



RESOLUTION ALLOCATING \$566,800, WITH CONDITIONS, AND APPROPRIATING \$100,000
IN PROP K SALES TAX FUNDS FOR THREE REQUESTS

WHEREAS, The Transportation Authority received three requests for a total of \$666,800 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Traffic Calming, Bicycle Circulation/Safety, and Transportation / Land use Coordination; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a Prop K Prioritization Program (5YPP) for each of the aforementioned Expenditure Plan programmatic categories; and

WHEREAS, Two of the three requests are consistent with the relevant 5YPPs for their respective categories; and

WHEREAS, The San Francisco Public Works' (SFPW's) request for Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball) - Additional Funds [NTIP Capital] requires 5YPP amendments as summarized in Attachment 2 and detailed in the attached allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$566,800, with conditions, and appropriating \$100,000 in Prop K Sales Tax Funds for three requests, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There will be sufficient funds in the Capital Expenditures line item of the Transportation Authority's planned Fiscal Year 2020/21 budget to cover the proposed actions; and

WHEREAS, At its May 27, 2020 meeting the CAC considered the appropriation request for NTIP Program Coordination and unanimously adopted a motion of support for the staff recommendation for that item; the CAC was also briefed on the two allocation requests, but those requests were not ready to be considered by the CAC at that time; now, therefore



let it be

RESOLVED, That the Transportation Authority hereby amends the Prop K Traffic Calming and Bicycle Circulation/Safety 5YPPs, as detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$566,800, with conditions, and appropriates \$100,000 in Prop K Sales Tax Funds, as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocations and appropriation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan, the Prop K Strategic Plan, and the relevant 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the attached allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the Prop K Strategic Plan and the relevant 5YPPs are hereby amended, as appropriate.



Attachments:

1. Summary of Requests Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary - FY 2020/21
5. Allocation Request Forms (3)

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	38	SFPW	Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital]	\$ 300,000	\$ 300,000	51%	0%	Design	5
Prop K	38, 39	SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball) - Additional Funds [NTIP Capital]	\$ 266,800	\$ 300,000	34%	11%	Construction	9, 10
Prop K	44	SFCTA	NTIP Program Coordination	\$ 100,000	\$ 100,000	40%	0%	Planning	Citywide
TOTAL				\$ 666,800	\$ 700,000	21%	2%		

Footnotes

- ¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2019 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).
- ² Acronym: SFCTA (San Francisco County Transportation Authority); SFPW (San Frxancisco Public Works)
- ³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.
- ⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K or non-Prop AA funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
38	SFPW	Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital]	\$ 300,000	Pedestrian safety improvements at two intersections, as evaluated and recommended through the Western Addition Community Based Transportation Plan [NTIP Planning] approved in 2017. Improvements include sidewalk widening, new bulbouts with ADA curb ramps, and utility and drainage relocation at the intersections of Buchanan Street at Golden Gate Avenue and at Turk Street. This project would enhance community connections to recreational spaces of community-identified priority streets in the Western Addition neighborhood. Design will be completed by December 2020 to facilitate the inclusion of the construction phase into the Golden Gate and Laguna repaving project which is slated to start construction in Spring/Summer 2021.
38, 39	SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball) - Additional Funds [NTIP Capital]	\$ 266,800	Safety improvements to shared bike and pedestrian paths at the western entrance of the Bayshore Boulevard/Cesar Chavez Street/Potrero Avenue intersection (known as the Hairball), adjacent to westbound Cesar Chavez Street. The project will construct a wider, regraded path with adequate clearance at the highway overpass, and create a safe shared bike and pedestrian path minimizing conflict between roadway users. SFPW is requesting additional funds to cover cost increases due to unforeseen site conditions identified by the contractor in the field, including disposal of excess hazardous soils and utility conflicts. Construction has begun, and SFPW expects the project to be complete by Spring 2021, a schedule delay of approximately one year.
44	SFCTA	NTIP Program Coordination	\$ 100,000	The purpose of the Transportation Authority's Neighborhood Transportation Improvement Program (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 that can be funded by Prop K sales tax and/or other sources. This funding request provides support for implementation of the NTIP, including working with district supervisor offices, implementing agencies, and community stakeholders to identify, develop, and support delivery of NTIP planning and capital projects. Included in the allocation request following the scope description are tables listing all NTIP projects to date, including percent complete, and a summary of remaining NTIP funds by supervisorial district. The NTIP Planning Guidelines are attached to the allocation request form for reference.
TOTAL			\$300,000	

See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
38	SFPW	Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital]	\$ 300,000	<p>This request for the design phase would be funded by \$300,000 in NTIP Placeholder funds in the Traffic Calming 5-Year Prioritization Program (5YPP) (from District 5).</p> <p>Intent to Allocate: To fully fund the construction phase of this project (through a future request), SFPW will request \$451,000 from the NTIP Placeholder in the Traffic Calming 5YPP and request a 5YPP amendment to reprogram \$225,000 from the Advancing Equity Through Safer Streets Program in the Traffic Calming 5YPP to the subject project. SFMTA concurs with this proposed amendment.</p>
38, 39	SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball) - Additional Funds [NTIP Capital]	\$ 266,800	<p>This request would be funded in part with \$150,000 in NTIP placeholder funds in the Bicycle Circulation and Safety 5YPP (\$75,000 from District 9 and \$75,000 from District 10).</p> <p>5YPP Amendments: The recommended allocation is contingent upon amendment of the Traffic Calming and Bicycle Circulation/Safety 5YPPs to reprogram \$50,000 and \$66,800, respectively, in funds deobligated from projects completed under budget to the subject project. See attached 5YPP amendment for details.</p>
44	SFCTA	NTIP Program Coordination	\$ 100,000	
TOTAL			\$300,000	

¹ See Attachment 1 for footnotes.

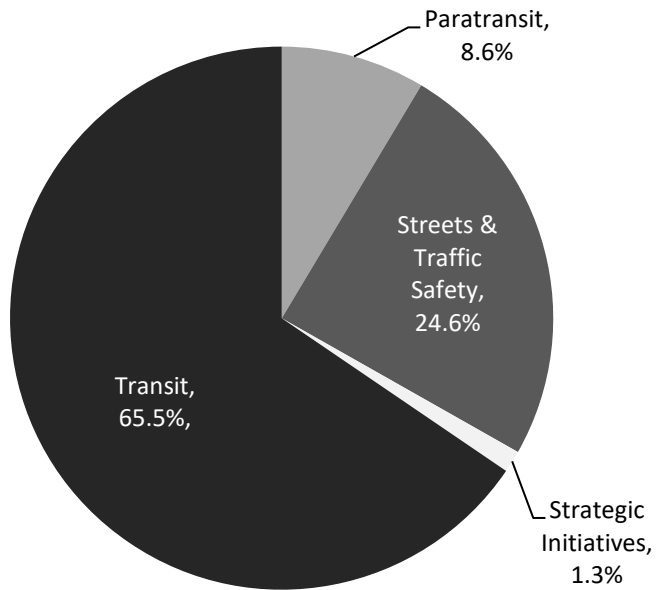
Attachment 4: Prop K Allocation Summary – FY 20/21

PROP K SALES TAX

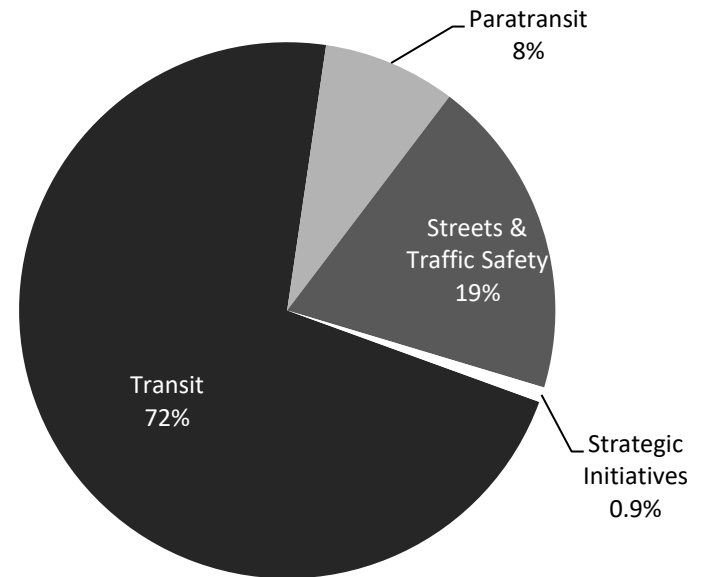
FY2020/21	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 3,257,155	\$ 2,821,473	\$ 435,682	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 666,800	\$ 666,800	\$ -	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 3,923,955	\$ 3,488,273	\$ 435,682	\$ -	\$ -	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2020/21 allocations and appropriations approved to date, along with the current recommended allocation(s).

