Item 6 Enclosure
Citizens Advisory Committee
September 5, 2018

Prop K Grouped Allocation Requests
Sept 2018 Board Action

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[1] Acronyms: BART (Bay Area Rapid Transit District); SFMTA (San Francisco Municipal Transportation Agency); SFPW (Public Works).

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

FY of Allocation Action:	FY2018/19
Project Name:	Muni Forward
Grant Recipient:	SFMTA - Department of Parking and Traffic

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Rapid Bus Network
Current Prop K Request:	$3,339,000
Supervisorial District(s):	District 01, District 02, District 03, District 04, District 05, District 06, District 07, District 08, District 09, District 11

REQUEST

Brief Project Description
Preliminary engineering for up to eleven Muni Forward transit corridor projects that include a variety of reliability, speed, and safety-enhancing improvements, including bus bulbs, pedestrian bulbs, boarding islands, queue jump lanes, traffic lane and signal changes, stop optimizations, and route realignments. Corridors include: 5 Fulton from Arguello to 25th; 14 Mission; 22 Fillmore; 30 Stockton on 3rd Street and 4th Street; and up to six additional projects. Project will include comprehensive, targeted outreach.

Detailed Scope, Project Benefits and Community Outreach
Please see attached scope of work document.

Project Location
Citywide

Project Phase(s)
Planning/Conceptual Engineering

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:	$3,339,000

Background
The San Francisco Municipal Transportation Agency (SFMTA) requests $3,339,000 in Prop K funds to support the preliminary engineering needed to advance the implementation of Muni Forward, previously known as the Transit Effectiveness Project (TEP). Muni Forward is a comprehensive program aimed at providing Muni system improvements related to increasing reliability, reducing travel times, limiting overcrowding, and enhancing pedestrian and vehicle safety. Muni Forward received environmental approval and Prop A General Obligation Bond funding in 2014, and has delivered improvements on multiple transit corridors, including the 5 Fulton, 9 San Bruno and 14 Mission, with multiple additional corridors under construction or starting construction soon. To continue delivering Muni Forward improvements to Muni's most heavily used transit corridors, SFMTA staff must conduct engineering and design work to enable ongoing implementation. Prop K support is requested for the preliminary engineering staff costs for up to 11 Muni Forward projects, in addition to bicycle and pedestrian capital improvements for identified Muni Forward corridors.

Project Benefits
The purpose of Muni Forward is to provide a more effective public transportation service. The SFMTA developed the program of transit service and capital improvement recommendations with the following objectives:

1. Improve Muni travel speed, reliability and safety

To improve transit speed, reliability and safety, thereby increasing the system's cost effectiveness, productivity, and attractiveness for customers by redesigning routes, reducing travel time along high ridership corridors by optimizing transit stop locations, implementing traffic engineering changes, and constructing capital infrastructure projects to reduce stop delays, and increasing safety at intersections by introducing improvements (i.e. pedestrian bulbs, transit bulbs etc.) that lead to safer transit operations.

2. Make Muni an attractive transportation mode and increase ridership

To make Muni a more attractive transportation mode, increase transit ridership by offering new and different services to penetrate additional travel markets, and to expand the SFMTA's market-share among current riders. Specifically, the project seeks to serve major Origin-Destination patterns such as regional transit connections and major employment sites; to provide direct and efficient service by reducing circuitous route segments; to reduce crowding by shifting resources that will improve customer comfort and decrease pass-ups; and to redesign routes to maximize ridership.

3. Improve cost-effectiveness of Muni operations

To improve the cost effectiveness of transit operations by improving network efficiency and to reduce system redundancy by implementing service modifications that include route restructuring, frequency improvements, vehicle type changes, and reducing hours of service and frequencies on low ridership routes while increasing frequencies on crowded routes.

4. Implement the City's Transit First Policy and SFMTA's Muni Service Equity Policy

To fully implement the City's Transit First Policy by prioritizing transit through concrete goals that both provide clear direction for managing transportation in San Francisco and are linked to the performance measures established by Proposition E. Specifically, the project seeks to provide service to all residents within a quarter mile of 95 percent of the Muni service area, to prioritize transit operations in high ridership corridors over automobile delay in order to reduce transit travel time, and to prioritize transit operations in high ridership corridors over parked vehicles in order to reduce transit travel time variability. A majority of the routes included in the Muni Forward program also serve neighborhoods with higher percentages of people of color and low-income households, as identified in the Muni Service Equity Strategy. Improving travel time and reliability on these routes directly benefits populations that depend on transit as their primary means of transportation.

5. Build on Success

SFMTA has implemented Muni Forward improvements on a range of transit lines across the city, including service realignments, a 10 percent increase in service benefitting 34 lines, and engineering upgrades to improve reliability on the Muni Rapid network. The results are clear: as public transit ridership is declining nationwide, ridership on Muni's Rapid Network has increased 5 percent in the past two years, and crowding has decreased. With growing traffic congestion throughout San Francisco, and increasing competition from TNCs, ridership is stagnating or declining on routes where SFMTA has not made engineering and service improvements. Prop K funding will allow SFMTA to continue delivering Muni Forward projects that attract more riders to transit and reduce the growth of traffic congestion.

Scope

Work to be performed under this project includes preliminary engineering required for up to 11 specific Muni Forward transit corridor projects. These projects consist of a wide variety of reliability, speed, and safety-enhancing improvements, including bus bulbs, pedestrian bulbs, boarding island additions and extensions, queue jump lanes, turn lanes and other traffic lane changes, traffic signal changes, stop optimizations, and route realignments. Additionally, funds will be used for planning various bicycle and pedestrian improvements that will be appropriately paired with Muni Forward efforts and will complement other types of Muni Forward enhancements.

Based on Muni Forward timelines and various project requirements and strategies, the 11 projects have been split into two groups: Group 1 includes projects that will move forward with preliminary engineering immediately. Group 2 includes projects that will also move forward with preliminary engineering pending the availability of remaining funds. Specifically, the two groups include the following projects and work:

Group 1 (October 2018 – June 2020)

The work to be performed for the 5 projects listed below includes all staff costs of SFMTA for preliminary engineering (through the completion of conceptual design, or 30% design) for the following projects:

- 5 Fulton – Arguello to 25th Avenue Rapid Project (Fulton Street from Arguello Boulevard to 25th Avenue)
- 14 Mission – Downtown Rapid Project (Mission Street from 11th Street to Steuart Street)
- 22 Fillmore – Fillmore Street Transit Priority Project (22 Fillmore line from Church and Hermann to northern terminal)
- 30 Stockton – 3rd Street Transit Priority Project (3rd Street from Townsend Street to Market Street)
- 30 Stockton – 4th Street Transit Priority Project (4th Street from Townsend Street to Market Street)

Group 2 (July 2020 – September 2022)

Budget permitting, the work to be performed may also include up to 6 additional projects, listed below, including all staff costs for SFMTA related to preliminary engineering (through the completion of conceptual design):

- J-Church Rapid Project (J Church line from Church and 16th Streets to Balboa Park Station)
- K Ingleside Rapid Project (K Ingleside line from Balboa Park Station to St. Francis Circle)
- M Oceanview Rapid Project (M Oceanview line from SF State to Balboa Park Station)
- N Judah – Judah Street Rapid Project (Judah Street from 9th Avenue to La Playa)
- 1 California Transit Priority Project (Entire 1 California line except California from Spruce to Laurel)
- 7 Haight-Noriega – West of Stanyan Transit Priority Project (7 Haight line west of Stanyan)

Implementation

Implementation of Muni Forward is currently underway or complete on a range of transit corridors throughout the city. Funding for Muni Forward implementation has been primarily provided by General Obligation Bond funds authorized by Proposition A, a November 2014 ballot measure approved by 71% of voters. SFMTA is requesting Prop K funds to complete preliminary engineering needs for additional Muni Forward corridors, bringing them up to 30% design upon completion of the planning phase. Most of these corridors were identified at the programmatic level in the TEP Environmental Impact Report, but two corridors have been newly added to the program: 30 Stockton – 3rd Street Transit Priority Project and 30 Stockton – 4th Street Transit Priority Project. Full environmental clearance may be required for the 30 Stockton – 3rd Street Transit Priority Project and the 30 Stockton – 4th Street Transit Priority Project.

Implementation of additional Muni Forward projects will be accompanied by extensive outreach efforts. Each corridor will undergo a comprehensive, targeted outreach effort prior to legislation. Outreach will focus on the development of support among varied groups, which include public officials, Muni customers, project corridor residents, the elderly and disabled, and merchants, which is instrumental in securing both policy and funding acceptance for Muni Forward projects, and will directly complement the preliminary engineering efforts for which Prop K support is requested. Specific outreach tactics include, but are not limited to, face-to-face meetings and direct correspondence with supervisors, direct mailings to project area residents, SFMTA-hosted public meetings and attendance at non-SFMTA-hosted meetings, pop-up open houses at transit stops, visual materials on vehicles, and direct involvement with community leaders.

Muni Forward corridor projects are frequently coordinated with DPW repaving projects such as the 9 San Bruno on Potrero Avenue and 30 Stockton on Chestnut Street in order to take advantage of repaving efforts. SFMTA has also coordinated with City Planning on public realm planning, such as on Haight Street. Coordination opportunities will continue to be investigated as individual corridor projects move forward in the detailed design and construction phases.

The implementation schedule, cost, and funding plan for each of the corridors will be developed during the planning phase funded by this request. Projects will generally proceed from planning to detailed design and into construction without major gaps between phases, subject to funding availability. Based on SFMTA's past experience with Muni Forward projects, the planning phase for these types of projects typically takes 2-3 years, but some projects may require additional outreach or technical work. Following the planning phase, prior Muni Forward projects have generally required 1-2 years of detailed design before moving into construction and implementation, though certain elements of the project may be implemented sooner if possible, such as roadway striping and stop location changes. Public outreach and stakeholder engagement in some cases lead to modifications to the original design, resulting in longer than expected lead time for construction.

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

FY of Allocation Action:	FY2018/19
Project Name:	Muni Forward
Grant Recipient:	SFMTA - Department of Parking and Traffic

ENVIRONMENTAL CLEARANCE

Environmental Type:	EIR/EIS

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Oct-Nov-Dec	2018	Jul-Aug-Sep	2022
Environmental Studies (PA&ED)			Jan-Feb-Mar	2014
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)			Jan-Feb-Mar	2023

SCHEDULE DETAILS

SFMTA currently anticipates the following sequence of planning by project. This schedule may change pending factors such as opportunities to join with other City projects (e.g. paving and sewer/water work) and other considerations.

