

THIS PRINT COVERS CALENDAR ITEM NO. : 10.8

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance and Information Technology

BRIEF DESCRIPTION:

Resolution authorizing the San Francisco Municipal Transportation Agency (SFMTA), through its Director of Transportation (or his designee), to accept and expend \$315,000 of Regional Measure 2 (RM-2) funds for the Balboa Park Station Access and Safety Project; and to acknowledge and adhere to procedures and conditions set forth by the Metropolitan Transportation Commission for allocation of RM-2 funds.

SUMMARY:

- The RM-2 program provides \$20 million for Safe Routes to Transit projects that reduce congestion on State-owned Bay Area bridges by improving pedestrian access to transit facilities.
- The Metropolitan Transportation Commission (MTC) allocates RM-2 funds, and has programmed \$315,000 for the SFMTA to implement the Balboa Park Station Access and Safety Project.
- The Balboa Park Station Access and Safety project will eliminate the gap in the pedestrian network along the south side of Ocean Avenue at the northwest corner of the Balboa Park transit station where the trains enter and exit the station. Work will include detectable curb ramps, better delineation of the pedestrian crossing, and signal work to alert pedestrians and bicyclists to cross safely.

ENCLOSURES:

1. SFMTAB Resolution
2. Initial Project Report and Cash Flow Plan

APPROVALS:

DATE

DIRECTOR _____

2/23/15

SECRETARY _____

2/23/15

ASSIGNED SFMTAB CALENDAR DATE: March 3, 2015

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PURPOSE

This resolution authorizes the SFMTA to accept and expend \$315,000 of RM-2 funds for the Balboa Park Station Access and Safety Project; and to acknowledge and adhere to procedures and conditions set forth by the Metropolitan Transportation Commission for allocation of RM-2 funds.

GOAL

The SFMTA will further the following goals of the Strategic Plan through acceptance of these funds:

Goal 1 – Create a safer transportation experience for everyone.

Objective 1.3: Improve the safety of the transportation system.

Goal 2 – Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel.

Objective 2.3: Increase uses of all non-private auto modes.

Goal 3 – Improve the environment and quality of life in San Francisco.

Objective 3.3: Allocate capital resources effectively.

Objective 3.5: Reduce capital and operating structural deficits.

DESCRIPTION

On March 2, 2004, voters in San Francisco, Alameda, Contra Costa, Marin, San Mateo, Santa Clara and Solano Counties cumulatively passed Regional Measure 2 (RM-2), which was estimated to generate \$125 million each year to implement the Regional Traffic Relief Plan. The Regional Traffic Relief Plan provides transit operating assistance and funding for specified capital projects within the region that reduce congestion or make improvements to travel in the toll bridge corridors. Funding for the Regional Traffic Relief Plan derives from a \$1.00 increase in tolls on the region's seven State-owned toll bridges. As the transportation planning, coordinating and financing agency of the nine-county Bay Area, the Metropolitan Transportation Commission (MTC) allocates RM-2 funds.

The RM-2 program provides \$20 million to public agencies for Safe Routes to Transit projects that help reduce congestion on State-owned Bay Area bridges by improving pedestrian access to transit facilities. Specifically, funding is provided for the planning and construction of pedestrian access improvements in close proximity to transit facilities. Based on a competitive call for projects, MTC has programmed \$315,000 in RM-2 funds for the Balboa Park Station Access and Safety Project, as described below:

The Balboa Park Station Access and Safety project will eliminate the gap in the pedestrian network along the south side of Ocean Avenue at the northwest corner of the Balboa Park transit station where the trains enter and exit the station. Work will include detectable curb ramps, better delineation of the pedestrian crossing, and signal work to alert pedestrians and bicyclists to cross safely.

