

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
New Signals and Signs Category (EP 31)
Programming and Allocations to Date
 Pending November 16, 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Carry Forward From 2014 5YPP									
SFMTA	Great Highway Signal Upgrade - New Pedestrian Signals	PS&E	Allocated	\$65,606					\$65,606
SFMTA	New Traffic Signals (Contract 64) - Additional Funds ²	CON	Programmed	\$0					\$0
SFMTA	District 3 Pedestrian Safety Improvements [NTIP Capital] ¹	CON	Allocated	\$245,000					\$245,000
SFMTA	Neighborhood Transportation Improvement Program ¹	PS&E, CON	Programmed	\$0					\$0
New Traffic Signals									
SFMTA	New Signal Contract 65 ²	CON	Allocated		\$3,126,086				\$3,126,086
SFMTA	New Signal Contract 66	PS&E	Allocated			\$300,000			\$300,000
SFMTA	New Signal Contract 66 ³	CON	Programmed				\$3,300,000		\$3,300,000
SFMTA	New Signal Contract 66 ³	CON	Planned				\$3,450,000		\$3,450,000
Total Programmed in 2019 5YPP				\$310,606	\$3,126,086	\$300,000	\$6,750,000	\$0	\$10,486,692
Total Allocated and Pending				\$310,606	\$3,126,086	\$300,000	\$0	\$0	\$3,736,692
Total Unallocated				\$0	\$0	\$0	\$6,750,000	\$0	\$6,750,000
Total Programmed in 2021 Strategic Plan				\$310,606	\$3,126,086	\$300,000	\$6,750,000	\$0	\$10,486,692
Deobligated Funds						\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- ¹ 5YPP amendment to fund District 3 Pedestrian Safety Improvements [NTIP Capital] (Resolution 2019-0xx, 3/24/2020).
 NTIP Placeholder: Reduced from \$245,000 to \$0
 District 3 Pedestrian Safety Improvements [NTIP Capital]: Added project with \$245,000 in Fiscal Year 2019/20 for construction.
- ² 5YPP amendment to fund New Signal Contract 65 (Resolution 2021-053, 6/22/2021).
 New Traffic Signals (Contract 64) - Additional Funds: Reduced from \$231,250 to \$0; project is substantially complete and will not need the programmed funds.
 Cumulative Remaining Programming Capacity: Reduced from \$472,725 to \$0; funds were deobligated from 3 grants for New Signal Contract 63, which was completed under budget.
 New Signal Contract 65: Increased programming from \$2,422,111 to \$3,126,086 in FY2020/21.
- ³ 2021 Strategic Plan Update and corresponding 5YPP amendment to advance and program \$3,450,000 from the outyears to FY2022/23 to fully fund New Signal Contract 66 construction.

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
New Signals and Signs Category (EP 31)
Cash Flow (Maximum Annual Reimbursement)
 Pending November 16, 2021 Board

Project Name	Phase	Fiscal Year							Total	
		2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26		
Carry Forward From 2014 5YPP										
Great Highway Signal Upgrade - New Pedestrian Signals	PS&E	\$32,803	\$32,803							\$65,606
New Traffic Signals (Contract 64) - Additional Funds	CON	\$0								\$0
District 3 Pedestrian Safety Improvements [NTIP Capital]	CON		\$245,000							\$245,000
Neighborhood Transportation Improvement Program	PS&E, CON	\$0								\$0
New Traffic Signals										
New Signal Contract 65	CON			\$1,563,043	\$1,563,043					\$3,126,086
New Signal Contract 66	PS&E			\$150,000	\$150,000					\$300,000
New Signal Contract 66	CON					\$1,700,000	\$1,100,000	\$500,000		\$3,300,000
New Signal Contract 66	CON					\$1,800,000	\$1,150,000	\$500,000		\$3,450,000
Cash Flow Programmed in 2019 5YPP		\$32,803	\$277,803	\$1,713,043	\$1,713,043	\$3,500,000	\$2,250,000	\$1,000,000		\$10,486,692
Total Cash Flow Allocated and Pending		\$32,803	\$277,803	\$1,713,043	\$1,713,043	\$0	\$0	\$0		\$3,736,692
Total Cash Flow Unallocated		\$0	\$0	\$0	\$0	\$3,500,000	\$2,250,000	\$1,000,000		\$6,750,000
Total Cash Flow in 2021 Strategic Plan		\$32,803	\$277,803	\$1,713,043	\$1,713,043	\$3,500,000	\$2,250,000	\$1,000,000		\$10,486,692
Deobligated Funds				\$0	\$0	\$0	\$0	\$0		\$0
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0
Pending Allocation/Appropriation										
Board Approved Allocation/Appropriation										

