



RESOLUTION ALLOCATING \$1,559,695 IN PROP K FUNDS, WITH CONDITIONS, FOR THREE REQUESTS, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULES

WHEREAS, The Transportation Authority received four Prop K requests totaling \$1,809,695, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Ferry, Balboa Park BART/ Muni Station Access, Upgrades to Major Arterials, Traffic Calming, and Transportation Demand Management/ Parking Management; and

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

WHEREAS, After reviewing the requests, staff recommended allocating a total of \$1,559,695 in Prop K funds, with conditions, for three requests, and appropriating \$250,000 in Prop K funds for the Lombard Crooked Street Congestion Management System Development [Neighborhood Transportation Improvement Program (NTIP) Capital] project; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2016/17 budget to cover the proposed actions; and

WHEREAS, At its April 26, 2017 meeting, the Citizens Advisory Committee was briefed on the subject request and adopted a motion of support for the staff recommendation; and



WHEREAS, At its May 9, 2017 meeting, the Board severed the appropriation of \$250,000 for the Lombard Crooked Street Congestion Management System Development [NTIP Capital] to be considered separately; now, therefore, be it

RESOLVED, That the Transportation Authority hereby allocates \$1,559,695 in Prop K funds, with conditions, for three requests, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation 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 enclosed 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 (4):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2016/17

Enclosure:

1. Prop K/AA Allocation Request Forms (3)




The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 23rd day of May, 2017, by the following votes:

**Ayes:** Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Sheehy, Tang and Yee (9)

**Nays:** (0)


**Absent:** Commissioners Farrell and Safai (2)

 6-16-17

Aaron Peskin  
Chair

Date

ATTEST:

 6-20-17

Tilly Chang  
Executive Director

Date



**Attachment 1: Summary of Applications Received**

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	9	Port	Downtown Ferry Terminal - South Basin Improvements	\$ 1,100,000	\$ 73,015,000	95%	98%	Construction	3
Prop K	13	BART	Balboa Park Geneva Plaza Improvement Coordination	\$ 60,000	\$ 60,000	72%	0%	Design	11
Prop K	30, 38	SFMTA	Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]	\$ 399,695	\$ 399,695	66%	0%	Planning/ Conceptual Engineering	4, 7
Prop K	43	SFCTA	Lombard Crooked Street Congestion Management System Development [NTIP Capital]	\$ 250,000	\$ 500,000	54%	50%	Planning/ Conceptual Engineering	2
<b>TOTAL</b>				<b>\$ 1,809,695</b>	<b>\$ 73,474,695</b>	<b>95%</b>	<b>98%</b>		

Footnotes

<sup>1</sup> "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2012 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

<sup>2</sup> Acronyms: BART (Bay Area Rapid Transit District); Port (Port of San Francisco); SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency)

<sup>3</sup> "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%.

<sup>4</sup> "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 <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Requested	Prop AA Funds Requested	Project Description
9	Port	Downtown Ferry Terminal - South Basin Improvements	\$1,100,000		Funds will be used for construction to expand berthing and passenger circulation capacity at the Downtown Ferry Terminal, leveraging about \$72 million in regional, state and federal funds. The expanded capacity will accommodate new ferry services, improve ferry patron boarding and circulation and enhance emergency response capabilities. The Water Emergency Transportation Authority (WETA), working closely with the Port of San Francisco, will manage construction of two new ferry gates and reconstruct one existing gate in the South Basin area of the ferry terminal. New patron circulation infrastructure will include pedestrian access gates, gangways, canopies, and guardrails. Construction will begin in July 2017 and be completed in late 2019.
13	BART	Balboa Park Geneva Plaza Improvement Coordination	\$60,000		This request will fund additional coordination between BART, City staff, and the Upper Yard development team to integrate design efforts for Balboa Park Station area improvements and the Upper Yard project. BART will work with the development team on a station area vision framework, design alternatives for the station, and detailed design of the preferred alternative. The project will address possible variants of the Kiss-N-Ride lane and design of improvements to the area around the southern headhouse (i.e. Geneva Avenue escalator entrance). The coordination efforts will continue through detailed design, anticipated to be complete in late 2018.
30, 38	SFMTA	Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]	\$399,695		Neighborhood Transportation Improvement Program (NTIP) Capital funds (\$250,000) and additional Prop K funds will be used to evaluate several alternatives for re-configuration of the intersection at Sloat Boulevard/Skyline Boulevard/ 39th Avenue to improve operations and safety for pedestrians, cyclists, transit, and vehicular traffic. Alternatives to be considered include 1) a low-cost alternative; 2) a roundabout; 3) signalization reconfiguration. Project includes robust stakeholder engagement and outreach. The SFMTA anticipates completing the study by July 2018, including identification of a preferred alternative.

**Attachment 2: Brief Project Descriptions <sup>1</sup>**

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Requested	Prop AA Funds Requested	Project Description
43	SFMTA	Lombard Crooked Street Congestion Management System Development [NTIP Capital]	\$250,000		NTIP Capital funds (\$200,000) and additional Prop K funds will be used to develop a reservations and pricing system for managing automobile access to the Crooked Street (1000 block of Lombard Street). The project will develop the physical and operational/ institutional details of the system and evaluate the outcomes to be expected if the system were implemented. To fully fund the effort we are working with Supervisor Farrell to secure an additional \$250,000 from the General Fund. Operational scenarios will be developed by November 2017. Completion of the full scope of work is expected in January 2018, subject to funding availability.
<b>TOTAL</b>			<b>\$1,809,695</b>		

<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 3: Staff Recommendations <sup>1</sup>**

<b>EP Line No./ Category</b>	<b>Project Sponsor</b>	<b>Project Name</b>	<b>Prop K/AA Funds Recommended</b>	<b>Prop AA Funds Recommended</b>	<b>Recommendations</b>
9	Port	Downtown Ferry Terminal - South Basin Improvements	\$ 1,100,000		
13	BART	Balboa Park Geneva Plaza Improvement Coordination	\$ 60,000		
30, 38	SFMTA	Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]	\$ 399,695		
<b>TOTAL \$</b>			<b>1,559,695</b>	<b>\$ -</b>	

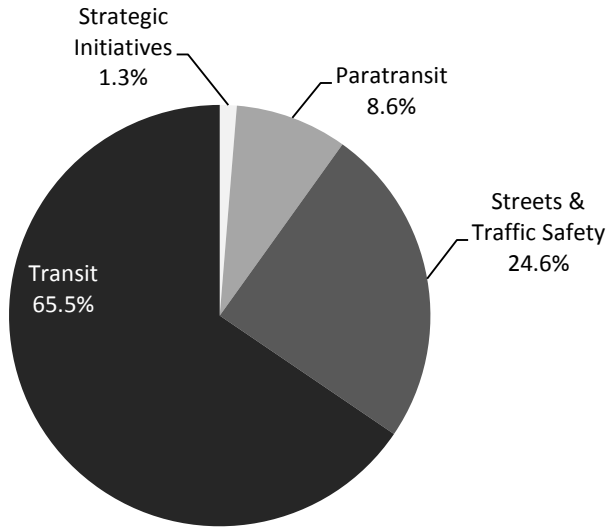
<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 4.  
Prop K Allocation Summary - FY 2016/17**

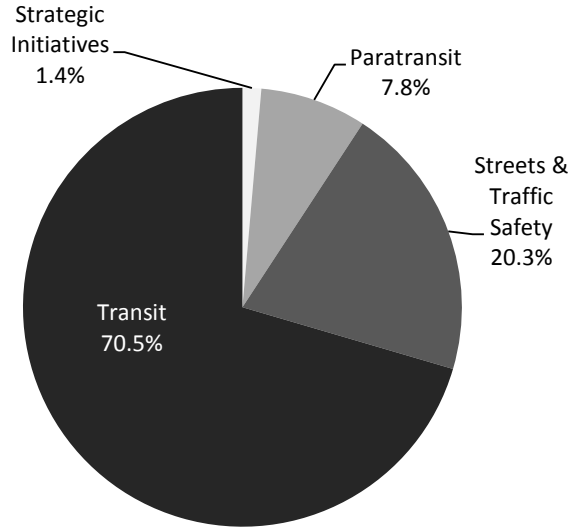
<b>PROP K SALES TAX</b>						
		<b>CASH FLOW</b>				
	<b>Total</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21</b>
Prior Allocations	\$ 134,217,946	\$ 48,782,335	\$ 60,514,690	\$ 24,092,816	\$ 671,807	\$ 156,298
Current Request(s)	\$ 1,559,695	\$ -	\$ 779,771	\$ 559,924	\$ 220,000	\$ -
New Total Allocations	\$ 135,777,641	\$ 48,782,335	\$ 61,294,461	\$ 24,652,740	\$ 891,807	\$ 156,298

The above table shows maximum annual cash flow for all FY 2016/17 allocations approved to date, along with the current recommended allocation(s).

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



**Prop K Investments To Date**



Prop K Grouped Allocation Requests  
May 2017 Board Action

Table of Contents

No.	Fund Source	Project Sponsor <sup>1</sup>	Expenditure Plan Line Item/ Category Description	Project Name	Phase	Funds Requested	Page No.
1	Prop K	Port	Ferry	Downtown Ferry Terminal - South Basin Improvements	Construction	\$ 1,100,000	1
2	Prop K	BART	Balboa Park BART/ Muni Station Access	Balboa Park Geneva Plaza Improvement Coordination	Design	\$ 60,000	15
3	Prop K	SFMTA	Upgrades to Major Arterials, Traffic Calming	Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]	Planning/ Conceptual Engineering	\$ 399,695	29
4	<del>Prop K</del>	<del>SFCTA</del>	<del>TDM/ Parking Management</del>	<del>Lombard-Crooked Street Congestion Management System Development [NTIP Capital]</del>	<del>Planning/ Conceptual Engineering</del>	<del>\$ 250,000</del>	<del>51</del>
<b>Total Requested</b>						<b>\$ 1,809,695</b>	<b>\$1,559,695</b>

<sup>1</sup> Acronyms: BART (Bay Area Rapid Transit District); Port (Port of San Francisco); SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency)



**This Page Intentionally Left Blank**

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

FY of Allocation Action: 2016/17

Project Name: Downtown Ferry Terminal - South Basin Improvements

Grant Recipient: Port of San Francisco

EXPENDITURE PLAN INFORMATION

Prop K EP category: Ferry: (EP-9)

Prop K EP Line Number (Primary): 9      Current Prop K Request: \$ 1,100,000

Prop K Other EP Line Numbers: \_\_\_\_\_

Prop AA Category: \_\_\_\_\_

Current Prop AA Request: \$ -

Supervisorial District(s): District 03

REQUEST

**Brief Project Description (type below)**

The South Basin Improvements will expand berthing capacity by up to 67% at the Downtown Ferry Terminal to support new and existing ferry services to San Francisco. The project also includes landside improvements needed to accommodate expected increases in ridership as new services from Treasure Island, Richmond, and other locations begin operation. Project will also support improved emergency response capabilities.