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In lieu of a separate funding agreement, MTC expects the SFMTA, through its governing board, to certify that the Agency acknowledges and will adhere to the following conditions with respect to the project and use of RM-2 funds:

- compliance with provisions of MTC's RM-2 Policy Guidance (MTC Resolution No. 3636);
- consistency with the Regional Transportation Plan;
- that SFMTA has taken into consideration the time necessary to obtain applicable environmental clearance and permitting approval for the project in requesting RM-2 funding;
- the RM-2 phase of the project is fully funded based on programmed and planned funding allocations, and results in an operable and useable segment;
- approval of the enclosed Initial Project Report (IPR), which is the SFMTA's application document to MTC that describes the project and includes a detailed financial plan;
- approval of the cash flow plan for the project;
- that SFMTA has adequate staffing resources to complete the project within the schedule set forth in the IPR;
- the project and purpose for which RM-2 funds are being requested are in compliance with applicable environmental requirements and regulations;
- that the City and County of San Francisco, through the SFMTA, indemnifies and holds harmless MTC and its representatives against all claims, demands, liability, losses and expenses in connection with the allocation of RM-2 funds;
- that any revenues or profits from any non-governmental use of property shall be used for public transportation services for which the project was initially approved;
- that assets purchased with RM-2 funds shall be used for public transportation uses as intended;
- that SFMTA will post signs at construction sites as applicable stating that the project is funded with RM-2 funds.

Also attached is the required Opinion of Counsel for the project, which states that (1) the SFMTA is an eligible implementing agency of projects in the RM-2 Regional Traffic Relief Plan; (2) the SFMTA is authorized to submit an allocation request for RM-2 funding; (3) no legal impediment exists that would preclude the SFMTA from making allocation requests for RM-2 funding; and (4) no pending or threatened litigation exists that might adversely affect the project or the ability of the MTA to carry out the project.

ALTERNATIVES CONSIDERED

The two alternatives are not to pursue the RM-2 funds, which will leave the SFMTA's capital program in deficit, or to find alternative funds from other capital programs to fund the proposed project.

FUNDING IMPACT

Funding for this project will come from the following sources:

- RM-2 funds: \$315,000
- Prop K Local Sales Tax Funds: \$500,000

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The SFMTA plans to submit a request to the Planning Department for a categorical exemption for the Project and expects a response by March.

Until environmental review is complete, nothing commits, or shall be deemed to commit, the City or City agencies to approve or implement the Balboa Park Station Access and Safety Project; the City and any other public agency with jurisdiction over any part of the implementation of the Balboa Park Station Access and Safety Project shall have the absolute discretion before approving the project to: (i) make such modifications to the project as may be necessary to mitigate significant environmental impacts; (ii) select other feasible alternatives to avoid or substantially reduce significant environmental impacts; (iii) require the implementation of specific measures to mitigate any specific impacts of the project; (iv) balance the benefits of the project against any significant environmental impacts before taking final action if such significant impacts cannot otherwise be avoided; and (v) determine whether or not to proceed with the project.

The City Attorney's Office has reviewed this calendar item.

RECOMMENDATION

Staff recommends that the SFMTA Board approve this resolution which would authorize the SFMTA to (1) accept and expend \$315,000 of RM-2 funds for the Balboa Park Station Access and Safety Project; and (2) to acknowledge and adhere to procedures and conditions set forth by the MTC for allocation of RM-2 funds.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred to as Regional Measure 2 (RM-2), identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, The Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for RM-2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, The MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for RM-2 funding; and

WHEREAS, Allocations to MTC must be submitted consistent with procedures and conditions as outlined in RM-2 Policy and Procedures; and

WHEREAS, The Safe Routes to Transit Grant Program is eligible for consideration in the Regional Traffic Relief Plan of RM-2, as identified in California Streets and Highway Code Section 30914(c) or (d); and

WHEREAS, Under the Safe Routes to Transit Grant Program, the San Francisco Municipal Transportation Agency (SFMTA) has applied for funding in the amount of \$315,000 for the Balboa Park Station Access and Safety Project in San Francisco; and

WHEREAS, The RM-2 allocation request, contained in the Initial Project Report (IPR) submitted for the project and incorporated by reference herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which the SFMTA is requesting that MTC allocate RM-2 funds; and

WHEREAS, SFMTA is providing, with this resolution, an opinion of its legal counsel of assurances required for the allocation of funds by MTC; and

WHEREAS, Under Charter Section 8A.102(b)12, the SFMTA has exclusive authority to apply for, accept and expend federal, state, or other grants for SFMTA purposes; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors authorizes the San Francisco Municipal Transportation Agency, through its Director of Transportation (or his designee), to accept and expend \$315,000 of Regional Measure-2 funds for the Balboa Park Station Access and Safety Project; and, be it further

RESOLVED, That the SFMTA is an eligible sponsor of projects in the RM-2 Traffic Relief Plan, Capital Program, in with California Streets and Highways Code 309149(c); and be it further