**Prioritization Criteria and Scoring Table
New Signals and Signs (EP 31)**

	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Benefits to Multiple Users	Supports Transit First	Total
<i>Total Possible Score</i>	4	3	3	4	3	3	20
New Traffic Signals							
New Signal Contract 66	4	1	0	4	3	3	15

Prioritization Criteria Definitions:

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

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

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

Subcategories:

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

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

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

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**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**



Prop K Project Information Form			
Project Name:	New Traffic Signal Contract 66		
Implementing Agency:	San Francisco Municipal Transportation Agency		
Prop K Expenditure Plan Information			
Category:	C. Street & Traffic Safety		
Subcategory:	ii. System Operations, Efficiency and Safety		
EP Line (Primary):	31-New Signals and Signs		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2022/23		
Project Information			
Project Location:	4th Ave/Fulton, 4th St/Long Bridge, 4th St/Mission Rock, 10th Ave/Lincoln, 28th St/Guerrero, 39th Ave/Fulton, 41st Ave/Lincoln, Alemany/Cotter, Castro/Divisadero/Waller, Cesar Chavez/Florida, Mission/Mary/Mint		
Supervisory District(s):	District 01, District 04, District 05, District 06, District 08, District 09, District 11		
Project Manager:	Geraldine De Leon		
Phone Number:	(415) 701-4675		
Email:	geraldine.deleon@sfmta.com		
Brief Project Description for MyStreetSF (80 words max):	New traffic signals at ten intersections and a rectangular rapid flashing beacon at one intersection to improve traffic operations and pedestrian and bicycle safety. Improvements at all new signal locations will include pedestrian countdown signals, accessible (audible) pedestrian signals, controllers, conduit, wiring, poles, and curb ramps. Eight of the eleven locations are on the Vision Zero High Injury Network.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	See attached Allocation Request Form for design funds, approved 9/22/21.		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	See attached Allocation Request Form for design funds, approved 9/22/21.		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	See attached Allocation Request Form for design funds, approved 9/22/21.		
Type of Environmental Clearance Required:			
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table style="width: 100%; border: none;"> <tr> <td style="width: 15%; text-align: center; border: none;">Yes</td> <td style="border: none;">Prop K Allocation Request Form for design phase funds.</td> </tr> </table>	Yes	Prop K Allocation Request Form for design phase funds.
Yes	Prop K Allocation Request Form for design phase funds.		

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**



Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)	0%	In-house	Q1-Jul-Aug-Sep	2021/22	Q1-Jul-Aug-Sep	2021/22
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q2-Oct-Nov-Dec	2021/22	Q2-Oct-Nov-Dec	2022/23
Advertise Construction			Q3-Jan-Feb-Mar	2022/23		
Start Construction (i.e. Award Contract)			Q1-Jul-Aug-Sep	2023/24		
Operations (i.e. paratransit)						
Open for Use					Q1-Jul-Aug-Sep	2024/25
Project Completion (means last eligible expenditure)					Q1-Jul-Aug-Sep	2025/26

