ southbound configuration) was identified as preferable to Option 2 (diverting southbound Great Highway traffic south of Sloat to Skyline via Sloat Boulevard). This work is supported by SPUR, the California Coastal Commission, Park Services, and the City's Traffic Engineer.

This project will preserve the roadway's function while restoring the roadway to its pre-disaster condition and improving the resiliency to prevent future damage. This project will convert the existing Great Highway northbound lanes (2 lanes) into a single northbound and a single southbound travel lane. The roadway may be widened to create the shoulder and some utility relocation may be needed. This preserves the direct roadway link between Great Highway and Skyline Boulevard. The existing capacity of the northbound lanes exceeds demand. This project will not impact the San Francisco Zoo, the Oceanside Water Pollution Control Plant, or National Park Services (NPS) Parking Lot as the existing zoo, plant, and parking entrances, respectively, remain the same. The project may involve intersection work at Sloat/Great Highway. This project will be coordinated with any potential projects at the intersection of Great Highway and Skyline Boulevard, a SFMTA and Caltrans project; along with any projects PUC is potentially constructing along Great Highway, and the Rec Park Coastal Trail project which will be constructed after this restoration project is complete.

SFPW had originally intended to use previous Prop K allocations as a local match for federal funding but had to use them to complete additonal tasks as required by Caltrans prior to federal (E-76) approval. Since Caltrans does not count local funds spent prior to E-76 as local match, the current Prop K request of $64,734 includes $20,000 in overmatch to meet the match requirement and will allow SFPW to conduct additional community outreach meetings and complete the design.

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

FY 2016/17

Project Name: Great Highway Reroute (Permanent Restoration)

Implementing Agency: Department of Public Works

ENVIRONMENTAL CLEARANCE

Type : Anticipated Categorically Exempt

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	1	FY 2014/15	4	FY 2014/15
Environmental Studies (PA&ED)	4	FY 2015/16	1	FY 2016/17
R/W Activities/Acquisition	1	FY 2016/17	1	FY 2016/17
Design Engineering (PS&E)	1	FY 2016/17	3	FY 2016/17
Prepare Bid Documents	3	FY 2016/17		
Advertise Construction	4	FY 2016/17		
Start Construction (e.g., Award Contract)	1	FY 2017/18		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			3	FY 2017/18
Project Closeout (i.e., final expenses incurred)			4	FY 2017/18

SCHEDULE COORDINATION/NOTES

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

There is no funding obligation deadline, but SFPW is moving ahead with the standard Caltrans review and approval process and submitted the obligation request package on May 2, 2016. SFPW has already received approval from Caltrans to use the emergency relief funds.

SFPW is coordinating with PUC and Rec Park on the following projects, both of which are scheduled to start the construction upon completion of this project in summer 2018:
- PUC's Westside Pump Station
- Rec Park's Recreational Trail (subject of Prop K request for July Board action)

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

FY 2016/17

Project Name: Great Highway Reroute (Permanent Restoration)

Implementing Agency: Department of Public Works

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)	Yes	$410,000	$64,734	
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		$410,000	$64,734	$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	$ 465,596	Actuals + cost to complete
Environmental Studies (PA&ED)	$ 92,000	Actuals + cost to complete
Design Engineering (PS&E)	$ 410,000	30% Design
R/W Activities/Acquisition		
Construction	$ 3,268,577	30% Design
Procurement (e.g. rolling stock)		
Total:	**$ 4,236,173**	

% Complete of Design: 30 as of 4/25/16

Expected Useful Life: 20 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

SUMMARY BY TASK

TASK	Totals	
AGENCY LABOR		
1. Planning/Conceptual Engineering	$ 465,596	
2. Environmental Studies (PA&ED)	$ 92,000	
3. Design Engineering (PS&E)	**$ 410,000**	**- SUBJECT REQUEST**
4. Construction	$ 3,268,577	
TOTAL	**$ 4,236,173**	

PROJECT BUDGET DETAIL - PLANNING/CONCEPTUAL ENGINEERING

SFDPW Labor Cost Detail

Position	Hours	Base Rate / hr	Unburdened Salary	Overhead Multiplier	Fully Burdened Cost / hr	FTE	Total Cost
5502 Project Manager I	680	63.91	132,933	2.70	173	0.33	$ 117,521
0931 Regulatory Manager	190	69.80	145,184	2.70	189	0.09	$ 35,863
5174 Administrative Engineer	217	74.11	154,149	2.70	200	0.10	$ 43,574
5203 Assistant Engineer	520	51.19	106,475	2.70	138	0.25	$ 71,983
5638 Environmental Assistant	379	35.78	74,412	2.70	97	0.18	$ 36,711
1314 Public Affairs Officer	75	49.03	101,982	2.70	133	0.04	$ 9,944
Total	**2062**					**0.99**	**$ 315,596**

Other Services Detail

Item							Total Cost
Survey	**LS**						$ 50,000
MTA Traffic Services	**LS**						$ 100,000
Total							**$ 150,000**

TOTAL PHASE COST **$ 465,596**

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

MAJOR LINE ITEM BUDGET

PROJECT BUDGET DETAIL - ENVIRONMENTAL STUDIES (PA&ED)

SFDPW Labor Cost Detail

Position	Hours	Base Rate / hr	Unburdened Salary	Overhead Multiplier	Fully Burdened Cost / hr	FTE	Total Cost
5502 Project Manager I	209	63.9	132,933	2.70	172.8	0.10	$ 36,091
0931 Regulatory Manager	76	69.8	145,184	2.70	188.8	0.04	$ 14,266
5174 Administrative Engineer	51	74.1	154,149	2.70	200.4	0.02	$ 10,170
5203 Assistant Engineer	48	51.2	106,475	2.70	138.4	0.02	$ 6,622
5203 Assistant Engineer	57	51.2	106,475	2.70	138.4	0.03	$ 7,947
5638 Environmental Assistant	175	35.8	74,412	2.70	96.7	0.08	$ 16,904
Total	**615**					**0.30**	**$ 92,000**

PROJECT BUDGET DETAIL - DESIGN ENGINEERING (PS&E) - SUBJECT REQUEST

Position	Hours	Base Rate / hr	Unburdened Salary	Overhead Multiplier	Fully Burdened Cost / hr	FTE	Total Cost
5502 Project Manager I	710	63.9	132,933	2.70	172.8	0.34	$ 122,706
0931 Regulatory Manager	54	69.8	145,184	2.70	188.8	0.03	$ 10,193
5174 Administrative Engineer	548	74.1	154,149	2.70	200.4	0.26	$ 109,816
5203 Assistant Engineer	517	51.2	106,475	2.70	138.4	0.25	$ 71,510
5203 Assistant Engineer	620	51.2	106,475	2.70	138.4	0.30	$ 85,812
5638 Environmental Assistant	103	35.8	74,412	2.70	96.7	0.05	$ 9,965
Total	**2551**					**1.23**	**$ 410,000**

PROJECT BUDGET DETAIL - CONSTRUCTION

MAJOR LINE ITEM BUDGET						
Item Description	**Estimated Quantity**	**Unit**	**Unit Price**			**Total Cost**
Traffic Routing Work	1	LS	$ 50,000			$ 50,000
Temporary Traffic control (including off duty police)	1	AL	$ 100,000			$ 100,000
Painting & striping & signage	1	LS	$ 20,000			$ 20,000
Asphalt Concrete	2510	Ton	$ 150			$ 376,500
Concrete Base	24900	SF	$ 12			$ 298,800
Full depth planning per 2-inch depth of cut	1220	Ton	$ 150			$ 183,000
Concrete Sidewalk	2000	SF	$ 9			$ 18,000
Concrete Curb and Gutter	250	LF	$ 55			$ 13,750
Concrete Curb Ramp	10	EA	$ 3,500			$ 35,000
Concrete Median	16800	SF	$ 9			$ 151,200
Concrete barrier removal	200	METER	$ 36			$ 7,200
Reconfigure intersection at Grt. Hwy & Sloat: left/rt	1	LS	$ 75,000			$ 75,000
Parking lots ingress / exit: reconnect existing parking	1	LS	$ 50,000			$ 50,000
Concrete Catch Basin	42	EA	$ 4,200			$ 176,400
10-Inch Diameter Culvert	924	LF	$ 200			$ 184,800
Street lights	35	EA	$ 5,500			$ 192,500
Street light foundation	35	EA	$ 6,000			$ 210,000
Pull boxes	35	EA	$ 500			$ 17,500
Trenching and conduit	4250	LF	$ 75			$ 318,750
PGE coordination	1	LS	$ 5,000			$ 5,000
Mobilization (Maximum 5% of Sum of all Items Exc	1	LS				$ 124,170
Partnering Requirements	1	AL				$ 5,500
Project Signs	2	EA	$ 1,000			$ 2,000
			Sub-Total:			$ 2,615,070
			Construction Total			$ 2,615,070
			Contingency @ 10%			$ 261,507
			Construction Engineering @ 15%			$ 392,000
			Total			**$ 3,268,577**

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

FY 2016/17

Project Name: Great Highway Reroute (Permanent Restoration)

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: $64,734

5-Year Prioritization Program Amount: $104,198 (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 for the design engineering phase of the Great Highway Restoration project in the New and Upgrated Streets 5YPP.

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		$64,734		$64,734
Federal (Emergency Relief)		$345,266		$345,266
Total:	$0	$410,000	$0	$410,000

Actual Prop K Leveraging - This Phase: 84.21%
Expected Prop K Leveraging per Expenditure Plan: 86.47%

$410,000 Total from Cost worksheet

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

		Required Local Match	
Fund Source	**$ Amount**	**%**	**$**
Federal (Emergency Relief)	$345,266	11.47%	$39,602.01

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		$439,640	$107,863	$547,503
Federal (Emergency Relief)	$2,893,671	$794,999		$3,688,670
Total:	$2,893,671	$1,234,639	$107,863	$4,236,173

Actual Prop K Leveraging - Entire Project: 87.08%
Expected Prop K Leveraging per Expenditure Plan: 86.47%
Actual Prop AA Leveraging - Entire Project: NA

$ 4,236,173 Total from Cost worksheet

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

Prop K Funds Requested: $64,734

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2016/17	$64,734	100.00%	($0)
Total:	**$64,734**		

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:	4/27/2016	Resolution. No.		Res. Date:

Project Name: Great Highway Reroute (Permanent Restoration)

Implementing Agency: Department of Public Works

		Amount	Phase:
Funding Recommended:	Prop K Allocation	$64,734	Design Engineering (PS&E)
	Total:	**$64,734**	

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 26	FY 2016/17	$64,734	100.00%	$0
	Total:	**$64,734**	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 26	FY 2016/17	Design Engineering (PS&E)	$64,734	100%	$0
		Total:	**$64,734**		

Prop K/Prop AA Fund Expiration Date: 9/30/2017 Eligible expenses must be incurred prior to this date.

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

Deliverables:

1. Quarterly proress reports shall include a summary of outreach performed that quarter in addition to the requirements in the SGA.
2. Upon completion of design (anticipated by March 31, 2017), provide evidence of completion of 100% design (e.g. copy of certifications page).

Special Conditions:

1.

Notes:

1.

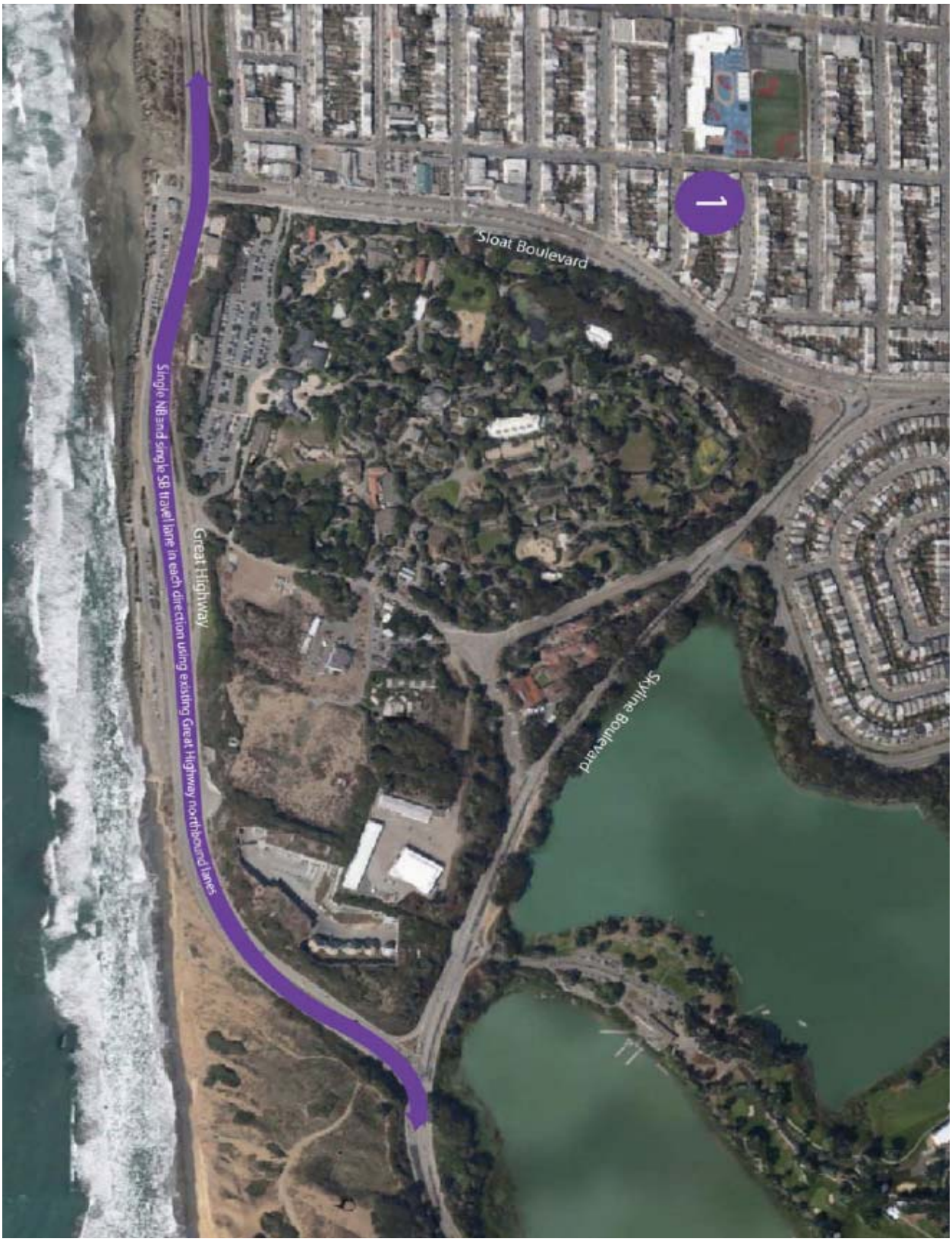
Supervisorial District(s): 7, 4

Prop K proportion of expenditures - this phase: 15.79%

Sub-project detail? No If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer: P&PD **Project # from SGA:**

MAPS AND DRAWINGS



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

FY of Allocation Action:	2016/17	**Current Prop K Request:**	$ 64,734
		Current Prop AA Request:	$ -
Project Name:	Great Highway Reroute (Permanent Restoration)		
Implementing Agency:	Department of Public Works		

	Project Manager	**Grants Section Contact**
Name (typed):	Oscar Gee	Rachel Alonso
Title:	Project Manager	Transportation Finance Analyst
Phone:	415.558.4582	415.558.4034
Fax:		
Email:	oscar.gee@sfdpw.org	rachel.alonso@sfdpw.org
Address:	30 Van Ness, 5th floor San Francisco, CA 94102	30 Van Ness, 5th floor San Francisco, CA 94102
Date:	04/25/16	04/25/16

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

FY of Allocation Action:	2016/17
Project Name:	Street Repair and Cleaning Equipment
Implementing Agency:	Department of Public Works

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:	b.2 Street Repair and Cleaning Equipment		
Prop K EP Line Number (Primary):	35	**Current Prop K Request:**	$ 1,499,408
Prop K Other EP Line Numbers:			
Prop AA Category:		**Current Prop AA Request:**	$ -
		Supervisorial District(s):	citywide

SCOPE

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

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

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

San Francisco Public Works (SFPW) requests $1,499,408 to purchase five (5) air sweepers in compliance with requirements set forth by the Bay Area Air Quality Management District (BAAQMD). If SFPW is unable to meet the air quality requirements, it will be forced to remove street cleaning vehicles from service, and the cleanliness of the City will be jeopardized. See below for a discussion of the deadline for compliance.

Scope
SFPW requests Prop K funds to replace five (5) air sweepers with Tier 4 engines to meet BAAQMD requirements; we will divert other available funding sources to replace the other twenty (20) sweepers also subject to the requirement. All city departments were recently notified that many pieces of equipment were neither permitted by BAAQMD nor compliant with the requirement that all auxiliary motors over 50 horsepower (HP) be Tier 4 final motors.

Benefits
All of the new vehicles will meet or exceed current clean air standards and will help SFPW run its street cleaning operations more efficiently. All pieces of equipment to be replaced are non-compliant with air standards set up by the BAAQMD, and all have been in service for between 2 and 3 times their useful life rating of 5,000 hours. The new sweepers will have better parts and produce cleaner emissions over the next ten years.

The street cleaning services provided by Public Works will be greatly affected if it does not purchase new equipment to meet the requirements in time. Operating non-compliant equipment could result in daily fines between $25,000 to $75,000.

Implementation
SFPW expects to compile specifications for the equipment by July 2016 and complete procurement by June 2017. After the bid is awarded, it will take approximately six months for the pieces to be assembled and delivered. The BAAQMD deadline to obtain the new sweepers is the end of 2016, but Public Works will coordinate with BAAQMD for an acceptable extension as equipment may not be ready until August 2017.

Request to advance Prop K funds
To meet the aggressive schedule of the proposed project, SFPW is requesting a finance cost neutral amendment of the Prop K Strategic Plan to advance cash flow to meet the project's schedule. Cash flow advanced in the Street Repair and Cleaning Equipment category will be off-set by pushing out the same amount of cash flow in the Street Resurfacing, Rehabilitation, and Maintenance category. See the Funding page for details.

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

FY 2016/17

Project Name: Street Repair and Cleaning Equipment

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)				
Procurement (e.g. rolling stock)	1	FY 2016/17	4	FY 2016/17
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.

Process Status	Schedule
DPW Equipment Mgr - specs written	Aug-2016
Central Shops - spec approval	Sep-2016
OFFMA Accounting	Sep-2016
OCA bid packet	Oct-2016
OCA bid pending	Oct-2016
OCA awarded	Nov-2016
Vendor	Nov-2016
Central Shops - equipment received	May-2017
DPW - received	Jun-2017
DPW - accepted	Jun-2017
Placed in service	Jun-2017

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

FY 2016/17

Project Name: Street Repair and Cleaning Equipment

Implementing Agency: Department of Public Works

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)	Yes	$ 1,499,408	$ 1,499,408	
		$1,499,408	$1,499,408	$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)	$ 1,499,408	Estimated cost from Vendors
Total:	**$ 1,499,408**	

% Complete of Design: NA as of

Expected Useful Life: 10 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.

Total budget:

Description	Each Cost	Quantity	Total Cost	Alternatively fueled (1)	Program
5 Air Sweepers	$299,881	5	$1,499,408	Yes	Street Cleaning
Total		5	$1,499,408		

(1) The new equipment will exceed the current air quality standards for the region.

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

FY 2016/17

Project Name: Street Repair and Cleaning Equipment

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:	$1,499,408	
5-Year Prioritization Program Amount:	$776,826	(enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

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

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

The 5YPP amount is the amount of funds available for allocation to the subject project in FY 2016/17 in the Street Repair and Cleaning Equipment 5YPP.

In order to advance funds for the subject project as requested by SFPW to meet BAAQMD requirements, our recommendation is contingent upon a finance cost neutral Strategic Plan Amendment and corresponding 5YPP amendment. See Recommendations section and attached amendments 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	$722,582	$776,826		$1,499,408
				$0
				$0
				$0
				$0
				$0
Total:	$722,582	$776,826	$0	$1,499,408

Actual Prop K Leveraging - This Phase:	0.00%	$1,499,408 Total from Cost worksheet
Expected Prop K Leveraging per Expenditure Plan	28.85%	

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

		Required Local Match	
Fund Source	**$ Amount**	**%**	**$**

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
				$0
				$0
				$0
				$0
Total:		$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:	$1,499,408

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2016/17	$1,499,408	100.00%	$0
		0.00%	$0
		0.00%	$0
		0.00%	$0
		0.00%	$0
Total:	**$1,499,408**		

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: 5/17/2016 Resolution. No. Res. Date:

Project Name: Street Repair and Cleaning Equipment

Implementing Agency: Department of Public Works

Funding Recommended:		**Amount**	**Phase:**
	Prop K Allocation	$1,499,408	Procurement (e.g. rolling stock)
	Total:	**$1,499,408**	

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 35	FY 2016/17	$1,499,408	100.00%	$0
			0.00%	$0
			0.00%	$0
			0.00%	$0
			0.00%	$0
	Total:	**$1,499,408**	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 35	FY 2016/17	Procurement (e.g. rolling stock)	$1,499,408	100%	$0
				100%	$0
				100%	$0
				100%	$0
				100%	$0
		Total:	**$1,499,408**		

Prop K/Prop AA Fund Expiration Date: 12/31/2017 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:	5/17/2016	Resolution. No.		Res. Date:	

Project Name: Street Repair and Cleaning Equipment

Implementing Agency: Department of Public Works

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

Trigger:

Deliverables:

1. Quarterly progress reports shall identify the number of pieces of equipment placed into service during the previous quarter.
2. Upon project completion provide 2-3 digital photos of the equipment purchased as part of the subject project, including at least one photo showing the Prop K logo affixed to a vehicle.
3.