RESOLVED, That the SFMTA and its agents agree to comply with the provisions of the MTC's RM-2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, That the Balboa Park Station Access and Safety Project is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, That the RM-2 phase or segment is fully funded based on programmed and planned funding allocations, and will result in an operable and useable segment; and be it further

RESOLVED, That the SFMTA Board of Directors approves the Initial Project Report (IPR) submitted with this resolution; and be it further

RESOLVED, That the SFMTA Board of Directors approves the cash flow plan submitted with this resolution; and be it further

RESOLVED, That the SFMTA has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the IPR submitted with this resolution; and be it further

RESOLVED, That the SFMTA Board of Directors certifies that the City intends to submit a request for Categorical Exemption from the California Environmental Quality Act (CEQA) to ensure that the project and purpose for which RM-2 funds is being requested is in compliance with the requirements of the CEQA (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); and be it further

RESOLVED, Until environmental review is complete, nothing commits, or shall be deemed to commit, the City or City agencies to approve or implement the Balboa Park Station Access and Safety Project; the City and any other public agency with jurisdiction over any part of the implementation of the Balboa Park Station Access and Safety Project shall have the absolute discretion before approving the project to: (i) make such modifications to the project as may be necessary to mitigate significant environmental impacts; (ii) select other feasible alternatives to avoid or substantially reduce significant environmental impacts; (iii) require the implementation of specific measures to mitigate any specific impacts of the project; (iv) balance the benefits of the project against any significant environmental impacts before taking final action if such significant impacts cannot otherwise be avoided; and (v) determine whether or not to proceed with the project; and be it further

RESOLVED, That the City and County of San Francisco, through the SFMTA, indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of SFMTA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM-2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM-2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages; and be it further

RESOLVED, That if any revenues or profits from any non-governmental use of property (or project) are collected, the SFMTA shall use those revenues or profits exclusively for the public transportation services for which the project(s) was initially approved, either for capital improvements or maintenance and operational costs; otherwise, MTC is entitled to a proportionate share equal to MTC's percentage participation in the project(s); and be it further

RESOLVED, That the SFMTA agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

RESOLVED, That assets purchased with RM-2 funds, including facilities and equipment, shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the MTC shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the fair market value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that RM-2 funds were originally used; and be it further

RESOLVED, That the SFMTA authorizes its Director of Transportation (or his designee) to execute and submit an allocation request for RM-2 funds in the amount of \$315,000, for the project, purposes, and amounts included in the initial project report attached to this resolution; and be it further

RESOLVED, That the SFMTA Board of Directors delegates to the Director of Transportation (or his designee) the authority to make non-substantive changes or minor amendments to the IPR as he deems appropriate; and be it further

RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation (or his designee) to furnish whatever additional information may be requested by MTC in connection with this request; and be it further

RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation (or his designee) to execute any and all agreements necessary to complete the transfer of funds; and be it further

RESOLVED, That a copy of this resolution shall be transmitted to the MTC in conjunction with the IPR.

I certify that the foregoing resolution was adopted by San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 3, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Regional Measure 2 – INITIAL PROJECT REPORT

**Regional Measure 2
Initial Project Report (IPR)**

Project Title:

RM2 Project No.

Allocation History

| | MTC Approval Date | Amount | Phase |
|------------|--------------------------|---------------|--------------|
| #1: | | | |
| #2: | | | |
| #3: | | | |

Total: \$

Current Allocation Request

| IPR Date | Amount Being Requested | Phase Requested |
|-----------------|-------------------------------|------------------------|
| 4/23/14 | \$315,000 | Construction |
| | | |

Regional Measure 2 – INITIAL PROJECT REPORT

I. OVERALL PROJECT INFORMATION

A. Project Sponsor / Co-sponsor(s) / Implementing Agency

San Francisco Municipal Transportation Agency

B. Project Purpose

Currently, pedestrian access on the south side of Ocean Avenue at the northwest corner of the Balboa Park transit station is not accessible nor are there safety treatments to warn pedestrians of train activity resulting in unsafe and inaccessible entry to the Balboa Park transit station which is the most in-demand multimodal (BART, Muni rail, Muni buses, pedestrians, taxis, kiss and ride drop offs) transit station outside of downtown San Francisco. The Balboa Park Station Access and Safety project will mitigate the unsafe and inaccessible issues by providing a direct and safe path of travel for pedestrians across the light rail train tracks that enter/exit the Balboa Park transit station. Signage is installed to indicate crossing tracks but the signals for pedestrians will also serve the bicycling community to indicate when it is safe to cross. While this would be a valuable stand-alone project under existing conditions, there are a number of efforts underway that will induce greater demand including:

- BART Eastside Connections project
- SFMTA's Balboa Park Station Area and Plaza Improvements Project
- SFMTA's Green Light Rail Center Track Replacement Project
- Phelan Loop, Housing Development and Public Plaza
- Upper Yard Redevelopment

C. Project Description (please provide details)

Project Graphics to be sent electronically with This Application

The Balboa Park Station Access and Safety project will eliminate the gap in the pedestrian network along the south side of Ocean Avenue at the northwest corner of the Balboa Park transit station where the train enter and exit the station. Work will include detectable curb ramps, better delineation of the pedestrian crossing, signal work to alert pedestrians and bicyclists to cross safely. There has been a modification to the schedule since the submission of the SR2T grant, to better coordinate this project into a larger contract that is also providing safety and accessibility improvements as well as efficiencies in transit operations. This modification does not change the budget; however, the SR2T grant will provide the gap funding necessary to complete construction of this project resulting in an operable/usable segment. Engineering concept included, see Attachment C.

Regional Measure 2 – INITIAL PROJECT REPORT

D. Impediments to Project Completion

There are no foreseeable impediments to project completion. Impediments could include but are not limited to the following but pose no risk to project completion:

- Uncommitted funding
- Environmental impacts/issues
- Community or political opposition Relevant prior project funding and implementation experience
- Require public or private partnerships
- Right of way constraints
- Timeliness of delivery
- Availability of other required funding
- Availability to use other funding within required deadlines
- Legal impediments
- Pending or threatened litigation

E. Operability

There is minimal operation/maintenance required with this project. If final design necessitates signal work, any operation/maintenance work required will be accommodated by SFMTA staff located at the Balboa Park transit station as part of their routine operations and maintenance workload. Similarly for any signage needs, onsite staff will work with the SFMTA sign shop to attend to any issues but again, costs associated are minimal and will be covered by the SFMTA.

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental –

Does NEPA Apply: Yes No

As noted previously in Section D, a categorical exemption is anticipated. At the time project funds are available, staff will draft documentation requesting a categorical exemption and submit to proper review bodies. The SFMTA is permitted to clear certain treatments via categorical exemption and submitted to the Planning Department while in other cases it needs to be cleared by the Planning Department as well. In either case, assuming categorical exemption is granted, the process may be completed within 3-6 weeks and expenses will be at most \$6,000.

G. Design –

Design will follow standard procedures which will result in a 30-35% design completion, 65% design, and 100% complete. Design checkpoints include internal reviews by MTA, and external reviews by other agencies such as DPW, CALTRANS, and BART. The designs have been presented to the Balboa Park community at the Balboa Park Community Advisory Committee meeting at City College of San Francisco-Ocean Campus located adjacent to the Balboa Park transit station.

Regional Measure 2 – INITIAL PROJECT REPORT

H. Right-of-Way Activities / Acquisition –

No right of way activities/acquisition is necessary for this project.

I. Construction / Vehicle Acquisition -

No vehicle acquisition is necessary for the construction of this project. Construction will follow standard procedures and will be coordinated with transit station operations to avoid any impacts to transit service/station operations.

III. PROJECT BUDGET

J. Project Budget (Escalated to year of expenditure)

| Phase | Total Amount - Escalated - (Thousands) |
|--|---|
| Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) | \$50 |
| Design - Plans, Specifications and Estimates (PS&E) | 100 |
| Right-of-Way Activities /Acquisition (R/W) | NA |
| Construction / Rolling Stock Acquisition (CON) | |
| Total Project Budget (in thousands) | \$815 |

K. Project Budget (De-escalated to current year)

| Phase | Total Amount - De-escalated - (Thousands) |
|--|--|
| Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) | \$50 |
| Design - Plans, Specifications and Estimates (PS&E) | 100 |
| Right-of-Way Activities /Acquisition (R/W) | NA |
| Construction / Rolling Stock Acquisition (CON) | 665 |
| Total Project Budget (in thousands) | \$815 |