Comments/Concerns



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name:	New Traffic Signal Contract 66
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Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering		\$ -	\$ -	\$ -
Environmental Studies (PA&ED)		\$ -	\$ -	\$ -
Right of Way		\$ -	\$ -	\$ -
Design Engineering (PS&E)		\$ 1,300,000	\$ 300,000	\$ 1,000,000
Construction		\$ 7,600,000	\$ 6,750,000	\$ 850,000
Operations (i.e. paratransit)		\$ -	\$ -	\$ -
Total Project Cost		\$ 8,900,000	\$ 7,050,000	\$ 1,850,000
Percent of Total			79%	21%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2021/22	2022/23	2023/24	2024/25	2025/26
Prop K	31-New Signals and Signs	Design Engineering (PS&E)	Programmed	2021/22	\$ 300,000	\$150,000	\$150,000	\$ -	\$ -	\$ -
Developer Funding (Mission Rock Development)		Design Engineering (PS&E)	Programmed		\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -
Developer Funding (5M Development)		Design Engineering (PS&E)	Allocated		\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -
SFMTA Operating Funds		Design Engineering (PS&E)	Allocated		\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	31-New Signals and Signs	Construction	Programmed	2022/23	\$ 3,300,000	\$ -	\$ -	\$ 1,700,000	\$ 1,100,000	\$ 500,000
Prop K	31-New Signals and Signs	Construction	Planned	2022/23	\$ 3,450,000	\$ -	\$ -	\$ 1,800,000	\$ 1,150,000	\$ 500,000
Developer Funding (Mission Rock Development)		Construction	Programmed		\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 8,900,000	\$ 150,000	\$ 150,000	\$ 3,500,000	\$ 2,250,000	\$ 1,000,000

Comments

Requires advancing \$3,450,000 in Prop K funds from outyear programming capacity in the New Signals category to FY2022/23 to fully fund the construction phase of the project.

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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	New Traffic Signal Contract 66
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	New Signals and Signs
Current PROP K Request:	\$300,000
Supervisorial Districts	District 01, District 04, District 05, District 06, District 08, District 09, District 11

REQUEST

Brief Project Description

Design new traffic signals at ten intersections and a rectangular rapid flashing beacon at one intersection to improve traffic operations and pedestrian and bicycle safety. Improvements at all new signal locations will include pedestrian countdown signals, accessible (audible) pedestrian signals, controllers, conduit, wiring, poles, and curb ramps. Eight of the eleven locations are on the Vision Zero High Injury Network.

Detailed Scope, Project Benefits and Community Outreach

See attached.

Project Location

4th Ave/Fulton, 4th St/Long Bridge, 4th St/Mission Rock, 10th Ave/Lincoln, 28th St/Guerrero, 39th Ave/Fulton, 41st Ave/Lincoln, Alemany/Cotter, Castro/Divisadero/Waller, Cesar Chavez/Florida, Mission/Mary/Mint

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$300,000

New Traffic Signal Contract 66 Background and Scope

The San Francisco Municipal Transportation Agency (SFMTA) is seeking \$300,000 in Proposition K Sales Tax funds for the design phase of new traffic signals at ten locations, a rectangular rapid flashing beacon (RRFB) at one location, and related bicycle and pedestrian improvements to be constructed under New Traffic Signals Contract 66. Improvements at all project locations will include new pedestrian countdown signals (PCS), accessible pedestrian signals (APS), controllers, conduit, wiring and poles. New curb ramps will be constructed at certain locations where they are missing. Eight of the eleven project locations are on the Vision Zero High Injury Network, and the planned improvements are intended to reduce injuries for pedestrians, cyclists, and motorists in addition to optimizing right-of-way allocation for all users.

The requested Prop K funds will leverage funds from other sources such as SFMTA Operating Funds and developer funding for the indicated locations. SFMTA is working to secure funding for the construction phase of the project; sources may include the TNC Tax and half-cent sales tax funds.