**Detailed Scope, Project Benefits and Community Outreach (type below)**

This project includes the construction of two new ferry gates and new passenger waiting and queuing areas, as well as the demolition, removal, repair, and replacement of existing substandard facilities. The additional berthing and passenger circulation capacity is required to support future ferry services to the Downtown Ferry Terminal, including new services from Treasure Island, Richmond, and other locations currently under study. Additionally, the new facilities will enhance the Port of San Francisco (Port) and the San Francisco Bay Area Water Emergency Transportation's (WETA) ability to provide water transit services in the event of an emergency.

The Port and WETA conducted extensive early stakeholder outreach prior to and during planning/conceptual engineering work for the project, including interviews and meetings with local neighborhood groups, advocacy organization, interested individuals, Port Advisory Groups, and ferry riders.

See attached scope description for additional details.

**Project Location (type below)**

Downtown Ferry Terminal

**Project Phase (select dropdown below)**

Construction (CON)



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

Map or Drawings Attached? Yes

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K  
5YPP/Prop AA Strategic Plan? Named Project

Is the 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: \$ 1,100,000 Prop AA  
Strategic Plan  
Amount: \_\_\_\_\_

## Downtown Ferry Terminal Expansion - South Basin Improvements On-Site Construction

### Background

The Downtown San Francisco Ferry Terminal currently accommodates six ferry routes serving more than 10,000 passengers with approximately 130 ferry arrivals and departures daily. In 2003 the Port of San Francisco completed the first phase of the Downtown Ferry Terminal Expansion project, including construction of Gates B and E, which today support the Alameda/Oakland, Alameda Harbor Bay, Vallejo, and Tiburon ferry services.

The South Basin Improvements project is the second phase of the expansion project and will construct additional ferry gates, improve pedestrian circulation and ferry patron boarding, enhance emergency response capabilities, and accommodate anticipated increases in ferry ridership as new ferry services from downtown San Francisco to Richmond, Treasure Island, and other routes currently under study are introduced.

### *Near-term expansion plans:*

- 2018: *Richmond Ferry Service*
- 2020: *A third terminal in Alameda, at Seaplane Lagoon*
- 2022: *Treasure Island Ferry Service*

In late 2010, prior to the environmental review process, Port and Water Emergency Transportation Authority (WETA) staff conducted a series of stakeholder interviews to inform interested parties about the Downtown Ferry Terminal Expansion project. Key project stakeholders included Port tenants with long-term leasehold interests, located within the Ferry Building Area. Transportation agencies that are tenants in the Ferry Building area were also consulted, including the Bay Area Rapid Transit District (BART), Golden Gate Ferry and Amtrak. In addition, the team met with regulatory agencies such as the Bay Conservation and Development Commission (BCDC) and the State Historic Preservation Officer (SHPO) to get early input and direction. Input obtained from these interviews was documented and considered in the development of the preliminary project design.

During environmental review, completed in late 2014, federal, state and local agencies with jurisdiction over resources that could be affected by the project, or that have technical expertise on an issue relevant to the project, were formally invited to participate. Agencies that participated included: National Oceanic and Atmospheric Administration (NOAA), National Marine Fisheries Service (NMFS), U.S. Army Corps of Engineers, U.S. Coast Guard, U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, California State Lands Commission, BCDC, Bay Area Air Quality Management District, and BART. In addition, Port and WETA staff worked closely with the San Francisco Planning Department and the San Francisco Municipal Transportation Agency (SFMTA) on the transportation circulation analysis.

The Port and WETA have continued outreach efforts to involve stakeholders throughout development of the projects. Staff has presented updates on the project to several organizations, including the Port's Northeastern Waterfront Advisory Group, Maritime Commerce Advisory Committee and Waterfront Design Advisory Committee, the San Francisco Historical Preservation Commission and the BCDC Design Review Board.

Regular project updates are posted to both the Port's website (<http://sfport.com/downtown-ferry-terminal-expansion>) and WETA's website (<http://sanfranciscobayferry.com/weta/downtown-sf-terminal-expansion-project>).

## Downtown Ferry Terminal Expansion - South Basin Improvements On-Site Construction

### South Basin Improvements Scope

The construction phase scope will include:

#### Early Construction Work: (not part of subject request)

- Demolition and removal of Pier 2
- Pile driving
- Dredging for 2 new ferry gates

#### On-Site Construction: (subject request)

- Construction of Gates F and G
- Reconstruction of existing ferry Gate E
- Construction of new access deck
- Floats, gangways, and portal entrances
- Architectural finishes:
  - Granite pavers, access gates, canopy structure gate, guardrails, etc.
- Installation of passenger amenities:
  - Weather protection canopies
  - seating
  - landscaping
  - signage
- Installation of utilities
  - Electrical for lighting, power and communications
  - Water for fire protection and wash-down and ballasting
- South apron improvements
  - Install stairs and access ramp
  - Resurfacing
  - Install guardrail and lighting
- Mitigation measures for off-site impacts identified during environmental review
  - Modify the intersection signal timing for the Embarcadero mid-block crossing at the Ferry Building Southbound and Northbound to allow for longer pedestrian crossing times.
  - Widen the pedestrian crosswalk at the Embarcadero and Market Street Southbound from the current 42 feet to a minimum of 72 feet.

### Implementation

Project construction is being awarded in two phases:

#### Early Construction Work – demolition, pile driving and dredging

Design is complete. The construction contract was awarded and Notice to Proceed was issued in January 2017.

#### On-Site Construction – construction of additional berthing and passenger circulation capacity

Design for will be completed during construction of Phase 1. Contract amendment to incorporate Phase 2 anticipated in June 2017 and Notice to Proceed in July 2017.

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

**Project Name:** Downtown Ferry Terminal - South Basin Improvements

**ENVIRONMENTAL CLEARANCE**

**Environmental Type:** EIR/EIS

**PROJECT DELIVERY MILESTONES**

Enter dates below for ALL project phases, not just for the current request, based on the best information available. For PLANNING requests, please only enter the schedule information for the PLANNING phase.

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Sep	2010	Apr-Jun	2012
Environmental Studies (PA&ED)	Jul-Sep	2012	Oct-Dec	2014
Right-of-Way				
Design Engineering (PS&E)	Oct-Dec	2014	Jul-Sep	2017
Advertise Construction	Oct-Dec	2016		
Start Construction (e.g. Award Contract)	Jan-Mar	2017		
Operations (i.e., paratransit)				
Open for Use			Oct-Dec	2019
Project Completion (means last eligible expenditure)			Oct-Dec	2019

**SCHEDULE DETAILS**

Provide dates for any COMMUNITY OUTREACH planned during the requested phase(s). Identify PROJECT COORDINATION with other projects in the area (e.g. paving, MUNI Forward) and relevant milestone dates (e.g. design needs to be done by DATE to meet paving schedule). List any timely use-of-funds deadlines (e.g. federal obligation deadline). If a project is comprised of MULTIPLE SUB-PROJECTS, provide milestones for each sub-project. For PLANNING EFFORTS, provide start/end dates for each task.

This project will be constructed in two phases: Phase 1 - Early Construction and Phase 2 - On-Site Construction.

- January 2017: Phase 1 contract award and NTP issued.
- May 2017: Expected completion of Phase 1.
- June 2017: Contract amendment for Phase 2.
- July 2017: Issue NTP for Phase 2.
- Late 2019: Project completion.

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

**Project Name:** Downtown Ferry Terminal - South Basin Improvements

**FUNDING PLAN - FOR CURRENT REQUEST**

Enter the funding plan for the phase(s) that are the subject of the CURRENT REQUEST. Totals should match those shown in the Cost Summary below.

<b>Fund Source</b>	<b>Planned</b>	<b>Programmed</b>	<b>Allocated</b>	<b>Total</b>
Prop K	\$ -	\$ 1,100,000	\$ -	\$ 1,100,000
Prop AA	\$ -	\$ -	\$ -	\$ -
Regional Measure 2	\$ -	\$ -	\$ 20,096,000	\$ 20,096,000
California Transit Grant Program - Regional Public Waterborne Transit	\$ -	\$ -	\$ 46,911,000	\$ 46,911,000
FTA Passenger Ferry Grant Program Funds	\$ -	\$ -	\$ 4,000,000	\$ 4,000,000
FHWA - Ferry Boat Formula Program Funds			\$ 908,000	\$ 908,000
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ -</b>	<b>\$ 1,100,000</b>	<b>\$ 71,915,000</b>	<b>\$ 73,015,000</b>

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

Enter the funding plan for all phases (planning through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown in the Cost Summary below.

<b>Fund Source</b>	<b>Planned</b>	<b>Programmed</b>	<b>Allocated</b>	<b>Total</b>
Prop K	\$ -	\$ 1,100,000	\$ -	\$ 1,100,000
Prop AA	\$ -	\$ -	\$ -	\$ -
Regional Measure 2	\$ -	\$ -	\$ 21,969,000	\$ 21,969,000
California Transit Grant Program - Regional Public Waterborne Transit	\$ -	\$ -	\$ 49,103,000	\$ 49,103,000
FTA Passenger Ferry Grant Program Funds	\$ -	\$ -	\$ 4,000,000	\$ 4,000,000
Federal Transit Capital Investment Grant	\$ -	\$ -	\$ 2,500,000	\$ 2,500,000
FHWA - Ferry Boat Formula Program Funds	\$ -	\$ -	\$ 908,000	\$ 908,000
<b>Total:</b>	<b>\$ -</b>	<b>\$ 1,100,000</b>	<b>\$ 78,480,000</b>	<b>\$ 79,580,000</b>

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

**COST SUMMARY**

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ 2,820,000	\$ -		based on actual cost
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 3,745,000	\$ -	\$ -	based on actual cost
Construction (CON)	\$ 73,015,000	\$ 1,100,000	\$ -	based on most recent engineer's estimate and the award of Early Construction Work.
Operations (Paratransit)	\$ -	\$ -		
<b>Total:</b>	<b>\$ 79,580,000</b>	<b>\$ 1,100,000</b>	<b>\$ -</b>	

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

**PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST** (Instructions as noted below)

Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ -	\$ 1,100,000	\$ -	\$ -	\$ -	\$ 1,100,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

San Francisco County Transportation Authority  
 Prop K/Prop AA Allocation Request Form  
 Project Name: Downtown Ferry Terminal - South Basin Improvements

**MAJOR LINE ITEM BUDGET**

**PROJECT BUDGET - CONSTRUCTION**

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	WETA	Contractor	Contractor
1. Contract					
Task 1: Early Construction (not eligible for subject request)	\$ 13,173,750			\$	13,173,750
Task 2: On-Site Construction	\$ 42,743,210			\$	42,743,210
Mitigation Allowance *	\$ 3,270,000			\$	3,270,000
Contract Subtotal	\$ 59,186,960			\$	59,186,960
2. Construction Management/Support	\$ 3,300,000	5%	\$ 1,318,000	\$	4,618,000
3. Other Direct Costs **	\$ 2,500,000			\$	2,500,000
4. Contingency	\$ 6,710,040	12%		\$	6,710,040
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 71,697,000</b>		<b>\$ 1,318,000</b>	<b>\$</b>	<b>73,015,000</b>

\* Includes allowances for off-site transportation mitigation measures that WETA has committed to implement in the project EIR/EIS.