Regional Measure 2 – INITIAL PROJECT REPORT

L. Project Budget – Deliverable Segment (Escalated to year of expenditure)

| Phase | Total Amount - Escalated - (Thousands) |
|--|---|
| Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) | \$50 |
| Design - Plans, Specifications and Estimates (PS&E) | 100 |
| Right-of-Way Activities /Acquisition (R/W) | NA |
| Construction / Rolling Stock Acquisition (CON) | 665 |
| Total Project Budget (in thousands) | \$815 |

M. Project Budget – Deliverable Segment (De-escalated to current year)

| Phase | Total Amount - De-escalated - (Thousands) |
|--|--|
| Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) | \$50 |
| Design - Plans, Specifications and Estimates (PS&E) | 100 |
| Right-of-Way Activities /Acquisition (R/W) | NA |
| Construction / Rolling Stock Acquisition (CON) | 665 |
| Total Project Budget (in thousands) | \$815 |

IV. OVERALL PROJECT SCHEDULE

| Phase - Milestone | Planned (Update as needed) | |
|---|-----------------------------------|------------------------|
| | Start Date | Completion Date |
| Environmental Document | October 2014 | March 2015 |
| Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED) | - | - |
| Final Design - Plans, Specs. & Estimates (PS&E) | January 2014 | March 2015 |
| Right-of-Way Activities /Acquisition (R/W) | NA | NA |
| Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) | July 2015 | June 2016 |

Regional Measure 2 – INITIAL PROJECT REPORT

V. ALLOCATION REQUEST INFORMATION

N. Detailed Description of Allocation Request

Describe the scope of the allocation request. Provide background and other details as necessary.

| | |
|--|---|
| Amount being requested (in escalated dollars) | \$315,000 |
| Project Phase being requested | Construction |
| Are there other fund sources involved in this phase? | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested | February 17, 2015 |
| Month/year being requested for MTC Commission approval of allocation | March 2015 |

O. Status of Previous Allocations (if any)

No previous rounds of SR2T funds have been applied to/used for this project.

P. Workplan

Workplan in Alternate Format Enclosed

| TASK NO | Description | Deliverables | Completion Date |
|----------------|---|--|------------------------|
| 1 | Complete environmental phase | SFMTA staff will submit all environmental materials to the City's environmental review officer | March 2015 |
| 2 | Complete final design | SFMTA staff will finalize the design | March 2015 |
| 3 | Develop and Release Request for Proposals | SFMTA staff will develop and release RFP to hire a construction contractor | April 2015 |
| 4 | Select RFP bid | Selection committee will award contract | June 2015 |
| 5 | Construction complete | Construction complete and open for use | June 2016 |

Regional Measure 2 – INITIAL PROJECT REPORT

Q. Impediments to Allocation Implementation

There are no foreseeable impediments to allocation implementation. Impediments could include but are not limited to the following but pose no risk to allocation implementation:

- Cost increases
- Environmental impacts/issues
- Community or political opposition
- Viability of project sponsor or implementing agency
- Relevant prior project funding and implementation experience
- Require public or private partnerships
- Right of way constraints
- Timeliness of delivery
- Availability of other required funding
- Availability to use other funding within required deadlines
- Legal impediments
- Pending or threatened litigation.

VI. RM-2 FUNDING INFORMATION

R. RM-2 Funding Expenditures for funds being allocated

The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included

S. Next Anticipated RM2 Allocation Request.

VII. GOVERNING BOARD ACTION

Check the box that applies:

Governing Board Resolution attached

Governing Board Resolution to be provided on or before:

Regional Measure 2 – INITIAL PROJECT REPORT

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Joel Goldberg
Phone: 415.701.4499
Title: Manager, Capital Procurement and Management
E-mail: joel.goldberg@sfmta.com
Address: 1 South Van Ness Avenue, 8th Floor, San Francisco, CA 94103

Information on Person Preparing IPR

Name: Mari Hunter
Phone: (415) 701-5667
Title: Transportation Planner
E-mail: mari.hunter@sfmta.com
Address: 1 South Van Ness Avenue, 7th Floor, San Francisco, CA 94103

Applicant Agency's Accounting Contact

Name: Paula Florence
Phone: (415) 701-4504
Title: Accounting Manager
E-mail: paula.florence@sfmta.com
Address: 1 South Van Ness Avenue, 8th Floor, San Francisco, CA 94103