Special Conditions:

1. Prop K Strategic Plan and 5YPP Amendments: In order to advance funds for the subject project as requested by SFPW to meet BAAQMD requirements, our recommendation is contingent upon a finance cost neutral Strategic Plan Amendment and corresponding 5YPP amendment to 1) advance programming ($722,582 from FY 2017/18) and cash flow ($797,101 from FY 2017/18, $313,895 from FY 2018/19) to FY 2016/17 in the Street Repair and Cleaning Equipment category and 2) offsetting any finance costs by reprogramming $1,110,996 in deobligated funds from prior fiscal years to FYs 2017/18 and 2018/19 in the Street Resurfacing, Rehabilitation, and Maintenance category. SFPW has determined that this amendment will not impact any planned street resurfacing projects.
2.
3.

Notes:

1. Reminder: Prop K decals should be affixed to each new vehicle according to the placement instructions in the Standard Grant Agreement (Section II., H. Attribution and Signage).
2. Reminder: Proceeds from sale of equipment of vehicles purchased with this grant shall be returned to the Transportation Authority in proportion to Prop K's share of the original purchase price (See Standard Grant Agreement, Section III, F.)

Supervisorial District(s): citywide

Prop K proportion of expenditures - this phase:	100.00%

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:	5/17/2016	Resolution. No.		Res. Date:	

Project Name: Street Repair and Cleaning Equipment

Implementing Agency: Department of Public Works

Prop AA proportion of expenditures - this phase:	NA

Sub-project detail? No If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer: P&PD **Project # from SGA:**

MAPS AND DRAWINGS

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

FY of Allocation Action:	2016/17	**Current Prop K Request:**	$ 1,499,408
		Current Prop AA Request:	$ -
Project Name:	Street Repair and Cleaning Equipment		
Implementing Agency:	Department of Public Works		

	Project Manager	**Grants Section Contact**
Name (typed):	John Leal	Rachel Alonso
Title:	Heavy Equipment Operations Supervisor	Transportation Finance Analyst
Phone:	415-695-2133	415.558.4034
Fax:		
Email:	John.Leal@swfdpw.org	rachel.alonso@sfdpw.org
Address:	2323 Cesar Chavez Street, San Francisco, CA 94124	30 Van Ness, 5th floor San Francisco, CA 94102
Signature:		
Date:	04/21/16	04/25/16

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

Street Resurfacing, Rehabilitation, and Maintenance /Street Repair and Cleaning Equipment (EPs 34-35)

Programming and Allocations to Date

Pending June 28, 2016 Board

Agency	Project Name	Phase(s)	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Street Resurfacing (EP 34)									
SFPW	Guerrero St, San Jose Ave and Corbett Ave Pavement Renovation [1]	CON	Programmed	$0					$0
SFPW	West Portal Ave and Quintara St Pavement Renovation	CON	Allocated	$3,002,785					$3,002,785
SFPW	West Portal Ave and Quintara St Pavement Renovation	CON	Deobligated	($3,002,785)					($3,002,785)
SFPW	Ingalls St and Industrial St Pavement Renovation [1]	CON	Allocated		$3,677,233				$3,677,233
SFPW	Clayton St, Clipper St and Portola Dr Pavement Renovation [2]	CON	Allocated		$5,455,263				$5,455,263
SFPW	Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation [3]	CON	Allocated		$4,785,750				$4,785,750
SFPW	Gilman Ave and Jerrold Ave Pavement Renovation	CON	Programmed			$3,907,668			$3,907,668
SFPW	Madrid St, Morse St and Paris St Pavement Renovation	CON	Programmed				$4,519,668		$4,519,668
SFPW	Fillmore St Pavement Renovation	CON	Programmed					$4,634,668	$4,634,668
SFPW	Pavement Renovation Placeholder [4]	CON	Pending			$1,110,995			$1,110,995
			Programmed in 5YPP	$0	$13,918,246	$5,018,663	$4,519,668	$4,634,668	$28,091,245
			Total Allocated and Pending in 5YPP	$3,002,785	$13,918,246	$1,110,995	$0	$0	$18,032,026
			Total Deobligated in 5YPP	($3,002,785)	$0	$0	$0	$0	($3,002,785)
			Total Unallocated in 5YPP	$0	$0	$3,907,668	$4,519,668	$4,634,668	$13,062,004
			Programmed in 2014 Strategic Plan	$8,602,785	$5,365,230	$5,018,663	$4,519,668	$4,634,668	$28,141,014
			Deobligated from Prior 5YPP Cycles **	$601,070					$601,070
			Cumulative Remaining Programming Capacity	$9,203,855	$650,839	$650,839	$650,839	$650,839	$650,839

** SP Amendment #4 re-programmed $1,110,995 in funds deobligated from prior 5YPP cycles.

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

Street Resurfacing, Rehabilitation, and Maintenance /Street Repair and Cleaning Equipment (EPs 34-35)

Programming and Allocations to Date

Pending June 28, 2016 Board

Agency	Project Name	Phase(s)	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Street Repair and Cleaning Equipment (EP 35)									
SFPW	Street Repair and Cleaning Equipment	PROC	Allocated	$701,034					$701,034
SFPW	Street Repair and Cleaning Equipment	PROC	Allocated		$738,072				$738,072
SFPW	Street Repair and Cleaning Equipment [4]	PROC	Pending			$1,499,408			$1,499,408
SFPW	Street Repair and Cleaning Equipment [4]	PROC	Programmed				$94,793		$94,793
SFPW	Street Repair and Cleaning Equipment	PROC	Programmed					$859,800	$859,800
			Programmed in 5YPP	$701,034	$738,072	$1,499,408	$94,793	$859,800	$3,893,107
			Total Allocated and Pending in 5YPP	$701,034	$738,072	$1,499,408	$0	$0	$2,938,514
			Total Deobligated in 5YPP	$0	$0	$0	$0	$0	$0
			Total Unallocated in 5YPP	$0	$0	$0	$94,793	$859,800	$954,593
			Programmed in 2014 Strategic Plan	$701,034	$738,072	$1,499,408	$94,793	$859,800	$3,893,107
			Deobligated from Prior 5YPP Cycles **	$0					$0
			Cumulative Remaining Programming Capacity	$0	$0	$0	$0	$0	$0
ROLL-UP of EPs 34-35									
			Total Programmed in 5YPPs	$701,034	$14,656,318	$6,518,071	$4,614,461	$5,494,468	$31,984,352
			Total Allocated and Pending in 5YPP	$3,703,819	$14,656,318	$2,610,403	$0	$0	$20,970,540
			Total Deobligated in 5YPP	($3,002,785)	$0	$0	$0	$0	($3,002,785)
			Total Unallocated in 5YPP	$0	$0	$3,907,668	$4,614,461	$5,494,468	$14,016,597
			Total Programmed in 2014 Strategic Plan	$9,303,819	$6,103,302	$6,518,071	$4,614,461	$5,494,468	$32,034,121
			Total Deobligated from Prior 5YPP Cycles	$601,070					$601,070
			Cumulative Remaining Programming Capacity	$9,203,855	$650,839	$650,839	$650,839	$650,839	$650,839

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

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

Street Resurfacing, Rehabilitation, and Maintenance /Street Repair and Cleaning Equipment (EPs 34-35)

Cash Flow as Allocated to Date

Pending June 28, 2016 Board

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Street Resurfacing (EP 34)								
Guerrero St, San Jose Ave and Corbett Ave Pavement Renovation 1	CON	$0	$0	$0				$0
West Portal Ave and Quintara St Pavement Renovation	CON	$2,402,228	$600,557					$3,002,785
West Portal Ave and Quintara St Pavement Renovation	CON	($2,402,228)	($600,557)					($3,002,785)
Ingalls St and Industrial St Pavement Renovation 1	CON		$0	$3,304,610	$367,723			$3,672,333
Clayton St, Clipper St and Portola Dr Pavement Renovation 2	CON			$4,091,447	$1,363,816			$5,455,263
Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation 3	CON			$3,828,600	$957,150			$4,785,750
Gilman Ave and Jerrold Ave Pavement Renovation	CON			$3,126,134	$781,534			$3,907,668
Madrid St, Morse St and Paris St Pavement Renovation	CON				$3,615,734	$903,934		$4,519,668
Fillmore St Pavement Renovation	CON					$3,707,734	$926,934	$4,634,668
Pavement Renovation Placeholder 4	CON				$797,101	$313,894		$1,110,995
Total Cash Flow in 5YPP		$0	$0	$14,350,791	$7,883,058	$4,925,562	$926,934	$28,086,345
Total Cash Flow Allocated		$2,402,228	$600,557	$11,224,657	$3,485,790	$313,894	$0	$18,027,126
Total Cash Flow Deobligated		($2,402,228)	($600,557)	$0	$0	$0	$0	($3,002,785)
Total Cash Flow Unallocated		$0	$0	$3,126,134	$4,397,268	$4,611,668	$926,934	$13,062,004
Total Cash Flow in 2014 Strategic Plan		$3,402,228	$8,492,741	$5,199,180	$4,397,268	$4,611,668	$926,934	$27,030,019
Deobligated from Prior 5YPP Cycles **		$601,070						$601,070
Cumulative Remaining Cash Flow Capacity		$4,003,298	$12,496,039	$3,344,428	($141,362)	($455,256)	($455,256)	($455,256)

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

Street Resurfacing, Rehabilitation, and Maintenance /Street Repair and Cleaning Equipment (EPs 34-35)

Cash Flow as Allocated to Date

Pending June 28, 2016 Board

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Street Repair and Cleaning Equipment (EP 35)								
Street Repair and Cleaning Equipment	PROC	$350,517	$350,517					$701,034
Street Repair and Cleaning Equipment	PROC		$369,036	$369,036				$738,072
Street Repair and Cleaning Equipment 4	PROC			$1,499,408				$1,499,408
Street Repair and Cleaning Equipment 4	PROC				$0	$94,793		$94,793
Street Repair and Cleaning Equipment	PROC					$429,900	$429,900	$859,800
Total Cash Flow in 5YPP		$350,517	$719,553	$1,868,444	$0	$524,693	$429,900	$3,893,107
Total Cash Flow Allocated		$350,517	$719,553	$1,868,444	$0	$0	$0	$2,938,514
Total Cash Flow Deobligated		$0	$0	$0	$0	$0	$0	$0
Total Cash Flow Unallocated		$0	$0	$0	$0	$524,693	$429,900	$954,593
Total Cash Flow in 2014 Strategic Plan		$350,517	$719,553	$757,449	$797,101	$838,588	$429,900	$3,893,107
Deobligated from Prior 5YPP Cycles **		$0						$0
Cumulative Remaining Cash Flow Capacity		$0	$0	($1,110,995)	($313,895)	$0	$0	$0
ROLL-UP of EPs 34-35								
Cash Flow Programmed in 5YPP		$350,517	$719,553	$16,219,235	$7,883,058	$5,450,255	$1,356,834	$31,979,452
Total Cash Flow Allocated		$2,752,745	$1,320,110	$13,093,101	$3,485,790	$313,894	$0	$20,965,640
Total Cash Flow Deobligated		($2,402,228)	($600,557)	$0	$0	$0	$0	($3,002,785)
Total Cash Flow Unallocated		$0	$0	$3,126,134	$4,397,268	$5,136,361	$1,356,834	$14,016,597
Total Cash Flow in 2014 Strategic Plan		$3,752,745	$9,212,294	$5,956,629	$5,194,369	$5,450,256	$1,356,834	$30,923,126
Total Deobligated from Prior 5YPP Cycles		$601,070						$601,070
Cumulative Remaining Cash Flow Capacity		$4,003,298	$12,496,039	$2,233,433	($455,257)	($455,256)	($455,256)	($455,256)

Programmed

Pending Allocation/Appropriation

Board Approved Allocation/Appropriation

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

Street Resurfacing, Rehabilitation, and Maintenance /Street Repair and Cleaning Equipment (EPs 34-35)

Programming and Allocations to Date

Pending June 28, 2016 Board

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

[1] 5YPP Amendment to add the Ingalls St and Industrial St Pavement Renovation project (Resolution 2016-018, Project 134.908024)

Guerrero St, San Jose Ave and Corbett Ave Pavement Renovation: Reduced from $5.6 million to $0 in Fiscal Year 2014/15, with $3,677,233 added to Ingalls St and Industrial St Pavement Renovation in Fiscal Year 2015/16 and $1,922,767 added to cumulative remaining programming capacity. The project was funded with other sources.

Ingalls St and Industrial St Pavement Renovation: Added project with $3,677,233 in Fiscal Year 2015/16 funds for construction.

[2] 5YPP Amendment to fully fund the Clayton St, Clipper St, and Portola Dr Pavement Renovation project. (Resolution 2016-047, 3/22/16)

Cumulative Remaining Programming Capacity: Reduced by $90,033.

Clayton St, Clipper St, and Portola Dr Pavement Renovation: Increased by $90,033 in FY 2015/16 construction funds.

[3] 5YPP Amendment to add the Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation project. (Resolution 2016-047, 3/22/16)

Cumulative Remaining Programming Capacity: Reduced by $4,785,750.

Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation: Added project with $4,785,750 in FY 2015/16 construction funds.

[4] Strategic Plan and 5YPP Amendment to fully fund Street Repair and Cleaning Equipment (Resolution 2017-XXX, 6/28/16):

Finance cost neutral Strategic Plan Amendment: advanced programming ($722,582 from FY 2017/18) and cash flow ($797,101 from FY 2017/18, $313,895 from FY 2018/19) to FY 2016/17 in the Street Repair and Cleaning Equipment category.

Street Resurfacing 5YPP Amendment: Added Pavement Renovation Placeholder with $1,110,995 in FY16/17 funds and the following cash flow: $797,101 in FY17/18 and $313,894 in FY18/19.

Adopted and Proposed Amended Strategic Plan

Pending June 2016 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total 30-year Programming & Finance Costs		FY2015/16	FY2016/17	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22
Street Resurfacing, Rehabilitation and Maintenance												
Adopted 2014 Prop K Strategic Plan - Amendment 3												
34	Street Resurfacing, Rehabilitation, and Maintenance	$ 148,685,298	15.79%	Programming	$ 120,229,932	$ 5,365,230	$ 3,907,668	$ 4,519,668	$ 4,634,668	$ 4,505,003	$ 4,640,153	$ 4,779,358
				Finance Costs	$ 23,484,629	$ 69,566	$ 226,340	$ 941,504	$ 759,810	$ 697,029	$ 1,557,639	$ 1,539,617
				Total	$ 143,714,561	$ 5,434,796	$ 4,134,008	$ 5,461,172	$ 5,394,478	$ 5,202,032	$ 6,197,792	$ 6,318,975
35	Street Repair and Cleaning Equipment	$ 28,656,169	1.16%	Programming	$ 27,580,801	$ 738,072	$ 776,826	$ 817,375	$ 859,800	$ 904,183	$ 950,615	$ 999,187
				Finance Costs	$ 331,825	$ 385	$ 801	$ 2,751	$ 1,372	$ 596	$ 2,073	$ 3,260
				Total	$ 27,912,626	$ 738,457	$ 777,627	$ 820,126	$ 861,172	$ 904,779	$ 952,688	$ 1,002,447
TOTAL		$ 177,341,467	13.43%	Programming	$ 147,810,733	$ 6,103,302	$ 4,684,494	$ 5,337,043	$ 5,494,468	$ 5,409,186	$ 5,590,768	$ 5,778,545
				Finance Costs	$ 23,816,454	$ 69,951	$ 227,141	$ 944,255	$ 761,182	$ 697,625	$ 1,559,712	$ 1,542,877
				Total	$ 171,627,187	$ 6,173,253	$ 4,911,635	$ 6,281,298	$ 6,255,650	$ 6,106,811	$ 7,150,480	$ 7,321,422
Proposed 2014 Prop K Strategic Plan - Amendment 4												
34	Street Resurfacing, Rehabilitation, and Maintenance	$ 148,684,925	15.76%	Programming	$ 120,229,932	$ 5,365,230	$ 5,018,663	$ 4,519,668	$ 4,634,668	$ 4,505,003	$ 4,640,153	$ 4,779,358
				Finance Costs	$ 23,430,451	$ 67,004	$ 220,208	$ 930,025	$ 756,372	$ 693,635	$ 1,556,655	$ 1,538,872
				Total	$ 143,660,384	$ 5,432,234	$ 5,238,871	$ 5,449,693	$ 5,391,040	$ 5,198,638	$ 6,196,808	$ 6,318,230
35	Street Repair and Cleaning Equipment	$ 28,656,097	1.28%	Programming	$ 27,580,801	$ 738,072	$ 1,499,408	$ 94,793	$ 859,800	$ 904,183	$ 950,615	$ 999,187
				Finance Costs	$ 366,172	$ 384	$ 8,403	$ 11,702	$ 1,727	$ 926	$ 2,824	$ 4,009
				Total	$ 27,946,974	$ 738,456	$ 1,507,811	$ 106,495	$ 861,527	$ 905,109	$ 953,439	$ 1,003,196
TOTAL		$ 177,341,022	13.42%	Programming	$ 147,810,733	$ 6,103,302	$ 6,518,071	$ 4,614,461	$ 5,494,468	$ 5,409,186	$ 5,590,768	$ 5,778,545
				Finance Costs	$ 23,796,624	$ 67,388	$ 228,612	$ 941,727	$ 758,099	$ 694,561	$ 1,559,479	$ 1,542,881
				Total	$ 171,607,357	$ 6,170,690	$ 6,746,683	$ 5,556,188	$ 6,252,567	$ 6,103,747	$ 7,150,247	$ 7,321,426
Change												
34	Street Resurfacing, Rehabilitation, and Maintenance	$ (373)	-0.03%	Programming	$ 0	$ -	$ 1,110,995	$ -	$ -	$ -	$ 0	$ (0)
				Finance Costs	$ (54,178)	$ (2,562)	$ (6,132)	$ (11,479)	$ (3,438)	$ (3,394)	$ (984)	$ (745)
				Total	$ (54,177)	$ (2,562)	$ 1,104,863	$ (11,479)	$ (3,438)	$ (3,394)	$ (984)	$ (745)
35	Street Repair and Cleaning Equipment	$ (72)	0.12%	Programming	$ -	$ -	$ 722,582	$ (722,582)	$ -	$ (0)	$ (0)	$ (0)
				Finance Costs	$ 34,347	$ (1)	$ 7,602	$ 8,951	$ 355	$ 330	$ 751	$ 749
				Total	$ 34,347	$ (1)	$ 730,184	$ (713,631)	$ 355	$ 330	$ 751	$ 749