Table 1: Contract 66 Project Locations

INTERSECTION	SUPERVISOR DISTRICT(S)	EXISTING CONTROL	MUNI LINES	PEDESTRIAN IMPROVEMENTS	VISION ZERO LOCATION	DEVELOPER FUNDING
A. 4th Ave and Fulton St	1	Side-Street STOP	5, 5R	PCS, APS		
B. 4th St and Long Bridge St	6	Side-Street STOP		PCS, APS	X	X
C. 4th St and Mission Rock St	6	Side-Street STOP		RRFB, APS	X	X
D. 10th Ave and Lincoln Way	5	Side-Street STOP	7, 7X, NX	PCS, APS, Ramps	X	
E. 28th St and Guerrero St	8	Side-Street STOP		PCS, APS	X	
F. 39th Ave and Fulton St	1	Side-Street STOP	5, 5R	PCS, APS		
G. 41st Ave and Lincoln Way *	1, 4	All-Way STOP		PCS, APS		
H. Alemany Blvd and Cotter St	11	Side-Street STOP		PCS, APS	X	
I. Castro St, Divisadero, St and Waller St	5, 8	Side-Street STOP	24	PCS, APS	X	
J. Cesar Chavez St and Florida St	9	Side-Street STOP	27	PCS, APS	X	
K. Mary St, Mint St, and Mission St	6	Side-Street STOP	14, 14R, 14X	PCS, APS, Ramps	X	X

* If Martin Luther King Junior Drive reopens near Chain of Lakes Drive East, 41st Avenue and Lincoln Way may be proposed for removal from the project scope.

Implementation

The SFMTA Sustainable Streets Division will manage the scope of the detailed design. The San Francisco Public Works (SFPW) Infrastructure Design and Construction (IDC) division will manage the issuance and administration of the contract for construction through a competitively bid contract.

Task

- Signal Design
- Civil Design
- Electrical Design
- Construction Support

Force Account Work Performed By

SFMTA Sustainable Streets Division
 SFPW Infrastructure Design and Construction
 SFPW Infrastructure Design and Construction
 SFPW and SFMTA

Location Selection Criteria

The intersections in this scope were selected after review by SFMTA staff of traffic operations, constituent complaints, and collision patterns at each location. Locations are prioritized based on collision history, traffic volumes, benefits to roadway users including pedestrians, bicyclists, transit and motorists, proximity to schools or senior centers and any joint departmental opportunities which allowed cost savings to the project (e.g. scheduled paving projects, corridor improvements). Finally, improvements were included in anticipation/response to an upcoming changing City landscape, particularly work that is tied to large scale and area-wide development projects and often include Developer contributions due to agreed-upon Developer Agreements with the City.

Community Outreach

The proposed locations for Contract 66 are expected to be taken to a public hearing and subsequently to the SFMTA Board of Directors for final approval. In addition, per the TA's requirements, Prop K funding for the proposed locations will be taken to the Community Advisory Committee and Transportation Authority Board meetings.

As many of the locations were chosen to be included on Contract 66 given their collision history and the average daily traffic at each location, the existing intersection deficiencies are fairly apparent to regular users. Indeed, the SFMTA has received numerous constituent complaints and requests for signals at many of these locations which were considered as part of the selection vetting process. In addition, it is rare that the public opposes the installation of signals as it is typically viewed as an investment in public safety and as a mechanism to improve intersection conditions and operations for most users.

Proposed Location Details and Project Benefits

A. 4th Avenue and Fulton Street is a side-street STOP location and is one of only three remaining intersections along the three-mile Fulton Street boundary of Golden Gate Park with a Muni bus stop and no signalized pedestrian crossing. Along the periphery of Golden Gate Park Fulton Street is a four-lane roadway characterized by higher free-flow traffic speeds with limited interruption from cross street traffic. In the course of public outreach for the SFMTA's Fulton Street Safety and Transit Project, the Agency received several public comments requesting a signal at this location to improve pedestrian access to the bus stops and the park. The project team is working closely with the Agency's Transit Division to develop a mutually beneficial design. As the intersection is located on the edge of Golden Gate Park, the project team will also coordinate with the Recreation and Parks Department.