\*\* Includes permit fees; peer review, legal and other consultant services, rental of project office, and other project expenses.

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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

**This section is to be completed by Transportation Authority Staff.**

**Last Updated:** 4/19/2017      **Res. No.:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Downtown Ferry Terminal - South Basin Improvements

**Grant Recipient:** Port of San Francisco

		<b>Action</b>	<b>Amount</b>	<b>Phase</b>
<b>Funding Recommended:</b>	Prop K Allocation		\$ 1,100,000	Construction (CON)
	<b>Total:</b>		<b>\$ 1,100,000</b>	

**Total Prop K Funds:** \$ 1,100,000      **Total Prop AA Funds:** \$ -

**Justification for multi-phase recommendations and notes for multi-sponsor recommendations:**

\_\_\_\_\_

**Fund Expiration Date:** 12/31/2020      **Eligible expenses must be incurred prior to this date.**

<b>Intended Future Action</b>	<b>Action</b>	<b>Amount</b>	<b>Fiscal Year</b>	<b>Phase</b>

Trigger: \_\_\_\_\_

**Deliverables:**

1. Over the course of the project quarterly progress reports should include 2-3 digital photos of work in progress and/or of completed work.
2. \_\_\_\_\_

**Special Conditions:**

1. The Port of San Francisco may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$1,100,000) pending receipt of evidence of completion of design (e.g. copy of certifications page).
2. \_\_\_\_\_
3. \_\_\_\_\_

**Notes:**

1. As a reminder, construction signs and any press releases, project fact sheets, and other communication materials produced about the project must include Prop K attribution. See the Standard Grant Agreement for details.
2. \_\_\_\_\_



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

TRANSPORTATION AUTHORITY RECOMMENDATION

**This section is to be completed by Transportation Authority Staff.**

Last Updated: 4/19/2017 Res. No: \_\_\_\_\_ Res. Date: \_\_\_\_\_

Project Name: Downtown Ferry Terminal - South Basin Improvements

Grant Recipient: Port of San Francisco

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	98.49%	No Prop AA
Actual Leveraging - This Project	98.62%	No Prop AA

SFCTA Project  
 Reviewer: P&PD

SGA PROJECT NUMBER

Sponsor: Port of San Francisco

SGA Project Number: 109-xxxxxx Name: Downtown Ferry Terminal - South Basin Improvements

Phase: \_\_\_\_\_ Fund Share: 1.51%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K		\$440,000	\$440,000	\$220,000		\$1,100,000

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 1,100,000

Current Prop AA Request: \$ -

Project Name: Downtown Ferry Terminal - South Basin Improvements

Grant Recipient: Port of San Francisco

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.

**Required for Allocation Request Form Submission**  
Initials of sponsor staff member verifying the above statement  
**JH**

**CONTACT INFORMATION**

**Project Manager**

**Grants Section Contact**

Name: Mike Gougherty

Meghan Wallace

Title: Senior Planner (for WETA)

Finance and Procurement Manager

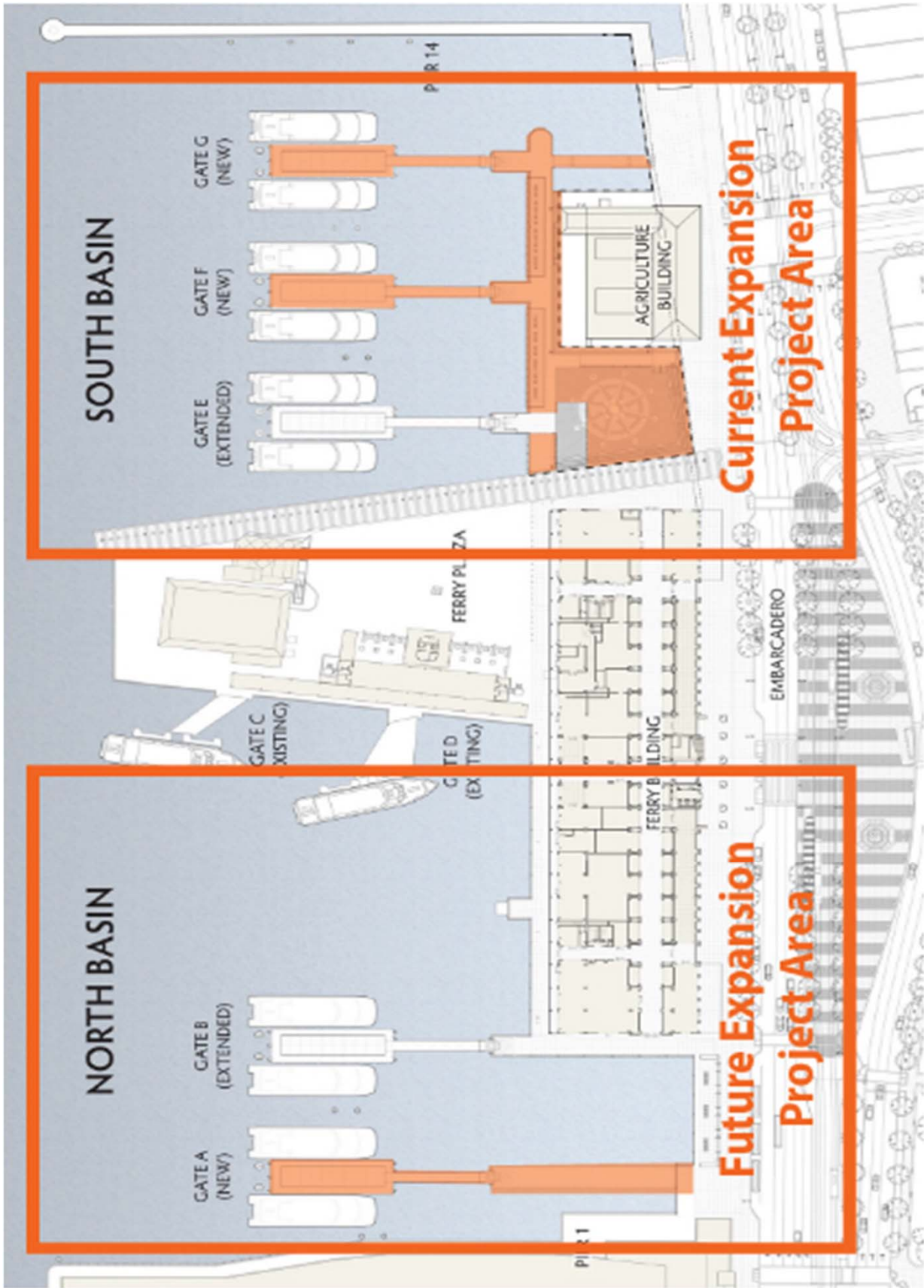
Phone: (415) 364-3189

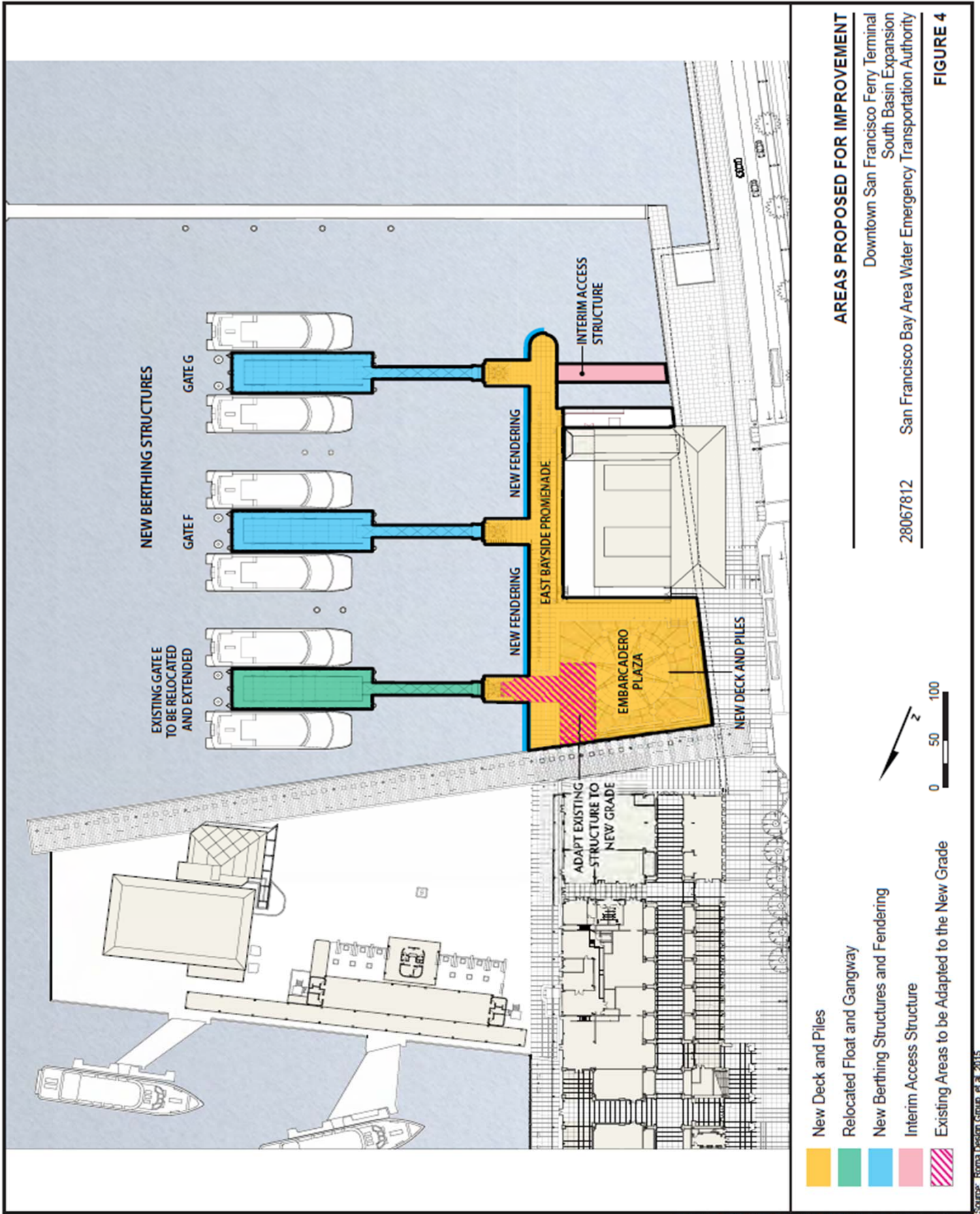
(415) 275-0426

Email: [gougherty@watertransit.org](mailto:gougherty@watertransit.org)