First (October 2018 - December 2019):
• 30 Stockton – 3rd Street Transit Priority Project
• 30 Stockton – 4th Street Transit Priority Project
• 5 Fulton – Arguello to 25th Avenue Rapid Project

Second (October 2018 - December 2019):
• 14 Mission – Downtown Rapid Project

Third (July 2019 - June 2020):
• 22 Fillmore – Fillmore Street Transit Priority Project

The remaining projects may move forward pending remaining funding availability, with the order to be determined by factors such as opportunities to join other city projects, etc. (July 2020 - September 2022):
• J Church Rapid Project
• K Ingleside Rapid Project
• M Oceanview Rapid Project
• N Judah – Judah Street Rapid Project
• 1 California Transit Priority Project
• 7 Haight-Noriega – West of Stanyan Transit Priority Project

Community outreach will be conducted on an ongoing basis during the Planning/Conceptual Engineering phases of each project. In general, SFMTA is coordinating with paving projects and major state of good repair projects (such as rail replacement) whenever relevant. Specific coordination efforts include the following:
• 14 Mission – Downtown Rapid Project: Will be coordinated with construction of Better Market Street.
• 22 Fillmore – Fillmore Street Transit Priority Project: Will be coordinated with DPW repaving.
• 30 Stockton – 4th Street Transit Priority Project: Will be coordinated with opening of Central Subway.
• N Judah – Judah Street Rapid Project: Will be coordinated with rail replacement project.

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

FY of Allocation Action:	FY2018/19
Project Name:	Muni Forward
Grant Recipient:	SFMTA - Department of Parking and Traffic

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Rapid Bus Network	$0	$3,339,000	$0	$3,339,000
Phases in Current Request Total:	$0	$3,339,000	$0	$3,339,000

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$3,339,000	$3,339,000	Based on prior similar work
Environmental Studies (PA&ED)	$0	$0	
Right of Way	$0	$0	
Design Engineering (PS&E)	$0	$0	
Construction	$0	$0	
Operations	$0	$0	
Total:	$3,339,000	$3,339,000	

% Complete of Design:	0.0%
As of Date:	07/17/2018
Expected Useful Life:	30 Years

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY

Project Breakdown - Prop K Request		
Prelim Engineering	$	3,005,100
Materials and Supplies (10%)	$	333,900
Total Project Cost	$	3,339,000

DETAILED LABOR COST ESTIMATE - BY AGENCY

A. SFMTA Labor & Materials -Preliminary Engineering

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE	Cost
5211-Engineer	$ 176,186	$ 90,900	$ 267,086	$ 370,000	$ 637,086	614	0.30	$ 188,084
5212-Principal Engineer	$ 204,492	$ 102,900	$ 307,392	$ 425,800	$ 733,192	426	0.20	$ 149,989
5241-Engineer	$ 152,218	$ 80,600	$ 232,818	$ 322,500	$ 555,318	1,056	0.51	$ 281,822
5207-Associate Engineer	$ 131,463	$ 71,800	$ 203,263	$ 281,600	$ 484,863	2,111	1.01	$ 492,082
5203-Assistant Engineer	$ 112,931	$ 64,400	$ 177,331	$ 245,700	$ 423,031	2,112	1.02	$ 429,612
5504-Project Manager II	$ 163,171	$ 84,200	$ 247,371	$ 342,700	$ 590,071	426	0.20	$ 120,828
5506-Project Manager III	$ 198,092	$ 100,200	$ 298,292	$ 413,200	$ 711,492	142	0.07	$ 48,572
5366-Engineering Associate II	$ 108,164	$ 62,400	$ 170,564	$ 236,300	$ 406,864	2,410	1.16	$ 471,406
5364-Engineering Associate I	$ 93,435	$ 56,000	$ 149,435	$ 207,000	$ 356,435	2,640	1.27	$ 452,433
1824-Principal Administrative Analyst	$ 132,668	$ 72,300	$ 204,968	$ 283,900	$ 488,868	528	0.25	$ 124,142
5289-Transit Planner III	$ 119,251	$ 70,100	$ 189,351	$ 262,300	$ 451,651	528	0.25	$ 114,577
5290-Transit Planner IV	$ 141,398	$ 76,000	$ 217,398	$ 301,100	$ 518,498	528	0.25	$ 131,552
Subtotal - Labor							6.50	$ 3,005,100
Materials, e.g. computer equipment, software, licenses, measuring wheels (10% of phase)								$ 333,900
Total - Prelim Engineering								**3,339,000**

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

FY of Allocation Action:	FY2018/19
Project Name:	Muni Forward
Grant Recipient:	SFMTA - Department of Parking and Traffic

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	$3,339,000	Total Prop AA Requested:	$0
Total Prop K Recommended:	$3,339,000	Total Prop AA Recommended:	$0

SGA Project Number:	101.XXXXXX	Name:	Muni Forward
Sponsor:	SFMTA - Department of Parking and Traffic	Expiration Date:	09/30/2023
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24 +	Total
PROP K EP-101	$1,054,422	$1,405,896	$702,948	$175,734	$0	$0	$3,339,000

Deliverables

1. Quarterly progress reports shall provide the percent complete for the project, status for each corridor including outreach performed and feedback received, and any changes to the anticipated schedule and completion date for each route (see schedule), in addition to all other requirements described in the Standard Grant Agreement (SGA). See SGA for definitions.

2. Upon completion of planning/conceptual engineering for each route, provide updated scope, schedule, budget, and funding plan.

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.

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:	FY2018/19
Project Name:	Muni Forward
Grant Recipient:	SFMTA - Department of Parking and Traffic

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	$3,339,000

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
TM

CONTACT INFORMATION

	Project Manager	Grants Manager
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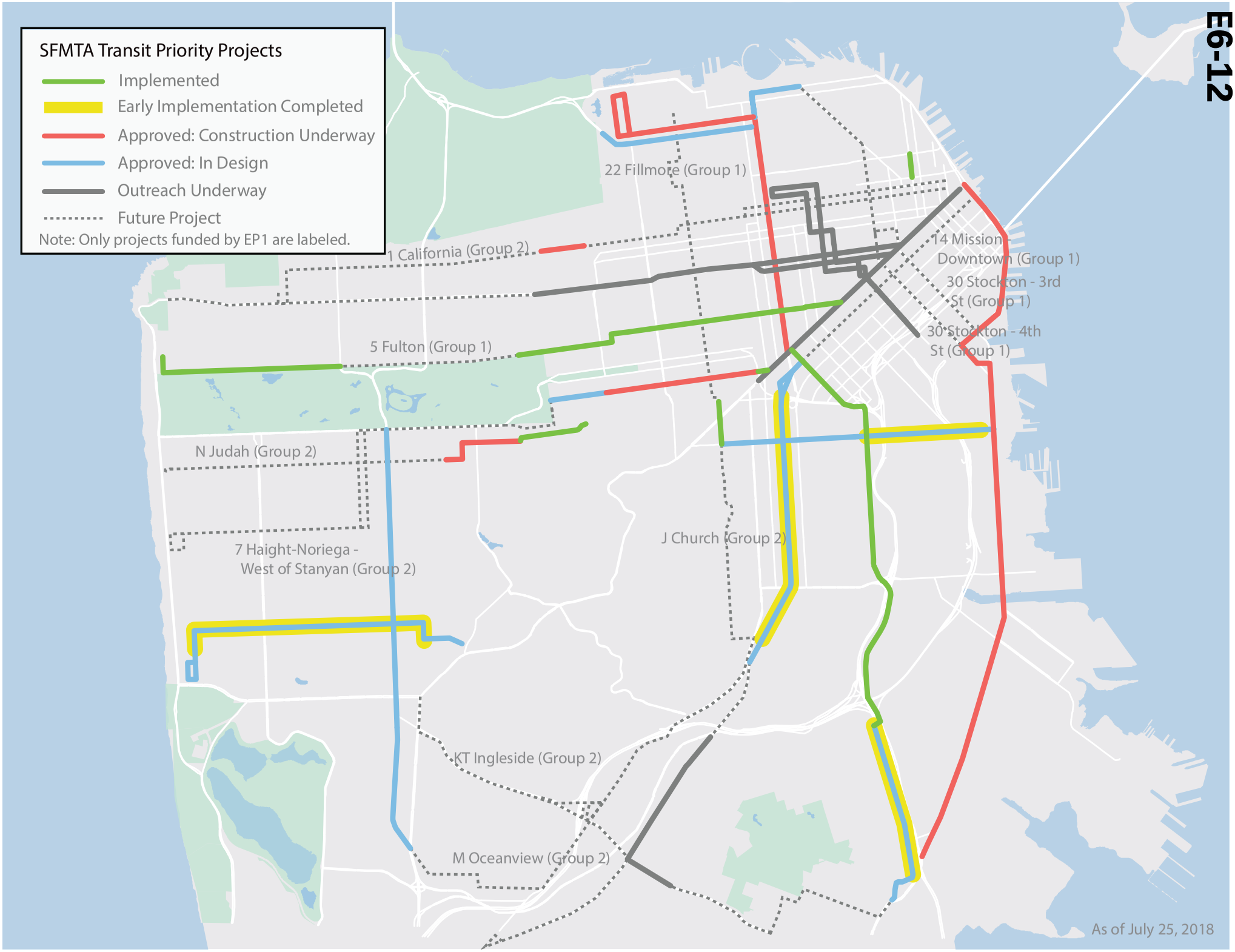
SFMTA Transit Priority Projects
Implemented
Early Implementation Completed
Approved: Construction Underway
Approved: In Design
Outreach Underway
Future Project
Note: Only projects funded by EP1 are labeled.
22 Fillmore (Group 1)
1 California (Group 2)
14 Mission - Downtown (Group 1)
30 Stockton - 3rd St (Group 1)
30 Stockton - 4th St (Group 1)
5 Fulton (Group 1)
N Judah (Group 2)
7 Haight-Noriega - West of Stanyan (Group 2)
J Church (Group 2)
KT Ingleside (Group 2)
M Oceanview (Group 2)
As of July 25, 2018

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

FY of Allocation Action:	FY2018/19
Project Name:	Powell Station Modernization
Grant Recipient:	Bay Area Rapid Transit District

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	BART Station Access, Safety & Capacity
Current Prop K Request:	$327,025
Supervisorial District(s):	District 03, District 06

REQUEST

Brief Project Description
Upgrade and modernize the Powell Street Station to improve station function, safety, security, capacity, sustainability, appearance and improve the customer experience. Project components include relocation of ticket vending machines, wayfinding and transit maps, expanded paid area, fare evasion barriers and new fare gates.

Detailed Scope, Project Benefits and Community Outreach
As part of our Station Modernization effort, BART has developed a comprehensive vision for the Powell Station to upgrade and modernize the station. The Vision is to modernize the station so that it demonstrates BART's commitment to advancing transit ridership, improving the transit experience, reinforcing Powell St. as a gateway station, enhancing the quality of life around the stations and meeting BART's needs for the future. The station modernization revolves around the themes of:
* Vibrancy – Reflect the energy of the surrounding community and enhance the station's existing strengths
* Connectivity – Strengthen multi-modal and universal access to the station and promote a safe and comfortable customer experience
* Sustainability – Incorporate sustainable materials and technologies into the station to increase the life-cycle value of the station's infrastructure and to conserve natural resources and protect the public investment

The improvements focus on increasing safety, capacity, sustainability, appearance, and enhancing the customer experience. In developing potential improvements for the station, BART has undertaken a planning process to: identify existing station deficiencies; consider impacts of development and growth on station ridership; understand future access, capacity and operational issues; consider art & place-making improvements; coordinate conversation with stakeholders, engage the community to help identify and prioritize improvements. Project components will include relocation of ticket vending machines, wayfinding and transit maps, expanded paid area, fare evasion barriers and new fare gates.