B. 4th Street and Long Bridge Street is a side-street STOP location and is on the City's Vision Zero High Injury Network with four injury collisions reported in the past five years, two of which involved pedestrians. The surrounding Mission-Bay neighborhood has undergone significant development in the past decade and experienced corresponding increase in pedestrian and vehicular traffic. A signal will provide increased benefit to pedestrians by providing signalized crossings and will better clarify right-of-way for motorists and cyclists which is made especially necessary by the offset and skewed geometry of the intersection. The SFMTA has also received a request for signals to improve the pedestrian crossing at this location. To mitigate the impacts of increased vehicle and pedestrian traffic anticipated as a result of the Giants' development of Lot A and the surrounding area they have contributed \$1 million for improvements at this intersection as well as at the intersection of 4th Street and Mission Rock Street described below.

C. 4th Street and Mission Rock Street is the only rectangular rapid flashing beacon (RRFB) location included in the list of project locations. Although the location is on the City's Vision Zero High Injury Network, this intersection has a perfect safety record with no reported injury collisions in the past five years. However, in anticipation of further increased pedestrian and vehicular volumes as a result continued development, the SFMTA recommends installing an RRFB to better alert motorists of pedestrian activity which has historically been shown to increase driver yielding behavior. As mentioned in the description of the 4th Street and Long Bridge Street location above, the Giants have contributed \$1 million in funding toward improvements at both intersections as a condition of their development agreement with the City.

D. 10th Avenue and Lincoln Way is a side-street STOP location along the southern perimeter of Golden Gate Park and adjacent to the San Francisco County Fair building. The location is on the City's Vision Zero High Injury Network with nine injury collisions in the past five years the majority of which involve traffic turning on or off of Lincoln Way, a high volume four-lane roadway. This pattern of collisions indicates that drivers are having difficulty choosing appropriate gaps in Lincoln Way traffic during which to make turns. Signalization of this intersection will provide an opportunity for drivers to make turns and will improve connectivity between the Inner Sunset and Golden Gate Park by providing pedestrians with another opportunity to cross Lincoln Way. As the intersection is located on the edge of Golden Gate Park, the project team will coordinate with the Recreation and Parks Department.

E. 28th Street and Guerrero Street is the last remaining marked pedestrian crossing on Guerrero Street without a traffic signal and is located on the City's Vision Zero High Injury Network. For nearly a decade, residents of the surrounding neighborhood have lobbied SFMTA for traffic calming and pedestrian safety improvements along the Guerrero Street and San Jose Avenue corridor which to date have included reducing traffic lanes on both streets from six lanes to four, installing bike lanes, establishing a buffer zone on both sides of the center median, installing new traffic signals at the intersections of Guerrero with 27th and Duncan streets, transforming peak-hour tow-away lanes into parking, reducing the speed limit from 35 to 25 miles per hour, and scaling back multiple turn lanes. Signalizing this location represents another step towards realizing the vision for which neighbors have advocated. In anticipation of the installation of a traffic signal, underground electrical conduits were installed at this intersection in 2016 in coordination with a San Francisco Public Works repaving project.

39th Avenue and Fulton Street is a side-street STOP location along the northern perimeter of Golden Gate Park and is located near the center of a six-block long segment of Fulton Street with no signalized crossings of this four-lane roadway. This intersection has been prioritized for signalization over neighboring intersections in response to the higher number of injury collisions recorded at this location with six such collisions occurring in the past five years. Signalizing this intersection will reduce the distance between signalized crossings of Fulton Street improving pedestrian access to Golden Gate Park. Additionally, the new signal will be coordinated carefully with neighboring signals so as to better control vehicle speeds on Fulton Street which has been a consistent concern of local residents and park visitors. As the intersection is located on the edge of Golden Gate Park, the project team will coordinate with the Recreation and Parks Department.