**Investment Commitments,
per Prop K Expenditure Plan**



Prop K Investments To Date



San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital]
Grant Recipient:	Department of Public Works

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Traffic Calming
Current Prop K Request:	\$300,000
Supervisory District(s):	District 05

REQUEST

Brief Project Description

Pedestrian safety improvements at two intersections, as evaluated and recommended through the NTIP-funded District 5 Western Addition Community Based Transportation Plan approved in 2017. Improvements include sidewalk widening, new bulbouts with ADA curb ramps, and utility and drainage relocation at the intersections of Buchanan Street and Golden Gate Avenue and Buchanan Street and Turk Street. This project will design the pedestrian safety improvements and will enhance community connections to recreational spaces of community-identified priority streets in the Western Addition neighborhood.

Detailed Scope, Project Benefits and Community Outreach

At the request of District 5 Supervisor Dean Preston, SF Public Works requests Neighborhood Transportation Improvement Program (NTIP) funds to design bulbouts to improve pedestrian safety and walkability at the intersections of Buchanan Street and Golden Gate Avenue as well as Buchanan Street and Turk Street, which are community-identified priority streets in the Western Addition neighborhood.

The Buchanan Mall runs north-south between Grove and Eddy Streets and consists of five consecutive blocks of green space, three playgrounds, a half basketball court and pedestrian paths. The Buchanan Mall is primarily a pedestrian space and does not provide north-south vehicle access. This project would enhance connectivity to the mall and surrounding community assets by reducing pedestrian crossing distances and increasing visibility of pedestrians. This project will address the community's pedestrian safety and security concerns and will enhance community connections to recreational spaces of community-identified priority streets in the Western Addition neighborhood.

The project includes new widened sidewalk areas, new ADA curb ramps, and utility and drainage relocation at the intersections of Buchanan Street and Golden Gate Avenue as well as Buchanan Street and Turk Street. The project will promote greater walking and biking throughout the Western Addition. The pedestrian network was developed using the pedestrian path of travel results from community outreach, reported pedestrian collisions, crime data, and Muni routes, including the 5 Fulton and 22 Fillmore. It will connect community members to major community destinations such as Safeway, Ella Hill Hutch Community Center and the Fillmore Street commercial district. The project's design phase (subject of this request) will be completed by December 2020 to facilitate the inclusion of the work into the design phase of the Golden Gate and Laguna repaving project which is slated to start construction in Spring/Summer 2021.

The Transportation Authority's NTIP is intended to strengthen project pipelines and advance the delivery of community supported neighborhood-scale projects, especially in Communities of Concern and other neighborhoods with high unmet needs. This project was recommended as part of the Western Addition CBTP, which was funded in part with District 5 NTIP planning funds and was developed based on the plan's yearlong community outreach process. As part of the outreach process, community members developed transportation goals, identified issue locations, and assessed streetscape designs.

Project Location

Buchanan Street and Golden Gate Avenue / Buchanan Street and Turk Street

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount
Prop K 5YPP Amount:	\$1,954,400
Justification for Necessary Amendment	
<p>This request would fund the design phase of the project from the NTIP Placeholder in the Traffic Calming 5YPP. To fully fund the construction phase of this project (through a future request), SFPW will request \$451,000 from the NTIP Placeholder in the Traffic Calming 5YPP and request a 5YPP amendment to reprogram \$225,000 from the Advancing Equity Through Safer Streets Program in the Traffic Calming 5YPP to the subject project. SFMTA concurs with this proposed amendment.</p>	

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital]
Grant Recipient:	Department of Public Works

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)	Oct-Nov-Dec	2014	Jan-Feb-Mar	2017
Environmental Studies (PA&ED)	Jul-Aug-Sep	2020	Jul-Aug-Sep	2020
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2020	Oct-Nov-Dec	2020
Advertise Construction	Jan-Feb-Mar	2021		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2021		
Operations				
Open for Use			Jan-Feb-Mar	2022
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2022

SCHEDULE DETAILS

Design needs to be completed by December 31, 2020 to allow work to be incorporated into the Golden Gate and Laguna Pavement Renovation project, which is anticipated to advertise January 2021. The Paving project design schedule is already underway.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital]
Grant Recipient:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Traffic Calming	\$300,000	\$0	\$0	\$300,000
Phases in Current Request Total:	\$300,000	\$0	\$0	\$300,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$976,000	\$0	\$0	\$976,000
Funding Plan for Entire Project Total:	\$976,000	\$0	\$0	\$976,000

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$0	\$0	
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$300,000	\$300,000	Engineer's estimate based on past projects
Construction (CON)	\$676,000	\$0	Engineer's estimate based on past projects
Operations	\$0	\$0	
Total:	\$976,000	\$300,000	

% Complete of Design:	0.0%
As of Date:	05/18/2020
Expected Useful Life:	15 Years

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET - Design

SUMMARY BY MAJOR LINE ITEM - DESIGN*			TOTAL LABOR COST BY AGENCY	
Budget Line Item	Totals	%		
1. Total Labor	\$ 125,000		SFMTA	\$ 20,000
2. Consultant	\$ 150,000		SFPW	\$ 105,000
3. Contingency	\$ 25,000	17%	TOTAL	\$ 125,000
TOTAL PHASE	\$ 300,000			

*SFPW engineering/admin team will work on the engineering discipline scope and general design coordination efforts while the consultant will support the civil design. SFMTA staff will support legislative efforts.

MAJOR LINE ITEM BUDGET - Construction (subject of future Prop K request)

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	Totals	% of contract	SFPW	Contractor
1. Contract				
General Work Items (WI)	\$ 122,000			\$ 122,000
Curb Ramp Related WI	\$ 333,000			\$ 333,000
Sewer Related WI	\$ 65,000			\$ 65,000
Structural Related WI	\$ -			\$ -
Electrical Related WI	\$ 9,000			\$ 9,000
Water Related WI	\$ 20,000			\$ 20,000
Subtotal	\$ 549,000			\$ 549,000
2. Construction Management/Support	\$ 82,000	15%	\$ 82,000	
3. Contingency	\$ 45,000	8%	\$ -	\$ 45,000
TOTAL CONSTRUCTION PHASE	\$ 676,000		\$ 82,000	\$ 594,000

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital]
Grant Recipient:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$300,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$300,000	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital]
Sponsor:	Department of Public Works	Expiration Date:	06/30/2021
Phase:	Design Engineering	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-138	\$0	\$300,000	\$0	\$0	\$0	\$300,000

Deliverables

- Quarterly progress reports (QPRs), which will be shared with the District 5 Supervisor, shall contain a percent complete by location, percent complete of the overall project, 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.
- With the first quarterly progress report, provide 2-3 photos of typical before conditions.
- Upon project completion, provide evidence of completion of 100% design (e.g. copy of certifications page) and an updated scope, schedule, budget, and funding plan for construction.

INTENDED FUTURE ACTION

Action	Amount	EP Line Item	Fiscal Year	Phase
Prop K Allocation	\$676,000	EP-138	2020/21	Construction

Trigger: Completion of design.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	0.0%	No Prop AA

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

FY of Allocation Action:	FY2020/21
Project Name:	Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital]
Grant Recipient:	Department of Public Works

EXPENDITURE PLAN INFORMATION

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
OQ

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Michelle Woo	Oscar Quintanilla
Title:	Streetscape Project Manager	Capital Budget Analyst
Phone:	(415) 558-4000	(415) 554-5847
Email:	michelle.woo@sfdpw.org	oscar.quintanilla@sfdpw.org

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball) - Additional Funds [NTIP Capital]
Grant Recipient:	Department of Public Works

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Traffic Calming, Bicycle Circulation/Safety
Current Prop K Request:	\$266,800
Supervisory District(s):	District 09, District 10

REQUEST

Brief Project Description

Safety improvements to shared bike and pedestrian paths at the western entrance of the Bayshore Blvd/Cesar Chavez St/Potrero Ave intersection (the Hairball), adjacent to westbound Cesar Chavez St. The project will construct a wider, regraded path with adequate clearance at the highway overpass, and create a safe shared bike and pedestrian path minimizing conflict between users. Additional funds will cover the cost of unforeseen site conditions, including excess hazardous soils and utility conflicts.