EP No.	EP Line Item	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33
Street Resurfacing, Rehabilitation and Maintenance												
Adopted 2014 Prop K Strategic Plan - Amendment 3												
34	Street Resurfacing, Rehabilitation, and Maintenance	$ 4,922,738	$ 5,070,421	$ 5,222,533	$ 5,379,209	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,607,532	$ 1,547,378	$ 1,480,990	$ 1,493,595	$ 1,522,850	$ 1,365,957	$ 1,227,172	$ 1,102,051	$ 895,964	$ 681,572	$ 320,843
		$ 6,530,270	$ 6,617,799	$ 6,703,523	$ 6,872,804	$ 1,522,850	$ 1,365,957	$ 1,227,172	$ 1,102,051	$ 895,964	$ 681,572	$ 320,843
35	Street Repair and Cleaning Equipment	$ 1,049,996	$ 1,103,143	$ 1,158,733	$ 1,216,877	$ 1,277,689	$ 1,341,289	$ 1,407,803	$ 1,518,621	$ 1,620,166	$ 900,000	$ 900,000
		$ 5,640	$ 7,982	$ 11,115	$ 15,217	$ 21,206	$ 29,488	$ 37,678	$ 45,840	$ 57,465	$ 58,508	$ 26,023
		$ 1,055,636	$ 1,111,125	$ 1,169,848	$ 1,232,094	$ 1,298,895	$ 1,370,777	$ 1,445,481	$ 1,564,461	$ 1,677,631	$ 958,508	$ 926,023
TOTAL		**$ 5,972,734**	**$ 6,173,564**	**$ 6,381,266**	**$ 6,596,086**	**$ 1,277,689**	**$ 1,341,289**	**$ 1,407,803**	**$ 1,518,621**	**$ 1,620,166**	**$ 900,000**	**$ 900,000**
		$ 1,613,172	**$ 1,555,360**	**$ 1,492,105**	**$ 1,508,812**	**$ 1,544,056**	**$ 1,395,445**	**$ 1,264,850**	**$ 1,147,891**	**$ 953,429**	**$ 740,080**	**$ 346,866**
		$ 7,585,906	**$ 7,728,924**	**$ 7,873,371**	**$ 8,104,898**	**$ 2,821,745**	**$ 2,736,734**	**$ 2,672,653**	**$ 2,666,512**	**$ 2,573,595**	**$ 1,640,080**	**$ 1,246,866**
Proposed 2014 Prop K Strategic Plan - Amendment 4												
34	Street Resurfacing, Rehabilitation, and Maintenance	$ 4,922,738	$ 5,070,421	$ 5,222,533	$ 5,379,209	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,606,610	$ 1,545,800	$ 1,479,363	$ 1,491,992	$ 1,521,326	$ 1,364,520	$ 1,225,614	$ 1,100,227	$ 893,900	$ 678,953	$ 313,346
		$ 6,529,349	$ 6,616,221	$ 6,701,897	$ 6,871,201	$ 1,521,326	$ 1,364,520	$ 1,225,614	$ 1,100,227	$ 893,900	$ 678,953	$ 313,346
35	Street Repair and Cleaning Equipment	$ 1,049,996	$ 1,103,143	$ 1,158,733	$ 1,216,877	$ 1,277,689	$ 1,341,289	$ 1,407,803	$ 1,518,621	$ 1,620,166	$ 900,000	$ 900,000
		$ 6,430	$ 8,743	$ 11,844	$ 15,954	$ 22,050	$ 30,371	$ 38,642	$ 46,980	$ 58,833	$ 60,465	$ 31,294
		$ 1,056,426	$ 1,111,886	$ 1,170,577	$ 1,232,831	$ 1,299,738	$ 1,371,660	$ 1,446,445	$ 1,565,601	$ 1,678,999	$ 960,465	$ 931,294
TOTAL		**$ 5,972,735**	**$ 6,173,564**	**$ 6,381,267**	**$ 6,596,086**	**$ 1,277,689**	**$ 1,341,289**	**$ 1,407,803**	**$ 1,518,621**	**$ 1,620,166**	**$ 900,000**	**$ 900,000**
		$ 1,613,041	**$ 1,554,543**	**$ 1,491,207**	**$ 1,507,946**	**$ 1,543,376**	**$ 1,394,891**	**$ 1,264,256**	**$ 1,147,207**	**$ 952,733**	**$ 739,418**	**$ 344,640**
		$ 7,585,775	**$ 7,728,107**	**$ 7,872,474**	**$ 8,104,033**	**$ 2,821,065**	**$ 2,736,180**	**$ 2,672,059**	**$ 2,665,828**	**$ 2,572,899**	**$ 1,639,418**	**$ 1,244,640**
Change												
34	Street Resurfacing, Rehabilitation, and Maintenance	**$ 0**	**$ (0)**	**$ 0**	**$ 0**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
		$ (922)	**$ (1,578)**	**$ (1,627)**	**$ (1,603)**	**$ (1,524)**	**$ (1,437)**	**$ (1,558)**	**$ (1,824)**	**$ (2,064)**	**$ (2,619)**	**$ (7,497)**
		$ (921)	**$ (1,578)**	**$ (1,626)**	**$ (1,603)**	**$ (1,524)**	**$ (1,437)**	**$ (1,558)**	**$ (1,824)**	**$ (2,064)**	**$ (2,619)**	**$ (7,497)**
35	Street Repair and Cleaning Equipment	**$ 0**	**$ 0**	**$ 0**	**$ (0)**	**$ (0)**	**$ (0)**	**$ 0**	**$ 0**	**$ 0**	**$ -**	**$ -**
		$ 790	**$ 761**	**$ 729**	**$ 737**	**$ 844**	**$ 883**	**$ 964**	**$ 1,140**	**$ 1,368**	**$ 1,957**	**$ 5,271**
		$ 790	**$ 761**	**$ 729**	**$ 737**	**$ 843**	**$ 883**	**$ 964**	**$ 1,140**	**$ 1,368**	**$ 1,957**	**$ 5,271**

Adopted and Proposed Amended Strategic Plan

Pending June 2016 Board Action

Prop K Total

Adopted 2014 Prop K Strategic Plan - Amendment 3					
	Prop K	$ 2,922,175,448	8.36%	Programming	$ 2,536,333,768
				Finance Costs	$ 244,391,673
				Total	$ 2,780,725,441
Proposed 2014 Prop K Strategic Plan - Amendment 4					
	Prop K	$ 2,922,168,754	8.36%	Programming	$ 2,536,333,768
				Finance Costs	$ 244,213,135
				Total	$ 2,780,546,903
Change					
	Prop K	$ (6,694)	-0.01%	Programming	$ -
				Finance Costs	$ (178,538)
				Total	$ (178,538)

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

FY of Allocation Action:	2016/17
Project Name:	Public Sidewalk Repair
Implementing Agency:	Department of Public Works

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:	c. Pedestrian and Bicycle Facility Maintenance		
Prop K EP Line Number (Primary):	37	**Current Prop K Request:**	$ 537,494
Prop K Other EP Line Numbers:			
Prop AA Category:		**Current Prop AA Request:**	$ -
		Supervisorial District(s):	Citywide

SCOPE

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

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

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

Please see next page.

San Francisco Public Works (PW) requests $537,494 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 for the disabled. The area of damage increases as the tree roots grow in diameter further exacerbating tripping concerns when sidewalks remain unrepaired.

PW records show a current backlog of nearly 4,000 sidewalk repair requests. The department estimates that, on average, 154 square feet of sidewalk is repaired per location. At an average repair cost of $23 per square foot for repairs and 154 square feet for each location, the estimated cost to eliminate this backlog is well over $10 million.

With the current Prop K request of $537,494, PW anticipates repairing sidewalks at approximately 151 locations, at a per-location cost of $3,542 ($23 per square feet x 154 square feet per location). In addition, PW anticipates an additional $248,881 in state Transportation Development Act (TDA) Article 3 will be made available to fund repairs at another 70 locations. Thus, total funding of $786,375 will allow PW to complete repairs at approximately 221 locations.

Unfortunately, our current funding cannot keep pace with the approximately 1,000 new sidewalk repair requests received annually and the funding is insufficient to reduce the significant backlog of sidewalk repairs. And as the backlog grows, the size of the average repair will also grow. We have adjusted our average square feet at each location over the years due to the growth of disrepair. It is important to note that severe damage at any location will reduce the total number of locations that PW can actually repair.

The Tree Maintenance Transfer Plan (aka Relinquishment) (not funded by Prop K):

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 that are incomplete. Completion of these locations will be prioritized according to the criteria in the 5-Year Prioritization Program (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.

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 higher-need locations that cannot be anticipated at this time. PW has the flexibility to prioritize and complete locations on an expedited basis if there is potential significant impact to pedestrian access and/or have the highest likelihood of generating claims against the City and County of San Francisco (CCSF). However, 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 the charge the cost of inspection and abatement to the responsible party.

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

FY 2016/17

Project Name: Public Sidewalk Repair

Implementing Agency: Department of Public Works

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)				
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)			4	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 2016/17

Project Name: Public Sidewalk Repair

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				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	$ 786,375	$ 537,494	
Procurement (e.g. rolling stock)				
		$786,375	$537,494	$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	$ 786,375	PW labor and material estimates based on costs from previous years.
Procurement (e.g. rolling stock)		
Total:	**$ 786,375**	

% Complete of Design: as of

Expected Useful Life: 10 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.

PW Budget - Construction	
PW Labor	**$ 668,419**
Materials	**$ 117,956**
Total Prop K and TDA	**$ 786,375**

DPW Labor Detail						
Position	**Base Hourly Rate**	**Unburdened Salary**	**Overhead Multiplier**	**Fully Burdened Salary**	**FTE Ratio**	**Total Cost**
3435 Inspector	$37.09	$77,147	2.53	$195,368	0.03	6,684
7227 Cement Mason Supervisor	$52.59	$109,387	2.53	$277,012	0.05	13,368
7311 Mason	$39.07	$81,266	2.53	$205,797	2.79	574,840
7211 Supervisor II	$55.79	$116,043	2.53	$293,868	0.02	6,684
7355 Driver	$41.74	$86,819	2.53	$219,861	0.30	66,842
Total					**3.20**	**$ 668,419**

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

FY 2016/17

Project Name: Public Sidewalk Repair

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:	$537,494	
5-Year Prioritization Program Amount:	$537,494	(enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

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

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

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K Sales Tax		$537,494		$537,494
State Transportation Development Act		$248,881		$248,881
				$0
				$0
				$0
				$0
Total:	$0	$786,375	$0	$786,375

Actual Prop K Leveraging - This Phase:	31.65%	$786,375 Total from Cost worksheet
Expected Prop K Leveraging per Expenditure Plan	48.10%	

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

		Required Local Match	
Fund Source	**$ Amount**	**%**	**$**

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

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

Actual Prop K Leveraging - Entire Project:		$ 786,375
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: $537,494

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2016/17	$ 537,494	100.00%	$0
		0.00%	$0
		0.00%	$0
		0.00%	$0
		0.00%	$0
Total:	**$537,494**		

Prop AA Funds Requested: $0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
			$537,494
			$537,494
			$537,494
Total:	**$0**		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated:	5/2/2016	Resolution. No.	xxx-xx	Res. Date:	xx/xx/xxxx

Project Name: Public Sidewalk Repair

Implementing Agency: Department of Public Works

		Amount	Phase:
Funding Recommended:	Prop K Allocation	$537,494	Construction
	Total:	**$537,494**	

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 37	FY 2016/17	$537,494	100.00%	$0
			0.00%	$0
			0.00%	$0
			0.00%	$0
			0.00%	$0
	Total:	**$537,494**	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 37	FY 2016/17	Construction	$537,494	100%	$0
				100%	$0
				100%	$0
				100%	$0
				100%	$0
		Total:	**$537,494**		

Prop K/Prop AA Fund Expiration Date: 6/30/2017 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:	5/2/2016	Resolution. No.	xxx-xx	Res. Date:	xx/xx/xxxx

Project Name: Public Sidewalk Repair

Implementing Agency: Department of Public Works

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

Trigger:

Deliverables:

1. 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.
2. Upon project completion, provide 2-3 digital photos of completed project and/or construction work in progress.
3.
4.

Special Conditions:

1. Prop K funds allocated to this project are only for eligible expenses incurred in the fiscal year for which the allocation was made (ending 6/30/2017). After the deadline for submittal of final reimbursement requests or estimated expenditure accurals (estimated mid-August 2017), all remaining unclaimed amounts will be deobligated and made available for future allocations.
2.

Notes:

1. For this project SFPW may submit evidence of proportional billing upon completion of the project.
2.

Supervisorial District(s): Citywide

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

Sub-project detail? No If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer: P&PD **Project # from SGA:** 137-xxxxxx

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

FY of Allocation Action:	2016/17	**Current Prop K Request:**	$ 537,494
		Current Prop AA Request:	$ -
Project Name:	Public Sidewalk Repair		
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):	Carla Short	Rachel Alonso
Title:	Superintendent	Transportation Finance Analyst
Phone:	415-695-2097	415.558.4034
Fax:		
Email:	carla.short@sfdpw.org	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, 2016	April 22, 2016

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

FY of Allocation Action:	2016/17
Project Name:	Tree Planting & Maintenance
Implementing Agency:	Department of Public Works

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:	e. Tree Planting and Maintenance		
Prop K EP Line Number (Primary):	42	**Current Prop K Request:**	$ 1,092,025
Prop K Other EP Line Numbers:			
Prop AA Category:		**Current Prop AA Request:**	$ -
		Supervisorial District(s):	Citywide

SCOPE

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps.
If a project is not already name Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.
Indicate whether work is to be performed by outside consultants and/or by force account.

Public Works requests $1,092,025 for its FY 2016/17 Tree Planting and Maintenance program. This request includes $535,092 for planting and establishment of street trees and $556,933 for maintenance of existing street trees in public rights-of-way. The requests funded will leverage $5,108,213 in additional state and local funds.

Tree planting and establishment, $535,092. Program includes replacing **375** 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 **376** young trees at an approximate average cost of $16 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.

Maintenance of existing trees: $556,933. 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 $556,933 to maintain approximately **814** 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 2016/17 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., **Guerrero** from 14th St to San Jose Av., **Dolores St.** from Market St., to San Jose Ave.; **Fell St.** from Market St. to Baker St., **Geary Blvd.** from 15th Ave. to 30th Ave., **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 2016/17

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	2016/17		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			4	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 2016/17

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.

	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	$6,200,238	$1,092,025	
Procurement (e.g. rolling stock)				
		$6,200,238	$1,092,025	$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	$6,200,238	Proposed Urban Forestry Budget
Procurement (e.g. rolling stock)		
Total:	**$ 6,200,238**	

% 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

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.

Prop K Budget

Service	Number of Trees	Unit Cost per Tree	Total Cost	Description
DPW Labor - Tree Planting	375	$ 350	$ 131,000	Replacement plantings for 375 trees ($350/tree)
DPW Labor - Tree Establishment	376	$ 848	$ 319,000	Establish 376 trees ($848/tree)
DPW Labor - Tree Maintenance	814	$ 684	$ 556,933	Prune and remove established trees as needed ($684/tree)
Tree Planting materials and supplies	375	$ 227	$ 85,092	Tree, stakes and ties
Total Prop K Budget			**$ 1,092,025**	

DPW Labor Detail

FTE = Full-Time Equivalent

Position	Unburdened Salary	Overhead Multiplier	Fully Burdened Salary	FTE Ratio	Total Cost
3435 Inspector	$ 77,449	2.53	$ 196,132	0.05	$ 9,807
0922 Urban Forester	$ 125,902	2.53	$ 318,834	0.04	$ 11,408
3436 Arborist Sup I	$ 97,499	2.53	$ 246,906	0.14	$ 35,323
3434 Arborist	$ 87,339	2.53	$ 221,177	2.15	$ 475,531
7514 Laborer	$ 67,937	2.53	$ 172,044	0.15	$ 25,807
7355 Driver	$ 87,151	2.53	$ 220,701	0.10	$ 22,070
3417 Gardener	$ 70,254	2.53	$ 177,911	2.40	$ 426,987
Total Labor				**5.03**	**$ 1,006,933**

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	$ 577	$ 28,800	Includes planting of 50 trees (from Adopt-a-Tree)
Tree Establishment	3,045	$ 848	$ 2,582,282	Includes establishment for approximately 3,045 trees ($691,650 requested from CIP and $1,890,632 from gas tax)
Tree Maintenance	3,650	$ 684	$ 2,497,131	Includes maintenance for approximately 3,650 trees ($273,489 requested from CIP and $2,223,642 from gas tax)
Total BUF Annual Budget	**6,745**		**$ 5,108,213**	

Total Budget from all sources

Service	Number of Trees	Unit Cost per Tree	Total Cost
Tree Planting (including materials and supplies)	425	$ 576	$ 244,892
Tree Establishment	3,421	$ 848	$ 2,901,282
Tree Maintenance	4,464	$ 684	$ 3,054,064
Total			**$ 6,200,238**

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

FY 2016/17

Project Name: Tree Planting & Maintenance

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:	$1,092,025	
5-Year Prioritization Program Amount:	$1,092,025	(enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

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

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

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		$1,092,025		$1,092,025
DPW Urban Forestry Annual Budget:				$0
Gas Tax	$4,114,274			$4,114,274
Capital Improvement Program (CIP)	$965,139			$965,139
Adopt-A-Tree	$28,800			$28,800
Total:	$5,108,213	$1,092,025	$0	$6,200,238

Actual Prop K Leveraging - This Phase:	82.39%	$6,200,238 Total from Cost worksheet
Expected Prop K Leveraging per Expenditure Plan	56.84%	

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

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

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: $1,092,025

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2016/17	$1,092,025	100.00%	$0
		0.00%	$0
		0.00%	$0
Total:	**$1,092,025**		

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:	04.29.16	Resolution. No.		Res. Date:

Project Name: Tree Planting & Maintenance

Implementing Agency: Department of Public Works

Funding Recommended:		Amount	Phase:
	Prop K Allocation	$1,092,025	Construction
	Total:	**$1,092,025**	

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 2016/17	$1,092,025	100.00%	$0
	Total:	**$1,092,025**	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 42	FY 2016/17	Construction	$1,092,025	100%	$0
		Total:	**$1,092,025**		

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

Future Commitment to:	Action	Amount	Fiscal Year	Phase

Trigger:

Deliverables:

1. 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:

1. Prop K funds allocated to this project are only eligible for expenses incurred in the fiscal year for which the allocation was made (ending 06.30.17). After the deadline for submittal of final reimbursement requests or estimated expenditure accruals (estimated by mid-August 2017), all remaining unclaimed amounts will be deobligated and made available for future allocations.

Notes:

1. For this project SFPW may submit evidence of proportional billing upon completion of the project.

Supervisorial District(s): Citywide

Prop K proportion of expenditures - this phase: 17.61%

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

SFCTA Project Reviewer: P&PD **Project # from SGA:**

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 04.29.16 Resolution. No. Res. Date:

Project Name: Tree Planting & Maintenance

Implementing Agency: Department of Public Works

SUB-PROJECT DETAIL

Sub-Project # from SGA: **Name:** **Tree Planting and Establishment**

Supervisorial District(s): **Citywide**

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 2016/17	Construction	$535,092	49%	$556,933
		Total:	**$535,092**		

Sub-Project # from SGA: **Name:** **Tree Maintenance**

Supervisorial District(s): **Citywide**

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 2016/17	Construction	$556,933	51%	$0
				100%	$0
				0%	$0
				100%	$0
				100%	$0
				100%	$0
		Total:	**$556,933**		

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

FY of Allocation Action:	2016/17	**Current Prop K Request:**	$ 1,092,025
		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	Transportation Finance Analyst
Phone:	(415) 641-2677	415.558.4034
Fax:	(415) 522-7684	
Email:	Chris.Buck@sfdpw.org	rachel.alonso@sfdpw.org
Address:	1680 Mission St., 1st Floor San Francisco, CA 94103	30 Van Ness, 5th floor San Francisco, CA 94102
Date:	04/21/16	04/22/16

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

FY of Allocation Action:	2016/17
Project Name:	Geneva-San Jose Intersection Study [NTIP Planning]
Implementing Agency:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:	b. Transportation/Land Use Coordination		
Prop K EP Line Number (Primary):	44	**Current Prop K Request:**	$ 150,000
Prop K Other EP Line Numbers:	13		
Prop AA Category:			
		Current Prop AA Request:	$ -
		Supervisorial District(s):	11

SCOPE

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

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

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

See attached for scope.

San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form
Geneva-San Jose Intersection Study [NTIP Planning]

Background and Purpose

The San Francisco Municipal Transportation Agency (SFMTA) requests $150,000 in Proposition K NTIP planning funds ($100,000) and Balboa Park Station Area Improvements funds ($50,000) for a study to develop conceptual designs for near, medium and long-term recommendations for multimodal transportation safety and transit access improvements in the vicinity of the intersection of Geneva and San Jose Avenues. The Geneva/San Jose intersection is located adjacent to Balboa Park Station in southern San Francisco, within close proximity of several census tracts identified as Communities of Concern by the Metropolitan Transportation Commission based on demographic and socioeconomic characteristics. This project is closely aligned with the intent of the NTIP, to fund community-based neighborhood-scale planning efforts, especially in underserved neighborhoods and areas with vulnerable populations.

Balboa Park Station is one of the busiest transit hubs in the San Francisco Bay Area where four Bay Area Rapid Transit (BART) lines connect to three Muni Metro light rail lines and eight Muni bus lines. BART's 2008 Station Profile Study indicates that 76% of riders at the station arrive by transit or by walking. In addition to this heavy concentration of transit and pedestrian activity, the intersection handles high volumes of automobile traffic due to its proximity to I-280 freeway ramps and the demand for pick-up and drop-off activity at the Station, as well as the direct connectivity that both Geneva and San Jose avenues provide to neighboring destinations. Geneva Avenue is also a designated bicycle route.

In an effort to facilitate coordination between various City and external agencies, the Balboa Park Station Community Advisory Committee (BPSCAC) was formed in 2012. In fall 2015, the BPSCAC passed a resolution requesting a Geneva/San Jose intersection Specific Plan including urban design guidelines and a community design charrette. This study will be guided by objectives and policies from the Balboa Park Station Area Plan (October 2008), including:

OBJECTIVE 2.1
EMPHASIZE TRANSIT IMPROVEMENTS THAT SUPPORT THE NEIGHBORHOOD.

POLICY 2.1.1
Redesign the Balboa Park BART Station as a regional transit hub that efficiently accommodates BART, light rail, buses, bicycles, pedestrians, taxis and automobile drop-off and pick-up.

OBJECTIVE 2.2
RECONSTRUCT AND RECONFIGURE MAJOR STREETS IN THE PLAN AREA TO ENCOURAGE TRAVEL BY NON-AUTO MODES.

POLICY 2.2.2
Re-design San Jose Avenue between Ocean and Geneva Avenues to better accommodate public transit while maintaining its character as a residential street.

OBJECTIVE 2.4

ENCOURAGE WALKING, BIKING, PUBLIC TRANSIT AS THE PRIMARY MEANS OF TRANSPORTATION.

POLICY 2.4.3
Improve travel time, transit reliability, and comfort level on all modes of public transportation.

OBJECTIVE 5.1
CREATE A SYSTEM OF PUBLIC PARKS, PLAZAS AND OPEN SPACES IN THE PLAN AREA.

POLICY 5.1.4
Pay attention to transit waiting areas.

OBJECTIVE 5.3
PROMOTE AN URBAN FORM AND ARCHITECTURAL CHARACTER THAT SUPPORTS WALKING AND SUSTAINS A DIVERSE, ACTIVE AND SAFE PUBLIC REALM.

POLICY 5.3.2
Redesign the main streets -- Phelan, Ocean, Geneva, and San Jose Avenues -- to encourage walking and biking to and from the Transit Station Neighborhood, City College, and the Ocean Avenue Neighborhood Commercial District.

POLICY 5.3.3
Pedestrian routes, especially in commercial areas, should not be interrupted or disrupted by auto access and garage doors.

This proposal was developed in response to the BPSCAC's request and input from District 11 Supervisor Avalos' office to focus on short, medium and long-term multimodal transportation safety and transit access improvements in the vicinity of the Geneva/San Jose intersection. The following study scope is proposed to complete the requested analysis.