Project Location
Powell Street Station

Project Phase(s)
Construction

5YPP/STRATEGIC PLAN INFORMATION

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

Justification for Necessary Amendment

This request requires an amendment to the BART Station Access, Safety and Capacity 5YPP to reprogram $327,025 from the 24th and Mission Northeast Plaza Redesign Project to the Powell Station Modernization Project. The 24th and Mission Northeast Plaza Redesign Project is not moving forward due to lack of community support. To fully fund BART's request for a total of $1,000,000 in Prop K funds for this project, we are recommending allocating the amount of funds programmed and available for allocation from this category in FY 18/19 ($327,025) and approval of an expression of intent to allocate $672,975 in FY 19/20 Prop K funds as proposed in the 2019 Prop K 5YPP for this category.

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

FY of Allocation Action:	FY2018/19
Project Name:	Powell Station Modernization
Grant Recipient:	Bay Area Rapid Transit District

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Apr-Mar-Jun	2014	Jul-Aug-Sep	2015
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2015	Jul-Aug-Sep	2018
Advertise Construction	Oct-Nov-Dec	2018		
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2019		
Operations				
Open for Use			Jan-Feb-Mar	2021
Project Completion (means last eligible expenditure)			Apr-Mar-Jun	2021

SCHEDULE DETAILS

BART is coordinating with the SFMTA regarding the separation wall between Central Subway and the Powell Street Station. The agencies are also coordinating on agreements for the purchase and location of new fare gates.

For community outreach, BART will post a passenger bulletin at the station and on bart.gov before the start of construction to alert the public about construction activities at the station including any impact to customers such as changes to path of travel.

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

FY of Allocation Action:	FY2018/19
Project Name:	Powell Station Modernization
Grant Recipient:	Bay Area Rapid Transit District

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: BART Station Access, Safety & Capacity	$1,000,000	$0	$0	$1,000,000
BART FUNDS	$4,100,000	$0	$0	$4,100,000
PROP 1B	$0	$9,450,000	$0	$9,450,000
Phases in Current Request Total:	$5,100,000	$9,450,000	$0	$14,550,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	$1,000,000	$0	$0	$1,000,000
PROP 1B	$0	$9,450,000	$1,550,000	$11,000,000
BART FUNDS	$4,100,000	$0	$0	$4,100,000
Funding Plan for Entire Project Total:	$5,100,000	$9,450,000	$1,550,000	$16,100,000

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$350,000	$0	Actual costs
Environmental Studies (PA&ED)	$0	$0	
Right of Way	$0	$0	
Design Engineering (PS&E)	$1,200,000	$0	Actual costs
Construction	$14,550,000	$1,000,000	Based on Design phase documents
Operations	$0	$0	
Total:	$16,100,000	$1,000,000	

% Complete of Design:	95.0%
As of Date:	07/11/2018
Expected Useful Life:	100 Years

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	**Totals**	**% of contract**	**BART**	**Contractor**
1. Base Construction Costs	$ 8,690,000	60%		$ 8,690,000
1a. Mobilization	*$ 790,000*			
1b. Demolition	*$ 550,000*			
1c. Concrete	*$ 170,000*			
1d. Metals	*$ 600,000*			
1e. Glazed Railings	*$ 460,000*			
1f. Finishes	*$ 1,320,000*			
1g. Mechanical/Electrical/Plumbing	*$ 4,800,000*			
2. Construction Management/Support	$ 4,500,000	31%	$ 1,250,000	$ 3,250,000
3. Design Services during Construction	$ 500,000	3%		$ 500,000
4. Contingency	$ 860,000	6%	$ 430,000	$ 430,000
TOTAL CONSTRUCTION PHASE	**$ 14,550,000**		**$ 1,680,000**	**$ 12,870,000**

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

FY of Allocation Action:	FY2018/19
Project Name:	Powell Station Modernization
Grant Recipient:	Bay Area Rapid Transit District

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	$327,025	Total Prop AA Requested:	$0
Total Prop K Recommended:	$327,025	Total Prop AA Recommended:	$0

SGA Project Number:		Name:	Powell Station Modernization
Sponsor:	Bay Area Rapid Transit District	Expiration Date:	03/31/2022
Phase:	Construction	Fundshare:	2.36

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-108	$0	$327,025	$0	$0	$0	$327,025

Deliverables

1. BART may not incur expenses for the construction phase until Transportation Authority staff releases the funds pending receipt of evidence of completion of design (e.g. copy of certifications page).

2. Quarterly progress reports shall provide the percent complete for the overall project, in addition to all other requirements described in the Standard Grant Agreement. With the first quarterly progress report due October 15, 2018, provide 2-3 photos of typical before conditions. For every quarter during which project construction activities are happening, provide 2-3 photos of work being performed and work completed.

Notes

1. The recommended action includes an expression of intent to support a future allocation of $672,975 in FY 19/20 funds from the BART Station Access, Safety and Capacity category to fully fund the construction phase of the project.

2. Reminder: BART shall demonstrate compliance with attribution and signage requirements as a condition for reimbursement for project expenses. See Standard Grant Agreement for details.

INTENDED FUTURE ACTION

Action	Amount	EP Line Item	Fiscal Year	Phase
Prop K Allocation	$672,975	EP-108	2019/20	Construction
Trigger: Start of FY 2019/20.				

E6-20

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	93.13%	No Prop AA
Actual Leveraging - This Project	93.79%	No Prop AA

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

FY of Allocation Action:	FY2018/19
Project Name:	Powell Station Modernization
Grant Recipient:	Bay Area Rapid Transit District

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	$327,025

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
NF

CONTACT INFORMATION

	Project Manager	Grants Manager
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Powell Station Modernization

Project Contact

Mike Wong, Project Manager

MWong@bart.gov

Webpage

http://www.bart.gov/about/planning/powell-street-station-modernization

Related Projects

- Powell Station Ceiling and Lighting Project
- Escalator and Canopy Modernization: http://www.bart.gov/about/planning/sfentrances

Project Summary

The Powell Station Modernization Project will upgrade and modernize the Powell Street Station in order to improve station function, safety, security, capacity, sustainability, appearance, and improve customer experience. Project components include relocation of ticket vending machines, new wayfinding and transit maps, expanded paid area, fare evasion barriers and new fare gates.

Goals

As part of our Station Modernization effort, BART has developed a comprehensive vision for the Powell Station: to upgrade and modernize the station, demonstrating BART's commitment to advancing transit ridership, improving the transit experience, reinforcing Powell Street as a gateway station, enhancing the quality of life around the station and meeting BART's needs for the future. The station modernization revolves around the themes of:

- Vibrancy – Reflect the energy of the surrounding community and enhance the station's existing strengths
- Connectivity – Strengthen multi-modal and universal access to the station and promote a safe and comfortable customer experience
- Sustainability – Incorporate sustainable materials and technologies into the station to increase the life-cycle value of the station's infrastructure, conserve natural resources, and protect the public investment

Schedule

- Advertise contract by the end of 2018
- Start construction in early 2019
- Project duration: 2 years

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

BART Station Access, Safety and Capacity (EP 8)

Programming and Allocations to Date

Pending September 2018 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SUBCATEGORY									
BART	Balboa Park Station Improvements [NTIP][1]	PLAN/CER	Programmed	$0					$0
BART	Balboa Park Station Eastside Connections	CON	Allocated	$2,030,000					$2,030,000
BART	Balboa Park Station Eastside Connections - Supplemental Funds[1]	CON	Allocated			$653,101			$653,101
BART	24th and Mission Northeast Plaza Redesign[1,2]	PS&E	Programmed			$0		$0	$0
BART	Powell Station Modernization[2]	CON	Pending					$327,025	$327,025
BART	Civic Center Station Improvements[1]	PLAN/CER	Programmed					$0	$0
			Total Programmed in 5YPP	$2,030,000	$0	$653,101	$0	$327,025	$3,010,126
			Total Allocated and Pending in 5YPP	$2,030,000	$0	$653,101	$0	$327,025	$3,010,126
			Total Deobligated in 5YPP	$0	$0	$0	$0	$0	$0
			Total Unallocated in 5YPP	$0	$0	$0	$0	$0	$0
			Total Programmed in 2014 Strategic Plan	$2,440,000	$0	$327,025	$0	$243,101	$3,010,126
			Deobligated from Prior 5YPP Cycles **	$9					$9
			Cumulative Remaining Programming Capacity	$410,009	$410,009	$83,933	$83,933	$9	$9

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
BART Station Access, Safety and Capacity (EP 8)
Programming and Allocations to Date

Pending September 2018 Board

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

FOOTNOTES:

[1] 5YPP amendment to fund Balboa Park Station Eastside Connections - Supplemental Funds (Resolution 2017-022, 1/24/2017).

Balboa Park Station Improvements [NTIP]: Reduced from $410,000 to $0 for planning in Fiscal Year 2014/15 and removed NTIP designation. There is sufficient NTIP programming to meet commitments to each district in this 5YPP period.

24th and Mission Northeast Plaza Redesign: Reduced from $327,025 to $0 in Fiscal Year 2016/17. Project will not be advancing in the near term. $243,101 reprogrammed to Balboa Park Station Eastside Connections - Supplemental Funds in Fiscal Year 2016/17. Programming made whole in Fiscal Year 2018/19 with $243,101 from Civic Center Station Improvements.

Balboa Park Station Eastside Connections - Supplemental Funds: Added project with $653,101 in Fiscal Year 2016/17 for construction.

Civic Center Station Improvements: Reduced from $243,101 to $0 in Fiscal Year 2018/19. Project will not be advancing in this 5YPP period.

Note: We expect a future BART request to reprogram funds from 24th and Mission Northeast Plaza Redesign to 16th and Mission Plaza Improvements.

[2] 5YPP amendment to fund Powell Station Modernization (Resolution 2018-XXX, 9/XX/2018)

24th and Mission Northeast Plaza Redesign: Reduced from $327,025 to $0 in Fiscal Year 2018/19.

Powell Station Modernization: Added $327,025 in Fiscal Year 2018/19 funds for construction.

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

FY of Allocation Action:	FY2018/19
Project Name:	Great Highway Reroute (Permanent Restoration)
Grant Recipient:	Department of Public Works

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Great Highway Erosion Repair
Current Prop K Request:	$1,105,067
Supervisorial District(s):	District 04, District 07

REQUEST

Brief Project Description
Permanent restoration and reconfiguration of the Great Highway, between Sloat Boulevard and Skyline Boulevard (California State Route-35). Project will preserve the roadway's function, converting the two existing Great Highway northbound lanes into a single northbound travel lane and a single southbound travel lane, while improving the roadway's resiliency to prevent future damage.

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

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

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

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

Project Location
The Great Highway, between Sloat Boulevard and Skyline Boulevard (California State Route-35).