Revised IPR 120905.doc

**RM-2 – Initial Project Report
TOTAL PROJECT FUNDING PLAN**

(Amounts Escalated in Thousands)

| | |
|---|--------------------------|
| Project Title: Balboa Park Station Access and Safety | Project ID: 20.64 |
| Agency: SFMTA | Date: 12/03/14 |
| TOTAL PROJECT: COMMITTED + UNCOMMITTED+ TO BE DETERMINED | |

| Fund Source | Phase | Prior | 2004-05 | 2005-06 | 2006-07 | 2007-08 | 2008-09 | 2009-10 | 2010-11 | 2011-12 | 2012-13 | 2013-14 | 2014-15 | Future | TOTAL |
|---|-------|-------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|--------|-------|
| COMMITTED FUNDING PLAN (PROGRAMMED, ALLOCATED, APPROVED FUNDING) | | | | | | | | | | | | | | | |
| Prop K | CON | | | | | | | | | | | | \$350 | | \$350 |
| SR2T | CON | | | | | | | | | | | | 315 | | 315 |
| | | | | | | | | | | | | | | | |
| UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING) | | | | | | | | | | | | | | | |
| Prop K | ENV | | | | | | | | | | | | \$50 | | \$50 |
| Prop K | CON | | | | | | | | | | | | 100 | | 100 |
| FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED) | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |

| Fund Source | Prior | 2004-05 | 2005-06 | 2006-07 | 2007-08 | 2008-09 | 2009-10 | 2010-11 | 2011-12 | 2012-13 | 2013-14 | 2014-15 | Future | TOTAL |
|---|-------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|--------|-------|
| TOTAL PROJECT: COMMITTED + UNCOMMITTED + TBD FUNDING TOTAL | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | \$815 | | \$815 |

Comments:

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding.
 Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

RM-2 Initial Project Report
DEFINED SEGMENT FUNDING PLAN

(Amounts Escalated in Thousands)

| | |
|--|--------------------------|
| Project Title: Balboa Park Station Access and Safety | Project ID: 20.64 |
| Agency: SFMTA | Plan Date: 12/03/14 |
| RM-2 DELIVERABLE SEGMENT - Fully Funded Phase or Segment of Total Project | |

| Fund Source | Phase | Prior | 2004-05 | 2005-06 | 2006-07 | 2007-08 | 2008-09 | 2009-10 | 2010-11 | 2011-12 | 2012-13 | 2013-14 | 2014-15 | Future Committed | TOTAL |
|-------------|-------|-------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------------------|-------|
| Prop K | ENV | | | | | | | | | | | | \$50 | | \$50 |
| Prop K | PSE | | | | | | | | | | | | 100 | | 100 |
| Prop K | CON | | | | | | | | | | | | 350 | | 350 |
| SR2T | CON | | | | | | | | | | | | 315 | | 315 |
| | | | | | | | | | | | | | | | |

| Funding | Prior | 2004-05 | 2005-06 | 2006-07 | 2007-08 | 2008-09 | 2009-10 | 2010-11 | 2011-12 | 2012-13 | 2013-14 | 2014-15 | Future Committed | TOTAL |
|-----------------------------------|-------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------------------|-------|
| RM-2 SEGMENT FUNDING TOTAL | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | \$815 | \$815 |

Comments: N/A

(Complete this spreadsheet only if RM-2 funds are dedicated to deliver a specific phase or deliverable segment of the overall total project)
 Enter funds on the RM-2 Deliverable Phase or Segment, ONLY if the RM-2 Phase or Segment is different from the overall total project. The RM-2 Segment must be Fully Funded and result in an operable or useable segment.
 Enter only funds **Committed** to the RM-2 Funded Segment and only if different from Total Project. Enter amounts in thousands and escalated to the year of funding. DO NOT enter uncommitted funding - The RM-2 Phase or Segment must be fully funded.

RM-2 Initial Project Report

EXPENDITURES TO-DATE BY PHASE AND FUND SOURCES

| Phase | Fund Source | Date of Last Expenditure | Amount Expended to date (Thousands) | Available Balance Remaining (Thousands) |
|------------------------------|-------------|--------------------------|-------------------------------------|---|
| ENV / PA&ED | Prop K | | | \$50 |
| | | | | |
| PS&E | Prop K | | | 100 |
| | | | | |
| R/W | | | | |
| | | | | |
| CON / Operating | Prop K | | | 350 |
| | SR2T | | | 315 |
| Total to date (in thousands) | | | | \$815 |

Comments:

As required by RM-2 Legislation, provide funds expended to date for the total project. Provide both expenditure by Fund Source and Expenditure by Phase, with the date of the last expenditure, and any available balance remaining to be expended.