Study Area

The study area includes the intersection of Geneva Avenue/San Jose Avenue and extends approximately one block in each direction from the intersection.

Agency Coordination

The study will be led by the SFMTA and will include coordination as appropriate with the following agencies:

- Bay Area Rapid Transit District (BART)
- Mayor's Office of Housing and Community Development (MOH)
- San Francisco County Transportation Authority
- San Francisco Department of Public Works

- San Francisco Planning Department
- San Francisco Recreation and Parks Department (RPD)

Tasks and Deliverables

Existing Conditions

The Balboa Park Station Area has been the subject of numerous recent planning efforts, and several projects are currently in the planning, design, and implementation phases. This task will compile recommendations from past efforts related to multimodal transportation safety and transit access and update them based on known feasibility issues. Specific tasks include:

- Review applicable plans and documents previously prepared for the area.
    - Summarize previous recommendations and known feasibility issues to be used as a starting point for developing recommended improvements.
- Conduct site visits and document existing physical conditions affecting multimodal safety and transit access.
- Coordinate with Muni Operations to document all existing and proposed transit vehicle movements, including regular passenger revenue service, non-revenue (non-passenger) movements and maintenance operations.

Note: Data collection and site visits will be conducted after construction activities for the Balboa Park Station Area & Plaza Improvements Project along Geneva Avenue is completed.

Deliverable: Memo summarizing existing conditions and recommendations from previous efforts.

Conceptual Design

Both Geneva and San Jose avenues are located on the City's Vision Zero High Injury Network, indicting a high concentration of injury collisions. This task will develop conceptual design improvements to address safety issues near the intersection. This analysis will include a focus on passenger access to Muni's M-Ocean View Line, which terminates within the Cameron Beach Yard on San Jose Avenue between Geneva and Niagara Avenues. Past studies have documented the safety, accessibility, and operational challenges of the existing terminal design. This task will build upon past analyses and develop recommendations for improvements consistent with known plans for the Upper Yard Development Project (led by BART and MOH), the Geneva Car Barn and Powerhouse Project (led by RPD) and the Balboa Park Station Modernization Plan (led by BART). Specific tasks include:

- Summarize safety issues identified by past efforts, site visits, and through public outreach.
- Multimodal collision trend analysis.
- Coordinate with the Upper Yard Development Project, Geneva Car Barn and Powerhouse Project and the BART Station Modernization Plan to understand planned pedestrian access routes and transit improvements.
- Coordinate with Muni Operations to identify opportunities and constraints for reconfiguring M-Ocean View stops and terminal loop operations, including site visits.

- Draft conceptual design improvements to address safety issues and improved M-Ocean View terminal operations.
    - Prepare conceptual design improvements to mitigate collision trends and/or identified safety concerns, incorporating past recommendations and planned improvements as appropriate.
    - Refine conceptual designs based on community feedback and coordination with Upper Yard Development Project, Geneva Car Barn and Powerhouse Project and the Balboa Park Station Modernization Plan.
    - Categorize improvements as short, medium, or long-term and develop cost estimates, including both capital and transit operating cost estimates for up to two M-Ocean View line terminal alternatives.
    - Analyze impacts to intersection operations and transit service, as appropriate.

Deliverable: Report summarizing conceptual design improvements addressing multimodal transportation safety, which may include potential impacts, feasibility issues, implementation requirements, cost estimates and coordination opportunities with other projects. This will include up to two conceptual design alternatives for M-Ocean View stops and terminal loop operations, including analysis of benefits to transit customers, traffic impacts, Muni operational impacts, feasibility issues, implementation requirements, cost estimates and coordination opportunities with other projects. Note: this does not include detailed designs.

Public Outreach

Outreach for this study will be conducted in coordination with the BPSCAC, Supervisor Avalos' office and the upcoming Upper Yard Development and BART Station Modernization projects led by BART and MOH. The SFMTA will develop outreach materials, assist with noticing, and summarize feedback. Public meetings may be hosted in coordination with the BPSCAC. Specific tasks include:

- First Public Meeting (Kick-off) – SFMTA staff will present a summary of existing conditions, previous recommendations and known feasibility issues. Feedback will be gathered through an open-house format, and potentially through a supplemental survey.
    - *Deliverables: Presentation materials and summary of feedback.*
- Upper Yard Design Charrette – SFMTA staff will participate in the Upper Yard Design Charrette led by BART and MOH. Content will be developed in coordination with BART and MOH focusing on the interaction of the study elements and the proposed Upper Yard Development Project. Summary of relevant community input gathered by BART and MOH will inform conceptual design improvements.
- Second Public Meeting (Conceptual Design Review) – SFMTA staff will present preliminary concepts for safety improvements and M-Ocean View terminal operations. Feedback will be gathered through an open house format, and potentially through a supplemental survey.
    - *Deliverables: Presentation materials and summary of feedback.*

San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form
Geneva-San Jose Intersection Study [NTIP Planning]

- BART In-Station Outreach – SFMTA staff will participate in up to two events led by BART for its Station Modernization Project. Content will be developed in coordination with BART focusing on the interaction of the study elements and the BART Station Modernization Project. Summary of relevant community input gathered by BART will inform conceptual design improvements.
- Third Public Meeting (Conceptual Design Recommendations) – Based on the input received at previous meetings and continued investigation of feasibility, SFMTA staff will present recommendations for short, medium and long-term safety improvements and M-Ocean View terminal operations.
    - *Deliverable: Presentation materials.*

In addition to the public outreach meetings, SFMTA staff will be available to present at up to three BPSCAC meetings, at times roughly corresponding with the project milestones outlined in the next section. These presentations will occur at regularly scheduled BPSCAC meetings, to be mutually agreed upon between SFMTA staff and the BPSCAC chair.

- Scoping – to be held prior to finalization of the scope and initiation the study. SFMTA staff will update the BPSCAC members on project scoping efforts and anticipated project timeline.
- Preliminary Concepts – to be held approximately mid-way through the project period (near the timing of the Second Public Meeting) to present preliminary concepts for safety improvements and M-Ocean View terminal operations.
- Conceptual Design Recommendation – to be held before finalizing the project (near the timing of the Third Public Meeting). Based on the input received at previous meetings and continued investigation of feasibility, SFMTA staff will present recommendations for short, medium and long-term safety improvements and M-Ocean View terminal operations.

Schedule

Once approved by the SFCTA Board of Commissioners, it is expected that the final study would be completed in approximately one year. Below is an anticipated schedule of outreach and deliverables. However, it is noted that this anticipated schedule is contingent on SFCTA approval at the June 28, 2016 meeting. Furthermore, several of the elements indicated with an asterisk (*) are to be completed in coordination with other agencies based on their anticipated schedule; however, if the schedule of these elements change, the overall project timeline may be affected.

<u>Anticipated Approvals</u>
May 25, 2016 – SFCTA Citizens Advisory Committee
June 21, 2016 – SFCTA Plans and Programs Committee
June 28, 2016 – SFCTA Board of Commissioners

San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form
Geneva-San Jose Intersection Study [NTIP Planning]

Project Milestones
April 2016 – BPSCAC meeting presentation: Scoping*
June-July 2016 – BART In-Station Outreach*
June-July 2016 – Project initiation
August-September 2016 – Existing Conditions Memo
August-September 2016 – First Public Meeting
August-September 2016 – BART In-Station Outreach*
September-October 2016 – Upper Yard Design Charrette*
January-February 2017 – Second Public Meeting
January-February 2017 – BPSCAC meeting presentation: Preliminary Concepts*
April-May 2017 – Third Public Meeting
April-May 2017 – BPSCAC meeting presentation: Conceptual Design Recommendation*
May-June 2017 – Final Report

*Depending on schedule coordination with BART, MOH, and/or BPSCAC

Prior to approval of the project for construction, SFMTA will conduct review under the California Environmental Protection Act (CEQA). SFMTA shall not proceed with the approval of the project for construction 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.

Prioritization

This project is aligned with San Francisco's Vision Zero policy. Vision Zero is intended to eliminate all traffic deaths and reduce severe and fatal injury inequities across neighborhoods, transportation modes, and populations by 2024. Both Geneva and San Jose avenues are located on the City's Vision Zero High Injury Network, indicting a high concentration of injury collisions.

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

FY 2016/17

Project Name: Geneva-San Jose Intersection Study [NTIP Planning]

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : TBD - Anticipated Categorically Exempt

Status: Not yet started

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

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

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

FY 2016/17

Project Name: Geneva-San Jose Intersection Study [NTIP Planning]

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	Yes	$150,000	$150,000	
Environmental Studies (PA&ED)	No			
Design Engineering (PS&E)	No			
R/W Activities/Acquisition	No			
Construction	No			
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	$ 150,000	SFMTA Estimate
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
Total:	**$ 150,000**	

% Complete of Design: 0 as of 4/29/16

Expected Useful Life: N/A Years

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

MAJOR LINE ITEM BUDGET

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

Budget Summary by Task

Task	$
I. Project Oversight/Coordination	$ 9,146
II. Existing Conditions	$ 11,656
III. Multimodal Transportation Safety	$ 38,153
IV. M-Ocean View Terminal Operatioins	$ 35,978
V. Public Outreach	$ 54,574
City Attorney Review	$ 500
Request Total (Rounded)	**$ 150,000**

I. **Project Oversight/Coordination**

Position (Title and Classification)	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary + MFB) x Approved Rate	Fully Burdened Salary + MFB + Overhead	Hours	FTE	Cost
5207 Associate Engineer	$ 122,761	$ 65,073	$ 187,833	$ 169,238	$ 357,071	32	0.015	$5,493
5290 Transportation Planner IV	$ 132,068	$ 68,953	$ 201,021	$ 181,120	$ 382,141	8	0.004	$1,470
5211 Engineer/Architect/Landscape Architect S	$ 164,495	$ 82,472	$ 246,967	$ 222,517	$ 469,484	2	0.001	$451
5288 Transit Planner II	$ 93,848	$ 53,470	$ 147,318	$ 132,733	$ 280,051	4	0.002	$539
Subtotal								$7,953
Contingency (15%)								$1,193
Phase Total								**$9,146**

II. **Existing Conditions**

Position (Title and Classification)	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary + MFB) x Approved Rate	Fully Burdened Salary + MFB + Overhead	Hours	FTE	Cost
Review Previous Plans/Documents								
5207 Associate Engineer	$ 122,761	$ 65,073	$ 187,833	$ 169,238	$ 357,071	12	0.006	$2,060
5288 Transit Planner II	$ 93,848	$ 53,470	$ 147,318	$ 132,733	$ 280,051	8	0.004	$1,077
Site Survey								
5207 Associate Engineer	$ 122,761	$ 65,073	$ 187,833	$ 169,238	$ 357,071	8	0.004	$1,373
5290 Transportation Planner IV	$ 132,068	$ 68,953	$ 201,021	$ 181,120	$ 382,141	4	0.002	$735
5289 Transit Planner III	$ 111,366	$ 60,322	$ 171,688	$ 154,691	$ 326,380	4	0.002	$628
Memo								
5207 Associate Engineer	$ 122,761	$ 65,073	$ 187,833	$ 169,238	$ 357,071	12	0.006	$2,060
5290 Transportation Planner IV	$ 132,068	$ 68,953	$ 201,021	$ 181,120	$ 382,141	2	0.001	$367
5203 Assistant Engineer	$ 105,545	$ 58,402	$ 163,947	$ 147,717	$ 311,664	8	0.004	$1,199
5288 Transit Planner II	$ 93,848	$ 53,470	$ 147,318	$ 132,733	$ 280,051	2	0.001	$269
5290 Transportation Planner IV	$ 132,068	$ 68,953	$ 201,021	$ 181,120	$ 382,141	2	0.001	$367
Subtotal						62	0.030	$10,136
Contingency (15%)								$1,520
Phase Total								**$11,656**

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

III. **Multimodal Transportation Safety**

Position (Title and Classification)	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary + MFB) x Approved Rate	Fully Burdened Salary + MFB + Overhead	Hours	FTE	Cost
Summarize Safety Issues								
5207 Associate Engineer	$ 122,761	$ 65,073	$ 187,833	$ 169,238	$ 357,071	4	0.002	$687
5289 Transit Planner III	$ 111,366	$ 60,322	$ 171,688	$ 154,691	$ 326,380	8	0.004	$1,255
Collision Analysis								
5207 Associate Engineer	$ 122,761	$ 65,073	$ 187,833	$ 169,238	$ 357,071	4	0.002	$687
5289 Transit Planner III	$ 111,366	$ 60,322	$ 171,688	$ 154,691	$ 326,380	8	0.004	$1,255
Concept Design								
5207 Associate Engineer	$ 122,761	$ 65,073	$ 187,833	$ 169,238	$ 357,071	20	0.010	$3,433
5290 Transportation Planner IV	$ 132,068	$ 68,953	$ 201,021	$ 181,120	$ 382,141	4	0.002	$735
5211 Engineer/Architect/Landscape Architect S	$ 164,495	$ 82,472	$ 246,967	$ 222,517	$ 469,484	2	0.001	$451
5203 Assistant Engineer	$ 105,545	$ 58,402	$ 163,947	$ 147,717	$ 311,664	20	0.010	$2,997
5289 Transit Planner III	$ 111,366	$ 60,322	$ 171,688	$ 154,691	$ 326,380	12	0.006	$1,883
5290 Transportation Planner IV	$ 132,068	$ 68,953	$ 201,021	$ 181,120	$ 382,141	2	0.001	$367
Refined Concept Design								
5207 Associate Engineer	$ 122,761	$ 65,073	$ 187,833	$ 169,238	$ 357,071	20	0.010	$3,433
5290 Transportation Planner IV	$ 132,068	$ 68,953	$ 201,021	$ 181,120	$ 382,141	4	0.002	$735
5211 Engineer/Architect/Landscape Architect S	$ 164,495	$ 82,472	$ 246,967	$ 222,517	$ 469,484	2	0.001	$451
5203 Assistant Engineer	$ 105,545	$ 58,402	$ 163,947	$ 147,717	$ 311,664	20	0.010	$2,997
5289 Transit Planner III	$ 111,366	$ 60,322	$ 171,688	$ 154,691	$ 326,380	12	0.006	$1,883
5290 Transportation Planner IV	$ 132,068	$ 68,953	$ 201,021	$ 181,120	$ 382,141	2	0.001	$367
Memo								
5207 Associate Engineer	$ 122,761	$ 65,073	$ 187,833	$ 169,238	$ 357,071	25	0.012	$4,292
5290 Transportation Planner IV	$ 132,068	$ 68,953	$ 201,021	$ 181,120	$ 382,141	6	0.003	$1,102
5211 Engineer/Architect/Landscape Architect S	$ 164,495	$ 82,472	$ 246,967	$ 222,517	$ 469,484	2	0.001	$451
5203 Assistant Engineer	$ 105,545	$ 58,402	$ 163,947	$ 147,717	$ 311,664	10	0.005	$1,498
5288 Transit Planner II	$ 93,848	$ 53,470	$ 147,318	$ 132,733	$ 280,051	4	0.002	$539
5289 Transit Planner III	$ 111,366	$ 60,322	$ 171,688	$ 154,691	$ 326,380	6	0.003	$941
5290 Transportation Planner IV	$ 132,068	$ 68,953	$ 201,021	$ 181,120	$ 382,141	4	0.002	$735
Subtotal						201	0.097	$33,176
Contingency (15%)								$4,976
Phase Total								**$38,153**

IV. **M-Ocean View Terminal Operations**

Position (Title and Classification)	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary + MFB) x Approved Rate	Fully Burdened Salary + MFB + Overhead	Hours	FTE	Cost
Coordination with Muni Operations								
5207 Associate Engineer	$ 122,761	$ 65,073	$ 187,833	$ 169,238	$ 357,071	8	0.004	$1,373
5290 Transportation Planner IV	$ 132,068	$ 68,953	$ 201,021	$ 181,120	$ 382,141	8	0.004	$1,470
5290 Transportation Planner IV	$ 132,068	$ 68,953	$ 201,021	$ 181,120	$ 382,141	8	0.004	$1,470
9174 Manager IV, Municipal Transportation Age	$ 143,903	$ 78,014	$ 221,917	$ 199,947	$ 421,863	8	0.004	$1,623
Site Visits								
5207 Associate Engineer	$ 122,761	$ 65,073	$ 187,833	$ 169,238	$ 357,071	4	0.002	$687
5290 Transportation Planner IV	$ 132,068	$ 68,953	$ 201,021	$ 181,120	$ 382,141	4	0.002	$735
9174 Manager IV, Municipal Transportation Age	$ 143,903	$ 78,014	$ 221,917	$ 199,947	$ 421,863	4	0.002	$811
5289 Transit Planner III	$ 111,366	$ 60,322	$ 171,688	$ 154,691	$ 326,380	4	0.002	$628
Concept Design								
5207 Associate Engineer	$ 122,761	$ 65,073	$ 187,833	$ 169,238	$ 357,071	20	0.010	$3,433
5290 Transportation Planner IV	$ 132,068	$ 68,953	$ 201,021	$ 181,120	$ 382,141	4	0.002	$735
5211 Engineer/Architect/Landscape Architect S	$ 164,495	$ 82,472	$ 246,967	$ 222,517	$ 469,484	2	0.001	$451
5203 Assistant Engineer	$ 105,545	$ 58,402	$ 163,947	$ 147,717	$ 311,664	20	0.010	$2,997
5290 Transportation Planner IV	$ 132,068	$ 68,953	$ 201,021	$ 181,120	$ 382,141	8	0.004	$1,470
9174 Manager IV, Municipal Transportation Age	$ 143,903	$ 78,014	$ 221,917	$ 199,947	$ 421,863	8	0.004	$1,623
5289 Transit Planner III	$ 111,366	$ 60,322	$ 171,688	$ 154,691	$ 326,380	8	0.004	$1,255
5290 Transportation Planner IV	$ 132,068	$ 68,953	$ 201,021	$ 181,120	$ 382,141	2	0.001	$367
Refined Concept Design								
5207 Associate Engineer	$ 122,761	$ 65,073	$ 187,833	$ 169,238	$ 357,071	20	0.010	$3,433
5290 Transportation Planner IV	$ 132,068	$ 68,953	$ 201,021	$ 181,120	$ 382,141	4	0.002	$735
5211 Engineer/Architect/Landscape Architect S	$ 164,495	$ 82,472	$ 246,967	$ 222,517	$ 469,484	2	0.001	$451
5203 Assistant Engineer	$ 105,545	$ 58,402	$ 163,947	$ 147,717	$ 311,664	20	0.010	$2,997
5290 Transportation Planner IV	$ 132,068	$ 68,953	$ 201,021	$ 181,120	$ 382,141	4	0.002	$735
9174 Manager IV, Municipal Transportation Age	$ 143,903	$ 78,014	$ 221,917	$ 199,947	$ 421,863	4	0.002	$811
5289 Transit Planner III	$ 111,366	$ 60,322	$ 171,688	$ 154,691	$ 326,380	4	0.002	$628
5290 Transportation Planner IV	$ 132,068	$ 68,953	$ 201,021	$ 181,120	$ 382,141	2	0.001	$367
Subtotal						180.000	0.087	$31,285
Contingency (15%)								$4,693
Phase Total								**$35,978**