Detailed Scope, Project Benefits and Community Outreach

In the project area, Cesar Chavez Street, Bayshore Boulevard and Potrero Avenue intersect to form a complex arrangement of bridges and ramps linking with Highway 101. The intersection is nicknamed "The Hairball" and is built in three levels, with pedestrian and bicycle circulation generally restricted to the middle and ground levels, while motor vehicles use all three levels. In 2010, the SF Planning Department began a community outreach process. The Cesar Chavez East Community Design Plan was finalized in 2012. That plan divided the Hairball area into segments A through O.

The subject project emerged from recommendations of the SFMTA's Bayshore Boulevard/Cesar Chavez Street/Potrero Avenue Intersection (The Hairball): Key Segment Improvements Report, which was funded with \$100,000 in Prop K Neighborhood Transportation Improvement Program (NTIP) Planning funds. SFPW partnered with the SFMTA, District Supervisor's offices, and the San Francisco Bicycle Coalition to coordinate outreach throughout the design phase, including a ride-through with staff and community members to inform the final design on March 18, 2018.

Segments F and G from the Cesar Chavez East Community Design Plan are located at the western entrance of the Hairball adjacent to westbound Cesar Chavez Street. Segment F is a shared pedestrian path through an undeveloped city-owned lot. Segment G is an eastbound pathway that travels down a steep grade under the Highway 101 southbound on-ramp. Improvements to these two segments aim to create a wider, regraded path with adequate clearance at the highway overpass. The designs create a safe shared path for bikes and pedestrians that minimizes conflict between users. The project includes:

- Entry ramp to be widened and resurfaced at eastbound Cesar Chavez Street.
- Eastbound shared bike/pedestrian path to be widened from 6 feet to 10 feet for shared/ flexible uses.
- New landscaped buffer to be installed to set back pathway from the road/highway on-ramp.
- Construction of new retaining walls and abutment.
- Pathway to be regraded to allow for sufficient clearance at highway overpass.

The Board has previously allocated \$769,000 in Prop K and Prop AA funds to the design and construction phase of the improvements in Segments F and G, including \$400,000 in NTIP Capital funds from Districts 9 and 10. The additional requested Prop K funds, funded in part with additional NTIP Capital funds from Districts 9 and 10, would cover a portion of a \$300,000 cost increase from the following unforeseen site conditions:

- Waste profiles for existing soils resulted in a larger than expected yardage of hazardous soil. Addition dump and handling fees will be required to off-haul this soil.
- A network of unforeseen active electrical lines, owned by Caltrans and PG&E, discovered during excavation. Because this project is in Caltrans right-of-way, the Caltrans lines will have to be relocated by the contractor at the City's expense.

Project Location

Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball)

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount
Prop K 5YPP Amount:	\$919,000
Justification for Necessary Amendment	
This request would be funded by \$150,000 in NTIP placeholder funds in the Bicycle Circulation and Safety category (\$75,000 from District 9 and \$75,000 from District 10). The request also includes 5YPP amendments to the Bicycle Circulation and Safety and Traffic Calming categories to reprogram \$66,800 and \$50,000, respectively, in funds de-obligated from projects completed under budget to the subject project.	

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball) - Additional Funds [NTIP Capital]
Grant Recipient:	Department of Public Works

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)	Jan-Feb-Mar	2017	Apr-May-Jun	2017
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2017	Oct-Nov-Dec	2017
Advertise Construction	Apr-May-Jun	2019		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2019		
Operations				
Open for Use			Jan-Feb-Mar	2021
Project Completion (means last eligible expenditure)			Apr-May-Jun	2022

SCHEDULE DETAILS

The 1-year extension of the construction schedule has been communicated to the public and key stakeholders via updates on the project website and outreach by the project team.

Project website: <https://www.sfpublicworks.org/hairball>

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball) - Additional Funds [NTIP Capital]
Grant Recipient:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Traffic Calming	\$50,000	\$0	\$0	\$50,000
PROP K: Bicycle Circulation/Safety	\$216,800	\$0	\$0	\$216,800
GENERAL FUND	\$0	\$33,200	\$0	\$33,200
Phases in Current Request Total:	\$266,800	\$33,200	\$0	\$300,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$266,800	\$0	\$500,000	\$766,800
PROP AA	\$0	\$0	\$368,519	\$368,519
GENERAL FUND - SFMTA PROP B BASELINE SET-ASIDE	\$0	\$0	\$208,000	\$208,000
GENERAL FUND	\$0	\$33,200	\$49,151	\$82,351
Funding Plan for Entire Project Total:	\$266,800	\$33,200	\$1,125,670	\$1,425,670

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$100,000	\$0	Actual cost
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$129,151	\$0	Actual cost
Construction (CON)	\$1,196,519	\$266,800	Total construction cost based on bid
Operations	\$0	\$0	
Total:	\$1,425,670	\$266,800	

% Complete of Design:	100.0%
As of Date:	05/20/2019
Expected Useful Life:	15 Years

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

The Hairball - Segments F & G - PROJECT BUDGET - CONSTRUCTION

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	Totals	% of contract	SFPW	Contractor
1. Contract				
Demolition	\$ 38,038			\$ 38,038
Excavation and Grading	\$ 186,395			\$ 186,395
Concrete	\$ 237,367			\$ 237,367
Metal	\$ 44,150			\$ 44,150
Landscape	\$ 52,261			\$ 52,261
Utilities	\$ 20,131			\$ 20,131
Testing	\$ 607			\$ 607
Electrical	\$ 160,000			\$ 160,000
2. Mobilization	\$ 23,710			\$ 23,710
3. Traffic Routing	\$ 52,865			\$ 52,865
Subtotal	\$ 815,524			\$ 815,524
4. Contingency	\$ 89,553	11%	\$ 89,553	
5. Construction Management/Support	\$ 231,889	28%	\$ 231,889	
6. Other Direct Costs (Job Order Contracting fee and JOC contract administration)	\$ 59,553	7%	\$ 59,553	
TOTAL CONSTRUCTION PHASE	\$ 1,196,519		\$ 380,995	\$ 815,524

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball) - Additional Funds [NTIP Capital]
Grant Recipient:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$266,800	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$266,800	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball) - Additional Funds [NTIP Capital] EP38
Sponsor:	Department of Public Works	Expiration Date:	03/31/2022
Phase:	Construction	Fundshare:	88.93

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-138	\$0	\$50,000	\$0	\$0	\$0	\$50,000

Deliverables

- Quarterly progress reports, which will be shared with the Transportation Authority Board, shall provide anticipated dates of upcoming project milestones (e.g. ground-breaking, ribbon-cutting), in addition to all other requirements described in the Standard Grant Agreement (SGA). See SGA for definitions.
- Upon completion of project, Sponsor shall provide 2-3 photos of complete project.

Special Conditions

- The recommended allocation is contingent upon amendment of the Traffic Calming 5YPP to reprogram \$50,000 in funds deobligated from projects completed under budget. See attached 5YPP amendment for details.