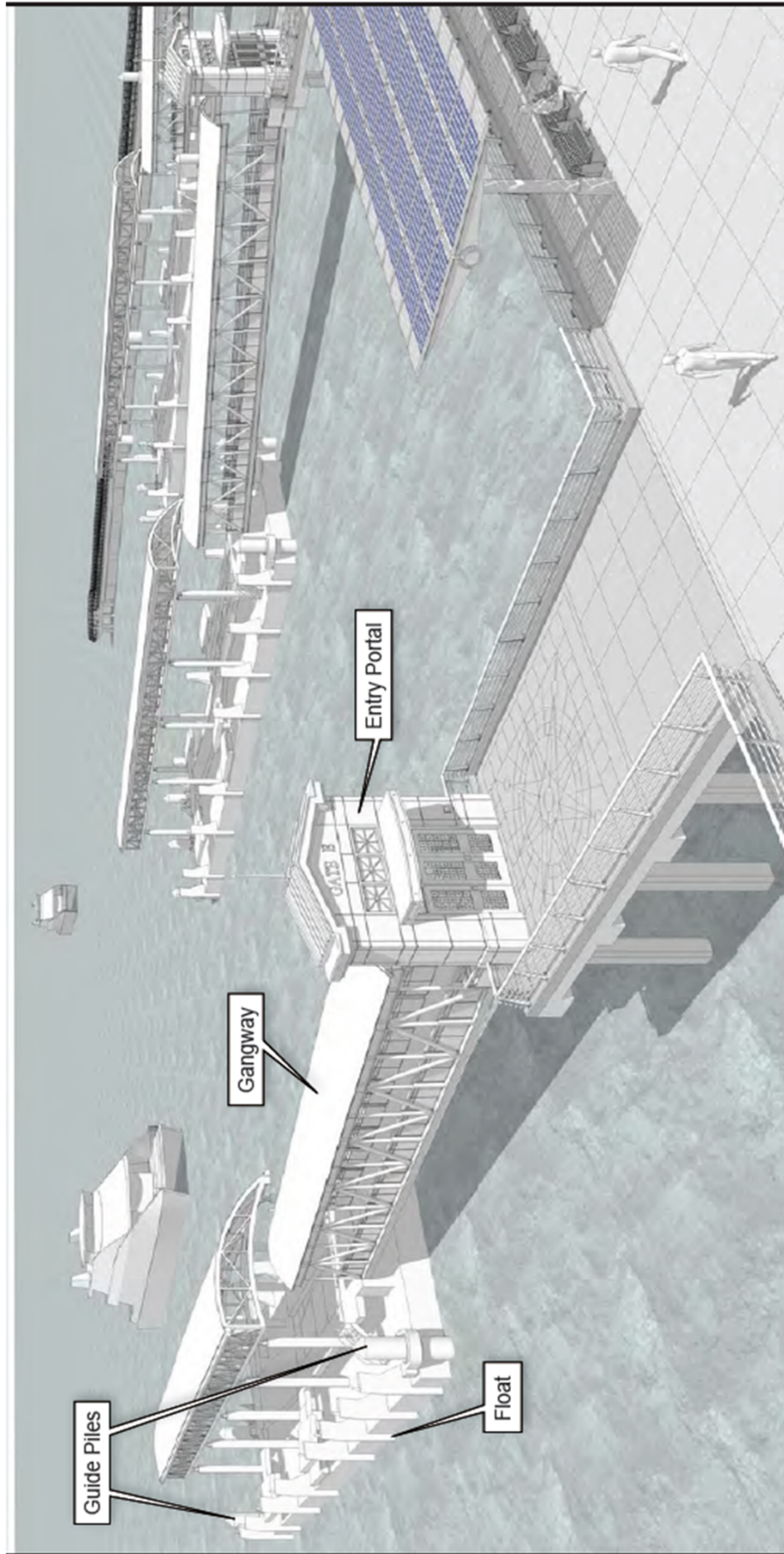
[meghan.wallace@sfport.com](mailto:meghan.wallace@sfport.com)

MAPS AND DRAWINGS









Guide Piles

Gangway

Entry Portal

Float

**SIMULATED VIEW OF BERTHING FACILITIES**

28067812      San Francisco Bay Area Water Emergency Transportation Authority  
Downtown San Francisco Ferry Terminal  
South Basin Expansion

**FIGURE 5**

Source: Roma Design Group, et al., 2015

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

FY of Allocation Action: 2016/17

Project Name: Balboa Park Geneva Plaza Improvement Coordination

Grant Recipient: Bay Area Rapid Transit District

EXPENDITURE PLAN INFORMATION

Prop K EP category: Balboa Park BART/MUNI station access improvements: (EP-13)

Prop K EP Line Number (Primary): 13 Current Prop K Request: \$ 60,000

Prop K Other EP Line Numbers:                     

Supervisorial District(s): District 11

REQUEST

**Brief Project Description (type below)**

Coordination with City and County of San Francisco and Upper Yard Joint Development team. Includes meetings with City and developer staff, preparation and review of design materials, and design integration efforts for Balboa Park Station and Upper Yard project. Work with the Upper Yard development team to develop a station area vision framework, appropriate design alternatives and detailed design of the preferred alternative for the station. The project will address possible variants of Kiss 'n Ride lane and design of area around the Southern head house.

**Detailed Scope, Project Benefits and Community Outreach (type below)**

See attached for scope details.

**Project Location (type below)**

Balboa Park BART Station

**Project Phase (select dropdown below)**

Design Engineering (PS&E)

Map or Drawings Attached?  Yes

Other Items Attached?  Yes

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K  
5YPP/Prop AA Strategic Plan?

Named Project

Is the requested amount greater  
than the amount programmed in  
the relevant 5YPP or Strategic  
Plan?

Less than or Equal to Programmed Amount

**Balboa Park Geneva Plaza Improvement Coordination****Coordination Supplement to Task 0: Project Management**

Project resourcing and management, meetings with BART staff including weekly liaison meetings with the Project Manager, Lead Planner/Coordinator (Consultant) and Lead Architect (Consultant), and monthly project status reporting (progress reports). Task level of effort increased to address the revised project schedule with a completion date of December 2017. No work will be performed on this work plan after March 2018.

**Coordination Supplement to Task 2: Joint Development Study**

Coordination with City of San Francisco, and Upper Yard Joint Development team. Task level of effort increased to address additional ongoing meetings with City and developer staff, review of design materials, preparation of design materials, and design integration effort for Balboa Park Station and Upper Yard project.

The Upper Yard Joint Development Team includes the Mayor's Office of Housing and Community Development, San Francisco Municipal Transportation Agency (SFMTA), BART, and Mission Housing Development Corporation, along with other community and housing groups.

**Coordination Supplement to Task 4: Design Alternatives**

Develop a station vision framework and appropriate design alternatives for the station. Task level of effort increased to address additional design work undertaken by team architect to address possible variants of Kiss 'n Ride lane and design of area around the Southern head house. Results will be integrated into the existing Task 4 deliverables.

**Additional Support (Optional) - Task 6: Concept Design Master Plan**

Preparation of final station design, cost estimate, and implementation plan. Consultant team may undertake additional work to refine and integrate design elements of the street-level area adjoining the Upper Yard development site. Resulting design elements would be integrated into the existing Task 6 deliverables.

**Coordination Supplement to Task 7: Coordination with External Parties and Public Engagement**

Task level of effort increased to include a second round of in-station public outreach events. BART and Consultant will prepare information for an in-station Meet-and-Greet to share the opportunities and constraints with the community and provide the public with the opportunity to share their thoughts and suggestions. The Consultant will be responsible for consolidating the input heard from the community into a summary for communication back to the BART TAC and Station Stakeholders. Outreach will be two sessions of 3 hours in length. The first round of outreach will present initial ideas with one session in the AM and another one in the afternoon.



## Balboa Park Geneva Plaza Improvement Coordination

For these events the consultant will:

- Prepare notification materials and sandwich posters in Adobe Illustrator and InDesign format.
- Prepare up to 5 Display boards for in-station events using a BART template. Display boards will consist of current renderings and concepts as relevant.
- Create one 2-3 page survey.
- Up to 3 consultant team staff will attend in-station meeting events (3 hours each for two sessions, a total of up to 18 consultant team staff hours).

BART staff will organize logistics of in-station events, including media, and vetting of presentation boards to meet internal communications standards.

### **Task 7.0 - Deliverables**

- *Outreach materials – flyers, boards, posters, survey, web contents*
- *Summary of each open house that will be folded into the Draft and Final Report*

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

**Project Name:** Balboa Park Geneva Plaza Improvement Coordination

**ENVIRONMENTAL CLEARANCE**

**Environmental Type:** Categorically Exempt

**PROJECT DELIVERY MILESTONES**

Enter dates below for ALL project phases, not just for the current request, based on the best information available. For PLANNING requests, please only enter the schedule information for the PLANNING phase.

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-Jun	2017	Jan-Mar	2018
Environmental Studies (PA&ED)				
Right-of-Way				
Design Engineering (PS&E)			Oct-Dec	2018
Advertise Construction				
Start Construction (e.g. Award Contract)	Apr-Jun	2019		
Operations (i.e., paratransit)				
Open for Use			Oct-Dec	2021
Project Completion (means last eligible expenditure)				

**SCHEDULE DETAILS**

Provide dates for any COMMUNITY OUTREACH planned during the requested phase(s). Identify PROJECT COORDINATION with other projects in the area (e.g. paving, MUNI Forward) and relevant milestone dates (e.g. design needs to be done by DATE to meet paving schedule). List any timely use-of-funds deadlines (e.g. federal obligation deadline). If a project is comprised of MULTIPLE SUB-PROJECTS, provide milestones for each sub-project. For PLANNING EFFORTS, provide start/end dates for each task.

The Upper Yard public process is just beginning. The first Design Charrette will be held on 3/25/17 and the 2nd Design Charrette in May 2017 in parallel with the planning phase. Construction of the housing, plaza and streetscape improvements will be led by the City. Project will be coordinated with the District 11 NTIP Planning project to study the Geneva-San Jose intersection.

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

**Project Name:** Balboa Park Geneva Plaza Improvement Coordination

**FUNDING PLAN - FOR CURRENT REQUEST**

Enter the funding plan for the phase(s) that are the subject of the CURRENT REQUEST. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 60,000	\$ -	\$ 60,000
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	\$ -	\$ 60,000	\$ -	\$ 60,000

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

Enter the funding plan for all phases (planning through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown in the Cost Summary below.