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

V. **Public Outreach ***

Position (Title and Classification)	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary + MFB) x Approved Rate	Fully Burdened Salary + MFB + Overhead	Hours	FTE	Cost
Noticing, Surveys								
5207 Associate Engineer	$ 122,761	$ 65,073	$ 187,833	$ 169,238	$ 357,071	8	0.004	$1,373
5203 Assistant Engineer	$ 105,545	$ 58,402	$ 163,947	$ 147,717	$ 311,664	4	0.002	$599
1312 Public Information Officer	$ 84,760	$ 49,637	$ 134,397	$ 121,092	$ 255,489	5	0.002	$614
Lump Sum								$2,000
Upper Yard Design Charrette								
5207 Associate Engineer	$ 122,761	$ 65,073	$ 187,833	$ 169,238	$ 357,071	8	0.004	$1,373
5290 Transportation Planner IV	$ 132,068	$ 68,953	$ 201,021	$ 181,120	$ 382,141	2	0.001	$367
5203 Assistant Engineer	$ 105,545	$ 58,402	$ 163,947	$ 147,717	$ 311,664	4	0.002	$599
5288 Transit Planner II	$ 93,848	$ 53,470	$ 147,318	$ 132,733	$ 280,051	4	0.002	$539
5289 Transit Planner III	$ 111,366	$ 60,322	$ 171,688	$ 154,691	$ 326,380	4	0.002	$628
1312 Public Information Officer	$ 84,760	$ 49,637	$ 134,397	$ 121,092	$ 255,489	15	0.007	$1,842
First Public Meeting								
5207 Associate Engineer	$ 122,761	$ 65,073	$ 187,833	$ 169,238	$ 357,071	16	0.008	$2,747
5290 Transportation Planner IV	$ 132,068	$ 68,953	$ 201,021	$ 181,120	$ 382,141	4	0.002	$735
5211 Engineer/Architect/Landscape Architect S	$ 164,495	$ 82,472	$ 246,967	$ 222,517	$ 469,484	2	0.001	$451
5203 Assistant Engineer	$ 105,545	$ 58,402	$ 163,947	$ 147,717	$ 311,664	16	0.008	$2,397
5290 Transportation Planner IV	$ 132,068	$ 68,953	$ 201,021	$ 181,120	$ 382,141	2	0.001	$367
5288 Transit Planner II	$ 93,848	$ 53,470	$ 147,318	$ 132,733	$ 280,051	2	0.001	$269
5289 Transit Planner III	$ 111,366	$ 60,322	$ 171,688	$ 154,691	$ 326,380	2	0.001	$314
1312 Public Information Officer	$ 84,760	$ 49,637	$ 134,397	$ 121,092	$ 255,489	15	0.007	$1,842
Second Public Meeting								
5207 Associate Engineer	$ 122,761	$ 65,073	$ 187,833	$ 169,238	$ 357,071	20	0.010	$3,433
5290 Transportation Planner IV	$ 132,068	$ 68,953	$ 201,021	$ 181,120	$ 382,141	4	0.002	$735
5211 Engineer/Architect/Landscape Architect S	$ 164,495	$ 82,472	$ 246,967	$ 222,517	$ 469,484	2	0.001	$451
5203 Assistant Engineer	$ 105,545	$ 58,402	$ 163,947	$ 147,717	$ 311,664	20	0.010	$2,997
5290 Transportation Planner IV	$ 132,068	$ 68,953	$ 201,021	$ 181,120	$ 382,141	4	0.002	$735
5288 Transit Planner II	$ 93,848	$ 53,470	$ 147,318	$ 132,733	$ 280,051	2	0.001	$269
5289 Transit Planner III	$ 111,366	$ 60,322	$ 171,688	$ 154,691	$ 326,380	2	0.001	$314
1312 Public Information Officer	$ 84,760	$ 49,637	$ 134,397	$ 121,092	$ 255,489	15	0.007	$1,842
Third Public Meeting								
5207 Associate Engineer	$ 122,761	$ 65,073	$ 187,833	$ 169,238	$ 357,071	20	0.010	$3,433
5290 Transportation Planner IV	$ 132,068	$ 68,953	$ 201,021	$ 181,120	$ 382,141	4	0.002	$735
5211 Engineer/Architect/Landscape Architect S	$ 164,495	$ 82,472	$ 246,967	$ 222,517	$ 469,484	2	0.001	$451
5203 Assistant Engineer	$ 105,545	$ 58,402	$ 163,947	$ 147,717	$ 311,664	20	0.010	$2,997
5290 Transportation Planner IV	$ 132,068	$ 68,953	$ 201,021	$ 181,120	$ 382,141	4	0.002	$735
5288 Transit Planner II	$ 93,848	$ 53,470	$ 147,318	$ 132,733	$ 280,051	2	0.001	$269
5289 Transit Planner III	$ 111,366	$ 60,322	$ 171,688	$ 154,691	$ 326,380	2	0.001	$314
1312 Public Information Officer	$ 84,760	$ 49,637	$ 134,397	$ 121,092	$ 255,489	15	0.007	$1,842
Translation Services								
1312 Public Information Officer	$ 84,760	$ 49,637	$ 134,397	$ 121,092	$ 255,489	15	0.007	$1,842
Lump Sum								$5,000
Subtotal						266	0.128	$47,455
Contingency (15%)								$7,118
Phase Total								**$54,574**

* Budget may be revised to include funding for the Chinese Progressive Association

City Attorney Review (2 Hours x $250/hour)	**$500**
Request Total	**$150,007**

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

FY 2016/17

Project Name: Geneva-San Jose Intersection Study [NTIP Planning]

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: $150,000

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

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: $0

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

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

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2016/17 from the NTIP Planning placeholder ($400,000) in the Transportation /Land Use Coordination category and from the Placeholder for Balboa Park Station Area Improvements ($750,000) in the Balboa Park BART/MUNI Station Access category for projects determined by the Balboa Park Community Advisory Committee.

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
				$0
				$0
				$0
				$0
				$0
Total:	$150,000	$0	$0	$150,000

Actual Prop K Leveraging - This Phase: 0.00%

Expected Prop K Leveraging per Expenditure Plan: 50.94%

$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

		Required Local Match	
Fund Source	**$ Amount**	**%**	**$**

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

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

Actual Prop K Leveraging - Entire Project:		
Expected Prop K Leveraging per Expenditure Plan:		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: $150,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2016/17	$150,000	100.00%	$0
		0.00%	$0
		0.00%	$0
		0.00%	$0
		0.00%	$0
Total:	**$150,000**		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated:	5/2/2016	Resolution. No.		Res. Date:

Project Name: Geneva-San Jose Intersection Study [NTIP Planning]

Implementing Agency: San Francisco Municipal Transportation Agency

Funding Recommended:		**Amount**	**Phase:**
	Prop K Allocation	$150,000	Planning/Conceptual Engineering
	Total:	**$150,000**	

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 44	FY 2016/17	$100,000	67.00%	$50,000
Prop K EP 13	FY 2016/17	$50,000	33.00%	$0
			0.00%	$0
			0.00%	$0
			0.00%	$0
	Total:	**$150,000**	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2016/17	Planning/Conceptual Engineering	$100,000	67%	$50,000
Prop K EP 13	FY 2016/17	Planning/Conceptual Engineering	$50,000	100%	$0
				100%	$0
				100%	$0
				100%	$0
		Total:	**$150,000**		

Prop K/Prop AA Fund Expiration Date: 3/31/2018 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:	5/2/2016	Resolution. No.		Res. Date:	

Project Name: Geneva-San Jose Intersection Study [NTIP Planning]

Implementing Agency: San Francisco Municipal Transportation Agency

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

Trigger:

Deliverables:

1.	Quarterly progress reports shall contain a percent complete by task in addition to the requirements in the Standard Grant Agreement.
2.	Upon completion of Task 1 (Existing Conditions) (anticipated September 2016), provide copy of memo summarizing existing conditions and recommendations from previous efforts.
3.	Upon completion of Task 2 (Conceptual Design) (anticipated May 2017), provide copy of report summarizing conceptual design improvements, including up to two conceptual design alternatives for M-Ocean View stops and terminal loop operations.
4.	Upon completion of each public meeting (Public Outreach) (anticipated 1st meeting September 2016, 2nd February 2017, and 3rd May 2017), provide copy of presentation materials and summary of feedback.
5.	Prior to Board adoption (anticipated July 2017), staff will present a draft final report, including key findings, recommendations, next steps, implementation, and funding strategy to the Plans and Programs Committee. Upon project completion the Board will accept or approve the final report.
6.	

Special Conditions:

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

Notes:

1.	Quarterly progress reports may be shared with the district supervisor.
2.	

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:	5/2/2016	Resolution. No.		Res. Date:	

Project Name: Geneva-San Jose Intersection Study [NTIP Planning]

Implementing Agency: San Francisco Municipal Transportation Agency

Supervisorial District(s):	11	Prop K proportion of expenditures - this phase:	100.00%
		Prop AA proportion of expenditures - this phase:	NA

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

SFCTA Project Reviewer: P&PD **Project # from SGA:**

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated:	5/2/2016	Resolution. No.		Res. Date:	

Project Name: Geneva-San Jose Intersection Study [NTIP Planning]

Implementing Agency: San Francisco Municipal Transportation Agency

SUB-PROJECT DETAIL

Sub-Project # from SGA:		**Name:**	Transportation and Land Use (EP 44)
		Supervisorial District(s):	11

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

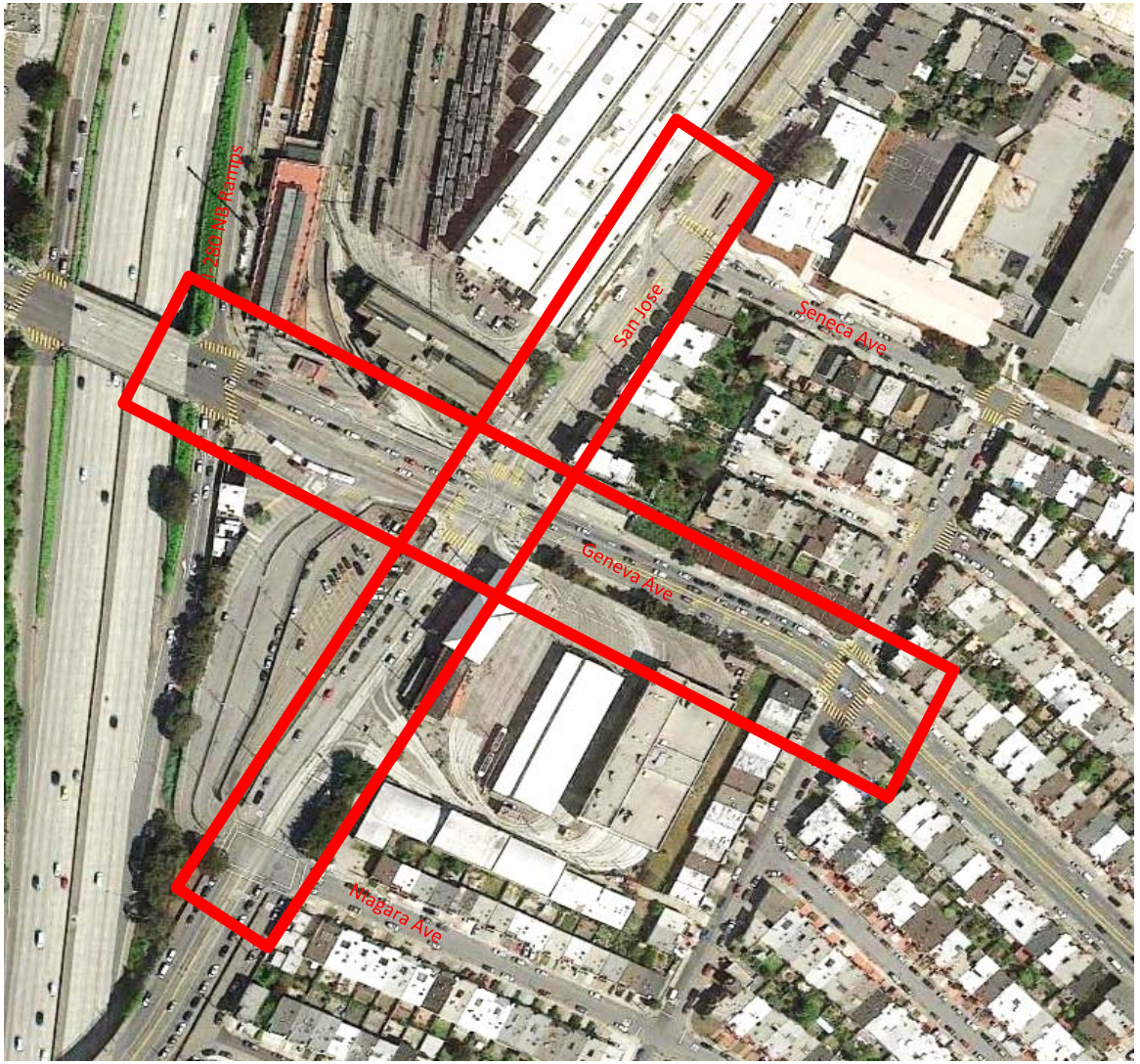
Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2016/17	Planning/Conceptual Engineering	$100,000	100%	$0
				100%	$0
				100%	$0
				100%	$0
				100%	$0
		Total:	**$100,000**		

Sub-Project # from SGA:		**Name:**	Balboa Park BART/MUNI Station Access (EP 13)
		Supervisorial District(s):	11

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 13	FY 2016/17	Planning/Conceptual Engineering	$50,000	100%	$0
				100%	$0
				100%	$0
				100%	$0
				100%	$0
				100%	$0
		Total:	**$50,000**		

MAPS AND DRAWINGS



Geneva-San Jose Intersection Study Area

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

FY of Allocation Action:	2016/17	**Current Prop K Request:**	$ 150,000
		Current Prop AA Request:	$ -

Project Name: Geneva-San Jose Intersection Study [NTIP Planning]

Implementing Agency: San Francisco Municipal Transportation Agency

	Project Manager	**Grants Section Contact**
Name (typed):	Tony Henderson	Joel C. Goldberg
Title:	Associate Engineer	Capital Procurement and Management
Phone:	(415) 701-5375	(415) 701-4499
Fax:		
Email:	Tony.Henderson@sfmta.com	Joel.Goldberg@sfmta.com
Address:	1 S. Van Ness Avenue, 7th Floor, San Francisco, CA 94103	1 S. Van Ness Avenue, 8th Floor, San Francisco, CA 94103
Signature:		
Date:		

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

FY of Allocation Action:	2016/17
Project Name:	Second Street Improvement
Implementing Agency:	Department of Public Works

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:	b. Transportation/Land Use Coordination		
Prop K EP Line Number (Primary):	44	**Current Prop K Request:**	$1,549,584
Prop K Other EP Line Numbers:	39		
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.

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 document.

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

Proposed Project

San Francisco Public Works (SFPW) requests $110,000 from the Bicycle Circulation and Safety category and $1,439,584 from the Transportation / Land Use Coordination category for the 2nd Street Improvement Project transforms the 2nd Street corridor, which is often dominated by auto traffic, to a pedestrian and bicycle-friendly complete street. The proposed project would implement a consistent cross section from Market to Townsend providing 15-foot sidewalks and new curbside, buffered and raised cycletracks.

- The travel lanes along the corridor would generally be reduced from two lanes in each direction to one, consistent with the 2009 Bicycle Plan Environmental Impact Report (EIR). Between Harrison and Bryant, there would be one southbound lane and two northbound lanes – one right-turn only lane and a through lane.
- To improve pedestrian safety at 2nd and Harrison, the southeast corner would be reconfigured to eliminate the two existing, uncontrolled northbound right-turn lanes and turns. Right-turn pockets would be provided at other intersections where right-turns are allowed. Left-turns from 2nd Street at all major intersections will be restricted to lessen delays to transit. As part of the SFMTA's near-term improvements implemented in March 2016, left turns from Second Street onto Mission, Folsom, and eastbound Harrison streets have been restricted. The remaining left-turn restrictions from Second Street onto Howard, westbound Harrison, Bryant, and Brannan will be implemented with the project.
- Throughout the corridor, conflicts between turning traffic and people on foot or bicycle would be managed with modified timing and phasing of traffic signals and raised crosswalks at alleys. A new traffic signal is proposed at 2nd and South Park Street.
- Bus bulbs would be provided at all bus stops, the locations of which will be optimized.
- Between Townsend and King streets, a bike lane is added in the northbound direction.
- To accommodate the proposed project, some on-street parking would be removed along the corridor.

Project Background

Referenced Plans

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

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

The proposed design for Second Street also follows the Better Streets Plan, adopted by the City in December 2010. The Better Streets Plan was developed based on the City's Better Streets Policy (San Francisco Administrative Code Section 98.1), adopted in 2006, which states that streets are for all types of

transportation, particularly walking and transit, and requires City agencies to coordinate the planning, design and use of public rights-of-way to carry out the vision for streets contained in the policy. The Plan seeks to balance the needs of all street users, with a particular focus on the pedestrian environment and how streets can be used as public space.

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

Planning & Outreach

In early 2012, San Francisco Public Works (Public Works), San Francisco Municipal Transportation Agency (SFMTA), and the Planning Department began the planning process for the 2nd Street Improvement Project. The goals are to improve safety along the corridor, provide a more attractive pedestrian environment, provide a dedicated bicycle facility and facilitate Muni operations. The key elements of the project include pedestrian and bicycle improvements, landscaping, street furnishings, pavement renovation and curb ramps. The Departments led three community meetings in May, September, and November 2012. In May, existing conditions and project goals were discussed. Then the meeting participants developed design alternatives for the corridor. Four design themes emerged: bike lanes, bike lanes with a center turn lane, one-way cycletracks, and a two-way cycletrack. At the September meeting, these four options were presented to the community, and a survey was used to collect feedback. The survey results indicated that the one-way cycletracks was the community's preferred alternative. In November, this design concept was presented in more detail to the community, and in May of 2013, a more refined plan with right-turn pockets and detailed traffic configuration was presented to the public. In addition to the public workshops and meetings, Public Works and SFMTA staff walked door to door to all of the buildings on Second Street between Market & King streets to notify tenants about the project. The project team has also met with multiple neighborhood and merchant associations to provide project updates.

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

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

Major projects that are adjacent to the 2nd Street project area include the Transbay Transit Center and the Planning Department's Central SOMA Plan. We have met with and continue to coordinate with the Transbay Transit Center to ensure that there are no conflicts and to facilitate circulation from 2nd Street

into the Transit Center. We are also coordinating with the Planning Department on their Central SOMA plan and with the Transportation Authority on its Core Circulation Study to make sure the changes made by this project were reflected in those plans.

SCOPE

Bicycles

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

Pedestrians

In response to the community's request, the proposed project widens the sidewalks between Harrison and Townsend, from 10 feet to 15 feet. This requires removing all parking and loading on one side of the street. Public Works is still investigating the possibility of undergrounding utilities between Bryant and Townsend. Meetings are being held with PG&E to determine if an agreement can be reached regarding feasibility and cost share for the work. The community expressed concern about the difficulty of crossing Harrison on the east side of 2nd Street as a pedestrian. To address this, Public Works is proposing closing the free right turn and having vehicles turn right from the intersection. Raised crosswalks will be constructed across alleys from Market to Townsend. New curb ramps will also be provided.

Pedestrian Lighting

After requests from the community during the planning and outreach process for the project, the project team added pedestrian lighting on Second Street between Market and King streets to the overall scope of the project. The addition of the pedestrian lighting required Public Works electrical engineers to evaluate the existing lighting along the corridor and design lighting levels to current standards, which resulted in the overall pedestrian lighting quantity and conduit. The cost of the pole foundations required for the light fixtures and associated brackets was more expensive than anticipated due to the coordination needed between the pole foundations and existing sub-sidewalk basements. The pedestrian lighting and associated incidental work is currently listed as alternate bid items in the cost estimate. To fully fund this work, SFPW is working with the Transportation Authority and MTC to reprogram balances from completed projects (i.e. $52,251 from ER Taylor SR2S and $548,388 from Folsom Streetscape Project, which is subject of a separate item) and to identify other funding sources.

Transit

The proposed project will maintain Muni and regional transit operations. Muni's Routes 10 and 12 run along 2nd Street. The proposed project will move some nearside stops to farside, and will remove some stops as recommended by SFMTA Service Planning and the Transit Effectiveness Project (TEP). The bus stop changes have passed public hearing without comment and were approved by the SFMTA Board on May 17th, 2016. All bus stops will be converted to bus boarding islands, located between the travel lane and

the cycletrack. These islands will be a minimum of 8 feet wide, and will allow the bus to stop in the travel lane. This will minimize delays from the existing situation of pulling in and out of traffic at stops.

Street Repaving

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

Parking

The proposed project would remove up to 170 parking spaces from 2nd Street. This represents 60% of current available parking on 2nd Street, and 10% of the available parking in a 1-block radius of 2nd Street. The parking removal will occur at optimized locations on either side of the street where loading and passenger drop-off is not required, as well as near intersections where turn pockets are provided. Due to numerous projects planned for the streets crossing Second Street (including Folsom Street Streetscape, Folsom-Howard Streetscape Project, and Central Corridor Plan proposals for Harrison and Bryant Streets), the only side street changes to offset parking loss will be the addition of two stalls in a former bus stop on Harrison Street west of Second Street, and the conversion of parking on Brannan Street between Second Street and Colin P. Kelly Street from parallel to angled. Both of these changes were included in the EIR and the project legislation. The project team does not intend to do additional outreach related to parking loss outside of future community meetings held for project updates. As previously mentioned, the majority of meeting attendees were willing to sacrifice parking for a more complete project. Lastly, an added benefit of parking that remains is that it will buffer the cycle track from traffic in the travel lane in both directions.

Loading

Opportunities for loading would be reduced by the parking removal on one side of the street. Following publication of the Draft EIR for this project, SFMTA did identify an opportunity to supply three yellow commercial metered stalls on the portion of the corridor with the highest commercial loading demand. The conversion of three metered stalls on Jessie Street immediately west of Second Street from general metered parking to commercial metered loading was included in the Final EIR and was implemented in March 2016 along with the near-term bicycle improvements on Second Street. SFMTA continues to look for opportunities to provide additional commercial loading zones in the project vicinity.

Street trees/landscaping

Additional street trees and landscaping will be planted throughout the corridor. Public Works will hold a public hearing within the next 6-months to allow the property owners to provide comment and/or provide reasoning for why a tree should or should not be planted in front of their property. A recommendation will then be made by the hearing officer to the Director of Public Works for consideration in either approving or denying the planting of the trees.