SGA Project Number:		Name:	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball) - Additional Funds [NTIP Capital] EP-39
Sponsor:	Department of Public Works	Expiration Date:	03/31/2022
Phase:	Construction	Fundshare:	88.93

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-139	\$0	\$216,800	\$0	\$0	\$0	\$216,800

Deliverables

1. Quarterly progress reports (QPRs), which will be shared with the Transportation Authority Board, shall include % complete to date, photos of work being performed, [improvements completed at each location to date], upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. Upon completion of project, Sponsor shall provide 2-3 photos of complete project.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Bicycle Safety and Circulation 5YPP to reprogram \$66,800 in funds deobligated from projects completed under budget. See attached 5YPP amendment for details.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	11.07%	No Prop AA
Actual Leveraging - This Project	46.21%	74.15%

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball) - Additional Funds [NTIP Capital]
Grant Recipient:	Department of Public Works

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$266,800
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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
ER

CONTACT INFORMATION

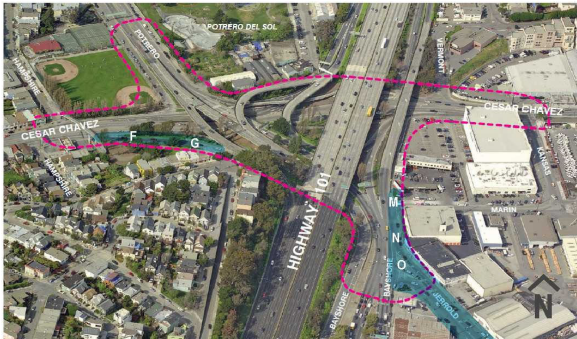
	Project Manager	Grants Manager
Name:	Arun Bhatia	Oscar Quintanilla
Title:	Project Manager	Capital Budget Analyst
Phone:	(415) 987-4872	(415) 554-5847
Email:	arun.bhatia@sfdpw.org	oscar.quintanilla@sfdpw.org

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

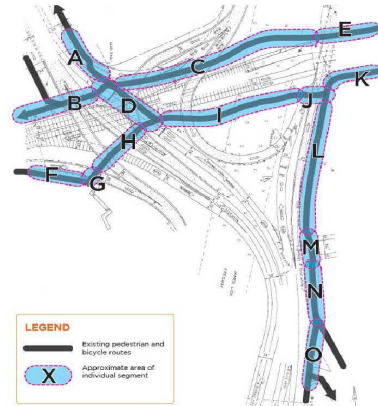
MAPS AND DRAWINGS

Cesar Chavez/Potrero Ave./Bayshore Blvd. Improvements: The Hairball

The Hairball



Birds-eye view of the Hairball and Key Segments



Segment Map of the Hairball

Segment F and G: Existing Conditions



Segment F

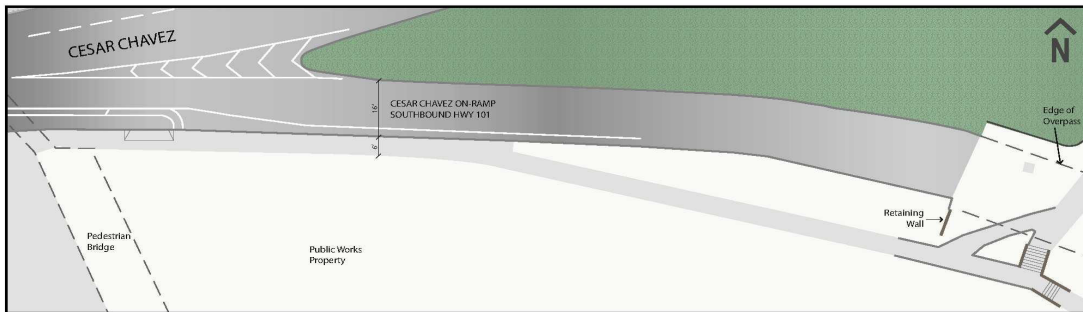


Segment G

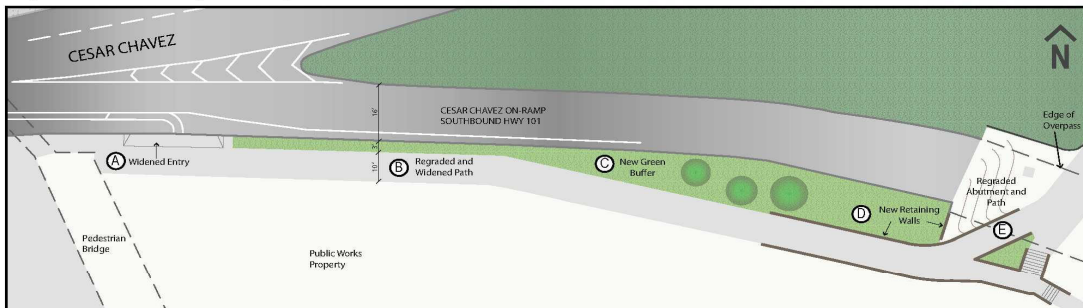


Segment M, N and O
(Looking north from Jerrold Ave. & Bayshore Blvd.)

Segment F and G: Existing Conditions



Segment F and G: Proposed Project



- A. Entry ramp widened and resurfaced at Cesar Chavez
- B. EB shared bike/pedestrian path widened from 6 ft to 10 ft for shared/flexible uses
- C. New green buffer installed to set back pathway from the road/highway on-ramp

- D. New retaining walls and abutment installed
- E. Pathway regraded to allow for sufficient clearance at highway overpass

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Traffic Calming (EP 38)
Programming and Allocations to Date
 Pending June 23, 2020 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	John Yehall Chin Safe Routes to School	CON	Allocated	\$436,000					\$436,000
SFMTA	Ocean Avenue Safety Improvements	PLAN/CER	Allocated	\$210,000					\$210,000
SFMTA	Ocean Avenue Safety Improvements	PLAN/CER	Programmed	\$30,000					\$30,000
SFMTA	Excelsior Neighborhood Traffic Calming	PS&E	Programmed	\$520,000					\$520,000
SFMTA	Sloat Skyline Intersection Improvements	PA&ED	Programmed	\$379,000					\$379,000
Local/Neighborhood Program									
Any Eligible	NTIP Placeholder ^{6,7,9}	Any	Programmed	\$1,654,400					\$1,654,400
SFPW	Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital] ⁹	PS&E	Pending		\$300,000				\$300,000
SFMTA	District 3 Pedestrian Safety Improvements [NTIP Capital] ⁷	PS&E	Allocated	\$295,600					\$295,600
SFMTA	District 11 Traffic Calming [NTIP Capital] ⁶	PLAN, PS&E, CON	Allocated	\$600,000					\$600,000
SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds ⁸	CON	Pending		\$50,000				\$50,000
SFMTA	Application-Based Traffic Calming Program - FY18/19 Cycle Implementation ³	PS&E, CON	Allocated	\$1,253,103					\$1,253,103
SFMTA	Application-Based Traffic Calming Program - FY19/20 Cycle Planning ⁴	PLAN/CER	Allocated	\$203,192					\$203,192
SFMTA	Application-Based Local Streets Traffic Calming Program	Any	Programmed		\$837,777				\$837,777
SFMTA	Application-Based Traffic Calming Program - FY19/20 Cycle Implementation	PS&E	Allocated		\$141,836				\$141,836
SFMTA	Application-Based Traffic Calming Program - FY20/21 Cycle Planning	PLAN	Allocated		\$220,387				\$220,387
SFMTA	Application-Based Local Streets Traffic Calming Program	Any	Programmed			\$1,200,000			\$1,200,000
SFMTA	Application-Based Local Streets Traffic Calming Program	Any	Programmed				\$1,200,000		\$1,200,000
SFMTA	Application-Based Local Streets Traffic Calming Program	Any	Programmed					\$1,200,000	\$1,200,000

Programming and Allocations to Date

Pending June 23, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
SFMTA	Central Richmond Traffic Safety ¹	PS&E, CON	Allocated	\$596,420					\$596,420
SFMTA	Bayview Community Based Transportation Plan - Additional Funds ⁵	PLAN	Allocated	\$50,000					\$50,000
SFMTA	Advancing Equity through Safer Streets ¹	Any	Programmed	\$153,580					\$153,580
SFMTA	Advancing Equity through Safer Streets	Any	Programmed		\$750,000				\$750,000
SFMTA	Advancing Equity through Safer Streets	Any	Programmed			\$750,000			\$750,000
SFMTA	Advancing Equity through Safer Streets	Any	Programmed				\$750,000		\$750,000
SFMTA	Advancing Equity through Safer Streets	Any	Programmed					\$750,000	\$750,000
SFMTA	Speed Radar Sign Installation	Any	Programmed	\$1,180					\$1,180
SFMTA	Speed Radar Sign Installation	PLAN	Allocated	\$30,820					\$30,820
SFMTA	Speed Radar Sign Installation	CON	Allocated	\$148,000					\$148,000
SFMTA	Speed Radar Sign Installation	Any	Programmed		\$180,000				\$180,000
SFMTA	Speed Radar Sign Installation	Any	Programmed			\$180,000			\$180,000
SFMTA	Speed Radar Sign Installation	Any	Programmed				\$180,000		\$180,000
SFMTA	Speed Radar Sign Installation	Any	Programmed					\$180,000	\$180,000
SFMTA	Safe Streets Evaluation	PLAN/ CER	Allocated	\$100,000					\$100,000
SFMTA	Safe Streets Evaluation	PLAN/ CER	Programmed			\$100,000			\$100,000
Schools Program									
SFMTA	Schools Engineering Program FY 20	PLAN, PS&E, CON	Allocated	\$1,000,000					\$1,000,000
SFMTA	Schools Engineering Program	Any	Programmed		\$1,000,000				\$1,000,000
SFMTA	Schools Engineering Program	Any	Programmed			\$1,000,000			\$1,000,000
SFMTA	Schools Engineering Program	Any	Programmed				\$1,000,000		\$1,000,000
SFMTA	Schools Engineering Program	Any	Programmed					\$1,000,000	\$1,000,000
Corridor Improvements									
SFMTA	6th Street Safety Improvements ²	CON	Programmed	\$4,000,000					\$4,000,000
SFMTA	Vision Zero Quick-Build Program Implementation ²	PS&E, CON	Allocated	\$5,226,200					\$5,226,200
SFMTA	Vision Zero Quick-Build Program Implementation ²	PS&E, CON	Programmed		\$1,250,000				\$1,250,000
SFMTA	Vision Zero Quick-Build Program Implementation ²	PS&E, CON	Programmed			\$1,250,000			\$1,250,000
SFMTA	Ocean Avenue Safety Improvements	PS&E	Programmed	\$900,000					\$900,000