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

**BART will develop a funding plan for the subsequent project phases once the Mission Housing Development Team has developed cost estimates as part of the planning phase.**

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

**COST SUMMARY**

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)				Engineer's estimate
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 60,000	\$ 60,000	\$ -	
Construction (CON)	\$ -	\$ -	\$ -	
Operations (Paratransit)	\$ -	\$ -		
<b>Total:</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ -</b>	

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

**PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST** (instructions as noted below)

Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ -	\$ -	\$ 60,000	\$ -	\$ -	\$ 60,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

**Project Name:** Balboa Park Geneva Plaza Improvement Coordination

**MAJOR LINE ITEM BUDGET**

**PROJECT BUDGET - COORDINATION/ DESIGN**

**SUMMARY BY MAJOR LINE ITEM - DESIGN**

<b>Budget Line Item</b>	<b>Totals</b>	<b>% of phase</b>
1. Total Labor		
2. Consultant	\$ 60,000	
3. Other Direct Costs *		
4. Contingency		0%
<b>TOTAL PHASE</b>	<b>\$ 60,000</b>	



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

TRANSPORTATION AUTHORITY RECOMMENDATION

**This section is to be completed by Transportation Authority Staff.**

Last Updated: 4/20/2017 Res. No: \_\_\_\_\_ Res. Date: \_\_\_\_\_

Project Name: Balboa Park Geneva Plaza Improvement Coordination

Grant Recipient: Bay Area Rapid Transit District

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.00%	No Prop AA
Actual Leveraging - This Project	See Above	See Above

SFCTA Project

Reviewer: P&PD

SGA PROJECT NUMBER

Sponsor: Bay Area Rapid Transit District

SGA Project Number: 113-902xxx Name: Balboa Park Geneva Plaza Improvement Coordination

Phase: Design Engineering (PS&E) Fund Share: 100.00%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K		\$40,000	\$20,000			\$60,000

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 60,000  
Current Prop AA Request: \$ -

Project Name: Balboa Park Geneva Plaza Improvement Coordination

Grant Recipient: Bay Area Rapid Transit District

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.

**Required for Allocation Request Form Submission**  
Initials of sponsor staff member verifying the above statement  
**TM**

**CONTACT INFORMATION**

**Project Manager**

**Grants Section Contact**

Name: Tim Chan

Todd Morgan

Title: Project Manager

Principal Financial Analyst

Phone: 510-287-4705

510-464-6551

Email: [tchan1@bart.gov](mailto:tchan1@bart.gov)

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





Locations for which Design Alternatives will be Developed



# Challenges and Opportunities

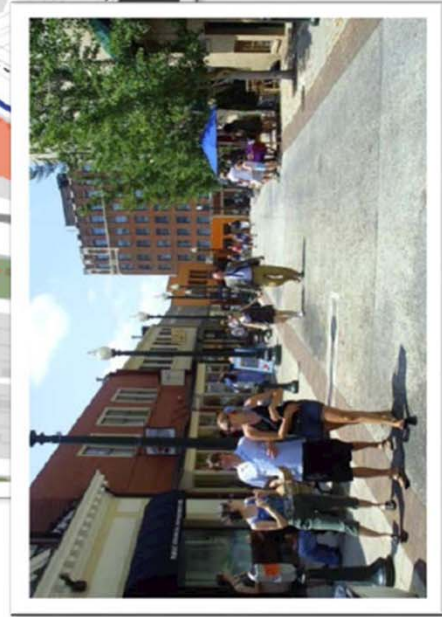
MITHŪN | SOLOMON

## Challenge:

- Making an effective transit hub

## Opportunity :

- Neighborhood linkages and community services hub



**Balboa Park**  
Upper Yard  
Development



**This Page Intentionally Left Blank**

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

FY of Allocation Action: 2016/17

Project Name: Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

EXPENDITURE PLAN INFORMATION

Prop K EP category: Upgrades to major arterials (including 19th Avenue): (EP-30)

Prop K EP Line Number (Primary): 30 Current Prop K Request: \$ 399,695

Prop K Other EP Line Numbers: 38

Prop AA Category: \_\_\_\_\_

Current Prop AA Request: \$ -

Supervisorial District(s): District 04, District 07

REQUEST

**Brief Project Description (type below)**

The SFMTA will evaluate three alternatives and recommend a preferred alternative for the configuration of the intersection of Sloat Boulevard/ Skyline Boulevard/ 39th Avenue to improve operations and safety for pedestrians, cyclists, transit, and vehicular traffic. Alternatives under consideration include 1) a low-cost near-term treatment; 2) a roundabout; and 3) signalized T-intersection. Project includes robust stakeholder engagement and outreach.

**Detailed Scope, Project Benefits and Community Outreach (type below)**

For project details, see (1) Outreach Scope and (2) Task Order Request, attached.

**Project Location (type below)**

Sloat Boulevard/ Skyline Boulevard/ 39th Avenue intersection

**Project Phase (select dropdown below)**

Planning/Conceptual Engineering (PLAN)

Map or Drawings Attached?  Yes

Other Items Attached?  Yes

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

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K  
5YPP/Prop AA Strategic Plan? Project Drawn From Placeholder

Is the 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: \$ 419,554 Prop AA  
Strategic Plan  
Amount:

Requested funds would draw from the NTIP placeholder in the Upgrades to Major Arterials (EP 30) category (\$248,397) and the Arterials Track Traffic Calming Program placeholder in the Traffic Calming (EP38) category (\$151,298). Available programming from these placeholders totals \$419,554, sufficient to fund the subject request.

## **Sloat/Skyline Alternatives and Feasibility Analysis Outreach Scope**

### **1. Project Description**

The San Francisco Municipal Transportation Agency (SFMTA) is evaluating several alternative options for the configuration of the intersection of Sloat Boulevard/Skyline Boulevard/39th Avenue to improve operations and safety for pedestrians, cyclists, transit, and vehicular traffic. The Sloat/Skyline intersection was identified in the Ocean Beach Master Plan for signalization to create a safer and more efficient intersection to accommodate rerouting the Great Highway via Sloat and Skyline Boulevards. A roundabout was first proposed in the 2014 Ocean Beach Transportation Analysis conducted by SPUR.

Alternatives under consideration include 1) low-cost alternative; 2) roundabout reconfiguration; 3) signalization reconfiguration. Stakeholder engagement will take a two-pronged approach. Initial engagement will inform the assessment of existing conditions with an understanding of community-identified assets and challenges related to the function of the intersection. The post-study outreach will communicate the findings of the study, assessment of findings related to initial outreach and proposed recommendations.

The affected segment of Sloat Boulevard is a part of San Francisco's Vision Zero High-Injury Network, and the alternatives considered in this request will be evaluated for their potential to improve safety for all road users and make progress towards achieving Vision Zero, San Francisco's policy to eliminate all traffic deaths, and reduce severe and fatal injury inequities across neighborhoods, transportation modes, and populations in San Francisco by 2024.

The requested funds include Prop K Neighborhood Transportation Improvement Program (NTIP) funds. 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. Of the requested funds, 62% (\$248,397) would come from available District 4 NTIP capital funds.

### **2. Pre-Study Outreach (Phase One)**

SFMTA will lead a series of three stakeholder interview meetings with key external (non-City/Caltrans) stakeholders for the project to support the existing conditions, needs and opportunities analysis. These meetings will be used to identify the perceptions and concerns of stakeholders within the project area and observations of day to day operations and factors affecting operations. The project contractor conducting the feasibility analysis will participate in these meetings and incorporate the findings in their existing conditions report.

#### **Key Stakeholders:**

- Residents immediately impacted by changes to the intersection (within 100 feet, driveway access potentially impacted)
- Residents within adjacent area (within .5 miles, represented by community association leaders)
- Merchants in adjacent area (within .5 miles)
- Community/neighborhood associations, schools, senior centers/disabled services, and other community-serving organizations (e.g., San Francisco Zoo) (within .5 miles)
- Caltrans (Intersection is on the State Highway 35 Right-of-Way)
- Office of District 4 Supervisor Tang

#### **Meeting Format (final meeting format still tbd):**

- 3 2-hour small group meetings (10 attendees)
- Project overview presentation
- Discussion to elicit feedback/perceptions

Report Back:

- 1 2-hour update meeting with all Phase One participants to share findings of pre-study outreach and final existing conditions report
- Bimonthly website updates and email blasts with ongoing project updates

### **3. Post-Study Outreach (Phase Two)**

Following the completion of the alternatives analysis, SFMTA will lead one additional community meeting to share the findings of the study. This meeting will present the alternatives considered and share the project recommendations.

Audience:

- All residents, businesses/services, community associations within adjacent area

Meeting Format (final meeting format still tbd):

- 2-hour large group meeting/open house
- Project overview & findings presentation
- Open house/question & answer

## Sloat/Skyline Alternatives and Feasibility Analysis Task Order Request

SFMTA's Sustainable Streets Division (SSD)  
 SSD As-needed Environmental & Transportation Analysis & Documentation  
 SSD Subdivision: Transportation Planning  
 Project Manager:

### 1. GENERAL PROJECT DESCRIPTION

SFMTA seeks to improve operations and safety for pedestrians, cyclists, transit, and vehicular traffic at the intersection of Sloat Boulevard/Skyline Boulevard/39th Avenue. The Contractor will review and evaluate existing and future conditions including traffic/level of service, pedestrian and bicycle access, land acquisition, driveway conflicts, utility conflicts, and parking impacts. The Contractor will prepare a formal report or technical memo reflecting Contractor’s research and analysis. The Contractor will also develop designs and cost estimates for both near term and long term proposals to improve the intersection based on industry best practices and the City’s budget constraints. The near term proposal would consist of relatively low cost changes to paint, signage, and concrete work to splitter islands that could be done over the span of the next year. The longer term proposal would assume the existing intersection, approaches, and adjacent sidewalks could be significantly modified, with work taking place both within the city's existing right-of-way as well as in potential new right-of-way which may be acquired from the San Francisco Zoo, if such acquisition is feasible. The longer term proposal will include at least one design alternative incorporating a roundabout and at least one alternative using a signalized traditional intersection configuration.