Sewer Work

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

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

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

Locations are as follows:

Sidewalk Widening:

- Harrison to Townsend (both sides)

Bus Bulbs:

- Stevenson to Jessie (NW and NE)
- Minna to Natoma (SE)
- Howard to Tehama (NW)
- Dow Pl to Harrison (both sides)
- Taber Pl to South Park (SW)
- Federal to South Park (NE)

Planting Medians:

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

Drainage Work:

Transit and Pedestrian Bulbouts:

- Stevenson Bus Bulb (West Side) — 2 new Catch Basins and Culvert
- Howard Bus Bulb (East Side) — 2 new Catch Basins and Culvert
- Harrison Bus Bulb (Northeast Side) — 1 new Catch Basin and Culvert
- South Park Ave, (West Side) — 2 new Catch Basins and Culvert

Raised Crosswalks:

- Stevenson St (East Side) — 1 new Catch Basin and Culvert
- Stevenson St (West Side) — 2 new Catch Basins and Culvert
- Jessie St — 2 new Catch Basins and Culvert
- Minna St (East side) — No Catch Basins
- Minna St (West side) — 2 new Catch Basins and Culvert

- Natoma St (East side) 2 new Catch Basins and Culvert
- Natoma St (West side) 2 new Catch Basins and Culvert
- Tehama St (East side) No Catch Basins
- Tehama St (West side) 2 new Catch Basins and Culvert
- Clementina St No Catch Basins
- Dow Pl (West Side) 4 new Catch Basins and Culvert
- Stillman St (East Side) 1 new Catch Basin and Culvert
- Stillman St (West Side) 3 new Catch Basins and Culvert
- Taber Pl No Catch Basins
- Federal St 1 new Catch Basin and Culvert
- De Boom St 2 new Catch Basins and Culvert

Curb Ramps with Catch Basin Relocation:

- Folsom Street (East and West Corners) 2 new Catch Basins and Culvert
- Harrison (North, South, East, & West) 5 new Catch Basins and Culvert
- Bryant (North, South, East, & West Corners) 5 new Catch Basins and Culvert
- Brannan (North, South, East, & West Corners 4 new Catch Basins and Culvert
- Townsend (North, East, & West Corners) 3 new Catch Basins and Culvert

Locations of proposed drainage facilities have been finalized by the roadway designers. These will be NEW facilities. Typical catch basin excavation footprint will be approximately 7'x7'x7.3' minimum depth. Culverts are 10" storm drain lines from the catch basin to the main sewer/sewer manhole, and will have varying depths. The culverts are not designed lower than the main sewer it will be discharging into.

Existing Conditions

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

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

Given urgent safety issues, as part of the City's Vision Zero initiative, SFMTA has recently implemented several early upgrades to Second Street with another Prop K allocation, including bike lanes and left-turn restrictions.

Implementation

Public Works

- Provide construction management review and inspection
- Process all project funding allocations including progress payment review and change order review
- Procure and manage consultant contracts for archeological and architectural monitoring
- Schedule and lead construction team progress meetings, including project partnering and construction observation meetings
- Address all public affairs issues around construction and questions from the public
- Complete materials testing for all specified construction materials
- Complete prevailing wage assessments and review subcontractor payments

SFMTA

- Review and approve all required traffic control plan submittals by the contractor
- Provide review and inspection of all traffic-related work
- Remove and replace all parking meters, remove signage, and remove traffic signal infrastructure
- Attend all construction progress meetings

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

FY 2016/17

Project Name: Second Street Improvement

Implementing Agency: Department of Public Works

ENVIRONMENTAL CLEARANCE

Type : Supplemental EIR / CE

Status: Cleared (4/25/2016)

PROJECT DELIVERY MILESTONES

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	4	2011/12	4	2012/13
Environmental Studies (PA&ED)	1	2013/14	3	FY 2015/16
R/W Activities/Acquisition				
Design Engineering (PS&E)	1	FY 2015/16	4	FY 2015/16
Prepare Bid Documents	4	FY 2015/16	4	FY 2015/16
Advertise Construction	1	FY 2016/17		
Start Construction (e.g., Award Contract)	2	FY 2016/17		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			4	FY 2017/18
Project Closeout (i.e., final expenses incurred)			4	FY 2020/21

SCHEDULE COORDINATION/NOTES

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

Public Works received NEPA clearance from Caltrans on April 25, 2016, and will now finalize the Right of Way and federal fund obligation paperwork for construction as soon as possible. Public Works anticipates starting construction by January 2017. After holding internal meetings regarding construction duration, the overall estimate increased from 12-months of construction to 18-months due to the nature of the work scope. Construction is now anticipated for completion in June 2018.

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

FY 2016/17

Project Name: Second Street Improvement

Implementing Agency: Department of Public Works

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	No			
Environmental Studies (PA&ED)	No			
Design Engineering (PS&E)	No			
R/W Activities/Acquisition	No			
Construction	Yes	$ 15,369,419	$ 1,549,584	
Procurement (e.g. rolling stock)	No			
		$15,369,419	$1,549,584	$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)	$ 489,531	Actual costs
Design Engineering (PS&E)	$ 1,486,865	Current estimate (actual + estimated cost to complete)
R/W Activities/Acquisition	$ -	
Construction	$ 15,369,419	Engineer Estimate
Procurement (e.g. rolling stock)		
Total:	**$ 17,345,815**	

% Complete of Design: 95 as of 3/22/16

Expected Useful Life: 20-30 Years

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

MAJOR LINE ITEM BUDGET

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

Budget Summary	PROJECT
MAIN CONSTRUCTION SUBTOTAL	**$ 9,464,577**
15% CONSTRUCTION ENGINEERING	**$ 1,419,687**
10% CONSTRUCTION CONTINGENCY	**$ 946,458**
CITY FORCES TOTAL	**$ 1,411,817**
TOTAL MAIN CONSTRUCTION	***$ 13,242,538***
ALTERNATE ITEMS	**$ 1,701,504**
15% CONSTRUCTION ENGINEERING	**$ 255,226**
10% CONSTRUCTION CONTINGENCY	**$ 170,150**
TOTAL ALTERNATE ITEMS	***$ 2,126,881***
TOTAL MAIN & ALTERNATE CONSTRUCTION	***$ 15,369,419***

*Note: LF = Linear Feet, LS = Lump Sum, SF = Square Feet, EA = Each, AL = Allowance

GENERAL

Bid Item Description	Estimated Quantity	Unit	Unit Price	Extension
Traffic Routing		LS		$ 411,120
F&I Temporary Traffic Striping Tape	16,150	LF	$ 2	$ 32,300
F&I Changeable Message Signs	6	EA	$ 2,600	$ 15,600
Transportation of surplus California Class I (non-RCRA) Hazardous Waste (soils) to a Class I Disposal Facility	100	US SHORT TON	$ 75	$ 7,500
Handling, and Disposal of surplus California Class I (non-RCRA) Hazardous Waste (soils) to a Class I Disposal Facility	100	US SHORT TON	$ 75	$ 7,500
Transportation of surplus non-hazardous soils (Class II & III) California Designated Waste (soils) to a Class II & III Disposal Facility	225	US SHORT TON	$ 40	$ 9,000
Handling, and Disposal of surplus non-hazardous soils (Class II & III) California Designated Waste (soils) to a Class II & III Disposal Facility	225	US SHORT TON	$ 40	$ 9,000
Mobilization (Maximum 3% of the Sum of Bid Items)	-	LS		$ 307,986
Demobilization (Maximum 2% of the Sum of Bid Items)	-	LS		$ 205,324
Allowance for Transportation, Handling, and Disposal of Surplus Excavated Material And Unforeseen Environmental Work		AL		$ -
Allowance for Uniformed Off-Duty San Francisco Police Department (SFPD) Officers (As Required by the City Representative)		AL		$ 138,300
Allowance for City's Share of Partnering Facilitation and Related Costs		AL		$ 10,000
			SUM OF G-BID ITEMS	***$ 1,153,630***

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

ROADWAY

Bid Item Description	Estimated Quantity	Unit	Unit Price	Extension
Full Depth Planing Per 2-Inch Depth Of Cut	219,550	SF	$ 0.60	$ 131,730
Asphalt Concrete (Type A, ½-Inch Maximum With Medium Grading)	3,438	TON	$ 140	$ 481,320
Asphalt Concrete (Type A, ½-Inch Maximum With Medium Grading) For Cycletrack	740	TON	$ 140	$ 103,600
Asphalt Concrete (Type A, ½-Inch Maximum With Medium Grading) For Buffer Areas	110	TON	$ 140	$ 15,400
10-Inch Thick Concrete Base	134,560	SF	$ 11	$ 1,480,160
6-Inch Thick Concrete Base	53,520	SF	$ 9	$ 481,680
4-Inch or 6-Inch Wide Concrete Curb	8,305	LF	$ 35	$ 290,675
1-Foot Wide Mountable Concrete Curb	5,260	LF	$ 35	$ 184,100
8-Inch Thick Concrete Gutter or Parking Strip	6,095	SF	$ 15	$ 91,425
10-Inch Thick Reinforced Concrete Bus Pad	4,710	SF	$ 22	$ 103,620
10-Inch Thick Concrete Pavement	8,110	SF	$ 18	$ 145,980
10-Inch Thick Integral Colored Concrete Pavement	640	SF	$ 20	$ 12,800
3 ½-Inch Thick Concrete Sidewalk	62,955	SF	$ 12	$ 755,460
Brick Sidewalk	530	SF	$ 15	$ 7,950
3 ½-Inch Thick Integral Colored Sparkle Concrete Sidewalk	640	SF	$ 13	$ 8,320
3 ½-Inch Thick Sparkle Concrete Sidewalk	220	SF	$ 13	$ 2,860
Concrete Curb Ramp With Concrete Cast-In-Place Detectable Surface Tiles	55	EA	$ 4,500	$ 247,500
Concrete Cast-In-Place Concrete Detectable Surface Tiles	1,280	SF	$ 50	$ 64,000
Surface Applied Detectable Surface Tile	160	SF	$ 35	$ 5,600
Adjust City-Owned Manhole Frame And Casting To Grade (CONTINGENCY BID ITEM)	34	EA	$ 250	$ 8,500
Adjust City-Owned Hydrant And Water Main Valve Box Casting Cover To Grade (CONTINGENCY BID ITEM)	70	EA	$ 65	$ 4,550
Reconstruct City-Owned Manhole Frame And Casting To Grade (CONTINGENCY BID ITEM)	8	EA	$ 350	$ 2,800
Pull Box "Type I" Related to Curb Ramp Work with Fiberlyte Lid and Boltdown Screw (CONTINGENCY BID ITEM)		EA	$ 550	$ -
Pull Box "Type III" Related to Curb Ramp Work with Fiberlyte Lid and Boltdown Screw (CONTINGENCY BID ITEM)	4	EA	$ 825	$ 3,300
Ground Water Monitoring Well Decommissioning and Reinstalling Work	2	EA	$ 5,000	$ 10,000
Allowance for Performing Necessary Work Due to Unforeseen Work Conditions on Subsidewalk Basements	1	AL	-	$ 50,000
			SUM OF R-BID ITEMS	***$ 4,693,330***

LANDSCAPE

Bid Item Description	Estimated Quantity	Unit	Unit Price	Extension
Tree Removal and Stump Grinding	61	EA	$ 1,200	$ 73,200
Unit Pavers at Boarding Platforms and Thumbnails	1,000	SF	$ 25	$ 25,000
Decomposed Granite at Existing Treewells	1,823	SF	$ 10	$ 18,230
Granite Pavers at Treewell Edges	354	SF	$ 25	$ 8,850
Install Street Trees, 36" box	105	EA	$ 1,800	$ 189,000
Landscape Irrigation		LS		$ 350,000
Site Furnishings: Trash Receptacles	14	EA	$ 2,000	$ 28,000
Site Furnishings: Benches	14	EA	$ 3,000	$ 42,000
Site Furnishings: Bike Racks	42	EA	$ 1,500	$ 63,000
Planting- 1 Gallon Plants	241	EA	$ 25	$ 6,025
Weed Barrier Fabric	1,928	SF	$ 1	$ 1,928
Amended Backfill - 18" Depth	71	CY	$ 100	$ 7,100
Cobble Mulch	71	CY	$ 250	$ 17,750
Prime and Paint Existing Light, Signal Poles	18	EA	$ 800	$ 14,400
36-Month Long-Term Plant Establishment Period		LS		$ 125,000
Allowance for Replacement of Vandalized Plants		AL		$ 5,000
			SUM OF L-BID ITEMS	***$ 974,483***

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

HYDRAULICS

Bid Item Description	Estimated Quantity	Unit	Unit Price	Extension
Trench And Excavation Support For Sewer Work		LS	---	$ 26,261
Standard Concrete Manhole For 12-Inch To 24-Inch Diameter Sewers With Frame And Cover Per SFDPW Standard Plan 87,181	11	EA	$ 6,500	$ 78,000
Standard Concrete Manhole For 27-Inch To 48-Inch Diameter Sewers With Frame And Cover Per SFDPW Standard Plan 87,182	3	EA	$ 15,000	$ 30,000
Concrete Catch Basin With Frame And Grating	46	EA	$ 5,500	$ 253,000
Rectangular Concrete Catch Basin With Frame And Grating	4	EA	$ 5,500	$ 22,000
12-Inch Diameter VCP Sewer On Crushed Rock Bedding	97	LF	$ 320	$ 36,160
14-inch Diamter HDPE Sewer SDR 17	39	LF	$ 300	$ 11,700
6-Inch Or 8-Inch Diameter Side Sewer and 10-Inch Diameter Culvert Connections To RCP (CONTINGENCY BID ITEM)	5	EA	$ 300	$ 1,500
6-Inch Or 8-Inch Diameter Side Sewer and 10-Inch Diameter Culvert Connections To Brick Sewers (CONTINGENCY BID ITEM)	9	EA	$ 200	$ 1,800
Replacement and Construction of 10-Inch Diameter Culvert	1024	LF	$ 200	$ 204,800
4-inch Diameter Cast Iron Pipe Building Sewer	140	LF	$ 175	$ 24,500
Post-Construction Television Inspection Of Main Sewers		LS	---	$ 1,013
Post-Construction Television Inspection Of Newly Constructed Side Sewers And Culverts (CONTINGENCY BID ITEM)	50	EA	$ 100	$ 5,000
Exploratory Holes or Potholes (CONTINGENCY BID ITEM)	150	CY	$ 100	$ 15,000
Reconstruct Pavement Outside of Sewer T-Trench Limit and Outside of Concrete Base Work Under R-Drawings With 8-Inch Thick Concrete Base Per Excavation Regulation As Directed by the City Representative (CONTINGENCY BID ITEM)	304	SF	$ 11	$ 3,344
Fresh Air Inlets Required For Sidwewalk Widening	29	EA	$ 2,500	$ 72,500
Control Density Fill Bedding Material For Water Main And AWSS Facilities Encountered Within The Sewer Trench Prior To Backfill (Conditional Bid Item)	15	CY	$ 50	$ 750
Allowance for Work Related to SFWD Facilities Support/Replacement of Water Main Within Sewer Trench	---	AL	---	$ 9,848
Allowance To Perform Necessary Work Due To Unforeseen Condition Related To Sewer Work	---	AL	---	$ 16,413
			SUM OF SW-BID ITEMS	***$ 813,589***

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

SFMTA

Bid Item Description	Estimated Quantity	Unit	Unit Price	Extension
Vehicle Signals				
(3S12") 3 Section, 12-inch Vehicle Signal Face with Type 1 LED Red, Yellow, and Green with Tunnel Visors and Screw Base	49	EA	$ 825	$ 40,425
(3S12"RA) 3-Section, 12-inch Vehicle Signal Face with Type 1 LED Red, Yellow, and Green Right Arrows	16	EA	$ 825	$ 13,200
Extinguishable Signs				
Extinguishable No Right Turn Sign	8	EA	$ 2,000	$ 16,000
Bicycle Signals				
(3S8" BIKE) 3-Section, 12-inch Bicycle Signal Face with Type 1 LED Red, Yellow, and Green	14	EA	$ 700	$ 9,800
(3S12" BIKE) 3-Section, 12-inch Bicycle Signal Face with Type 1 LED Red, Yellow, and Green	16	EA	$ 750	$ 12,000
Vehicle Signal Mountings				
(TV-1-T) One Way Top Mounted Vehicle Signal Mounting with Terminal Compartment	10	EA	$ 550	$ 5,500
(SV-1) One Way Side Mounted Vehicle Signal Mounting	14	EA	$ 325	$ 4,550
(SV-1-T) One Way Side Mounted Vehicle Signal Mounting with Terminal Compartment	27	EA	$ 550	$ 14,850
(TV-2-T) Two Way Top Mounted Vehicle Signal Mounting with Terminal Compartment	6	EA	$ 625	$ 3,750
(TV-2-T-SFA) Two Way Top Mounted Vehicle Signal Mounting with Terminal Compartment in SFA Configuration	1	EA	$ 625	$ 625
(SV-2-TA) Two Way Side Mounted Vehicle Signal Mounting with Terminal Compartment in Configuration A	2	EA	$ 625	$ 1,250
(SV-2-T-SF) Two Way Side Mounted Vehicle Signal Mounting with Terminal Compartment in San Francisco Configuration	1	EA	$ 625	$ 625
(SV-2-TC) Two Way Side Mounted Vehicle Signal Mounting with Terminal Compartmetn in Configuration C	1	EA	$ 750	$ 750
Signal Backplate	19	EA	$ 100	$ 1,900
Pedestrian Signals				
(1S-COUNT) One Section LED Count Pedestrian Signal	39	EA	$ 525	$ 20,475
Labor Cost Only to Install City Furnished (1S-COUNT Module) One Section LED Pedestrian Countdown Signal Module	39	EA	$ 150	$ 5,850
Pedestrian Signal Mountings				
(SP-1) One Way Side Mounted Pedestrian Signal Mounting	37	EA	$ 450	$ 16,650
(SP-1) One Way Side Mounted Pedestrian Signal Mounting with 22-inch Nipples	1	EA	$ 450	$ 450
(SP-1-SF) One Way Side Mounted Pedesrian Signal Mounting with 12-inch Nipples, San Francisco Standard	1	EA	$ 450	$ 450
Flashing Beacons				
AB-9400-AC Dual 12-Inch Yellow LED Pedestrian-Activated Solar-Powered Rectangular Rapid Flashing Beacon Assembly (Side Mounted) with Transmitter	0	EA	$ 7,000	$ -
Pedestrian Push Button Station Assembly	0	EA	$ 1,000	$ -

Poles						
Bollard with Concrete Foundation		EA	$	1,000	$	-
Type 1-A Pole (10') with Concrete Foundation	2	EA	$	1,200	$	2,400
Type 1-A Pole (13') with Concrete Foundation	8	EA	$	1,500	$	12,000
Type 1-A Pole (13') with Basement Concrete Foundation		EA	$	20,000	$	-
City Standard Street Light Pole with Concrete Foundation	3	EA	$	5,000	$	15,000
Type 17-2-100 Pole with 20-foot Signal Mast Arm, Dual 6-foot Luminaire, MAS Mounting, and Basement Concrete Foundation	0	EA	$	50,000	$	-
Type 17-2-100 Pole with 20-foot Signal Mast Arm, 6-foot Luminaire, MAS Mounting, and Concrete Foundation	4	EA	$	10,000	$	40,000
Type 17-2-100 Pole with 15-foot Signal Mast Arm, 6-foot Luminaire, MAS Mounting, and Concrete Foundation	1	EA	$	10,000	$	10,000
Type 19-2-100 Pole with 25-foot Signal Mast Arm, 6-foot Luminaire, MAS Mounting, and Basement Concrete Foundation		EA	$	50,000	$	-
Type 19-4-100 Pole with 25-foot Signal Mast Arm, 6-foot Luminaire, MAS Mounting, and Concrete Foundation	5	EA	$	15,000	$	75,000
Type 19-4-100 Pole with 25-foot Signal Mast Arm, 6-foot Luminaire, MAS Mounting, and Basement Concrete Foundation	3	EA	$	50,000	$	150,000
Pull Boxes						
Pull Box Type III	35	EA	$	825	$	28,875
Subsidewalk Pull Box		EA	$	1,000	$	-
Pull Box Type 36X (Traffic Rated)		EA	$	1,500	$	-
Pull Box Type 48X	1	EA	$	1,000	$	1,000
Conduits						
1 - 2" PVC Schedule 80 Conduit (Underground)	166	LF	$	80	$	13,280
1 - 2" GRS Conduit (Underground)	167	LF	$	80	$	13,360
1 - 2" HDPE Conduit (Underground)	413	LF	$	80	$	33,040
2 - 2" PVC Schedule 80 Conduit (Underground) in Same Trench	12	LF	$	85	$	1,020
1 - 2" PVC & 1 - 2" GRS Conduit (Underground) in Same Trench	52	LF	$	85	$	4,420
1 - 3" & 1 - 2" PVC Schedule 80 Conduit (Underground) in Same Trench	87	LF	$	85	$	7,395
2 - 2" PVC & 1 - 2" GRS Conduit (Underground) in Same Trench	647	LF	$	100	$	64,700
3 - 2" PVC & 1 - 2" GRS Conduit (Underground) in Same Trench	323	LF	$	105	$	33,915
1 - 1.5" GRS Conduit (External on Pole) Including Condulet, Connectors and Straps	6	LF	$	80	$	440
Intersection Controller, Cabinet, and Network						
Construct Standard "M-SF" Traffic Signal Controller Foundation.	3	EA	$	1,300	$	3,900
Install City Furnished 2070 Intersection Controller "M-SF" Cabinet Assembly w/ 12-Conductor Interconnect Components	3	EA	$	800	$	2,400
12-Conductor Cable	413	LF	$	5	$	2,063

Miscellaneous				
All wiring work, all miscellaneous electrical work including work to furnish and install conduits, ground rods, fuses, pull tape, pole caps, knockout seals, junction boxes, relocatable and adjustable pull boxes, PG&E distribution boxes, and PG&E service conduits. Installation of city furnished Belden cable 8489 (or accepted equal) for APS push buttons will be considered incidental work to this bid item		LS		$ 80,000
Remove and Salvage as City's Property Certain Existing Signal Poles, Vehicle Signal Heads & Mountings, and Streetlight Poles.		LS		$ 3,500
Remove as Contractor's Property Certain Existing Pole and Controller Concrete Foundations, Pull Boxes, Wires and Conduits		LS		$ 3,500
Allowance for (2) Uniformed San Francisco Police Officers for Traffic Control, as required by the Engineer		AL		$ 6,000
Allowance for Street Excavation and Surface Mounted Facilities Permits		AL		$ 36,000
Allowance for Service Points		AL		$ 15,000
			SUM OF ET-BID ITEMS	***$ 827,308***