Programming and Allocations to Date

Pending June 23, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
SFMTA	Bayview Community Based Transportation Plan Implementation	PS&E	Programmed		\$180,000				\$180,000
SFMTA	Bayview Community Based Transportation Plan Implementation	CON	Programmed			\$2,280,000			\$2,280,000
SFMTA	Bayview Community Based Transportation Plan Near Term Implementation	CON	Programmed	\$85,000					\$85,000
SFMTA	Excelsior Neighborhood Traffic Calming	CON	Programmed		\$2,080,000				\$2,080,000
SFMTA	Sloat Skyline Intersection Improvements	PS&E	Programmed	\$660,000					\$660,000
SFMTA	Safer Taylor Street	PS&E	Programmed	\$359,292					\$359,292
SFMTA	Safer Taylor Street	PS&E	Allocated	\$2,047,958					\$2,047,958
SFMTA	Safer Taylor Street	CON	Programmed		\$1,022,499				\$1,022,499
Total Programmed in 2019 5YPP				\$20,939,745	\$8,012,499	\$6,760,000	\$3,130,000	\$3,130,000	\$41,972,244
Total Allocated and Pending				\$12,197,293	\$712,223	\$0	\$0	\$0	\$12,909,516
Total Unallocated				\$8,742,452	\$7,300,276	\$6,760,000	\$3,130,000	\$3,130,000	\$29,062,728
Total Programmed in 2019 Strategic Plan				\$20,933,450	\$7,662,499	\$6,760,000	\$3,130,000	\$3,130,000	\$41,615,949
Deobligated Funds				\$357,194	\$0	\$0	\$0	\$0	\$357,194
Cumulative Remaining Programming Capacity				\$350,899	\$899	\$899	\$899	\$899	\$899
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

Programming and Allocations to Date

Pending June 23, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	

FOOTNOTES:

- ¹ 5YPP amendment to accommodate allocation of \$596,420 for Central Richmond Traffic Safety (Resolution 20-003, 7/23/2019)
 [Advancing Equity through Safer Streets]: Reduced by \$596,420 in FY2019/20 to \$153,580.
 [Central Richmond Traffic Safety]: Added project with \$596,420 in FY2019/20.
- ² Strategic Plan and 5YPP amendment to accommodate allocation of \$5,226,200 and programming of \$2,500,000 for Vision Zero Quick-Build Program Implementation (Resolution 20-6th Street Safety Improvements: Reduced by \$5,226,200 in FY2019/20 to \$4,000,000.
 Funds advanced from outside of current 5YPP period: \$1,250,000 advanced to FY2020/21, and \$1,250,000 advanced to FY2021/22.
 Vision Zero Quick-Build Program Implementation: Added project with \$5,226,200 in FY2019/20, \$1,250,000 in FY2020/21, and \$1,250,000 in FY2021/22.
- ³ 5YPP amendment to accommodate allocation of \$1,253,103 for Application-Based Traffic Calming Program FY18/19 Cycle Implementation (Resolution 20-009, 09/24/2019).
 Cumulative Remaining Programming Capacity: Reduced by \$53,103 from \$100,899 to \$47,796.
 Application-Based Local Streets Traffic Calming Program: Programming increased by \$53,103 from \$1,200,000 to \$1,253,103 in FY2019/20.
- ⁴ 5YPP amendment to accommodate allocation of \$203,192 for Application-Based Traffic Calming Program - FY19/20 Cycle Planning (Resolution 20-009, 09/24/2019).
 Cumulative Remaining Programming Capacity: Reduced by \$203,192 from \$304,091 to \$100,899.
 Application-Based Local Streets Traffic Calming Program FY19/20 Cycle Planning: Added project with \$203,192 in FY2019/20.
- ⁵ 5YPP amendment to accommodate allocation of \$50,000 for Bayview Community Based Transportation Plan (Resolution 20-014, 10/22/2019).
 Cumulative Remaining Programming Capacity: Reduced by \$50,000 from \$100,899 to \$50,899.
 Bayview Community Based Transportation Plan: Added project with \$50,000 in FY2019/20.
- ⁶ 5YPP amendment to accommodate allocation of \$600,000 for District 11 Traffic Calming [NTIP Capital] (Resolution 20-014, 10/22/2019).
 NTIP Placeholder: Reduced by \$600,000 from \$2,850,000 to \$2,250,000.
 District 11 Traffic Calming [NTIP Capital]: Added project with \$600,000 in FY2019/20.
- ⁷ 5YPP amendment to fund District 3 Pedestrian Safety Improvements [NTIP Capital] (Resolution 2020-041, 4/14/2020).
 NTIP Placeholder: Reduced from \$2,250,000 to \$1,954,400
 District 3 Pedestrian Safety Improvements [NTIP Capital]: Added project with \$295,600 in Fiscal Year 2019/20 for construction.
- ⁸ 5YPP amendment to accommodate allocation of \$50,000 for Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional
 Cumulative Remaining Capacity: Reduced from \$50,899 to \$899 in FY2020/21.
 Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds: Added project with \$50,000 in FY2020/21.
- ⁹ To accommodate funding of Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital] (Resolution 2020-XXX, 06/23/2020):
 NTIP Placeholder: Reduced from \$1,954,400 in FY2019/20 to \$1,654,400.
 Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital]: Added project with \$300,000 in FY2020/21.

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Bicycle Circulation and Safety (EP 39)
Programming and Allocations to Date
 Pending June 23, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Carry Forward From 2014 5YPP									
Any Eligible	NTIP Placeholder ³	ANY	Programmed	\$0					\$0
SFMTA	Beale Street Bikeway	PS&E	Allocated	\$330,000					\$330,000
SFMTA	Ocean Avenue Safety Improvements	PLAN	Programmed	\$110,000					\$110,000
Bicycle Safety, Education and Outreach									
SFMTA	Bike To Work Day Promotion	CON	Allocated	\$41,758					\$41,758
SFMTA	Bike To Work Day Promotion	CON	Programmed		\$41,758				\$41,758
SFMTA	Bike To Work Day Promotion	CON	Programmed			\$41,758			\$41,758
SFMTA	Bike To Work Day Promotion	CON	Programmed				\$41,758		\$41,758
SFMTA	Bike To Work Day Promotion	CON	Programmed					\$41,758	\$41,758
SFMTA	Bicycle Outreach and Education	CON	Allocated	\$80,000					\$80,000
SFMTA	Bicycle Outreach and Education ²	CON	Allocated	\$100,000					\$100,000
SFMTA	Bicycle Outreach and Education ²	CON	Programmed		\$0				\$0
SFMTA	Bicycle Outreach and Education	CON	Programmed			\$100,000			\$100,000
SFMTA	Bicycle Outreach and Education ²	CON	Programmed				\$110,000		\$110,000
System Evaluation and Innovation									
SFMTA	Safe Streets Evaluation	PLAN/ CER	Allocated	\$100,000					\$100,000
SFMTA	Safe Streets Evaluation	PLAN/ CER	Programmed			\$100,000			\$100,000
Bicycle Network Expansion and Upgrades									
SFMTA	Beale Street Bikeway	CON	Programmed	\$640,000					\$640,000
SFMTA	Cesar Chavez/Bayshore/Potrero Intersection Improvements (Hairball) Phase 2	PS&E	Allocated	\$480,000					\$480,000
SFMTA	Grove Street/Civic Center Improvements	PS&E	Programmed	\$200,000					\$200,000
SFMTA	Grove Street/Civic Center Improvements	CON	Programmed			\$1,391,000			\$1,391,000
SFMTA	Ocean Avenue Safety Improvements	PS&E	Programmed	\$900,000					\$900,000
SFMTA	Page Street Neighborway (Webster to Stanyan)	PA&ED	Programmed	\$110,000					\$110,000
SFMTA	Page Street Neighborway (Webster to Stanyan)	PS&E	Programmed		\$250,000				\$250,000
SFMTA	Page Street Neighborway (Webster to Stanyan)	CON	Programmed			\$1,210,000			\$1,210,000