F. 41st Avenue and Lincoln Way is an all-way STOP controlled intersection along the southern periphery of Golden Gate Park and is located the terminus of Chain of Lakes Drive, a popular vehicle crossing connecting the Sunset and Richmond districts through Golden Gate Park. Traffic crossing the park in this location has continued to increase in recent years with 2021 traffic volumes measured to be more than

double those measured in 2018. The intersection is the site of 12 reported injuries in the past five years, five of which involved cyclists or pedestrians. Signalization of this location presents an opportunity to provide noticeable improvements to multiple modes as it is heavily utilized by motorists, cyclists, and pedestrians and will also reduce driver confusion that results from the use of stop signs on multi-lane streets. As the intersection is located on the edge of Golden Gate Park, the project team will coordinate with the Recreation and Parks Department. If Martin Luther King Junior Drive reopens near Chain of Lakes Drive East, 41st Avenue and Lincoln Way may be proposed for removal from the project scope.

G. Alemaný Boulevard and Cotter Street is a side-street STOP location on the City's Vision Zero High Injury Network and has nine reported injury collisions in the past five years. The intersection's existing side-street STOP control poses challenges for drivers and pedestrians wishing to cross four lanes of uncontrolled traffic as evidenced by the seven reported broadside collisions. This location is particularly susceptible to severe injury collisions as the speed limit along Alemaný Boulevard is 35 MPH and the latest recorded 85th percentile speeds are around 40 MPH. Signalizing this location and the crossings will provide substantial benefit to pedestrians and eliminate the need for side-street motorists to manage both pedestrian yielding and finding the appropriate vehicular gap to cross into Alemaný Boulevard.

H. Castro Street, Divisadero Street, and Waller Street is a side-street STOP location on the City's Vision Zero High Injury Network with four injury collisions reported in the past five years, two of which involved a pedestrian. Given the curvature of the roadway as it transitions from Castro Street to Divisadero Street, user awareness of right-of-way and adequate gap spacing can prove challenging. The SFMTA has received numerous requests from residents for signalization which have been strongly supported by Supervisor Mandelman's Office. In response, the Agency has made interim improvements including new daylighting and pedestrian crossing warning signs. Signalizing this location will better clarify right-of-way and provide dedicated crossing time for pedestrians.

I. Cesar Chavez Street and Florida Street is a side-street STOP location on the City's Vision Zero High Injury Network with seven injury collisions reported in the past five years. The Cesar Chavez Street median extends through the intersection and Florida Street traffic is forced to turn right onto Cesar Chavez Street from both approaches. Florida Street is the last remaining unsignalized crossing of four-lane Cesar Chavez Street between Potrero Avenue and Guerrero Street. Signalizing this intersection will provide pedestrian improvements at a Muni bus stop location while clarifying right-of-way at this intersection with multiple lane uncontrolled approaches.

J. Mary Street, Mint Street, and Mission Street is a side-street STOP controlled intersection located in the South of Market Neighborhood and adjacent to the 5M Development which is currently under construction. The intersection is located on the City's Vision Zero High Injury Network with five injury collisions reported in the past five years. As a condition of their Development Agreement, the 5M Developer has contributed \$400,000 towards the construction of a new signalized pedestrian crossing of Mission Street at the Mary and Mint street alleyways in order to mitigate anticipated pedestrian impacts of the development and improve conditions for pedestrians already crossing in this location. Design of the new signal will be coordinated with other improvements constructed by the Developer including the conversion of Mary Street into a pedestrian only alleyway. In addition, the new signal will be carefully coordinated with the nearby signal at the intersection of 5th and Mission streets to prioritize the movement of transit along the Mission Street corridor.