Project ID: 20.64
 Date: 12/4/2014

RM-2 Initial Project Report
RM-2 FUNDING CASH FLOW PLAN For Allocation
(RM-2 Allocation Funding Only)

(Amounts Escalated in Thousands)

| | |
|---|---|
| Project Title: Balboa Park Station Access and Safety Agency: SFMTA | Project ID: 20.64 Plan Date: 12/03/14 |
| RM-2 CASH FLOW PLAN | |

| RM-2 Expenditures | Prior | 2004-05 | 2005-06 | 2006-07 | 2007-08 | 2008-09 | 2009-10 | 2010-11 | 2011-12 | 2012-13 | 2013-14 | 2014-15 | Future | TOTAL |
|-------------------|-------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|--------|-------|
| | | | | | | | | | | | | | | L |
| CON | | | | | | | | | | | | \$315 | | \$315 |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |

| RM-2 Expenditures | Prior | 2004-05 | 2005-06 | 2006-07 | 2007-08 | 2008-09 | 2009-10 | 2010-11 | 2011-12 | 2012-13 | 2013-14 | 2014-15 | Future | TOTAL |
|----------------------------------|-------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|--------|-------|
| | | | | | | | | | | | | | | L |
| RM-2 CASH FLOW PLAN TOTAL | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | \$315 | \$315 |

Comments:

Provide the expected RM-2 expenditures – by phase and year. (This is the amount of the allocation needed for that fiscal year to cover expenditures through June 30th of that fiscal year). Enter RM-2 amounts in thousands and escalated to the year of funding. The total amount cannot exceed the amount identified in the RM-2 legislation. Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

Regional Measure 2 Program Estimated Budget Plan

Please complete this form based the proposed allocation for your project. The scope should be consistent with the funding you are requesting the MTC allocate. Projects with complementary fund sources, should list the estimated cost of the entire work scope. Note that this information may not only represent the RM2 funding. A separate EBP needs to be completed for each allocation request or each phase of such request.

| | |
|---|---|
| TITLE OF PROJECT Balboa Park Station Access and Safety | RM2 Legislation ID (and project sub-elements if any): 20.64 |
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| NAME AND ADDRESS OF IMPLEMENTING AGENCY San Francisco Municipal Transportation Agency C/O Mari Hunter 1 South Van Ness Avenue, 7th Floor San Francisco, CA 94103 |
|--|

| | HOURS | RATE/HOUR | TOTAL ESTIMATED COST (Dollars) |
|--|-------------|---------------|--------------------------------|
| 1. DIRECT LABOR of Implementing Agency (Specify by name & job function) | | | |
| Senior Transportation Planner | 100 | 47.83 | 4,783 |
| Project Manager | 210 | 60.83 | 12,774 |
| Engineer | 500 | 52.73 | 26,365 |
| TOTAL DIRECT LABOR | | | 43,922 |
| 2. OVERHEAD & DIRECT BENEFITS (Specify) | | | |
| | RATE | X BASE | |
| Overhead | 165% | 43,922 | |
| Direct Benefit | 56% | 43,922 | |
| TOTAL OVERHEAD & DIRECT BENEFIT | | | 105,976 |

| | | | |
|--|----------------------|--------------------|----------------|
| 3. DIRECT CAPITAL COSTS (include engineer's estimate on construction, right-of-way, or vehicle acquisition) | | | |
| | Unit (if applicable) | Cost per Unit (\$) | |
| Construction | 1 | 665,000 | 665,000 |
| TOTAL DIRECT CAPITAL COSTS | | | 665,000 |
| 4. CONSULTANTS (Identify purpose and or consultant) | | | |
| NA | | | |
| TOTAL CONSULTANTS | | | 0 |
| 5. OTHER DIRECT COSTS (Specify-explain costs, if any) | | | |
| NA | | | |
| TOTAL CONSULTANTS | | | |
| 6. TOTAL ESTIMATED COST | | | 814,898 |

Comments:

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| Overhead and direct benefit are estimated because the direct labor positions are in different divisions from the agency with slightly different fringe and overhead rates. |
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Date: 12/4/2014