Programming and Allocations to Date

Pending June 23, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
SFMTA	The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements	PS&E	Programmed		\$250,000				\$250,000
SFMTA	Valencia Bikeway Improvements	PS&E	Programmed		\$1,000,000				\$1,000,000
SFMTA	Citywide Neighborways ²	CON	Programmed	\$650,000					\$650,000
SFMTA	Citywide Neighborways ²	CON	Programmed		\$840,000				\$840,000
SFMTA	Citywide Neighborways	CON	Programmed			\$750,000			\$750,000
SFMTA	Citywide Neighborways ²	CON	Programmed				\$750,000		\$750,000
SFMTA	Citywide Neighborways	CON	Programmed					\$750,000	\$750,000
Any Eligible ^{1,3}	NTIP Placeholder	ANY	Programmed	\$769,000					\$769,000
SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds ³	CON	Pending		\$216,800				\$216,800
SFMTA	Anza Street Bike Lanes [NTIP Capital] ¹	PLAN/ CER	Allocated	\$40,000					\$40,000
SFMTA	Anza Street Bike Lanes [NTIP Capital] ¹	CON	Allocated	\$180,000					\$180,000
Bike Parking and Transit Access									
SFMTA	Short-term Bike Parking	PA&ED	Programmed	\$398,000					\$398,000
SFMTA	Short-term Bike Parking	PA&ED	Programmed		\$398,000				\$398,000
SFMTA	Short-term Bike Parking	PA&ED	Programmed			\$398,000			\$398,000
SFMTA	Short-term Bike Parking	PA&ED	Programmed				\$398,000		\$398,000
SFMTA	Short-term Bike Parking	PA&ED	Programmed					\$398,000	\$398,000
PCJPB	Caltrain Wayside Bike Parking Improvements	PS&E	Programmed	\$130,000					\$130,000
PCJPB	Caltrain Wayside Bike Parking Improvements	CON	Programmed			\$670,000			\$670,000
Total Programmed in 2019 5YPP				\$5,258,758	\$2,996,558	\$4,660,758	\$1,299,758	\$1,189,758	\$15,405,590
Total Allocated and Pending				\$1,351,758	\$216,800	\$0	\$0	\$0	\$1,568,558
Total Unallocated				\$3,907,000	\$2,779,758	\$4,660,758	\$1,299,758	\$1,189,758	\$13,837,032
Total Programmed in 2019 Strategic Plan				\$5,408,758	\$2,779,758	\$4,660,758	\$1,299,758	\$1,189,758	\$15,338,790
Deobligated Funds				\$66,800	\$0	\$0	\$0	\$0	\$66,800
Cumulative Remaining Programming Capacity				\$216,800	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

Programming and Allocations to Date

Pending June 23, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	

FOOTNOTES:

¹ 5YPP amendment to fund Anza Street Bike Lanes [NTIP Capital] (Resolution 2020-029, 1/28/2020).

NTIP Planning Placeholder: Reduced from \$1,000,000 to \$780,000 in Fiscal Year 2019/20.

Anza Street Bike Lanes [NTIP Capital]: Added project with \$220,000 in Fiscal Year 2019/20 for planning and construction.

² 5YPP amendment to fund Bicycle Outreach and Education (Resolution 2020-051, 04/28/2020).

Citywide Neighborways: Reduced from \$750,000 to \$650,000 in Fiscal Year 2019/20 and increased from \$750,000 to \$840,000 for construction in Fiscal Year 2020/21.

Bicycle Outreach and Education: Increased from \$80,000 to \$180,000 in Fiscal Year 2019/20 for construction and reduced from \$90,000 to \$0 in Fiscal Year 2020/21.

³ 5YPP amendment to accommodate allocation of \$216,800 to Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds (Resolution

NTIP Placeholders: Reduced placeholder in FY2019/20 by \$11,000 to \$769,000 and reduced Carry Forward From 2014 5YPP from \$139,000 to \$0.

Cumulative Remaining Capacity: Reduced from \$66,800 to \$0 in FY2020/212.

Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds: Added project with \$216,800 in FY2020/21.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	NTIP Program Coordination
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Transportation/Land Use Coordination
Current Prop K Request:	\$100,000
Supervisory District(s):	Citywide

REQUEST

Brief Project Description

The purpose of the Transportation Authority's Neighborhood Transportation Improvement Program (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 that can be funded by Prop K sales tax and/or other sources. This funding request provides support for implementation of the NTIP, including working with district supervisor offices, implementing agencies, and community stakeholders to identify, develop, and support delivery of NTIP planning and capital projects.

Detailed Scope, Project Benefits and Community Outreach

Background: The San Francisco Transportation Plan's equity analysis identified significant unmet demand for pedestrian and bicycle circulation projects and transit reliability initiatives particularly in outlying neighborhoods, 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, in 2014 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 neighborhood-scale projects in each district. NTIP Cycle 1 covered the five-year period of FY 2014/15 through FY 2018/19. Cycle 2 covers the five-year period of FY 2019/20 through FY 2023/24.

Current Request: The requested Prop K funds will enable Transportation Authority staff to work with district supervisor offices, implementing agencies such as the San Francisco Municipal Transportation Agency, and community stakeholders to support Transportation Authority Board members' efforts to identify potential NTIP planning and capital projects and to develop proposed scope, schedule, and budget information to support allocation of NTIP grants, as well as project delivery oversight. It also includes ongoing support of the NTIP program including regular communications with the district supervisors' offices regarding progress on NTIP projects. The NTP Planning Grant Guidelines are attached to this allocation request and provide additional detail on NTIP Planning Grants and the pre-development and program support work that staff will provide.

NTIP Project Status: Over the five-year NTIP Cycle 2 period, each supervisorial district has a total of \$100,000 for NTIP planning grants and \$600,000 intended to serve as local match for one small and one medium-sized neighborhood-scale NTIP capital project. Some districts have not used the full amount of Cycle 1 funds available and carried forward up to \$300,000 in Cycle 1 NTIP funds into Cycle 2. See Table 1 and Table 2 following this scope section for the complete list (including percent complete for each of Cycle 1 and Cycle 2 NTIP projects, respectively, and Table 3 for a summary of remaining NTIP funds by district as of May 19, 2020.

Project Location

Citywide

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

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:	\$150,000

Neighborhood Transportation Improvement Program (NTIP) Cycle 1 Projects (as of March 31, 2020)

NTIP Planning Projects

District	Project Name	Lead Agency	% Complete	Amount Allocated	Year of Allocation
1	District 1 NTIP Planning Project	SFMTA	100%	\$100,000	14/15
2	Managing Access to the "Crooked Street" (1000 Block of Lombard Street)	SFCTA	100%	\$100,000	14/15
3	Kearny Street Multimodal Improvements Study	SFMTA	90%	\$100,000	15/16
4	66 Quintara Reconfiguration Study	SFMTA	100%	\$100,000	16/17
5	Western Addition Community-Based Transportation Plan	SFMTA	100%	\$100,000	14/15
6	Pedestrian Safety in SOMA Youth and Family Zone - Folsom-Howard Streetscape Project	SFMTA	100%	\$48,000	15/16
6	Pedestrian Safety in SOMA Youth and Family Zone - Vision Zero Ramp Intersection Study	SFCTA	100%	\$52,000	15/16
7	Balboa Area TDM Study	Planning	100%	\$100,000	15/16
8	Valencia Street Bikeway Implementation Plan	SFMTA	100%	\$50,000	17/18
9	Alemanya Interchange Improvement Study	SFCTA	100%	\$100,000	14/15
10	District 10 Mobility Management Study	SFCTA	100%	\$100,000	17/18
11	Geneva-San Jose Intersection Study	SFMTA	92%	\$100,000	15/16