### 2. PROJECT DEFINITIONS

<b>PROJECT:</b> Sloat/Skyline Alternatives and Feasibility Analysis
<b>SFMTA Team:</b> <ul style="list-style-type: none"> <li>• Planning: TBD</li> <li>• Livable Streets: TBD</li> <li>• Transit Engineering: TBD</li> <li>• Transit: TBD</li> </ul>
<b>SFPW Team:</b> <ul style="list-style-type: none"> <li>• Project Manager: TBD</li> <li>• Asst. Project Manager: TBD</li> <li>• Engineer: TBD</li> <li>• Asst. Engineer: TBD</li> </ul>
<b>City Team:</b> <ul style="list-style-type: none"> <li>• PUC representative: TBD</li> <li>• Caltrans representative: TBD</li> </ul>
<b>Contractor’s Team:</b> <ul style="list-style-type: none"> <li>• TBD upon Task Order Award</li> </ul>



## 3. PROJECT APPROACH

### 3.1 Project Staffing:

Contractor agrees to use the personnel listed under “Contractor’s Team” in Section 2 of this Task Order. SFMTA, in its sole discretion, has the right to approve or disapprove Contractor’s personnel assigned to perform the services under this Task Order at any time throughout the term of this Task Order.

SFMTA shall have the right to interview and review the qualifications of any new personnel not listed under “Contractor’s Team” that are proposed by the Contractor. Any change to Contractor’s personnel must be approved in writing by the City at least fourteen (14) days in advance of assignment of such personnel by the Contractor. Such approval by the City shall not be unreasonably withheld.

### 3.2 Project Roles and Responsibilities:

The Contractor’s Project Manager shall manage the Contractor’s Team to ensure that it completes all work and obligations described in this Task Order.

The SFMTA Project Manager will provide oversight of the Project to ensure that the Contractor is meeting staffing, timeline, budget, and work product targets and deliverables described in this Task Order; approve contract payments; and provide oversight of all contract administration matters.

### 3.3 Project Management and Communications:

The Contractor’s Team shall schedule and coordinate conference calls/meetings with the SFMTA Project Manager as enumerated in the scope of work. At minimum, the Contractor’s Team Project Manager shall participate in each conference call/meeting. As part of these meetings, the Contractor’s Team shall report on project tasks and deliverables (including labor hours, expenses, and deadlines) for review, input, decision-making, and approval by the SFMTA Project Manager. The Contractor team is responsible for preparing and providing agendas 2 business days in advance of every meeting, and taking and distributing notes within 3 business days following every meeting.

### 3.4 Deliverables for Contractor Payment:

The Contractor shall provide high quality written deliverables that are professionally organized and presented, and include a completed Appendix D, Consultant Checklist for Document Submittals with each draft and final document submittal. The Contractor shall provide deliverables that include the following characteristics:

- Concise, but with sufficient detail to provide comprehensive information;
- Free of typographical, spelling, and grammatical errors.

The Contractor’s Team shall provide the SFMTA Team with deliverables in accordance with the schedule of deliverables detailed below. The Project Manager will be responsible for forwarding feedback to the Contractor on behalf of the SFMTA.

The SFMTA Project Manager and Contractor shall develop and document standards for SFMTA evaluation and acceptance of deliverables. Payment for work is conditional to work being completed to the satisfaction of the SFMTA Project Manager.

## 4. SCOPE OF WORK

### TASK 1: Project Kick-off Meeting, Information Review, and Project Work Plan

The Contractor team shall meet with the SFMTA for an initial project Kick-off Meeting within one week of the notice to proceed to confirm SFMTA expectations about levels of analysis, deliverables and schedule; information the City will make available to the Contractor team; and general services the

Contractor will perform for the City. The project Kick-off Meeting shall also serve as a transfer meeting focusing on existing knowledge and challenges with the project. At the Kick-off Meeting, the SFMTA will provide striping drawings for the intersection. The Contractor shall further review scope details in order to produce a Project Work Plan for SFMTA approval and acceptance. After SFMTA approval and acceptance, the Contractor may begin work on tasks 2 through 6. The Work Plan will:

- delineate the team's roles and responsibilities for all deliverables and task milestones;
- establish a detailed schedule for all deliverables and task milestones; and
- document communications protocols between Contractor and SFMTA

The Contractor will prepare up to two drafts of the Project Work Plan for SFMTA/SFPW review and comment. Upon SFMTA/SFPW approval and acceptance of a draft Project Work Plan, the Contractor will submit a final Project Work Plan.

### *Deliverables*

*1a: Attendance at Kick-off Meeting*

*1b: Draft 1, Project Work Plan*

*1c: Draft 2, Project Work Plan*

*1d: Final Project Work Plan*

## TASK 2: Needs and Opportunities

### *2.1 Data Collection*

The City shall provide:

1. Existing street striping
2. Existing signal timing
3. Historical traffic collision data
4. Traffic signals, including but not limited to accessible pedestrian signals and pedestrian countdown signals
5. Transit uses, including but not limited to perpendicular Muni routes, non-revenue service, and specifications of Muni vehicle sizes accessing the intersection
6. Accessible uses, including but not limited to curb ramps, blue zones and paratransit routes
7. Curb uses, including driveways, colored curbs, and meters
8. Latest estimated traffic movements and volumes at intersections for vehicles, pedestrians and cyclists
9. Street lighting, including locations, conditions and illumination of fixtures (PUC)
10. Street trees and special aesthetic features (DPW)
11. Grade levels and drainage features (DPW)
12. Prior studies conducted in the project area, including the 2014 Nelson/Nygard-AECOM traffic operations study

Contractor shall perform the following tasks:

1. Contractor shall review data provided by the City and provide feedback at a regularly scheduled bi-weekly check-in meeting. If the City identifies additional data needed for collection and analysis, the team will amend this task.

2. Contractor shall conduct field visits of the project area, conduct a detailed engineering survey and build a visual surface inventory of signal poles, signage, utility poles, pullboxes, utilities, ramps, sub-sidewalk basement covers, drainage features, street lights, trees, other street furniture, and curb use. Contractor will observe compliance with existing traffic control devices, turning vehicle speeds, heavy vehicle movements, and verify the outputs of traffic operations analysis, including turning movements and operations at intersections (AM and PM peak period) including queue lengths, vehicular and pedestrian volumes, and approach delays. Contractor will create the inventory in CAD using a template provided by the SFMTA.
3. Development and management of a SIDRA model/analysis for roundabout analysis, and Synchro for all other intersection control types. The City will provide existing/past models where possible.

## *2.2 Stakeholder Outreach*

The Contractor will participate in three SFMTA-led stakeholder outreach meetings as part of the existing conditions research. These meetings will be used to identify the perceptions and concerns of stakeholders within the project area and observations of day to day operations and factors affecting operations, which will inform the alternatives analysis. The Contractor will provide presentation visuals for the meetings including boards and/or digital presentation materials as appropriate for the meeting venue and audience. Following the meetings the Contractor will provide meeting notes documenting stakeholder observations, concerns, and perceptions. **The Contractor will also provide an educational presentation explaining the types of solutions that may be considered for the intersection, including basic overview and effects of both signalization and roundabout alternatives.**

## *2.3 Existing Conditions and Literature Review Report*

The Contractor will prepare an Existing Conditions report summarizing the findings from Tasks 2.1, along with information from stakeholder interviews to be provided by the City. To the extent possible, information will be conveyed and synthesized visually including relevant maps, graphics, charts and information shared that represent the breadth of data collection, and guidance as the project moves to conceptual design. The Contractor will provide traffic operation outputs and results from SIDRA/Synchro analysis in appendix of the report. Contractor will perform a crash analysis for a trailing 5-year window at the intersection to identify crash patterns, characteristics of crashes, and number of crashes between different modes of transportation. The SFMTA will provide crash data at the intersection for the Contractor's use. The Contractor will also review past proposals for the intersection as well as expected traffic projections from existing and area plans. The Contractor will also conduct a review of research and best practices pertaining to roundabout design, including a review of best practices for pedestrian and bicycle access and ADA compliance. SFMTA will review a draft Existing Conditions report and provide up to one round of feedback for Contractor use in preparing an Existing Conditions report.

### *Deliverables*

- 2.1a: Project area field visit
- 2.1b: Engineering survey
- 2.1c: CAD inventory

- 2.2a: Attendance at three stakeholder meetings
- 2.2b: Presentation visuals
- 2.2c: Meeting notes summarizing stakeholder input

## Signalization and Roundabouts educational presentation

2.3a: Draft existing conditions and literature review report

2.3b: Traffic operation outputs and results from SIDRA/Synchro analysis in appendix of report

2.3c: Final existing conditions and literature review report

### TASK 3: Identify Design Alternatives and Prepare ICE

The Contractor will research and prepare a technical report and Intersection Control Evaluation (ICE) recommending at least three design alternatives to the existing conditions determined during Task 2. Each alternative will be responsive to community concerns from stakeholder outreach. One alternative will review options for small-scale improvements which do not substantially change the infrastructure of the intersection, the second alternative will assess feasibility and design options for converting the intersection to a roundabout, and the third alternative will be a conceptual design of a signalized T- intersection. All alternatives must consider the multimodal impacts of a future closure of the Lower Great Highway between Sloat and Skyline and subsequent diversion of traffic as well as impacts of anticipated future development.

In addition to narrative recommendations, the technical report must include appropriate conceptual design layouts and document evidence of industry best practice. The Contractor shall assemble these alternatives in the form of annotated, illustrative cross-sections and/or plan views. These may be used in presentations to the public. The Contractor shall also work with the City compare these alternative designs using generalized metrics in a matrix-style scoring system to facilitate comparison between one another.

In addition, the Contractor shall serve in an advisory role to determine the technical feasibility of preliminary design options. This shall include a cost comparison in sufficient depth to provide a confident estimate of the cost of pursuing each alternative. The Contractor shall also attend up to two meetings to discuss potential coordination issues as they relate to project design with SFMTA, City, and Caltrans staff.

#### *3.1 Small-Scale Improvement Alternative*

The small-scale improvement alternative must consist of relatively low cost changes with paint, signage, flashing beacons, and concrete work to splitter islands that could be done quickly and effectively. This alternative will not require land acquisition and should avoid utility conflicts and minimize parking impacts. Design shall utilize industry best practices and be in significant compliance with existing design standards and guidelines found in the California Highway Design Manual, the CA MUTCD, and NACTO. Effects on traffic operations should be documented from the modeling software outputs and changes in capacity, multimodal operations, and safety must be discussed, in addition to a cost estimate for the project.

#### *3.2 Roundabout Alternative*

The Contractor will investigate and prepare an alternative configuration of the intersection which converts the intersection to a roundabout. The Contractor will provide narrative recommendations, discussion of expected benefits and trade-offs from the roundabout configuration, conceptual design layouts, and project cost estimates. The Roundabout Alternative will assume the intersection and the approaches and adjacent sidewalks could be significantly modified, and if necessary land may be acquired from the San Francisco Zoo's overflow parking lot to expand the intersection. The Contractor will evaluate designs in which driveways from residential properties on the north side of Sloat Boulevard either enter directly into the roundabout or are accessed via a new slip road designed to provide access while preventing cut-

through traffic. This design must incorporate international best practices to accommodate a mix of pedestrian, bicycle, transit, and vehicular traffic. Contractor shall analyze impacts of the Roundabout Alternative including traffic/level of service impacts, travel lanes/size, fastest path, utility conflicts and relocations required, parking removal within the area, driveways which will be affected by either entering directly into the roundabout or using a slip road to access, pedestrian and bike access and changes to out-of-distance travel, and access options for persons with disabilities.