Project Phase(s)
Construction

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:	$1,105,067

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

FY of Allocation Action:	FY2018/19
Project Name:	Great Highway Reroute (Permanent Restoration)
Grant Recipient:	Department of Public Works

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Jul-Aug-Sep	2014	Oct-Nov-Dec	2015
Environmental Studies (PA&ED)	Apr-Mar-Jun	2015	Jul-Aug-Sep	2016
Right of Way	Jul-Aug-Sep	2016	Jul-Aug-Sep	2016
Design Engineering (PS&E)	Jul-Aug-Sep	2016	Apr-Mar-Jun	2018
Advertise Construction	Jul-Aug-Sep	2018		
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2019		
Operations				
Open for Use			Jul-Aug-Sep	2019
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2019

SCHEDULE DETAILS

Coordinating with all projects within the Ocean Beach Master Plan, and specifically with any potential projects at the intersection of Great Highway and Skyline Boulevard, a SFMTA and Caltrans project; any projects PUC is potentially constructing along Great Highway; and the Rec Park Coastal Trail project which will be constructed after our project is complete. Public Works will provide updates for the construction of the project at a future outreach event that is planned for Fall 2018 to inform the community of other projects in the area.

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

FY of Allocation Action:	FY2018/19
Project Name:	Great Highway Reroute (Permanent Restoration)
Grant Recipient:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Great Highway Erosion Repair	$0	$1,105,067	$0	$1,105,067
FEDERAL EARMARK	$163,513	$0	$0	$163,513
FEDERAL EMERGENCY RESTORATION	$0	$3,074,865	$0	$3,074,865
GENERAL FUND	$0	$0	$158,094	$158,094
Phases in Current Request Total:	$163,513	$4,179,932	$158,094	$4,501,539

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	$0	$1,105,067	$103,001	$1,208,068
GENERAL FUND	$0	$0	$158,094	$158,094
FHWA EMERGENCY REPAIR FUNDS	$0	$0	$794,999	$794,999
FEDERAL EMERGENCY RESTORATION	$0	$3,074,865	$0	$3,074,865
FEDERAL EARMARK	$163,513	$0	$0	$163,513
Funding Plan for Entire Project Total:	$163,513	$4,179,932	$1,056,094	$5,399,539

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$194,412	$0	Actuals
Environmental Studies (PA&ED)	$92,000	$0	Actuals
Right of Way	$0	$0	
Design Engineering (PS&E)	$611,588	$0	Actuals
Construction	$4,501,539	$1,105,067	Engineers Estimate
Operations	$0	$0	
Total:	$5,399,539	$1,105,067	

% Complete of Design:	100.0%
As of Date:	06/29/2018
Expected Useful Life:	30 Years

Project Name - Great highway Reroute Project (Permanent Restoration)

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
Roadway Work	$ 1,933,484				$ 1,933,484
Green Infrastructure	$ 569,676				$ 569,676
Sewer Work	$ 467,950				$ 467,950
Subtotal	**$ 2,971,110**				**$ 2,971,110**
Traffic Routing	$ 130,000				$ 130,000
Temp Striping	$ 34,000				$ 34,000
Changeable Message Signage	$ 7,800				$ 7,800
Partnering	$ 10,000				$ 10,000
Mobilization	$ 93,372				$ 120,813
Demobilization	$ 62,248				$ 80,542
Off Duty Police Officers	$ 35,280				$ 35,280
Striping and Signage	$ 60,000			$ 60,000	
Subtotal	**$ 3,403,810**				
Construction Contingency	$ 510,572	15%			
Total Construction Estimate	**$ 3,914,382**				
Construction Support	$ 587,157	15%	$ 587,157		
TOTAL CONSTRUCTION PHASE	**$ 4,501,539**		**$ 587,157**	**$ 60,000**	**$ 3,389,545**

* e.g. PUC sewer inspection

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

FY of Allocation Action:	FY2018/19
Project Name:	Great Highway Reroute (Permanent Restoration)
Grant Recipient:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	$1,105,067	Total Prop AA Requested:	$0
Total Prop K Recommended:	$1,105,067	Total Prop AA Recommended:	$0

SGA Project Number:		Name:	Great Highway Reroute Project (Permanent Restoration)
Sponsor:	Department of Public Works	Expiration Date:	09/30/2020
Phase:	Construction	Fundshare:	20.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-126	$405,067	$700,000	$0	$0	$0	$1,105,067

Deliverables

1. Quarterly progress reports shall provide at least 1 photo of work in progress or completed work, in addition to all other requirements described in the Standard Grant Agreement (SGA). See SGA for details.

Special Conditions

1. The recommended allocation is contingent upon SFPW securing $163,513 in federal funds to fully fund the project. Federal approval is expected at the end of October 2018.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	75.45%	No Prop AA
Actual Leveraging - This Project	77.63%	No Prop AA

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

FY of Allocation Action:	FY2018/19
Project Name:	Great Highway Reroute (Permanent Restoration)
Grant Recipient:	Department of Public Works

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	$1,105,067

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
PH

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	David Froehlich	Elizabeth Ramos
Title:	Project Manager and Landscape Architect	Analyst
Phone:	(415) 558-4041	(415) 553-1631
Email:	david.froehlich@sfdpw.org	elizabeth.ramos@sfdpw.org

CHECK PRINT
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BACKCHECKER xxxx DATE xx/xx/xx
VERIFIER xxxx DATE xx/xx/xx

City and County of San Francisco
London Breed, Mayor
Mohammed Nuru, Director

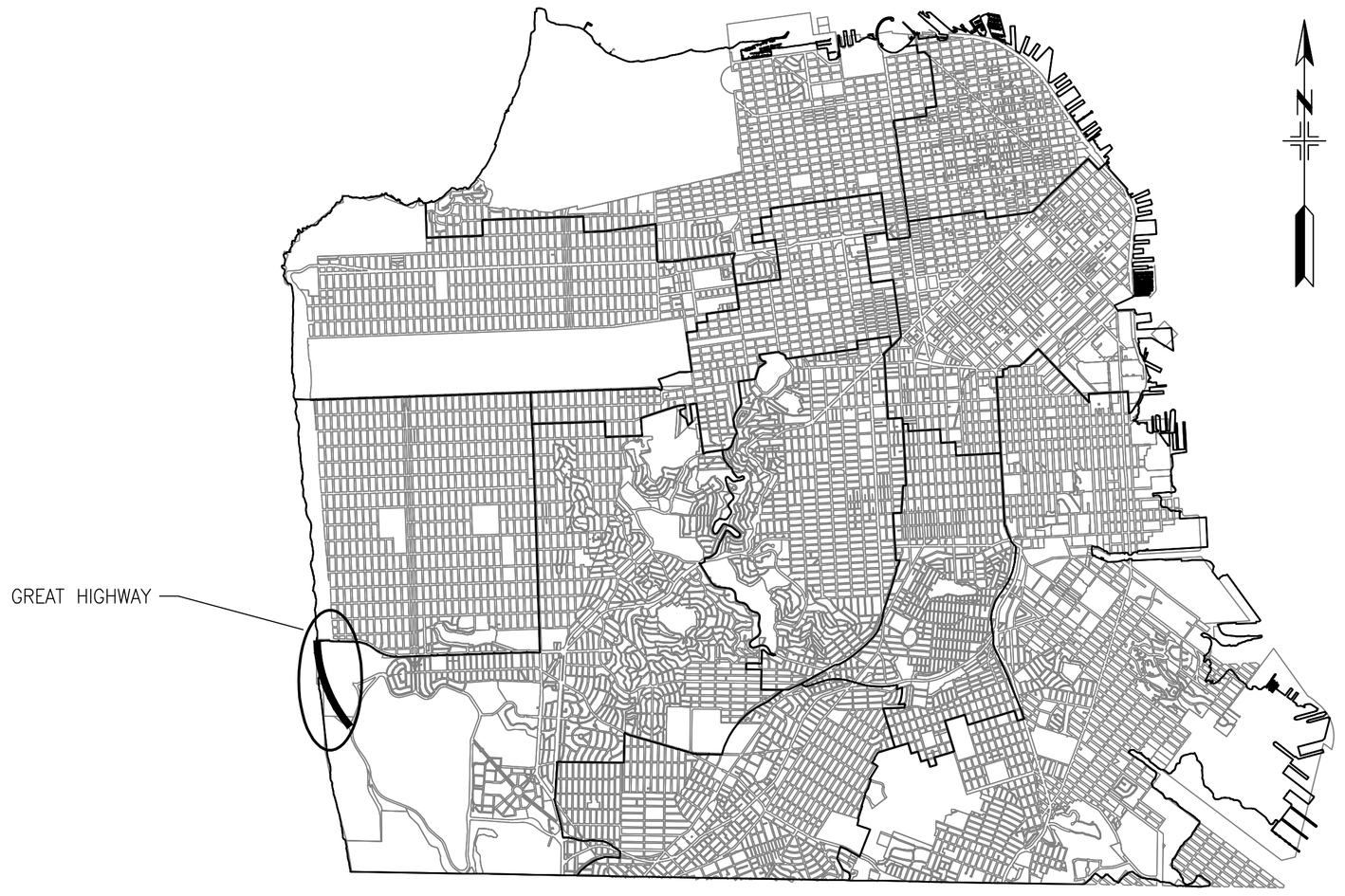
GREAT HIGHWAY PERMANENT RESTORATION PROJECT

CONTRACT NO. 2410J
(ID NO. XX)

100% SUBMITTAL
NOT FOR CONSTRUCTION

Public Works
Infrastructure Design & Construction

John F. Thomas, P.E.
City Engineer



LOCATION MAP

REQUIREMENTS TO BIDDERS

1. IN ACCORDANCE WITH THE PROVISIONS OF THE CALIFORNIA PUBLIC CONTRACT CODE SECTION 3300, A BID SUBMITTED TO A PUBLIC AGENCY BY A CONTRACTOR WHO IS NOT LICENSED IN ACCORDANCE WITH CHAPTER 9 OF THE BUSINESS AND PROFESSIONS CODE SHALL BE CONSIDERED NON-RESPONSIVE AND SHALL BE REJECTED BY THE PUBLIC AGENCY.

2. AT THE TIME OF BID OPENING, THE CONTRACTOR SHALL POSSESS A VALID CLASS "A" CALIFORNIA GENERAL ENGINEERING CONTRACTOR'S LICENSE.