NTIP Capital Projects

District	Project Name	Lead Agency	% Complete	Amount Allocated	Year of Allocation
1	Arguello Blvd Near-Term Improvements	SFMTA	100%	\$188,931	15/16
1	Arguello Blvd Improvements	SFMTA	100%	\$70,700	17/18
1	Fulton Street Safety	SFMTA	65%	\$82,521	18/19
2	Lombard Street Corridor	SFMTA	100%	\$400,000	15/16
2	Lombard Crooked St Reservation & Pricing System Development	SFCTA	100%	\$200,000	16/17
3	Kearny Multimodal Implementation Plan- Traffic Analysis	SFCTA	75%	\$50,000	17/18
3	Jefferson Street Improvements Phase 2	SFPW	20%	\$200,000	17/18
3	Battery and Sansome Bicycle Connections	SFMTA	100%	\$200,000	18/19
4	Sloat/Skyline Intersection Alternatives Analysis	SFMTA	80%	\$250,000	16/17
4	Lower Great Highway Pedestrian Improvements	SFMTA	75%	\$250,000	17/18
5	Frederick/Clayton Traffic Calming	SFMTA	25%	\$175,000	18/19
5	Divisadero Intersection Improvements	SFMTA	80%	\$273,500	18/19
6	Golden Gate Avenue Buffered Bike Lane	SFMTA	100%	\$50,000	15/16
6	Howard Street - Embarcadero to 3rd Street	SFMTA	25%	\$75,000	18/19
6	Bessie Carmichael Crosswalk	SFMTA	100%	\$28,000	15/16
6	South Park Traffic Calming	SFMTA	100%	\$30,000	16/17
6	7th and 8th Streets Freeway Ramp Intersections Near Term Improvements	SFMTA	15%	\$160,000	18/19
7	Lake Merced Bikeway Feasibility	SFMTA	7%	\$150,000	18/19
7	District 7 FY19 Participatory Budgeting Priorities	SFMTA	25%	\$255,000	18/19
8	Elk Street at Sussex Street Pedestrian Safety Improvements	SFMTA	25%	\$482,150	16/17, 18/19
9	Alemanya Interchange Improvement Project Phase 1	SFMTA	30%	\$275,477	16/17
9	Alemanya Interchange Improvement Project Phase 2	SFPW	18%	\$123,392	17/18
9, 10	Hairball Segments F & G	SFPW	40%	\$400,000	16/17, 17/18
10	Cesar Chavez/Bayshore/Potrero Intersection Improvements	SFMTA	100%	\$100,000	14/15
10	Potrero Hill Pedestrian Safety and Transit Stop Improvements	SFMTA	95%	\$60,000	14/15
11	Excelsior Near-Term Traffic Calming	SFMTA	90%	\$600,000	17/18

Neighborhood Transportation Improvement Program (NTIP) Cycle 2 Projects (as of March 31, 2020)

NTIP Planning Projects

District	Project Name	Lead Agency	% Complete	Amount Allocated	Year of Allocation
4	District 4 Mobility Improvements Study	SFCTA	15%	\$100,000	19/20
5	Octavia Traffic Study	SFCTA	10%	\$100,000	19/20
9	Alemanya Realignment Study	SFCTA	5%	\$100,000	19/20
10	District 10 15 Third Street Bus Study	SFCTA	75%	\$30,000	19/20
11	Alemanya Safety Project	SFMTA	60%	\$100,000	19/20

NTIP Capital Projects

District	Project Name	Lead Agency	% Complete	Amount Allocated	Year of Allocation
1	Anza Bike Lanes	SFMTA	1%	\$220,000	19/20
5	Buchanan Mall Bulbouts - Golden Gate and Turk	SFPW	Pending	\$300,000	20/21
9, 10	Hairball Segments F & G - Additional Funds	SFPW	Pending	\$150,000	20/21
11	District 11 Traffic Calming Cycle 2	SFMTA	35%	\$600,000	19/20

Summary of NTIP Funds Available (as of May 28, 2020)

District	Total Allocated	Total Pending Allocation	Total Remaining NTIP Funds	Total NTIP Funds (Cycles 1 and 2)
1	\$662,152	\$0	\$737,848	\$1,400,000
2	\$700,000	\$0	\$700,000	\$1,400,000
3	\$550,000	\$0	\$850,000	\$1,400,000
4	\$700,000	\$0	\$700,000	\$1,400,000
5	\$648,500	\$300,000	\$451,500	\$1,400,000
6	\$443,000	\$0	\$957,000	\$1,400,000
7	\$505,000	\$0	\$895,000	\$1,400,000
8	\$532,150	\$0	\$867,850	\$1,400,000
9	\$798,869	\$75,000	\$526,131	\$1,400,000
10	\$490,000	\$75,000	\$835,000	\$1,400,000
11	\$1,400,000	\$0	\$0	\$1,400,000
Total	\$7,429,671	\$450,000	\$7,520,329	\$15,400,000

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

FY of Allocation Action:	FY2020/21
Project Name:	NTIP Program Coordination
Grant Recipient:	San Francisco County Transportation Authority

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	Jul-Aug-Sep	2020	Apr-May-Jun	2021
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations				
Open for Use				
Project Completion (means last eligible expenditure)				

SCHEDULE DETAILS

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

FY of Allocation Action:	FY2020/21
Project Name:	NTIP Program Coordination
Grant Recipient:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Transportation/Land Use Coordination	\$0	\$100,000	\$0	\$100,000
Phases in Current Request Total:	\$0	\$100,000	\$0	\$100,000

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$100,000	\$0	Previous work of similar scope
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$0	\$0	
Construction (CON)	\$0	\$0	
Operations	\$0	\$0	
Total:	\$100,000	\$100,000	

% Complete of Design:	N/A
As of Date:	N/A
Expected Useful Life:	N/A

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY

Agency	Program Support	Total
SFCTA	\$ 100,000	\$ 100,000
Total	\$ 100,000	\$ 100,000

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Deputy Director	150	\$ 102.47	2.5	\$ 256.38	0.07	\$ 38,457
Senior Engineer	20	\$ 75.25	2.5	\$ 188.28	0.01	\$ 3,766
Senior Program Analyst	40	\$ 56.63	2.5	\$ 141.69	0.02	\$ 5,707
Senior Transp. Planner	240	\$ 61.58	2.5	\$ 154.07	0.12	\$ 36,977
Transportation Planner	45	\$ 53.10	2.5	\$ 132.86	0.02	\$ 5,979
Intern	130	\$ 28.00	2.5	\$ 70.06	0.06	\$ 9,115
Total	625				0.30	\$ 100,000

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

FY of Allocation Action:	FY2020/21
Project Name:	NTIP Program Coordination
Grant Recipient:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$100,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$100,000	Total Prop AA Recommended:	\$0

SGA Project Number:	144-44	Name:	NTIP Program Support - SFCTA
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	12/31/2021
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-144	\$0	\$100,000	\$0	\$0	\$0	\$100,000

Deliverables

1. Quarterly progress reports shall report on work performed for each District Supervisor as well as general NTIP program support.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	0.0%	No Prop AA

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

FY of Allocation Action:	FY2020/21
Project Name:	NTIP Program Coordination
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$100,000
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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
ER

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Anna LaForte	Eric Reeves
Title:	Deputy Director for Policy & Programming	Senior Program Analyst
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NEIGHBORHOOD TRANSPORTATION IMPROVEMENT PROGRAM

Planning Guidelines



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.



PHOTO CREDITS:

Cover photo of pedestrians and cyclists courtesy Lynn Friedman, Flickr Creative Commons

Photo of cyclists on Arguello courtesy SFMTA Photography Department

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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 Concern¹ 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).

¹ <https://www.sfcta.org/policies/communities-concern>

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.

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 2019/20 - 2023/24). 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 \$6.6 million in Prop K matching funds for implementation of NTIP planning grant recommendations during the next five years. During this second 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 or area-wide needs and prioritization processes (e.g., the District 10 Mobility Management Study, Balboa Area TDM Study).
- Site specific needs and prioritization processes (e.g., the Managing Access to the "Crooked Street" (1000 Block of Lombard Street), Alemany Interchange Improvement Study, Geneva-San Jose Intersection Study).
- 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, safety project concepts development, and transportation demand management planning including neighborhood parking management studies).
- Traditional neighborhood transportation plan development (e.g., Western Addition Community-Based Transportation Plan).
- Corridor plans (e.g., Valencia Street Bikeway Implementation Plan).