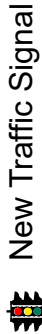
Contract 66 - New Traffic Signals

Project Locations

June 2021

This map shows the location of ten new traffic signals and one new rapid rectangular flashing beacon proposed for construction as part of the SFMTA Contract 66 - New Traffic Signals project.

LEGEND



New Traffic Signal



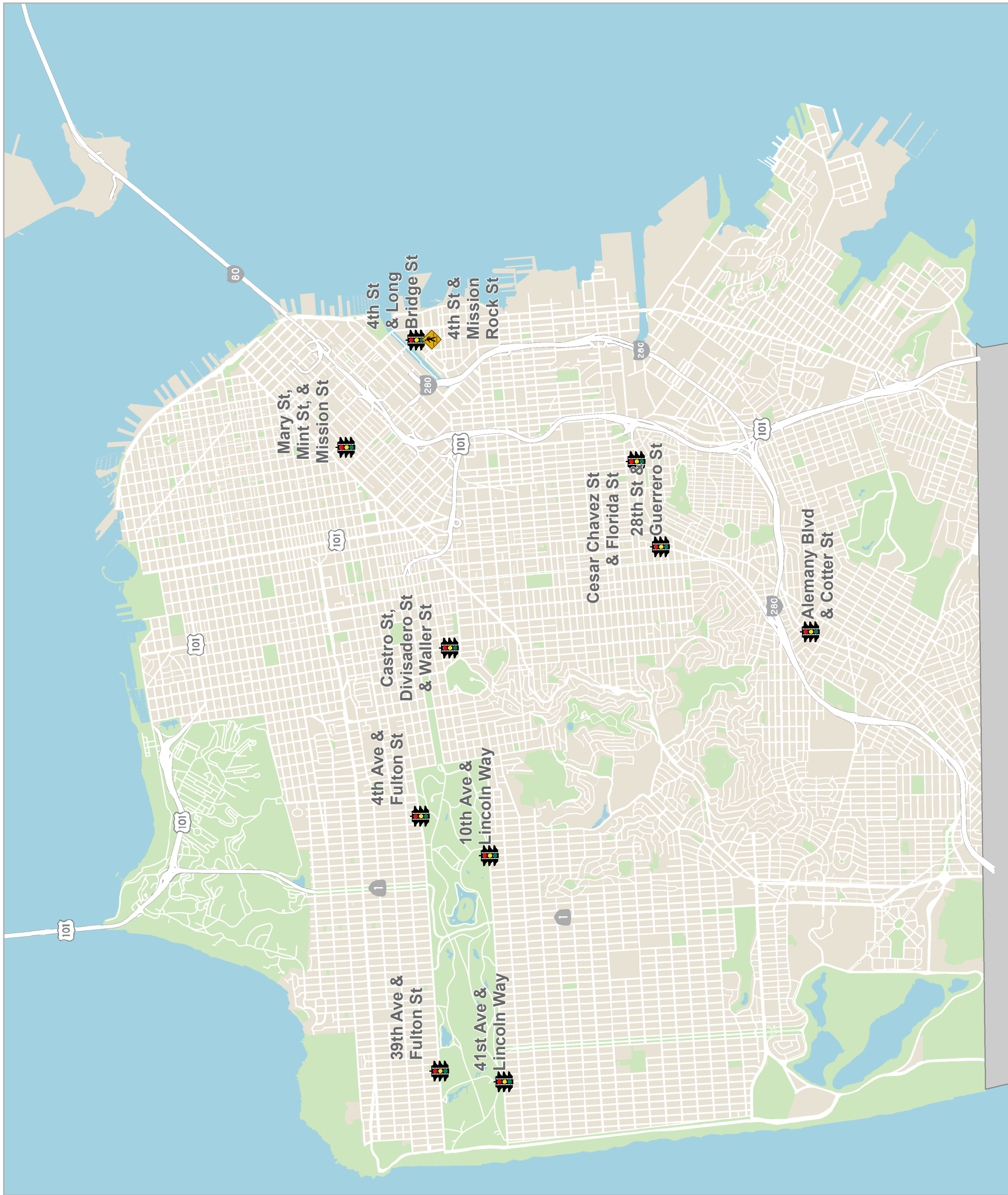
New RRRFB



Scale 1:51,243

Date Saved: 6/10/2021

For reference contact: Jarrett.Hombostel@sfmta.com



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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	New Traffic Signal Contract 66
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)	Jul-Aug-Sep	2021	Jul-Aug-Sep	2021
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2021	Oct-Nov-Dec	2022
Advertise Construction	Jan-Feb-Mar	2023		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2023		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2024
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2025

SCHEDULE DETAILS

At the time of this allocation request submittal, the SFMTA acknowledges that environmental review has not been done. During the design phase, SFMTA will request environmental clearance review under the California Environmental Quality Act (CEQA). SFMTA shall not proceed with the construction of the project until there has been complete compliance with CEQA. Prior to billing for any construction funds, if requested by the Transportation Authority, the SFMTA will provide the Authority with documentation confirming that CEQA review has been completed.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	New Traffic Signal Contract 66
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-131: New Signals and Signs	\$0	\$300,000	\$0	\$300,000
Developer Funding (5M Development)	\$0	\$0	\$400,000	\$400,000
Developer Funding (Mission Rock Development)	\$0	\$150,000	\$0	\$150,000
SFMTA Operating Funds	\$0	\$0	\$450,000	\$450,000
Phases In Current Request Total:	\$0	\$450,000	\$850,000	\$1,300,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$3,600,000	\$0	\$3,600,000
Developer Funding (5M Development)	\$0	\$0	\$400,000	\$400,000
Developer Funding (Mission Rock Development)	\$0	\$1,000,000	\$0	\$1,000,000