Bid Set: XX

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS
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REFERENCE INFORMATION & FILE NO. OF SURVEYS

BUREAU OF DESIGN & ENGINEERING
CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
30 VAN NESS AVENUE, 5TH FLOOR
SAN FRANCISCO, CA 94102 - 6028

	Date:
Section Mgr:	
Deputy Bureau Mgr:	
Bureau Mgr:	

DESIGNED: DATE:
DRAWN: DATE:
CHECKED: DATE:

SCALE: NO SCALE
SHEET OF SHEETS # of #

GREAT HIGHWAY
PERMANENT RESTORATION

COVER SHEET

CONTRACT NO. 2410J
DRAWING NO. 0
FILE NO. 0
REV. NO. 0

E6-33

LEGEND

- AREA TO BE CONSTRUCTED WITH 2–INCH THICK ACWS ON 8–INCH THICK CONCRETE BASE.
- 5–FOOT WIDE CONCRETE V–DITCH
- NEW K–RAIL MEDIAN BARRIER
- CONVEYANCE SYSTEM A SEE L–DRAWINGS FOR DETAILS
- EXISTING FENCE
- EXISTING CATCH BASIN
- EXISTING SAND MEDIAN
- 6–INCH WIDE DOWELED CURB
- AREA TO BE CONSTRUCTED WITH 2–INCH THICK ACWS ON 95% COMPACTED SOIL
- AREA TO BE CONSTRUCTED WITH 2–INCH THICK ACWS ON 8–INCH THICK CONCRETE BASE ON 12–INCH THICK CLASS II AGGREGATE BASE.

ABBREVIATIONS

ACWS	ASPHALT CONCRETE WEARING SURFACE
BC	BEGINNING OF CURVE
BLDG	BUILDING
BRK	GRADE BREAK
BSW	BACK OF SIDEWALK
C	TOP OF CURB ELEVATION
C #	CURVE NUMBER
CATV	CABLE TELEVISION
CB	CATCH BASIN
CCSF	CITY AND COUNTY OF SAN FRANCISCO
CH	CHANGE
CL # ENT	CENTER OF (E) # FOOT WIDE ENTRANCE
CONC	CONCRETE
DOE	DEPARTMENT OF ELECTRICITY
DWG(S)	CONTRACT DRAWINGS
(E)	EXISTING
EC	END OF CURVE
ELEV	ELEVATION
ENT	ENTRANCE
EQ	EQUAL
FC	FLUSH CURB ELEVATION
FH	FIRE HYDRANT
FL	FLOW LINE
G	GUTTER ELEVATION
HP	HIGH POINT
LC	TOP OF LOW CURB ELEVATION
MH	MANHOLE
(N)	NEW
NIC	NOT IN CONTRACT
NO.	NUMBER
OFF	OFFSET
PS	PARKING STRIP
PCC	POINT OF COMPOUND CURVE
PERM	PERMEABLE
PGE	PACIFIC GAS AND ELECTRIC COMPANY
PL	PROPERTY LINE
POT	POINT OF TANGENT
PRC	POINT OF REVERSE CURVATURE
PVMT	PAVEMENT
R	RADIUS
RDWY	ROADWAY
SFFD	SAN FRANCISCO FIRE DEPARTMENT
SFWD	SAN FRANCISCO WATER DEPARTMENT
SLPB	STREET LIGHT PULL BOX
STA	STATION
SW	TOP OF SIDEWALK ELEVATION
SWLK	SIDEWALK
TEL	TELPHONE
TSPB	TRAFFIC SIGNAL PULL BOX
TW	TOP OF WALL ELEVATION
TYP	TYPICAL
U.N.O.	UNLESS NOTED OTHERWISE
#	NUMBER
# L	DISTANCE LEFT OF STATION LINE
# R	DISTANCE RIGHT OF STATION LINE

GENERAL NOTES

1. ENTERING INTO THIS CONTRACT WITH THE CITY INDICATES THAT THE CONTRACTOR HAS VISITED THE SITE, IS FAMILIAR WITH THE EXISTING CONDITIONS AND REVIEWED SAME WITH THE REQUIREMENTS OF THE CONTRACT DOCUMENTS.
2. THE CONTRACTOR IS RESPONSIBLE FOR CHECKING ALL CONTRACT DOCUMENTS AND FIELD CONDITIONS, AND FOR CONFIRMING THAT THE WORK IS BUILDABLE AS SHOWN BEFORE PROCEEDING WITH THE WORK. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING CLARIFICATION FROM THE CITY BEFORE PROCEEDING WITH THE WORK IN QUESTION OR RELATED WORK. WRITTEN DIMENSIONS SHALL GOVERN. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS PRIOR TO PROCEEDING WITH THE WORK.
3. THE CONTRACTOR SHALL VERIFY EXISTING FACILITIES IN THE FIELD, WHETHER OR NOT THEY ARE SHOWN ON THE DRAWINGS.
4. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING OF CONFLICTS BETWEEN DRAWINGS PRIOR TO PROCEEDING WITH THE WORK IN QUESTION.
5. THE CONTRACTOR IS RESPONSIBLE FOR WORKING AROUND AND PROTECTING ALL EXISTING FACILITIES ADJACENT TO THE WORK AREA. THESE FACILITIES INCLUDE, BUT ARE NOT LIMITED TO, THE FOLLOWING: CABLE CAR TRACKS, TREES, LANDSCAPING, HYDRANTS AND UTILITY POLES.
6. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL WORK UNDER THIS CONTRACT TO AVOID REDUNDANCY BETWEEN PAVING/CURB RAMP WORK AND SEWER (AND/OR) WATER WORK.
7. CONFORM LINE SHALL BE FIVE (5) FEET BEYOND THE EXTENDED PROPERTY LINE UNLESS OTHERWISE INDICATED ON THE DRAWINGS OR AS DIRECTED BY THE CITY REPRESENTATIVE.
8. THE THICKNESS OF THE NEW ASPHALT CONCRETE WEARING SURFACE (ACWS), EXCLUDING POROUS ASPHALT) SHALL BE TWO (2) INCHES MINIMUM UNLESS OTHERWISE INDICATED ON THE DRAWINGS OR AS DIRECTED BY THE CITY REPRESENTATIVE.
9. CURB GRADE SHALL BE SIX (6) INCHES ABOVE THE ADJACENT PAVEMENT GRADE OR GUTTER GRADE UNLESS OTHERWISE INDICATED ON THE DRAWINGS OR AS DIRECTED BY THE CITY REPRESENTATIVE.
10. WHEN EXISTING AND NEW ELEVATIONS ARE GIVEN FOR THE SAME POINT, THE CONTRACTOR SHALL CONSTRUCT TO NEW ELEVATIONS. UNLESS OTHERWISE DIRECTED BY THE CITY REPRESENTATIVE, THE EXISTING ELEVATIONS ARE FOR INFORMATION ONLY.
11. STANDARD DETAILS AND INFORMATION SHALL BE USED FOR ALL APPLICABLE CASES UNLESS SHOWN OR OTHERWISE INDICATED.
12. CROSS SECTION CALL–OUTS ARE SHOWN ONLY ONCE ON THE DRAWINGS AND ARE TYPICAL FOR SIMILAR CONDITIONS UNLESS OTHERWISE INDICATED.
13. EXISTING CATCH BASIN GRADE SHALL BE ADJUSTED IN THE FIELD TO CONFORM TO NEW GUTTER GRADE, UNLESS OTHERWISE NOTED IN THE PLANS
14. NEW GUTTER AND/OR PARKING STRIP SHALL CONFORM TO EXISTING PAVEMENT UNLESS OTHERWISE INDICATED ON THE DRAWINGS.
15. THE LIMITS OF SIDEWALK RECONSTRUCTION SHOWN ON THE DRAWINGS ARE APPROXIMATE. THE CONTRACTOR SHALL SAWCUT TO THE NEAREST FLAG/JOINT.
16. ALL UTILITY VAULTS AND PULL BOXES WITHIN THE SIDEWALK RECONSTRUCTION AREA SHALL BE ADJUSTED TO THE NEW GRADE.
17. FOR ALL TRAFFIC SIGNAL PULL BOXES THAT ARE ROTATED, RELOCATED OR ADJUSTED, THE CONTRACTOR SHALL CONTACT MTA TRAFFIC SIGNAL SHOP AT LEAST THREE (3) DAYS PRIOR TO SETTING THE PULL BOX AT THE NEW LOCATION AND/OR GRADE. ALL WORK SHALL MEET THE REQUIREMENTS OF SFDPW STANDARD PLAN 87,201.
18. ELEVATIONS SHOWN ON PAVEMENT RESTORATION PLANS AND DETAILS ARE MEASURED IN FEET AND ARE PER SURVEY PREPARED BY LEE INCORPORATED
19. ASPHALT CONCRETE PATCHING AROUND NEW GUTTERS AND/OR PARKING STRIPS AT CURB RETURNS SHALL BE CONSIDERED AS INCIDENTAL WORK TO THE CURB RAMP BID ITEM.
20. CONCRETE BASE WORK SHOWN ON CURB RAMP DETAILS MAY OVERLAP WITH THE SAME WORK SHOWN ON PAVEMENT PLANS. THE CONTRACTOR SHALL COORDINATE OVERALL PAVING WORK TO AVOID PERFORMING DUPLICATE WORK.
21. ANY POLES OR VERTICAL ELEMENTS INSTALLED OR RELOCATED NEAR FIRE HYDRANTS SHALL ADHERE TO THE FOLLOWING MINIMUM CLEARANCES: THE MINIMUM CLEARANCE BETWEEN A POLE OR VERTICAL ELEMENT TO A HIGH PRESSURE HYDRANT IS FIVE (5) FEET. THE MINIMUM CLEARANCE BETWEEN A POLE OR VERTICAL ELEMENT TO A LOW PRESSURE HYDRANT IS THREE (3) FEET.
22. ALL CITY MONUMENTS MUST BE PROTECTED PER STATE LAND SURVEYORS ACT AND SPECIFICATION SECTION 01 71 33 OF THE PROJECT MANUAL. CALL THE COUNTY SURVEYOR AT (415) 554–5833 TO REPORT ANY MONUMENTS IN DANGER OF DISTURBANCE, DESTRUCTION OR REMOVAL.
23. IN THE EVENT COBBLESTONES ARE ENCOUNTERED IN ANY STREET UNDER CONSTRUCTION, THE CONTRACTOR SHALL REMOVE THEM FROM THE PROJECT SITE AS CITY PROPERTY. SEE DETAILS IN SPECIFICATION SECTION 32 13 13 OF THE PROJECT MANUAL. SALVAGE, HAULING AND DELIVERY OF EXISTING COBBLESTONES TO THE DESIGNATED AREAS, FROM THE PROJECT SITE, SHALL BE DONE AS INCIDENTAL WORK.
24. AT THE COMPLETION OF WORK, THE CONTRACTOR SHALL REMOVE ALL MARKS, STAINS AND BLEMISHES RESULTING FROM CONSTRUCTION OPERATIONS THROUGHOUT THE CONTRACT.
25. CONTRACTOR SHALL PREVENT CONSTRUCTION MATERIAL, PAVEMENT, CONCRETE, EARTH, PAINTS, THINNER, SOLVENTS, AND OTHER DEBRIS OR TOXIC MATERIAL FROM ENTERING A SEWER OR SEWER STRUCTURE INCLUDING SURFACE FLOW COLLECTION SYSTEM, SUCH AS CATCH BASINS AND CULVERTS.
26. THE MATERIAL USED FOR ALL TACTILE WARNING SURFACES AT CURB RAMPS SHALL BE POLYMER COMPOSITE CONCRETE, UNLESS NOTED OTHERWISE.
27. THE CONTRACTOR SHALL CONSTRUCT ACCORDING TO ELEVATIONS PROVIDED. CONTOURS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY. THE ACCURACY OR COMPLETENESS OF CONTOURS IS NOT GUARANTEED.
28. THE FOLLOWING ARE CONTACT PHONE NUMBERS FOR PUBLIC AND PRIVATE UTILITIES:

UTILITY CONTACTS

BLHP	STREET LIGHTS	RAUL MOSUELA	(415) 227–8506
DPW	NEWS RACKS	JOSEPH THOPPIL	(415) 554–4464
		CATHERINE XU	(415) 554–5346
	SEWER REPAIR		(415) 695–2096
	STREET TREES (URBAN FORESTRY)		(415) 641–2676
DT	FIRE ALARM	MIKE DENNING	(415) 550–2718
MTA	MUNI OVERHEAD LINES	MIKE JOHNSON	(415) 279–5406
		DANIEL MURPHY	(415) 554–9228
	TRAFFIC SIGNAL SHOP	EDDY TSUI	(415) 550–2736
	BUS SHELTERS	GAIL STEIN	(415) 646–2308
	METER SHOP	DARYL ROBINSON	(415) 550–2733
SFWD	BUSINESS HOURS REPAIRS		(415) 550–4965
	NON–BUSINESS HOURS REPAIRS		(415) 550–4911
	IDENTIFY LINES		(415) 550–4925
AT&T		LYNN SCHUSSEL	(650) 991–5630 LS4524@att.com
		MARIA TORRES	(650) 216–2196 MT1276@att.com
		CAROL MITCHELL	CM1463@att.com
COMCAST		PAUL O'LEARY	(415) 859–0530
		DEREK NIPPE	(415) 503–4505
PG&E	SERVICE PLANNING	ANTHONY FISHER	(415) 695–3535 APF4@pge.com
	CONSTRUCTION	BILL RUSSO	(415) 695–3330
CLEAR CHANNEL (BUS SHELTERS)		NICHOLAS FAGUNDES	(925) 518–7042 NicholasFagundes.ncs@comcast.net
		AMY LANDGRAF	(510) 446–7230 AmyLandgraf@clearchannel.com
ZAYO/ABOVENET (MFN FACILITIES)		ALLEN LEHEW	(415) 265–3189 Allen.Lehew@zayo.com

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS
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REFERENCE INFORMATION & FILE NO. OF SURVEYS

BUREAU OF DESIGN & ENGINEERING
CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
30 VAN NESS AVENUE, 5TH FLOOR
SAN FRANCISCO, CA 94102 - 6028

	Date:
Section Mgr:	
Deputy Bureau Mgr:	
Bureau Mgr:	

DESIGNED: DATE:
DRAWN: DATE:
CHECKED: DATE:

REGISTERED PROFESSIONAL ENGINEER CHARLES W YU No. C 43221 CIVIL STATE OF CALIFORNIA

SCALE: 1' = 20'
SHEET OF SHEETS

GREAT HIGHWAY
PERMANENT RESTORATION

ROADWAY
LEGEND, ABBREVIATIONS,
AND GENERAL NOTES

CONTRACT NO. 2410J
DRAWING NO. R–0
FILE NO. XX
REV. NO.

GENERAL NOTES

(1) THE NORTH ORIENTATION OF THIS DRAWING IS BASED UPON A GRID DIRECTION.

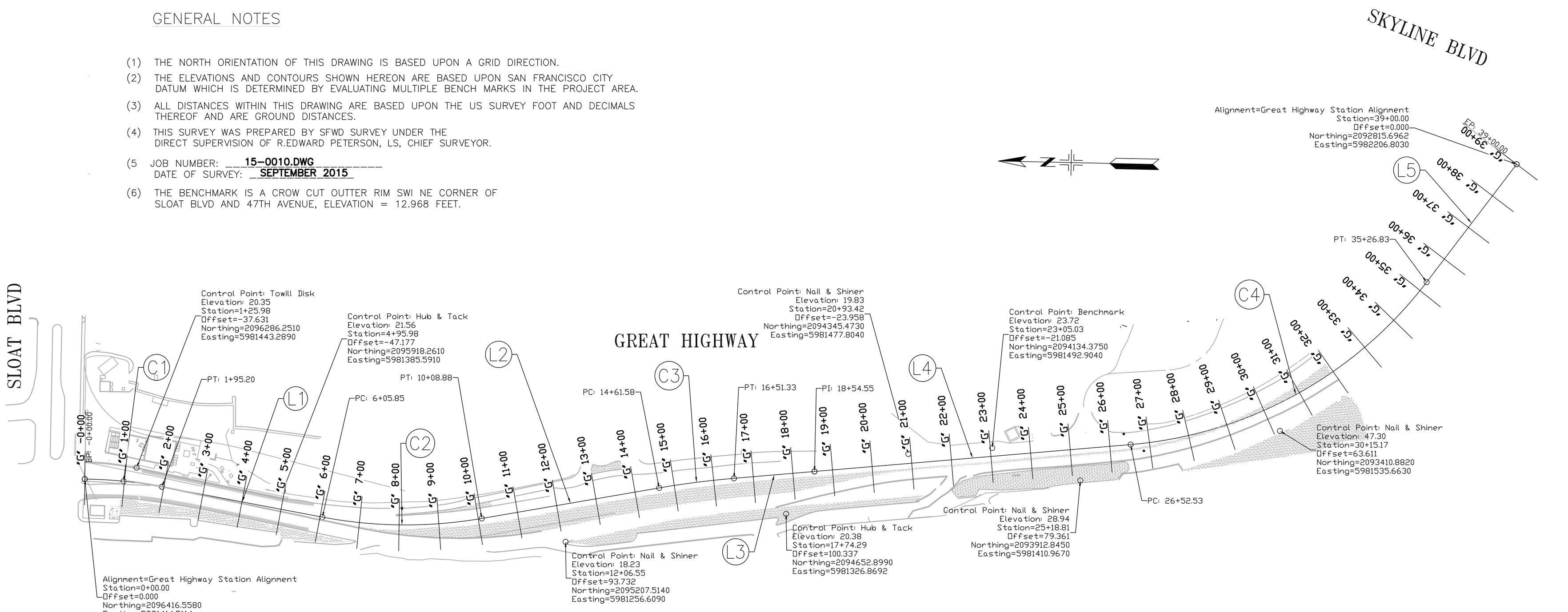
(2) THE ELEVATIONS AND CONTOURS SHOWN HEREON ARE BASED UPON SAN FRANCISCO CITY DATUM WHICH IS DETERMINED BY EVALUATING MULTIPLE BENCH MARKS IN THE PROJECT AREA.

(3) ALL DISTANCES WITHIN THIS DRAWING ARE BASED UPON THE US SURVEY FOOT AND DECIMALS THEREOF AND ARE GROUND DISTANCES.

(4) THIS SURVEY WAS PREPARED BY SFWD SURVEY UNDER THE DIRECT SUPERVISION OF R.EDWARD PETERSON, LS, CHIEF SURVEYOR.

(5 JOB NUMBER: 15-0010.DWG
DATE OF SURVEY: SEPTEMBER 2015

(6) THE BENCHMARK IS A CROW CUT OUTTER RIM SWI NE CORNER OF SLOAT BLVD AND 47TH AVENUE, ELEVATION = 12.968 FEET.



Curve Table: Lombard Station Line					
Curve #	Radius	Length	Chord Direction	Start Point (Northing,Easting)	End Point (Northing,Easting)
C1	1110.000	195.204	S5° 41' 05.35"W	(2096416.56,5981414.51)	(2096222.56,5981395.20)
C2	1127.000	403.025	S0° 28' 41.12"W	(2095819.08,5981318.80)	(2095418.22,5981315.45)
C3	2220.000	189.754	S7° 19' 04.72"E	(2094972.08,5981392.24)	(2094783.93,5981416.41)
C4	1048.000	874.305	S28° 46' 08.78"E	(2093786.35,5981501.39)	(2093041.99,5981910.08)

Line Table: Lombard Station Line			
Line #	Length	Start Point (Northing,Easting)	End Point (Northing,Easting)
L1	410.650	(2096222.56,5981395.20)	(2095819.08,5981318.80)
L2	452.700	(2095418.22,5981315.45)	(2094972.08,5981392.24)
L3	203.216	(2094783.93,5981416.41)	(2094581.45,5981433.66)
L4	797.979	(2094581.45,5981433.66)	(2093786.35,5981501.39)
L5	373.167	(2093041.99,5981910.08)	(2092815.70,5982206.80)

100% SUBMITTAL
NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS
THIS DRAWING WAS LAST MODIFIED: 07/05/18 17:49, BY: eaquino2

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30 VAN NESS AVENUE, 5TH FLOOR
SAN FRANCISCO, CA 94102 - 6028

	Date:
Section Mgr:	
Deputy Bureau Mgr:	
Bureau Mgr:	

DESIGNED: DATE:
DRAWN: DATE:
CHECKED: DATE:

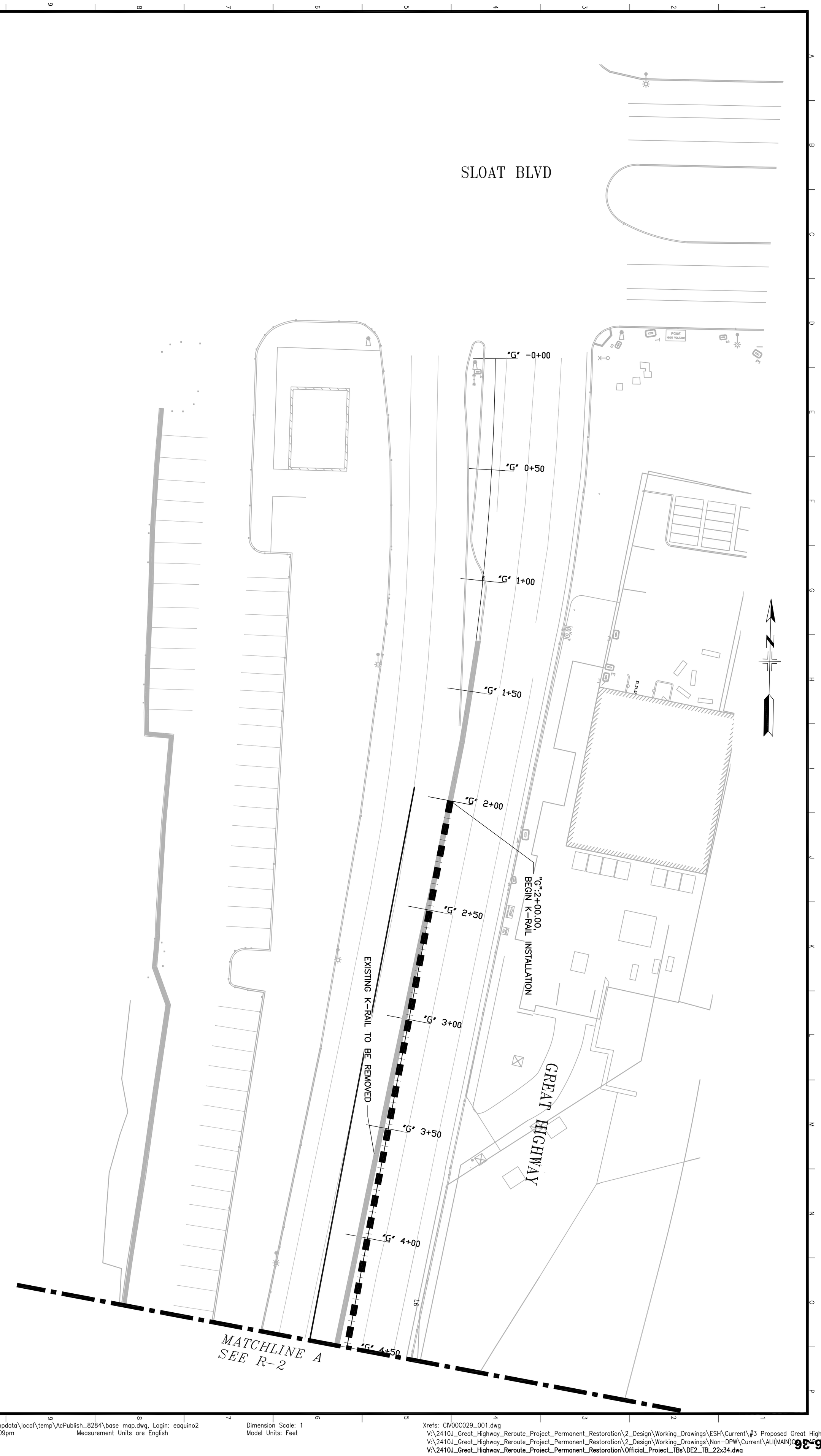
SCALE: NTS
SHEET OF SHEETS

GREAT HIGHWAY
PERMANENT RESTORATION

ROADWAY
PROJECT CONTROL LINE PLAN
STATION 0+00 TO 39+00

CONTRACT NO. 2410J
DRAWING NO. G-2
FILE NO. XX
REV. NO.

E6-35
11 of 25



NO.	DATE	DESCRIPTION	BY	APP.

THIS DRAWING WAS LAST MODIFIED: 08/09/18 18:06, BY: eaquino2

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SEAL OF THE CITY AND COUNTY OF SAN FRANCISCO

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CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
30 VAN NESS AVENUE, 5TH FLOOR
SAN FRANCISCO, CA 94102 - 6028

Section Mgr:
Deputy Bureau Mgr:
Bureau Mgr:
Date:

DESIGNED: DATE:
DRAWN: DATE:
CHECKED: DATE:

REGISTERED PROFESSIONAL ENGINEER
CHARLES W. LU
No. C 43221
CIVIL
STATE OF CALIFORNIA

SCALE: 1" = 20'
SHEET OF SHEETS

GREAT HIGHWAY
PERMANENT RESTORATION

ROADWAY
GRADING AND ALIGNMENT
STATION 0+00 TO 4+50

CONTRACT NO.	DRAWING NO.	FILE NO.	REV. NO.
2410J	R-1	XX	

12 of 25

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Model Units: Feet
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V:\2410J_Great_Highway_Reroute_Project_Permanent_Restoration\Official_Project_TBs\DE2_TB_22x34.dwg

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Measurement Units are English
Dimension Scale: 1
Model Units: Feet

CONTRACT NO.	DRAWING NO.	FILE NO.	REV. NO.
2410J	R–2	XX	

ROADWAY GRADING AND ALIGNMENT STATION 4+50 TO 10+50

GREAT HIGHWAY PERMANENT RESTORATION

SCALE: 1" = 20'

SHEET OF SHEETS

REGISTERED PROFESSIONAL ENGINEER CHARLES W TU No. C 43221 CIVIL STATE OF CALIFORNIA

DESIGNED: DATE:
DRAWN: DATE:
CHECKED: DATE:

Date:
Section Mgr:
Deputy Bureau Mgr:
Bureau Mgr:

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CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
30 VAN NESS AVENUE, 5TH FLOOR
SAN FRANCISCO, CA 94102 - 6028

SAN FRANCISCO PUBLIC WORKS

CITY AND COUNTY OF SAN FRANCISCO • SEAL OF THE CITY AND COUNTY OF SAN FRANCISCO

REFERENCE INFORMATION & FILE NO. OF SURVEYS

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS

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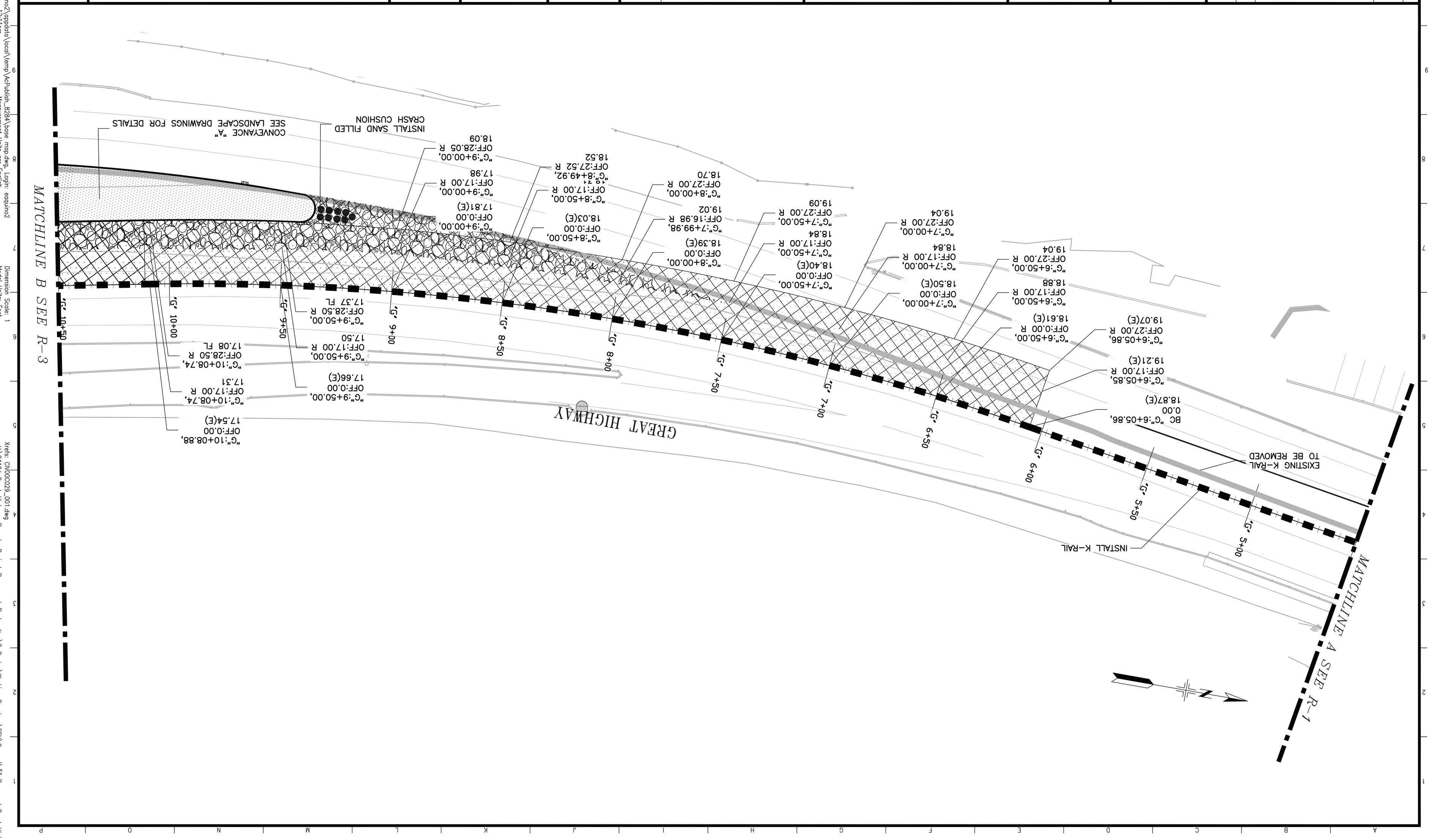

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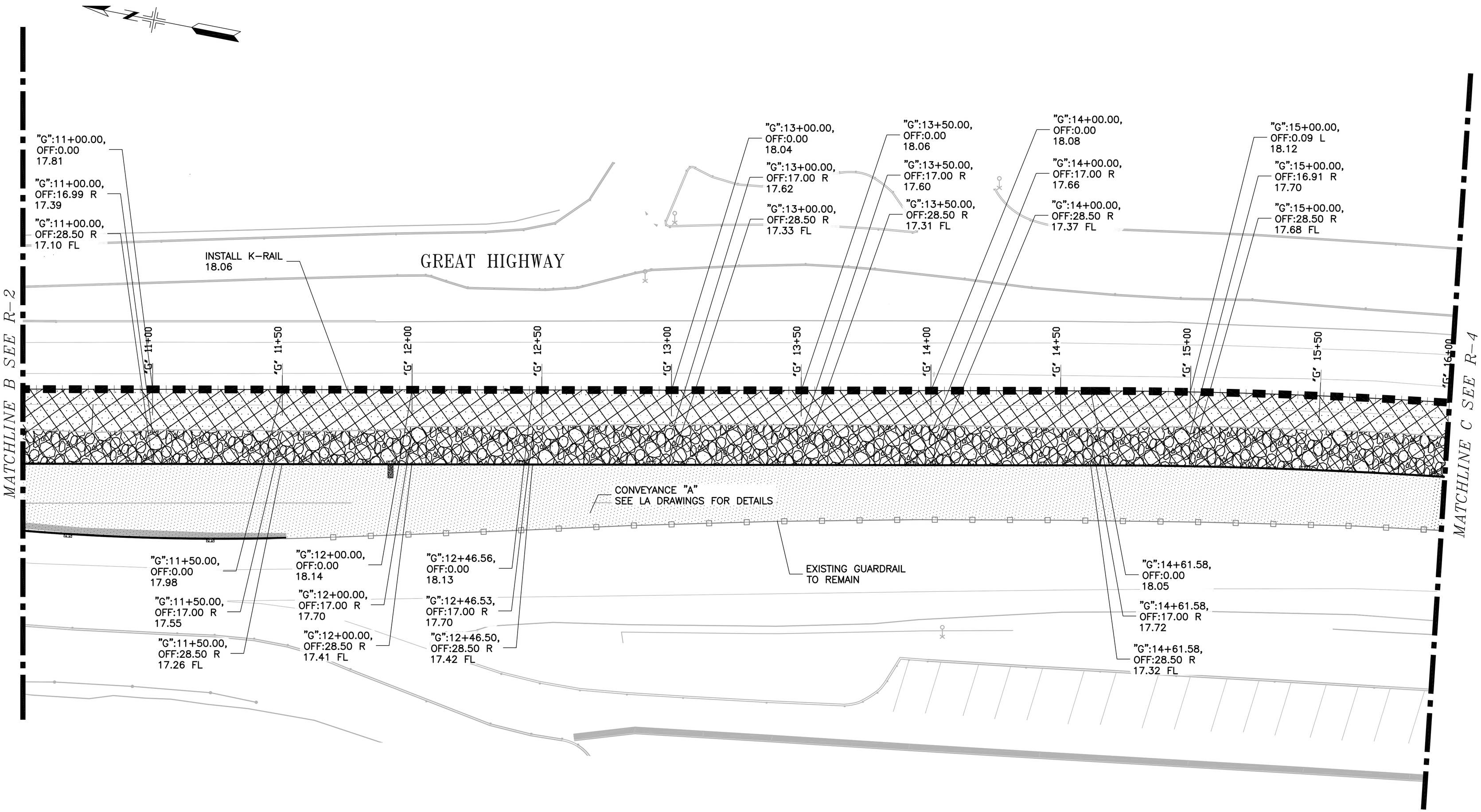

NO.	DATE	DESCRIPTION	BY	APP.