The Roundabout Alternative may deviate where necessary from design standards and guidelines found in the California Highway Design Manual, the CA MUTCD, and NACTO, but Contractor is required to call out any such deviations, explain the associated advantages of such deviations, and what changes/exemptions to existing CA/US manuals would be needed to accommodate the deviation. The SFMTA will approve the deviations through the design review process. For the Roundabout Alternative, the FHWA publication Roundabouts: An Informational Guide (2nd Edition) must be consulted for best practices in designing circular intersections. For access for persons with vision disabilities, the FHWA publication Crossing Solutions at Roundabouts and Channelized Turn Lanes for Pedestrians with Vision Disabilities must be consulted.

### *3.3 Signalization Alternative*

The Contractor will investigate and prepare an alternative configuration of the intersection which converts to a traditional signalized T-intersection. The Contractor will provide narrative recommendations, discussion of expected benefits and trade-offs from the signalized T configuration, conceptual design layouts, and project cost estimates. This alternative will assume the intersection and the approaches and adjacent sidewalks could be significantly modified. If possible, all work should take place within the city's existing right-of-way, but if necessary acquisition of land from the San Francisco Zoo's overflow parking lot may be considered. This design must incorporate international best practices to accommodate a mix of pedestrian, bicycle, transit, and vehicular traffic. Contractor shall analyze impacts of the Signalization Alternative including traffic/level of service impacts, utility conflicts and relocations required, impacts on parking within the area, pedestrian and bike access and changes out-of-distance travel, and access options for persons with disabilities.

The Signalization Alternative may slightly deviate from design standards and guidelines found in the California Highway Design Manual, the CA MUTCD, and NACTO, but Contractor is required to call out any such deviations, explain the associated advantages of such deviations, and what changes/exemptions to existing CA/US manuals would be needed to accommodate the deviation. The SFMTA and Caltrans will approve the deviations through the design review process.

### *Deliverables*

3a: Narrative descriptions and feasibility analysis including cost estimates for alternatives 3.1, 3.2, and 3.3

3b: AutoCAD conceptual design layouts (CAD and PDF outputs) for alternatives 3.1, 3.2, and 3.3

3c: Technical report with quantitative discussions of the changes in vehicle and transit delay, vehicle diversion, vehicle capacity, multimodal operations, and pedestrian, bicyclist and vehicle safety between these alternative designs and the existing conditions

3d: Provide traffic operation outputs from SIDRA/Synchro modeling software for each scenario in appendix of technical report

### **TASK 4: Recommend Preferred Alternative**

The Contractor will hold one in-person meeting with SFMTA, City, and supervisorial staff to review, discuss, and approve the three alternatives. Following this meeting, the SFMTA will provide comments in writing to the Contractor and select one of the three alternatives as a preferred alternative. The Contractor will submit a memo that outlines the approach to selecting the preferred alternative and the pros and cons

of this alternative when compared with other less desirable alternatives and the existing conditions. The Contractor will attend an internal SFMTA review meeting to be scheduled and set up by SFMTA staff to present the preferred alternative and discuss the analysis and approach leading to this decision. This presentation will include a discussion of the existing conditions, the issues identified in Task 2, the alternatives identified in Task 3, the quantitative analysis conducted in Task 3, and the reasoning behind the selection of a preferred alternative. SFMTA staff will provide comments in writing to the Contractor, and the Contractor will make any necessary changes to the preferred alternative design. The Contractor will provide a final summary memo that outlines the selection process leading to the final preferred alternative.

#### *Deliverables*

- 4a: Attendance at in-person meeting to discuss alternatives and select preferred alternative
- 4b: Initial Preferred Alternative Memo recommending preferred alternative and justification for selection
- 4c: Attendance at internal SFMTA review meeting and presentation of preferred alternative
- 4d: Final Preferred Alternative Memo that incorporates any SFMTA changes/comments

### TASK 5: Administration and Reporting

The Contractor shall submit monthly written status reports due the first of every month to the SFMTA. The monthly reports shall contain, but not be limited to, the following information: detail of staff labor, any issues and resolutions of note for each month, schedule tracking, anticipated start and finish date of deliverables, and a summary of activities. Format for the content of such reports shall be determined by the SFMTA. The timely submission of all reports is a necessary and material term and condition of this Agreement. The reports, shall be submitted via email.

The Contractor will coordinate bi-weekly telephone call check-in meetings including developing agendas, taking notes, and sending out meeting minutes documenting all action items and next steps. Contractor shall provide SFMTA with an agenda 2 days in advance of each call. The Contractor shall provide meeting notes to the SFMTA within one week of meeting occurrence. Contractor shall organize and execute bi-weekly check in calls following the Kick-Off meeting.

In order to address more complex questions and issues that may arise as the work plan is implemented, the Contractor will coordinate up to three, in-person meetings upon SFMTA request, including developing agendas, taking notes, and sending out meeting minutes documenting all action items and next steps. Contractor shall provide SFMTA with draft agenda one week in advance of an in-person meeting. The SFMTA will provide feedback, and the Contractor shall provide a final agenda and materials to SFMTA two days in advance of each meeting. The Contractor shall provide meeting notes to the SFMTA within one week of meeting occurrence.

#### *Deliverables*

- 5a: Monthly written status reports
- 5b: Bi-weekly project phone call check-in meetings with SFMTA, including agendas and meeting minutes;
- 5c: Up to three in-person meetings, including agendas and meeting minutes



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

**Project Name:** Sloot/Skyline Intersection Alternatives Analysis [NTIP Capital]

## ENVIRONMENTAL CLEARANCE

**Environmental Type:** TBD

## PROJECT DELIVERY MILESTONES

Enter dates below for ALL project phases, not just for the current request, based on the best information available. For PLANNING requests, please only enter the schedule information for the PLANNING phase.

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Sep	2017	Jul-Sep	2018
Environmental Studies (PA&ED)				
Right-of-Way	Schedule for subsequent phases to be developed after completion the the subject feasibility study.			
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (i.e., paratransit)				
Open for Use				
Project Completion (means last eligible expenditure)				

## SCHEDULE DETAILS

Provide dates for any COMMUNITY OUTREACH planned during the requested phase(s). Identify PROJECT COORDINATION with other projects in the area (e.g. paving, MUNI Forward) and relevant milestone dates (e.g. design needs to be done by DATE to meet paving schedule). List any timely use-of-funds deadlines (e.g. federal obligation deadline). If a project is comprised of MULTIPLE SUB-PROJECTS, provide milestones for each sub-project. For PLANNING EFFORTS, provide start/end dates for each task.

Community outreach will occur in two waves, one in fall 2017 (at study kickoff) and one in spring 2018 (at study conclusion).

Task 1-Project Kickoff - August-September 2017

Task 2-Needs & Opportunities Analysis - September-December 2017

Task 3-Identify Design Alternatives - December 2017-April 2018

Task 4-Recommend Preferred Alternatives - April 2018-July 2018

--Task 4B-Initial Preferred Alternatives - May 2018

Following the completion of the feasibility study, the City will need to identify a funding plan for any proposed project. Once funding has been identified, our tentative estimate is that the project will require 2-3 years to complete design and environmental clearance, followed by another 1-2 years to complete construction.

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

**Project Name:** Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]

**FUNDING PLAN - FOR CURRENT REQUEST**

Enter the funding plan for the phase(s) that are the subject of the CURRENT REQUEST. Totals should match those shown in the Cost Summary below.

Prop K EP Category	EP Line Number	Amount	If requesting funds from multiple, EP line items, use table at left to indicate the amount requested from each line item.
Upgrades to major arterials (including 19th Avenue): (EP-30)	30	\$ 248,397	
Traffic Calming: (EP-38)	38	\$ 151,298	
<b>Total:</b>		<b>\$ 399,695</b>	

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 399,695	\$ -	\$ -	\$ 399,695
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ 399,695</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 399,695</b>

Prop K amount includes \$250,000 in NTIP Capital funds (District 4)

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

Enter the funding plan for all phases (planning through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$ -	\$ -	\$ -
Prop AA	\$ -	\$ -	\$ -	\$ -
			\$ -	\$ -
			\$ -	\$ -
			\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Cost of future phases TBD



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

**COST SUMMARY**

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 399,695	\$ 399,695		Estimated cost based on prior similar work
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction (CON)	\$ -	\$ -	\$ -	
Operations (Paratransit)	\$ -	\$ -		
<b>Total:</b>	<b>\$ 399,695</b>	<b>\$ 399,695</b>	<b>\$ -</b>	

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

**PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST** (instructions as noted below)

Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ -	\$ 299,771	\$ 99,924	\$ -	\$ -	\$ 399,695
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Project Name: Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]

MAJOR LINE ITEM BUDGET

SAMPLE PROJECT BUDGET - PLANNING

BUDGET SUMMARY						
Agency	Task 1 - Project Initiation	Task 2 - Needs and Opportunity Assessment	Task 3 - Identify Design Alternatives	Task 4 - Develop Recommendations	Task 5 - Administration	Total
SFMTA Planning/Comms	\$ 793	\$ 40,174	\$ 1,426	\$ 1,426	\$ 4,755	\$ 48,574
SFMTA Livable Streets	\$ 1,118	\$ 8,146	\$ 6,502	\$ 2,930	\$ 4,318	\$ 23,010
SFMTA Transit Engineering	\$ 1,445	\$ 4,061	\$ 7,253	\$ 3,611	\$ 4,100	\$ 20,470
SFMTA Transit Operations	\$ -	\$ -	\$ 13,409	\$ 1,425	\$ -	\$ 14,834
SFPW Engineering	\$ 4,169	\$ 13,929	\$ 19,675	\$ 7,621	\$ 4,751	\$ 50,146
Consultant	\$ 9,732	\$ 61,470	\$ 88,837	\$ 25,978	\$ 16,808	\$ 202,825
Other Direct Costs *	\$ -	\$ 3,500	\$ -	\$ -	\$ -	\$ 3,500
10% Contingency	\$ 1,726	\$ 13,128	\$ 13,710	\$ 4,299	\$ 3,473	\$ 36,336
<b>Total</b>	<b>\$ 18,983</b>	<b>\$ 144,408</b>	<b>\$ 150,812</b>	<b>\$ 47,290</b>	<b>\$ 38,205</b>	<b>\$ 399,695</b>

\* Direct Costs include mailing, reproduction costs room rental fees.