SFMTA Operating Funds	\$0	\$0	\$450,000	\$450,000
TBD (e.g. Prop K)	\$3,450,000	\$0	\$0	\$3,450,000
Funding Plan for Entire Project Total:	\$3,450,000	\$4,600,000	\$850,000	\$8,900,000

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$1,300,000	\$300,000	Previous New Signals
Construction	\$7,600,000		Previous New Signals
Operations	\$0		
Total:	\$8,900,000	\$300,000	

% Complete of Design:	0.0%
As of Date:	06/02/2021
Expected Useful Life:	30 Years

MAJOR LINE ITEM BUDGET - New Traffic Signal Contract 66

SUMMARY BY MAJOR LINE ITEM - DESIGN

Budget Line Item	Totals	% of phase
1. Total Labor	\$ 1,071,500	82.4%
2. Other Direct Costs *	\$ 110,500	8.5%
3. Contingency	\$ 118,000	9.1%
TOTAL PHASE	\$ 1,300,000	

* PG&E Electrical Service Point Costs and City Attorney \$500

TOTAL LABOR COST BY AGENCY

SFMTA	\$ 535,750
SFPW	\$ 535,750
TOTAL	\$ 1,071,500

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	New Traffic Signal Contract 66
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:	2022-006	Resolution Date:	9/28/2021
Total PROP K Requested:	\$300,000	Total PROP K Recommended	\$300,000

SGA Project Number:	131-907145	Name:	New Traffic Signal Contract 66
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2023
Phase:	Design Engineering	Fundshare:	23.08%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	Total
PROP K EP-131	\$150,000	\$150,000	\$0	\$0	\$0	\$300,000

Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.
3. Upon completion, SFMTA shall provide evidence of completion of 100% design (e.g., copy of certifications page, copy of workorder, internal design completion documentation, or similar).
4. Upon completion, SFMTA shall provide an updated scope, schedule, budget, and funding plan for construction. This deliverable may be met with an allocation request for construction.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	76.92%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	59.55%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	New Traffic Signal Contract 66
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$300,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

MJ

CONTACT INFORMATION

	Project Manager	Grants Manager
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