STRUCTURAL

Bid Item Description	Estimated Quantity	Unit	Unit Price	Extension
Street Light Column Retrofit in Basement at Intersection of Howard and Second Street	1	EA	$ 3,503	$ 3,503
Steel Bracket Support at Sub-Sidewalk Basement with (E) Concrete Wall for 1-A Poles	1	EA	$ 8,838	$ 8,838
Steel Post Support at Sub-Sidewalk Basement with (E) Masonry Wall for 1-A Poles	1	EA	$ 4,520	$ 4,520
			SUM OF S-BID ITEMS	***$ 16,861***

ELECTRICAL

Bid Item Description	Estimated Quantity	Unit	Unit Price	Extension
F/I Roadstar GPLS LED Fixture (Retrofit Existing SL Fixture)	17	EA	$ 800	$ 13,600
F/I Roadstar GPLM LED Fixture (Retrofit Existing SL Fixture)	18	EA	$ 1,000	$ 18,000
Refurbish Existing SL Fixture (pole and arm, not including paint)	20	EA	$ 1,500	$ 30,000
			SUM OF E-BID ITEMS	***$ 61,600***

SF Public Utilities Commission (SFPUC)

Bid Item Description	Estimated Quantity	Unit	Unit Price	Extension
Excavation and Backfill for 4-, 6- and 8-Inch Pipe Trench	305	LF	$ 60	$ 18,300
Excavation and Backfill for 24-Inch Pipe Trench	140	LF	$ 180	$ 25,200
Additional Excavation and Backfill	765	CY	$ 55	$ 42,075
Installation of 4-, 6- and 8-Inch Ductile Iron Pipe with Polyethylene Encasement	0	LF	$ 20	$ -
Furnish and Install 24-Inch Restrained Joint Ductile Iron Pipe with Polyethylene Encasement	140	LF	$ 280	$ 39,200
Installation of Ductile Iron Pipe Fittings with Polyethylene Encasement	0	LBS	$ 2	$ -
Furnish and Install 24-Inch Restrained Joint Ductile Iron Pipe Fittings with Polyethylene Encasement	0	LBS	$ 4	$ -
Furnish and Install 24-Inch Diameter Butterfly Valve with Dismantling Joint	1	EA	$ 30,000	$ 30,000
Trench Shoring and Bracing Per All Applicable Safety Orders	850	SF	$ 5	$ 4,250
Pavement Restoration	8,300	SF	$ 6	$ 49,800
Asphalt Concrete Milling	7,750	SF	$ 1.70	$ 13,175
Asphalt Concrete Filling	7,750	SF	$ 1.80	$ 13,950
Removal of SFWD -Owned Valve Box and Cover		EA	$ 200	$ -
Cash Allowance for Permits		AL		
Contingency Allowance for Track Removal		AL		
			SUM OF WD-BID ITEMS	***$ 235,950***

Auxiliary Water Supply System (AWSS)

Bid Item Description	Estimated Quantity	Unit	Unit Price	Extension
AWSS Removal and New Work Location No. 1		LS		$ 195,000
AWSS Removal and New Work Location No. 2		LS		$ 133,000
AWSS Removal and New Work Location No. 3		LS		$ 134,000
AWSS Removal and New Work Location No. 4		LS		$ 55,000
Furnish/install/remove survey monitoring or reference point location requiring excavation	72	EA	$ 2,000	$ 144,000
Furnish/install/remove survey monitoring or reference point location on valve/hydrant/curb	11	EA	$ 175	$ 1,925
Initial survey monitoring or reference point location reading	83	EA	$ 150	$ 12,450
Final survey monitoring or reference point location reading	83	EA	$ 150	$ 12,450
			SUM OF MA-BID ITEMS	***$ 687,825***

FORCE ACCOUNT SCOPE

Bid Item Description	Estimated Quantity	Unit	Unit Price	Extension
M-SF Controller Cabinet				
Signal Shop to F/I M-SF Controller Cabinets	3	EA	$ 20,000	$ 60,000
APS Push Buttons				
Signal Shop to F/I APS Push Buttons	46	EA	$ 2,500	$ 115,000
Transit Signal Priority				
Signal Retiming	7	EA	$ 5,000	$ 35,000
TSP Radio	6	EA	$ 12,500	$ 75,000
Wireless Radio	3	EA	$ 12,500	$ 37,500
			SUM CITY FORCES RELATED TO TRAFFIC SIGNALS	**$ 322,500**
			SUM CITY FORCES RELATED TO SFMTA-MUNI OCS SUPPORT	**$ 190,512**
CDD Water Relocations				$ 508,268
MTA Permanent Striping				$ 367,037
MTA -MUNI OCS Support				
Fire Alarm Pole Relocation	4	EA	$ 2,000	$ 8,000
Public Works Survey Monument Referencing Work	5	EA	$ 3,100	$ 15,500
			SUM CITY FORCES	***$ 1,411,817***

ALTERNATE BID ITEMS

F/I FGP LED Pedestrian Post Top Fixture and 16' Pole	69	EA	$ 5,000	$ 345,000
F/I Roadstar GPLS LED Fixture with 6' Arm and 30' Pole	1	EA	$ 6,400	$ 6,400
F/I Roadstar GPLM LED Fixture with 6' Arm and 30' Pole	3	EA	$ 7,000	$ 21,000
R/C Existing Streetlight Fixture and Salvage Existing Streetlight Pole	21	EA	$ 400	$ 8,400
F/I Type I Pull Box	96	EA	$ 600	$ 57,600
F/I 1 1/2" rgs Conduit Including Trenching, Backfilling and Compacting	3,878	LF	$ 85	$ 329,630
F/I 1 1/2" rgs Conduit Including Trenching	4,121	LF	$ 59	$ 243,127
F/I #8 Wire from Pullbox to Pullbox	15,998	LF	$ 4	$ 63,990
F/I #10 Wire from Pullbox to SL	6,757	LF	$ 2	$ 13,514
Miscellaneous works including 20% street lights (fixture, arm and pole), ground rods, ground wires, pull tapes, fuses ad fuseholders and all incidental work		LS		$ 40,000
PG&E to splice service cables to BLHP underground service box	---	Allowance	---	$ 100,000
Special Pole Foundation In Sub-Sidewalk Basements	4	EA	$ 40,096	$ 160,384
Steel Bracket Support at Sub-Sidewalk Basement with (E) Concrete Wall for Pedestrain Light Poles	10	EA	$ 8,838	$ 88,379
Steel Post Support at Sub-Sidewalk Basement with (E) Masonry Wall for Pedestrain Light Poles	1	EA	$ 4,520	$ 4,520
Pedestrain Light Pole Cast-in-Drilled-Hole (CIDH) Concrete Drilled Pier Foundation	58	EA	$ 3,786	$ 219,560
			SUM ALTERNATE BID ITEMS	***$ 1,701,504***

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

FY 2016/17

Project Name: Second Street Improvement

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:	$1,549,584	
5-Year Prioritization Program Amount:	$1,549,584	(enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

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

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

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		$1,549,584		$1,549,584
OneBayArea Grant (OBAG)	$52,251	$9,181,679		$9,233,930
CMA Block Grant	$548,388			$548,388
General Fund		$1,030,514		$1,030,514
Interagency Plan Implementation Committee (IPIC) Eastern Neighborhoods (EN) and Transit Center (TC)	$150,000	$983,698		$1,133,698
TBD (for alternate items)	$1,873,305			$1,873,305
Total:	$2,623,944	$12,745,475	$0	$15,369,419

Actual Prop K Leveraging - This Phase:	89.92%	$15,369,419
Expected Prop K Leveraging per Expenditure Plan	59.40%	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

		Required Local Match	
Fund Source	**$ Amount**	**%**	**$**
OBAG	$9,181,679	11.47%	$1,053,138.58

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		$1,549,584	$172,842	$ 1,722,426
OBAG	$52,251	$9,181,679	$1,334,068	$ 10,567,998
CMA Block Grant	$548,388			$ 548,388
General Fund			$1,500,000	$ 1,500,000
IPIC EN and TC	$150,000	$983,698		$ 1,133,698
TBD (for alternate items)	$1,873,305			$ 1,873,305
Total:	$2,623,944	$11,714,961	$3,006,910	$ 17,345,815

Actual Prop K Leveraging - Entire Project:	90.07%
Expected Prop K Leveraging per Expenditure Plan:	59.40%
Actual Prop AA Leveraging - Entire Project:	NA

$ 17,345,815
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: $1,549,584

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2016/17	$516,528	33.00%	$1,033,056
FY 2017/18	$1,033,056	67.00%	$0
		0.00%	$0
		0.00%	$0
		0.00%	$0
Total:	**$1,549,584**		

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: 05.20.16 Resolution. No. Res. Date:

Project Name: Second Street Improvement

Implementing Agency: Department of Public Works

		Amount	Phase:
Funding Recommended:	Prop K Allocation	$1,549,584	Construction
	Total:	**$1,549,584**	

Notes (e.g., justification for multi-phase, 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 39	FY 2016/17	$110,000	7.00%	$1,439,584
Prop K EP 44	FY 2016/17	$406,528	26.00%	$1,033,056
Prop K EP 44	FY 2017/18	$1,033,056	67.00%	$0
	Total:	**$1,549,584**	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 39	FY 2016/17	Construction	$110,000	7%	$1,439,584
Prop K EP 44	FY 2016/17	Construction	$406,528	33%	$1,033,056
Prop K EP 44	FY 2017/18	Construction	$1,033,056	100%	$0
		Total:	**$1,549,584**		

Prop K/Prop AA Fund Expiration Date: 6/30/2019 Eligible expenses must be incurred prior to this date.

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

Trigger:

Deliverables:

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

Special Conditions:

1.

Notes:

1.

Supervisorial District(s): 6

Prop K proportion of expenditures - this phase: 10.08%

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

SFCTA Project Reviewer: P&PD **Project # from SGA:**

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 05.20.16 Resolution. No. Res. Date:

Project Name: Second Street Improvement

Implementing Agency: Department of Public Works

SUB-PROJECT DETAIL

Sub-Project # from SGA: **Name:** **Second Street Improvement - EP 39**

Supervisorial District(s): **6**

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 39	FY 2016/17	Construction	$110,000	7%	$1,439,584
		Total:	**$110,000**		

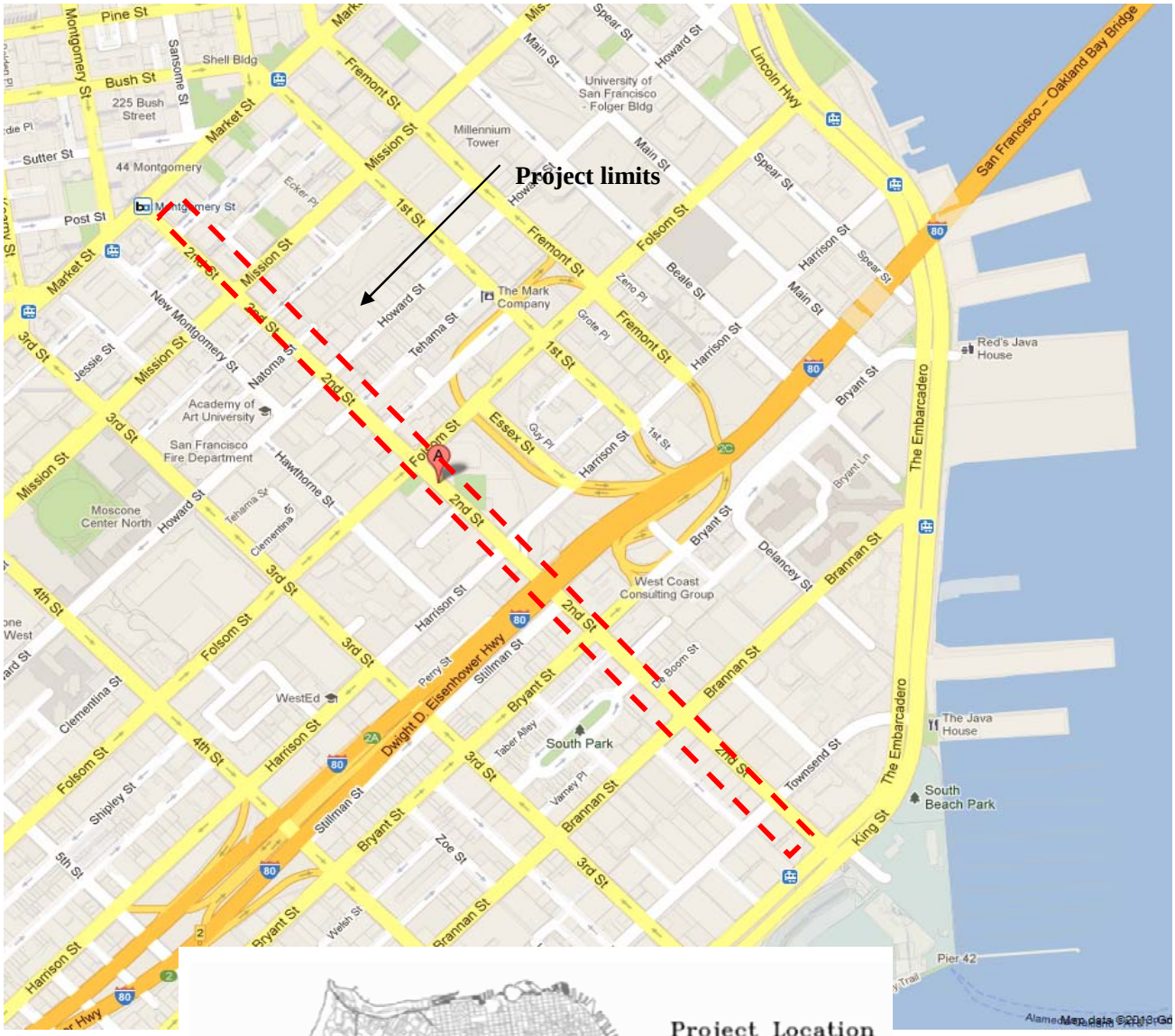
Sub-Project # from SGA: **Name:** **Second Street Improvement - EP 44**

Supervisorial District(s): **6**

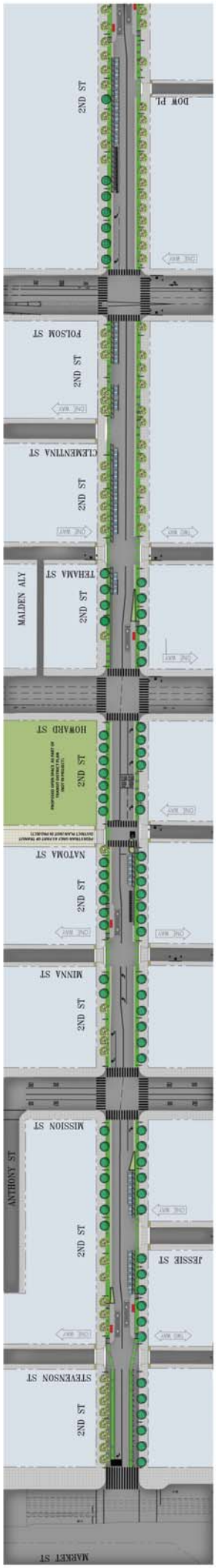
Cash Flow Distribution Schedule by Fiscal Year & Phase (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2016/17	Construction	$406,528	33%	$1,033,056
Prop K EP 44	FY 2017/18	Construction	$1,033,056	100%	$0
		Total:	**$1,439,584**		

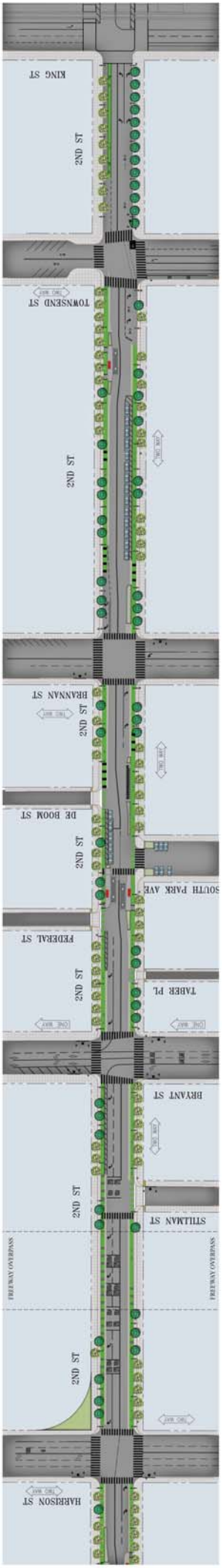
MAPS AND DRAWINGS



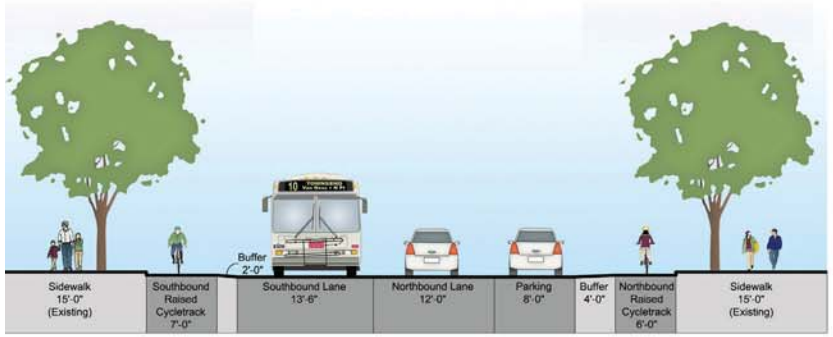
CONTEXT MAP

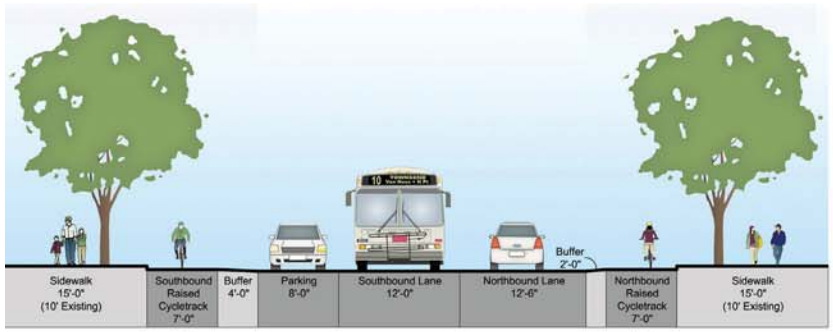


MARKET STREET TO HARRISON STREET



HARRISON STREET TO KING STREET


Sidewalk
15'-0"
(Existing)
Southbound
Raised
Cycletrack
7'-0"
Buffer
2'-0"
Southbound Lane
13'-6"
Northbound Lane
12'-0"
Parking
8'-0"
Buffer
4'-0"
Northbound
Raised
Cycletrack
6'-0"
Sidewalk
15'-0"
(Existing)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Northbound Lane
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Buffer
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Northbound
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Cycletrack
7'-0"
Sidewalk
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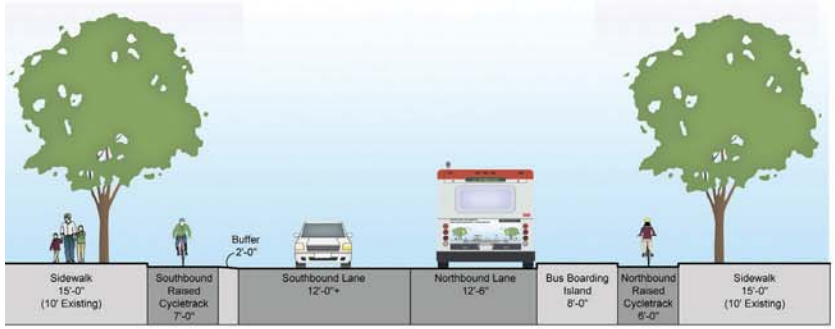
(10' Existing)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Raised
Cycletrack
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Buffer
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Southbound Lane
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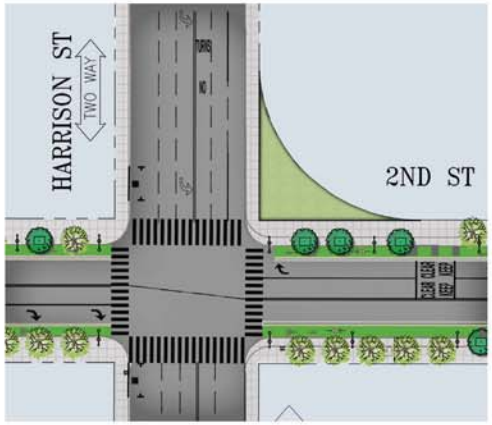
Northbound Lane
12'-6"
Bus Boarding
Island
8'-0"
Northbound
Raised
Cycletrack
6'-0"
Sidewalk
15'-0"
(10' Existing)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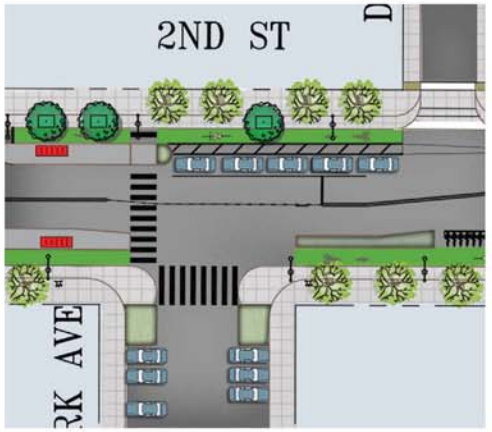
TWO WAY
2ND ST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D
RK AVE


JEREMYS

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

FY of Allocation Action:	2016/17	**Current Prop K Request:**	$ 1,549,584
		Current Prop AA Request:	$ -
Project Name:	Second Street Improvement		
Implementing Agency:	Department of Public Works		

	Project Manager	**Grants Section Contact**
Name (typed):	Michael Rieger	Rachel Alonso
Title:	Project Manager	Transportation Finance Analyst
Phone:	415.558.4492	415.558.4034
Fax:		
Email:	michael.rieger@sfdpw.org	rachel.alonso@sfdpw.org
Address:	30 Van Ness, 5th floor San Francisco, CA 94102	30 Van Ness, 5th floor San Francisco, CA 94102

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

FY of Allocation Action:	2016/17
Project Name:	NTIP Program Support
Implementing Agency:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

Prop K Category:	D. TSM/Strategic Initiatives	Gray cells will automatically be filled in.
Prop K Subcategory:	ii. Transportation/Land Use Coordination	
Prop K EP Project/Program:	b. Transportation/Land Use Coordination	
Prop K EP Line Number (Primary):	44	**Current Prop K Request:** $ 150,000
Prop K Other EP Line Numbers:		
Prop AA Category:		
		Current Prop AA Request: $ -
		Supervisorial District(s): Citywide

SCOPE

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, 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 the following seven NTIP planning grants: **District 1** Improving Connections to Golden Gate Park, **District 2** Managing Access to the "Crooked Street" (1000 Block of Lombard Street), **District 3** Kearny Street Multimodal Implementation, **District 5** Western Addition Community-Based Transportation Plan, **District 6** Pedestrian Safety in SOMA Youth and Family Zone, **District 7** Balboa Area Transportation Demand Management Study, and **District 9** Alemany Interchange Improvement Study. Allocations to date include the following six NTIP capital grants: **District 1** Arguello Boulevard Near-Term Improvements, **District 2** Lombard Street/US-101 Corridor Pedestrian Safety, **District 6** Golden Gate Avenue Buffered Bike Lane, **District 6** Bessie Carmichael Crosswalk, **District 10** Chavez/Bayshore/Potrero Intersection Improvements, and **District 10** Potrero Hill Pedestrian Safety and Transit Access.