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Transportation Planner III	37	\$ 54.05	2.56	\$ 138	0.02	\$ 5,118
Transportation Planner II	87	\$ 45.52	2.60	\$ 119	0.04	\$ 10,316
Planner I	121	\$ 37.45	2.66	\$ 99	0.06	\$ 12,039
Public Relations Officer	129	\$ 49.03	2.59	\$ 127	0.06	\$ 16,367
Graphic Designer	65	\$ 42.36	2.62	\$ 111	0.03	\$ 7,222
Principal Engineer 5212	29	\$ 92.64	2.47	\$ 229	0.01	\$ 6,648
Senior Engineer 5211	63	\$ 79.85	2.49	\$ 199	0.03	\$ 12,544
Engineer 5241	81	\$ 68.98	2.52	\$ 173	0.04	\$ 14,053
Associate Engineer 5207	109	\$ 59.59	2.54	\$ 151	0.05	\$ 16,499
Transportation Planner IV	20	\$ 64.03	2.53	\$ 162	0.01	\$ 3,237
Transit Manager II	18	\$ 61.94	2.55	\$ 158	0.01	\$ 2,845
<b>Total</b>	<b>759.00</b>				<b>0.36</b>	<b>\$ 106,888</b>

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

SFPW	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Engineer	49	\$ 68.98	2.52	\$ 173	0.02	\$ 8,501
Assistant Engineer	129	\$ 51.19	2.58	\$ 132	0.06	\$ 17,026
Assistant Project Manager	129	\$ 51.19	2.58	\$ 132	0.06	\$ 17,026
Project Manager	41	\$ 73.95	2.50	\$ 185	0.02	\$ 7,594
<b>Total</b>	<b>348.00</b>				<b>0.17</b>	<b>\$ 50,146</b>

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 4/20/2017 Res. No: \_\_\_\_\_ Res. Date: \_\_\_\_\_

Project Name: Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$ 399,695	Planning/Conceptual Engineering (PLAN)
	<b>Total:</b>	<b>\$ 399,695</b>	

Total Prop K Funds: \$ 399,695 Total Prop AA Funds: \$ -

Justification for multi-phase recommendations and notes for multi-sponsor recommendations:

\_\_\_\_\_

Fund Expiration Date: 03/31/2019 Eligible expenses must be incurred prior to this date.

Future Commitment:	Action	Amount	Fiscal Year	Phase

Trigger: \_\_\_\_\_

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 4/20/2017 Res. No: \_\_\_\_\_ Res. Date: \_\_\_\_\_

Project Name: Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

**Deliverables:**

1. Quarterly progress reports shall provide a percent complete by task, percent complete for the overall project scope, a listing of completed deliverables, and summary of outreach performed, in addition to the requirements described in the Standard Grant Agreement (SGA).
2. Upon completion of Task 3 (anticipated April 2018), provide narrative descriptions and feasibility analysis (including cost estimates) for alternatives 3.1, 3.2, and 3.3.
3. Upon completion of Task 4b (anticipated by May 2018), provide an Initial Preferred Alternative Memo recommending preferred alternative.
4. Upon completion of project (anticipated July 2018), provide a Final Preferred Alternative Memo.
- 5.

**Special Conditions:**

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

**Notes:**

1. Reminder: Prop K attribution is required on all press releases, project fact sheets, websites, and communication materials produced for the project. See Section 2.II.H. of the SGA for details.
- 2.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.00%	No Prop AA
Actual Leveraging - This Project	See Above	See Above

SFCTA Project  
 Reviewer: P&PD

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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

**This section is to be completed by Transportation Authority Staff.**

**Last Updated:** 4/20/2017      **Res. No:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]

**Grant Recipient:** San Francisco Municipal Transportation Agency - DPT

**SGA PROJECT NUMBER**

**Sponsor:** San Francisco Municipal Transportation Agency - DPT

**SGA Project Number:** 130-907xxx      **Name:** Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital] (EP-30)

**Phase:** Planning/Conceptual Engineering (PLAN)      **Fund Share:** 100.00%

**Cash Flow Distribution Schedule by Fiscal Year**

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K		\$248,397				\$248,397

**Sponsor:** San Francisco Municipal Transportation Agency - DPT

**SGA Project Number:** 138-907xxx      **Name:** Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital] (EP-38)

**Phase:** Planning/Conceptual Engineering (PLAN)      **Fund Share:** 100.00%

**Cash Flow Distribution Schedule by Fiscal Year**

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K		\$ 51,374	\$99,924			\$151,298

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 399,695

Current Prop AA Request: \$ -

Project Name: Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

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.

<b>Required for Allocation Request Form Submission</b> Initials of sponsor staff member verifying the above statement
<b>AH</b>

### CONTACT INFORMATION

#### Project Manager

#### Grants Section Contact

Name: Anna Harkman

Joel Goldberg

Title: Transportation Planner

Manager of Capital Procurement and Management

Phone: 415-701-4652

415-646-2520

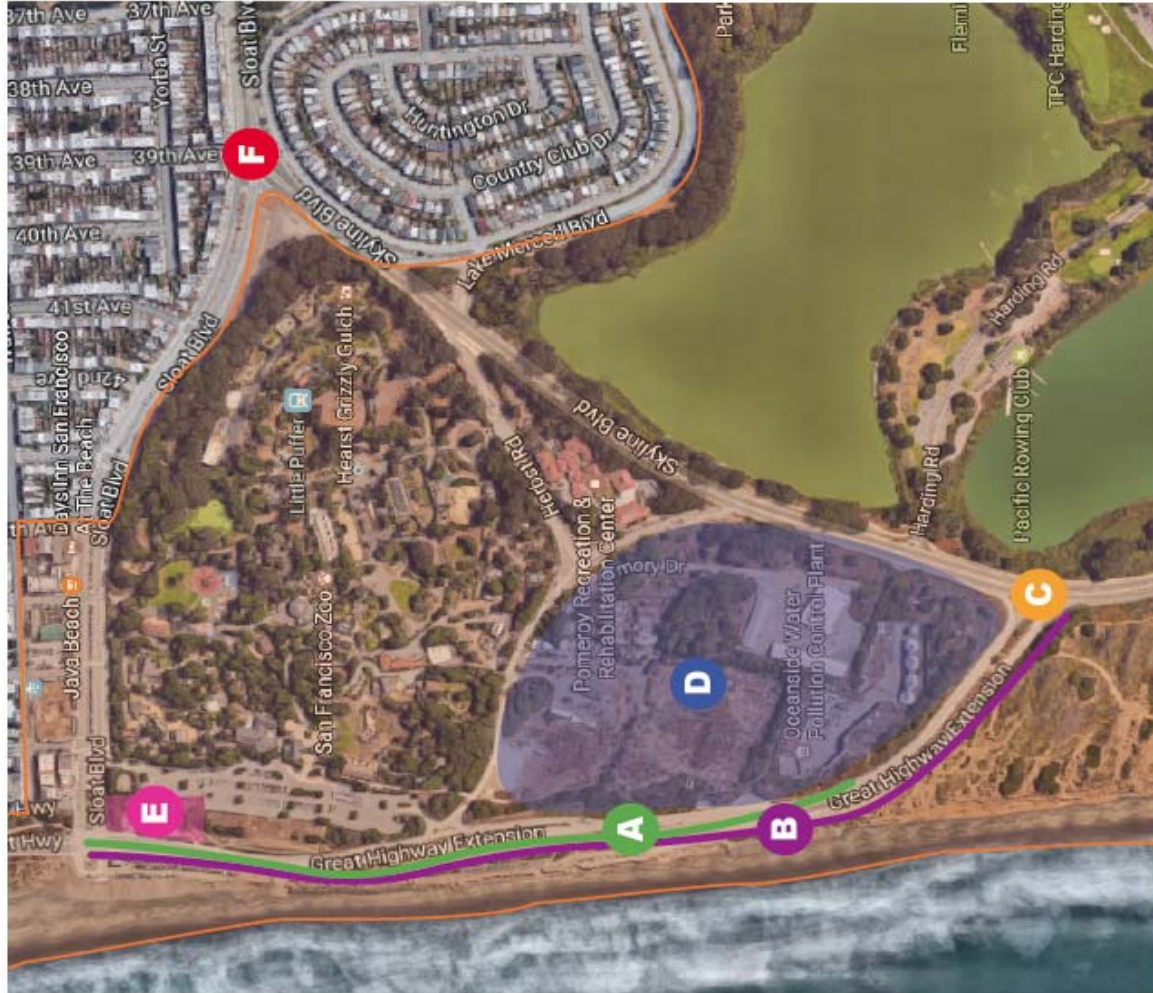
Email: [anna.harkman@sfmta.com](mailto:anna.harkman@sfmta.com)

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

JG



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



**Ocean Beach Project Context Map** March 2017

- A** **Great Highway Permanent Restoration Project**  
 Roadway Conversion of Great Highway, where existing 4-lane configuration will be reduced to one lane in each direction, to reduce exposure to coastal hazards and accommodate multi-use path.  
 SFDPW - Oscar Gee: Oscar.Gee@sfdpw.org; 415.558.4582
- B** **South Ocean Beach Multi-Use Trail Project**  
 Construction of multi-use trail for bikes and pedestrians on the former western-most portion of Great Highway to facilitate safe connections between Lake Merced and Ocean Beach.  
 SFRPD - Brian Stokle: Brian.Stokle@sfgov.org; 415.575.5606
- C** **Great Highway and Skyline Intersection Signalization**  
 Installation of traffic signal at the intersection at Great Highway and Skyline to facilitate safe connections between Lake Merced and Ocean Beach.  
 CalTrans - Al Lee: A.L.Lee@dot.ca.gov; 510.286.7211  
 SFDPW - Oscar Gee: Oscar.Gee@sfdpw.org; 415.558.4582
- D** **Ocean Beach Protection Project**  
 Implement sand nourishment and sand backpass/stabilization of existing bluff to protect existing SFPUC facilities, utilities, and infrastructure along Ocean Beach against bluff erosion and sea level rise. Environmental analysis may lead to the vehicle closure of Great Highway from Sloat to Skyline Blvds.  
 SFPUC - Anna Roche: ARoche@sfgov.org; 415-551-4560
- E** **Westside Pump Station Reliability Improvements**  
 Implement upgrades and modifications to ensure the Westside Pump Station (WSS) is operational and compliant with State and Federal regulations  
 SFPUC - Brian Carlmagno: BCarlmagno@sfgov.org; 415.551.4563
- F** **Sloat/Skyline Intersection Alternatives Analysis**  
 Conduct feasibility study for the implementation of alternative design configurations for the intersection of Sloat and Skyline Boulevards.  
 SFMTA - Anna Harkman: Anna.Harkman@sfmta.com; 415.646.2117
- G** **Local Coastal Plan (LCP)**  
 Establishes land use, development, and environmental policies for the Coastal Zone designated by the CA Coastal Commission (approx. Lands End-Fort Funston). The LCP update is meant to incorporate many of the Ocean Beach Master Plan recommendations.