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 a smaller-scale planning effort.

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?

Funds 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.

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)

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.

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.

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 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, 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. The sections below highlight answers to a few commonly asked questions.

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 which will be shared with the district supervisor, 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?

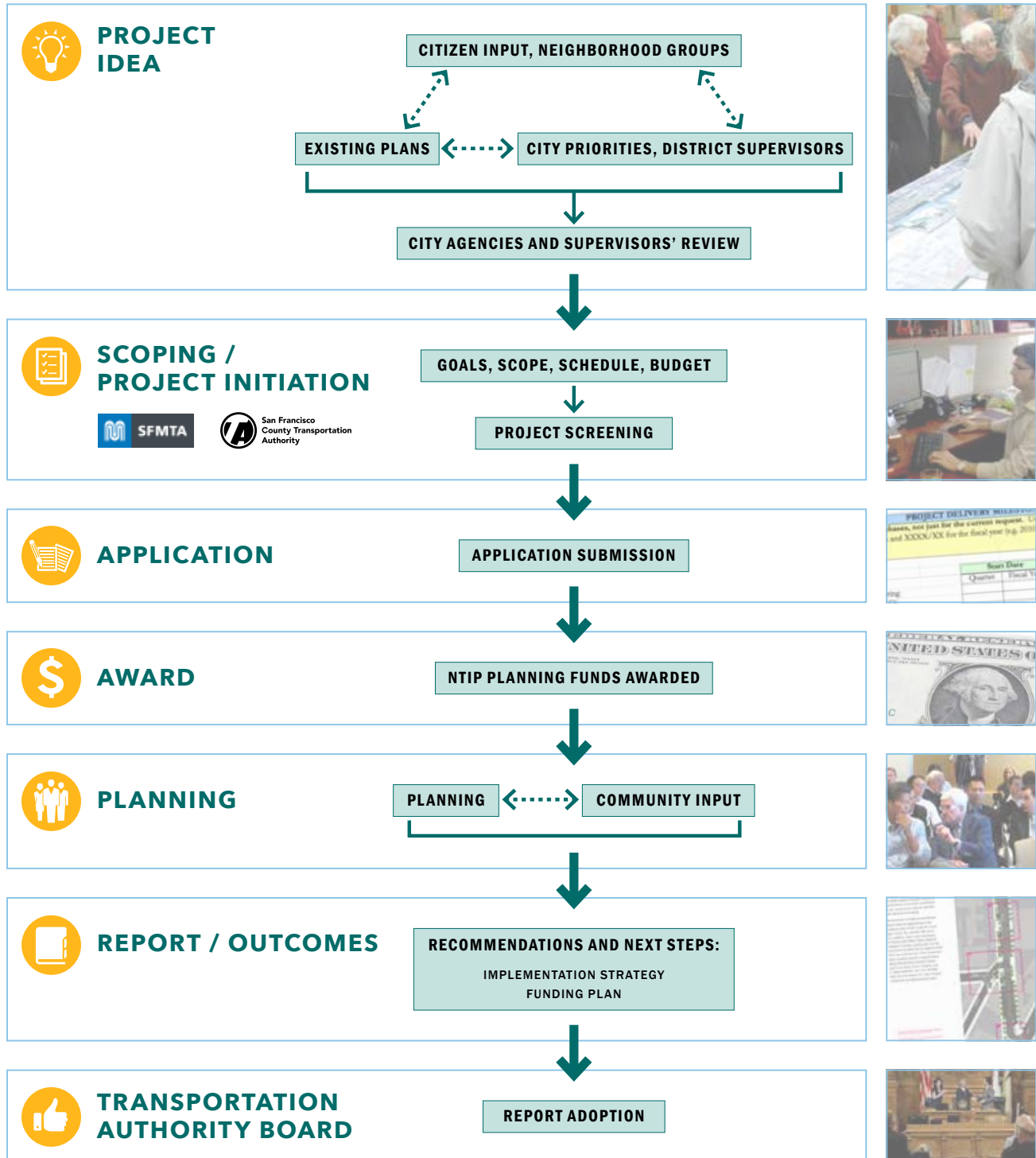
Visit the Transportation Authority's website at: www.sfcta.org/ntip

Or contact one of the NTIP coordinators:

Transportation Authority:
Anna LaForte
415-522-4805
anna.laforte@sfcta.org

SFMTA:
Jamie Parks
415-646-2121
jamie.parks@sfmta.com

NTIP Planning Grant process Flow-chart



The NTIP is funded by grants of Proposition K local transportation sales tax funds.



Memorandum

AGENDA ITEM 8

DATE: May 29, 2020
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 6/9/2020 Board Meeting: Allocate \$566,800, With Conditions, and Appropriate \$100,000 in Prop K Sales Tax Funds for Three Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$566,800 to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> 1. Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital] (\$300,000) 2. Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball) - Additional Funds [NTIP Capital] (\$266,800) <p>Appropriate \$100,000 in Prop K funds for:</p> <ol style="list-style-type: none"> 3. Neighborhood Transportation Improvement Program (NTIP) Coordination <p>SUMMARY</p> <p>The purpose of the Transportation Authority's 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 that can be funded by Prop K sales tax and/or other sources. We are presenting two NTIP capital funding requests from SFPW to design bulb-outs at the Buchanan Mall intersections at Golden Gate Avenue and Turk Street (District 5), and for Bayshore Boulevard/Cesar Chavez Street/Potrero Avenue Intersection Improvements (the Hairball) (Districts 9 and 10), which needs additional funds to address a cost increase in the construction phase. We also are requesting funds to provide support for implementation of the NTIP next fiscal year, including working with district supervisor offices, implementing agencies, and community stakeholders to identify, develop, and support delivery of NTIP planning and capital projects. Included in the NTIP Coordination allocation request are tables listing all NTIP projects to date, including percent complete, and a summary of remaining NTIP funds by supervisorial district. Attachment 1 summarizes the requests, including phase of work, Attachment 2 provides a brief project description, and Attachment 3 contains the staff recommendation.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (i.e. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for each request, highlighting special conditions and other items of interest. An Allocation Request Form for each project is attached, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.

NTIP Capital Requests. Two of the subject requests are NTIP capital requests from SFPW. The first of these is for additional funds for Bayshore Boulevard/Cesar Chavez Street/Potrero Avenue Intersection Improvements (the Hairball) to cover a cost increase due to unforeseen conditions identified by the contractor in the field. While digging in the project area, the contractor found underground utilities that SFPW needs to relocate in order to lower the bike/pedestrian path and discovered that the volume of hazardous soil that must be removed from the site is greater than expected. Commissioner Ronen and Commissioner Walton have each committed additional NTIP funds to cover a portion of the funding needed. This request was not ready to be considered by the CAC on May 27 because SFPW was still finalizing the full funding plan to cover the cost increase.

The second NTIP capital request from SF Public Works is for the design phase for bulb-outs at the Buchanan Mall intersections at Golden Gate Avenue and Turk Street. These improvements were evaluated and recommended through the NTIP-funded Western Addition Community Based Transportation Plan approved in 2017. Consideration of this request is advancing directly to the June Board meetings to support Commissioner Preston's desire for SF Public Works to implement this pedestrian safety project as soon as possible and to facilitate inclusion of the work into the design phase of the Golden Gate and Laguna repaving project which is slated to start construction in Spring/Summer 2021. The request was not finalized in time for the CAC to act on the request at its May 27 meeting; however, we briefed the CAC on the draft request.

FINANCIAL IMPACT

The recommended action would allocate \$566,800 and appropriate \$100,000 in Prop K funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the approved Prop K Fiscal Year 2020/21 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations and appropriation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the proposed Provisional Three-month Fiscal Year 2020/21 Budget and will be included in the Fiscal Year 2020/21 Annual Budget to accommodate the recommended action.



CAC POSITION

The CAC considered the subject appropriation request at its May 27, 2020 meeting and unanimously adopted a motion of support for that item. The CAC was also briefed on, but did not act on the two SFPW allocation requests, which were not submitted in time for consideration by the CAC.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop K Allocation Summary - FY 20/21
- Attachment 5 - Allocation Request Forms (3)