There is a total of $100,000 budgeted for each district supervisor for NTIP planning grants over the five-year prioritization program period (Fiscal Year 2014/15 through 2018/19). There is $600,000 intended to serve as local match for one small and one medium-sized neighborhood-scale NTIP capital project.

See the attached 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 2016/17

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	2016/17	4	2016/17
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	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 2016/17

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.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	Yes	$ 150,000	$ 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)		
Total:	**$ 150,000**	

% Complete of Design: N/A as of N/A

Expected Useful Life: N/A 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.

SUMMARY BY AGENCY

SFCTA	**$**	**75,000**
SFMTA	**$**	**75,000**
Total	**$**	**150,000**

FTE = Full time equivalent

SFMTA

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
				0.238	**495**	**$ 75,000**

SFCTA

Position	Salary Per FTE	Salary Hourly Rate	Fully Burdened Hourly Rate	FTE Ratio	Hours	Cost
Deputy Director	$ 182,160	$ 88	$ 219	0.113	235	$ 51,453
Senior Transportation Planner	$ 119,712	$ 58	$ 144	0.060	125	$ 18,000
Transportation Planner	$ 103,224	$ 50	$ 124	0.022	45	$ 5,580
Total				**0.195**	**405**	**$ 75,000**

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

FY 2016/17

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)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested:	$ -	
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.

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
				$ -
				$ -
				$ -
				$ -
				$ -
Total:		$ 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?	No

		Required Local Match	
Fund Source	**$ Amount**	**%**	**$**

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 2016/17	$ 150,000	100.00%	$ -
		0.00%	$ -
		0.00%	$ -
		0.00%	$ -
		0.00%	$ -
Total:	**$ 150,000**		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated:	04.12.2016	Resolution. No.		Res. Date:	

Project Name: NTIP Program Support

Implementing Agency: San Francisco County Transportation Authority

Funding Recommended:		Amount	Phase:
	Prop K Allocation	$ 75,000	Planning/Conceptual Engineering
	Prop K Appropriation	$ 75,000	Planning/Conceptual Engineering
	Total:	**$ 150,000**	

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 44	FY 2016/17	$ 150,000	100.00%	$ -
			0.00%	$ -
			0.00%	$ -
			0.00%	$ -
			0.00%	$ -
	Total:	**$ 150,000**	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2016/17	Planning/Conceptual Engineering	$ 150,000	100%	$ -
				100%	$ -
				100%	$ -
				100%	$ -
				100%	$ -
		Total:	**$ 150,000**		

Prop K/Prop AA Fund Expiration Date: 12/31/2017 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:	04.12.2016	Resolution. No.		Res. Date:	

Project Name: NTIP Program Support

Implementing Agency: San Francisco County Transportation Authority

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

Trigger:

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): Citywide

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

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

SFCTA Project Reviewer: P&PD **Project # from SGA:** see next page

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:	04.12.2016	Resolution. No.		Res. Date:	

Project Name: NTIP Program Support

Implementing Agency: San Francisco County Transportation Authority

SUB-PROJECT DETAIL

Sub-Project # from SGA: | **Name:** NTIP Program Support- SFCTA

Supervisorial District(s): Citywide

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 2016/17	Planning/Conceptual Engineering	$ 75,000	100%	$ -
				0%	$ -
		Total:	**$ 75,000**		

Sub-Project # from SGA: | **Name:** NTIP Program Support-SFMTA

Supervisorial District(s): Citywide

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 2016/17	Planning/Conceptual Engineering	$ 75,000	100%	$ -
				0%	$ -
		Total:	**$ 75,000**		

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

FY of Allocation Action:	2016/17	**Current Prop K Request:**	$ 150,000
		Current Prop AA Request:	$ -
Project Name:	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	**SFCTA Grants Section Contact**
Name (typed):	Anna LaForte	Michelle Beaulieu
Title:	Deputy Director for Policy and Programming	Transportation Planner
Phone:	415-522-4805	415-522-4824
Email:	anna.laforte@sfcta.org	michelle.beaulieu@sfcta.org
Address:	1455 Market Street, 22 floor San Francisco, CA 94103	1455 Market Street, 22 floor San Francisco, CA 94103
Signature:		
Date:		

	SFMTA Project Manager	**SFMTA Grants Section Contact**
Name (typed):	Craig Raphael	Craig Raphael
Title:	Senior Transportation Planner	Senior Transportation Planner
Phone:	415-579-9740	415-579-9740
Email:	Craig.Raphael@sfmta.com	Craig.Raphael@sfmta.com
Address:	1 South Van Ness Avenue, 8th floor, SF 94103	1 South Van Ness Avenue, 8th floor, SF 94103
Signature:		
Date:		

Neighborhood Transportation Improvement Program Planning Guidelines

NTIP
NEIGHBORHOOD TRANSPORTATION IMPROVEMENT PROGRAM

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

The Neighborhood Transportation Improvement Program (NTIP) is made possible by the San Francisco County Transportation Authority through grants of Proposition K (Prop K) local transportation sales tax funds. Prop K is the local sales tax for transportation approved by San Francisco voters in November 2003.

Cover photo of pedestrians and cyclists courtesy Lynn Friedman, Flickr Creative Commons;
photo of parklet courtesy SPUR/Noah Christman, Flickr Creative Commons.

Contents

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

1455 Market Street, 22nd Floor, San Francisco, CA 94103
TEL 415.522.4800 FAX 415.522.4829
EMAIL info@sfcta.org WEB www.sfcta.org

Overview

WHY CREATE A NEIGHBORHOOD TRANSPORTATION IMPROVEMENT PROGRAM (NTIP)?

The Transportation Authority's NTIP was developed in response to mobility and equity analysis findings from the San Francisco Transportation Plan (SFTP) and to public and the Transportation Authority Board's desire for more focus on neighborhoods, especially on Communities of Concern[1] and other underserved neighborhoods. The SFTP, which is the city's 30-year blueprint guiding transportation investment in San Francisco, found that walking, biking and transit reliability initiatives are important ways to address socio-economic and geographic disparities. The NTIP is intended to respond to these findings.

WHAT DO WE WANT TO ACHIEVE WITH THE NTIP?

The purpose of the NTIP is 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. The latter can be accomplished through strengthening project pipelines or helping move individual projects more quickly toward implementation, especially in Communities of Concern and other neighborhoods with high unmet needs.

WHAT TYPE OF WORK DOES THE NTIP FUND?

NTIP planning funds can be used for community-based planning efforts in San Francisco neighborhoods, especially in Communities of Concern or other underserved neighborhoods and areas with vulnerable populations (e.g., seniors, children, and/or people with disabilities). Specifically, NTIP planning funds can be used to support neighborhood-scale efforts that identify a community's top transportation needs, identify and evaluate potential solutions, and recommend next steps for meeting the identified needs. NTIP planning funds can also be used to complete additional planning/conceptual engineering for existing planning projects that community stakeholders regard as high-priority. All NTIP planning efforts must be designed to address one or more of the following SFTP priorities:

- Improve pedestrian and/or bicycle safety
- Encourage walking and/or biking;
- Improve transit accessibility
- Improve mobility for Communities of Concern or other underserved neighborhoods and vulnerable populations (e.g., seniors, children, and/or people with disabilities).

Ultimately, NTIP planning efforts should lead toward prioritization of community-supported, neighborhood-scale capital improvements that can be funded by the Transportation Authority's Prop K sales tax for transportation and/or other sources.

1 Communities of Concern in San Francisco as defined by the Metropolitan Transportation Commission include Downtown/Chinatown/North Beach/Treasure Island, Tenderloin/Civic Center, South of Market, Western Addition/Haight/Fillmore, Inner Mission/Potrero Hill, Bayview/Hunters Point/Bayshore, Outer Mission/Crocker-Amazon/Ocean View. Local San Francisco agencies plan to revisit and potentially adjust these designations in the coming year.

HOW MUCH FUNDING IS AVAILABLE?

The NTIP Planning program provides $100,000 in Prop K funding for each supervisorial district to use over the next five years (Fiscal Years 2014/15–2018/19). A maximum of $500,000 is available for grants in Fiscal Year 2014/15. The $100,000 can be used for one planning effort or multiple smaller efforts. No local match is required for planning grants, though it is encouraged.

The Transportation Authority has also programmed just over $9.6 million in Prop K matching funds for implementation of NTIP planning grant recommendations during the next five years. During this first cycle of the NTIP, the capital match funds can also be used to fund other community-supported, neighborhood-scale projects that already have been identified and are being prepared for delivery in the next five years.

Eligibility

WHAT TYPES OF PLANNING EFFORTS CAN BE FUNDED?

Examples of eligible planning efforts include:

- District-wide needs and prioritization processes (e.g., the Sunset District Blueprint).
- Project-level plans or conceptual designs for smaller efforts (e.g., advancing conceptual design of a high priority project identified in a prior community planning effort, community mini-grants, safety project concepts development, and transportation demand management planning including neighborhood parking management studies).
- Identifying and advancing design of low-cost enhancements (e.g., new crosswalks, trees, sidewalk bulbouts) to a follow-the-paving project.
- Traditional neighborhood transportation plan development (e.g., Tenderloin-Little Saigon Neighborhood Transportation Plan, Mission District Streetscape Plan).
- Corridor plans (e.g., Leland Avenue Street Design Project, McLaren Park Needs Assessment/Mansell Corridor Improvements, and Columbus Avenue Neighborhood Transportation Study).

The expectation is that NTIP funds will be leveraged like other Prop K funds. This leveraging would be necessary to fully fund some of the larger scale and more intensive efforts listed above. (A traditional neighborhood transportation plan might run $300,000; a corridor plan could be much more expensive, depending on the scope). Without leveraging, a $100,000 NTIP planning grant could fund the smaller-scale planning efforts noted in the first three bullet points.

All NTIP planning efforts must include a collaborative planning process with community stakeholders such as residents, business proprietors, transit agencies, human service agencies, neighborhood associations, non-profit or other community-based organizations and faith-based organizations. The purpose of this collaboration is to solicit comments from these stakeholders, review preliminary findings or designs with them, and to utilize their perspective in identifying potential strategies and solutions for addressing transportation needs.

WHO CAN LEAD AN NTIP PLANNING EFFORT?

NTIP planning efforts can be led by Prop K project sponsors, other public agencies, and/or community-based organizations. The grant recipient, however, must be one of the following Prop K-eligible sponsors: the Bay Area Rapid Transit District (BART), the Peninsula Corridor Joint Powers Board (Caltrain) the Planning Department, the San Francisco County Transportation Authority (Transportation Authority or SFCTA), the San Francisco Municipal Transportation Agency (SFMTA), or San Francisco Public Works (SFPW). If a non-Prop K sponsor is leading the NTIP planning project, it will need to partner with a Prop K sponsor or request that a Prop K sponsor act as a fiscal sponsor.

HOW WILL PROPOSALS BE SCREENED FOR ELIGIBILITY?

In order to be eligible for an NTIP Planning grant, a planning effort must satisfy all of the following screening criteria:

- Project sponsor is one of the following Prop K project sponsors: BART, Caltrain, the Planning Department, SFCTA, SFMTA, SFPW—or is partnering with a Prop K-eligible sponsor (either as a partner or a fiscal sponsor).
- Project is eligible for funding from Prop K.
- Project is seeking funds for planning/conceptual engineering phase. A modest amount of the overall grant may be applied toward environmental clearance (typically for categorical exemption types of approvals), but this may not represent a significant portion of proposed expenditures.
- Cumulative NTIP requests for a given supervisorial district do not exceed the maximum amount available for each supervisorial district (i.e., $100,000).
- Project will address at least one of the SFTP priorities: improve pedestrian and/or bicycle safety, encourage walking and/or biking, improve transit accessibility, and/or improve mobility for Communities of Concern or other underserved neighborhoods and at-risk populations (e.g., seniors, children, and/or people with disabilities).
- Project is neighborhood-oriented and the scale is at the level of a neighborhood or corridor. The project may be district-oriented for efforts such as district-wide prioritization efforts, provided that the scope is compatible with the proposed funding.
- Project must include a collaborative planning process with community stakeholders.
- Planning project is proposed to be completed in two years.

WHAT SPECIFIC ACTIVITIES AND EXPENSES ARE ELIGIBLE FOR REIMBURSEMENT?

Direct costs must be used only for planning-related activities. Eligible costs include: community surveys, data gathering and analysis, community meetings, charrettes, focus groups, planning and technical consultants, outreach assistance provided by community-based organizations, developing prioritized action plans, conceptual or 30% design drawings, cost estimates, and bilingual services for interpreting and/or translation services for meetings. Further details on eligible expenses are included in the Prop K Standard Grant Agreement that will be executed by the Transportation Authority and the Prop K grant recipient.

Project Initiation and Scoping

WHERE DO NTIP PLANNING IDEAS COME FROM?

The NTIP sets aside Prop K funds for each district supervisor to direct funds to one or more community-based, neighborhood-scale planning efforts in the next five years. Ultimately, the district supervisor (acting in his/her capacity as a Transportation Authority Board commissioner) will recommend which project(s) will be funded with an NTIP planning grant. All projects must be consistent with the adopted guidelines.

Anyone can come up with an NTIP planning grant idea, including, but not limited to, a District Supervisor, agency staff, a community-based organization, or a community member. There is no pre-determined schedule or call for projects for the NTIP planning grants. Rather, each Transportation Authority Board member will contact the Transportation Authority's NTIP Coordinator when s/he is interested in exploring NTIP proposals. Board members may already have an idea in mind, seek help from agency staff in generating ideas, or solicit input from constituents and other stakeholders. See below for how these ideas are vetted and turned into NTIP planning grants.

HOW DOES AN IDEA DEVELOP INTO AN NTIP PLANNING GRANT?

INITIATING A REQUEST: The District Supervisor initiates the process by contacting the Transportation Authority's or SFMTA's NTIP Coordinator with a planning proposal, a request to help identify potential planning project ideas, or to help with a formal or informal call for projects for his or her respective district.

The Transportation Authority and the SFMTA have designated NTIP Coordinators who will work collaboratively to implement the NTIP Planning grant program. The NTIP Coordinators will work with the District Supervisor and any

relevant stakeholders throughout the NTIP planning proposal identification and initial scoping process. They will be responsible for seeking input from appropriate staff within their agencies, as well as from other agencies depending on the particular topic.

VETTING IDEAS AND SCOPING: Once contacted by a District Supervisor, the SFCTA and SFMTA NTIP Coordinators will establish a dialogue with the relevant District Supervisor and agency staff to develop an understanding of the particular neighborhood's needs and concerns that could be addressed through a planning effort, to evaluate an idea's potential for addressing identified issues, and to explore whether complementary planning or capital efforts are underway, in the pipeline, or have already occurred.

This step in the process is necessarily iterative and collaborative in nature. It involves working with the District Supervisor to identify an eligible NTIP planning proposal and reaching agreement on the purpose and need, what organization will lead/support the effort, developing a summary scope, identifying desired outcomes and/or deliverables, and preparing an initial cost estimate and funding plan.

NTIP planning grant funds are modest, but a great deal can be accomplished depending on how the planning effort is scoped and how it leverages other resources (e.g., existing plans, staff, other fund sources, concurrent planning and design efforts, etc.). The checklist shown in Table 1 reflects elements that are typically necessary to support a strong NTIP planning proposal.

As the project scope begins to solidify, another key aspect to address is determining the lead agency and identifying the roles of other agencies and stakeholders that need to be involved. The SFCTA and SFMTA NTIP Coordinators will assist with this effort, which requires consideration of multiple factors such as how well the NTIP planning proposal matches an agency's mission and goals, and current priorities; staff resource availability during the proposal timeframe; and availability of consultant resources to address staff resource constraints. The Transportation Authority is willing to provide access to its on-call consultants to assist with NTIP planning efforts if that is found to be a viable approach to a particular planning proposal.

Table 1.

Checklist for Developing a Strong NTIP Planning Grant Proposal

Does your planning proposal have...?

- ✔ Clear purpose/need statement and goals
- ✔ Clear list of deliverables/outcomes
- ✔ Well-defined scope, schedule, and budget
- ✔ Clear and diverse community support
- ✔ Coordination with other relevant planning efforts
- ✔ Inclusive community engagement strategy
- ✔ Community of Concern or underserved community focus
- ✔ Appropriate funding/leveraging commensurate with proposed scope
- ✔ Implementation model (lead agency; agency and community roles defined)

Agreeing upon the lead agency and the timing of the planning effort are important outcomes of the scoping phase. Based on prior experience and feedback from project sponsors, it is clear that implementation agency participation in the project initiation and scoping process and involvement in some form in the planning effort (from leading the effort to strategically providing input and reviewing key deliverables) helps ensure that the recommendations stemming from the study will be prioritized sooner rather than later in that agency's work program.

DEVELOPING A PROJECT CHARTER: Once an idea for an NTIP planning proposal has become more refined, the NTIP Coordinators will assist the lead agency with development of a project charter. The intent of the charter is to document agreements reached regarding the project's purpose, scope, schedule, budget, funding plan, and the responsibilities of all participants. It may also include references to other relevant information such as agreements to exclude certain items from the scope, target milestones that need to be met to allow coordination with another project, or key risk factors that may be beyond the parties' control.

Sponsors may use their own project charter template or the NTIP Project Charter template, as long as they have substantially the same information.

Concurrent with development of the project charter, the lead agency (or the grant recipient if it is a different entity) should prepare a Prop K allocation request (See next section).

REQUESTING ALLOCATION OF FUNDS: The designated grant recipient needs to complete a Prop K allocation request form that builds off of the project charter and details the agreed-upon scope, schedule, cost and funding plan for the project. Transportation Authority staff will review the allocation request to ensure completeness. Once it is finalized the funding request will go through the next monthly Transportation Authority Board cycle for approval. This involves review and action by the Citizens Advisory Committee, Plans and Programs Committee, and Transportation Authority Board.

What are the grant award terms?

All NTIP planning projects must adhere to the Prop K Strategic Plan policies and the requirements set forth in the Prop K Standard Grant Agreement. (see a sample SGA[2]). The sections below highlight answers to a few commonly asked questions.

2 www.sfcta.org/sites/default/files/content/Programming/SGA_Sample.pdf

ARE THERE TIMELY USE OF FUNDS DEADLINES?

Planning efforts must be completed within two years of the grant award. If a grant recipient does not demonstrate adequate performance and timely use of funds, the Transportation Authority may, after consulting with the project sponsor and relevant District Supervisor, take appropriate actions, which can include termination or redirection of the grant.

WHAT ARE THE MONITORING, REPORTING, AND ATTRIBUTION REQUIREMENTS?

NTIP planning grants will be subject to the same monitoring, reporting and attribution requirements as for other Prop K grants. Requirements are set forth in the Prop K Standard Grant Agreement and include items such as including appropriate attribution on outreach fliers and reports, preparing quarterly progress reports, and submitting a closeout report upon project completion.

Upon completion of each planning project, project sponsors will report to the Transportation Authority Board on key findings, recommendations, and next steps, including implementation and funding strategy. The Board will accept or approve the final report for the NTIP planning grant.

How do I get more information?

Visit the Transportation Authority's website at:

www.sfcta.org/ntip

Or contact one of the NTIP coordinators:

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NTIP Planning Grant process Flow-chart

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