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THE CITY AND COUNTY OF SAN FRANCISCO

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CITY & COUNTY OF SAN FRANCISCO
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30 VAN NESS AVENUE, 5TH FLOOR
SAN FRANCISCO, CA 94102 - 6028

	Date:
Section Mgr:	
Deputy Bureau Mgr:	
Bureau Mgr:	

DESIGNED: DATE:

DRAWN: DATE:

CHECKED: DATE:

REGISTERED PROFESSIONAL ENGINEER
CHARLES W. YU
No. C 43221
CIVIL
STATE OF CALIFORNIA

SCALE: 1" = 20'

SHEET OF SHEETS

GREAT HIGHWAY PERMANENT RESTORATION

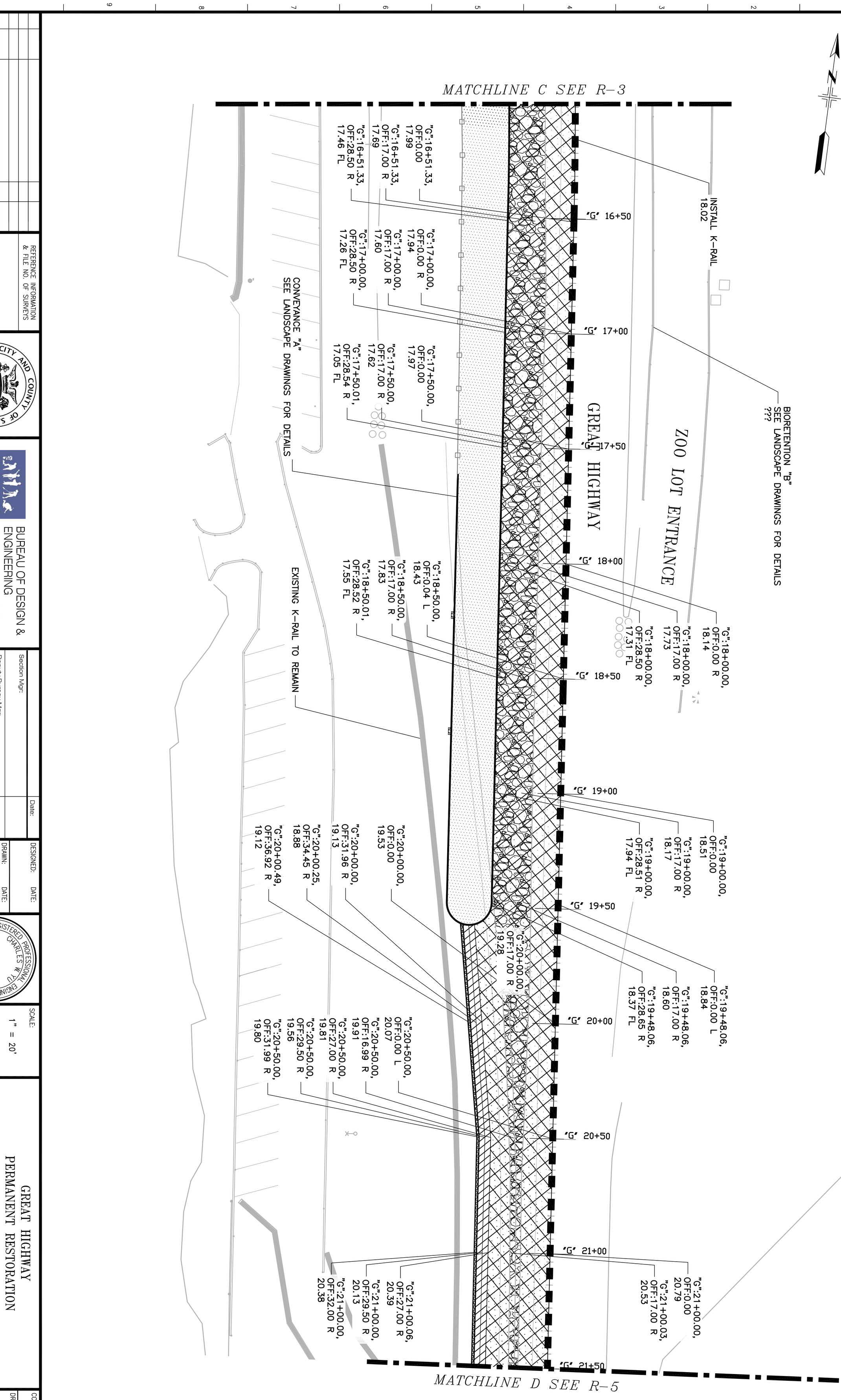
ROADWAY GRADING AND ALIGNMENT STATION 10+50 TO 16+00

CONTRACT NO. 2410J

DRAWING NO. R-3

FILE NO. XX

REV. NO.



NO.	DATE	DESCRIPTION	BY	APP.

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30 VAN NESS AVENUE, 5TH FLOOR
SAN FRANCISCO, CA 94102 - 6028

Section Mgr:
Deputy Bureau Mgr:
Bureau Mgr:
Date:

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CHECKED: DATE:

REGISTERED PROFESSIONAL ENGINEER
CHARLES W. YU
No. C 43221
CIVIL
STATE OF CALIFORNIA

SCALE: 1" = 20'
SHEET OF SHEETS

GREAT HIGHWAY
PERMANENT RESTORATION
ROADWAY
GRADING AND ALIGNMENT
STATION 16+00 TO 21+50

CONTRACT NO. 2410J
DRAWING NO. R-4
FILE NO. XX
REV. NO.

15 of 25

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E6-39

REFERENCE INFORMATION & FILE NO. OF SURVEYS

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30 VAN NESS AVENUE, 5TH FLOOR
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Section Mgr:	
Deputy Bureau Mgr:	
Bureau Mgr:	
Date:	

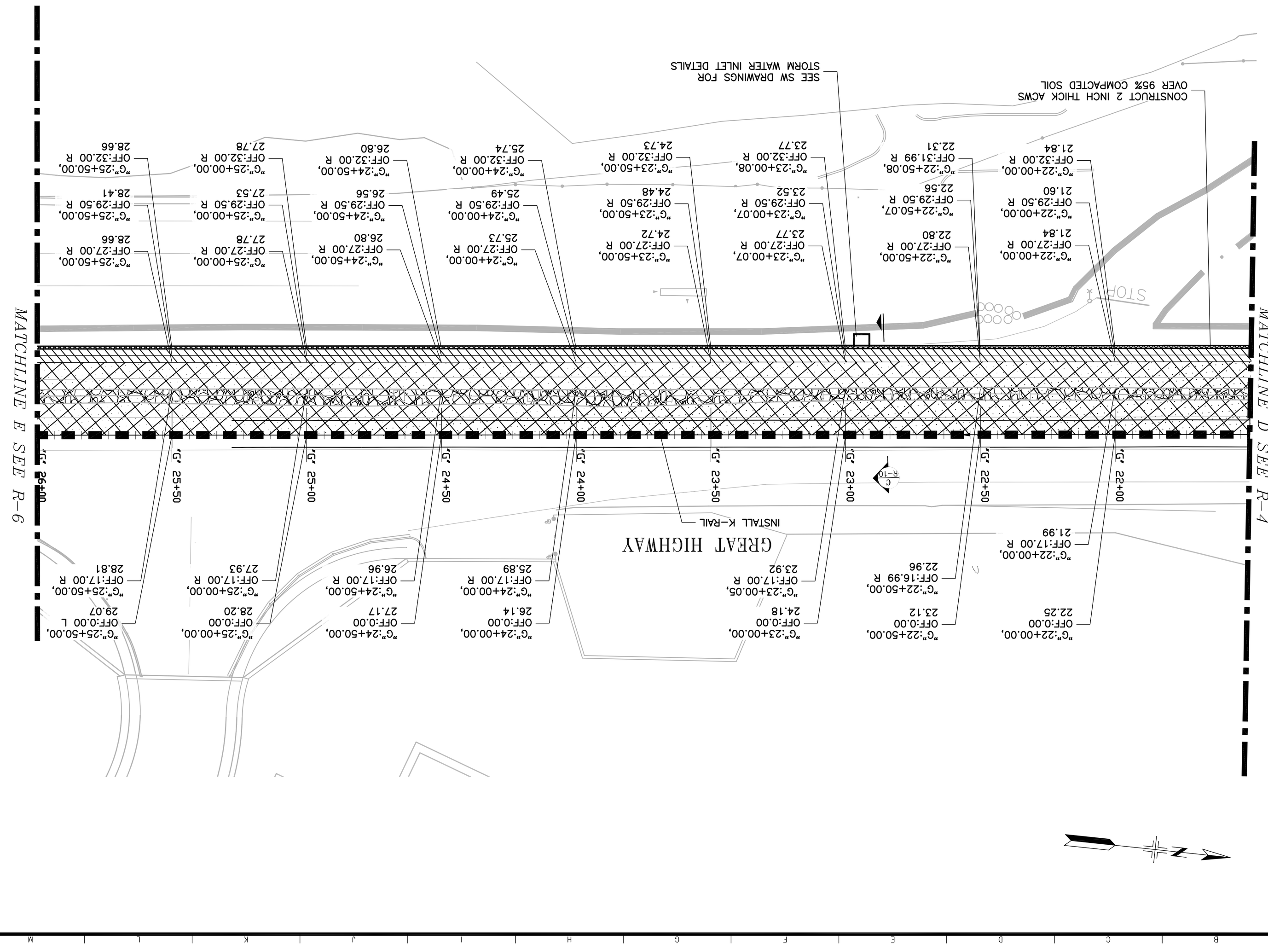
DESIGNED: DATE:
DRAWN: DATE:
CHECKED: DATE:

REGISTERED PROFESSIONAL ENGINEER
CHARLES W TU
No. C 43221
CIVIL
STATE OF CALIFORNIA

SCALE: 1" = 20'
SHEET OF SHEETS

GREAT HIGHWAY
PERMANENT RESTORATION
ROADWAY GRADING AND ALIGNMENT STATION 21+50 TO 26+00

CONTRACT NO. 2410J
DRAWING NO. R-5
FILE NO. XX
REV. NO.



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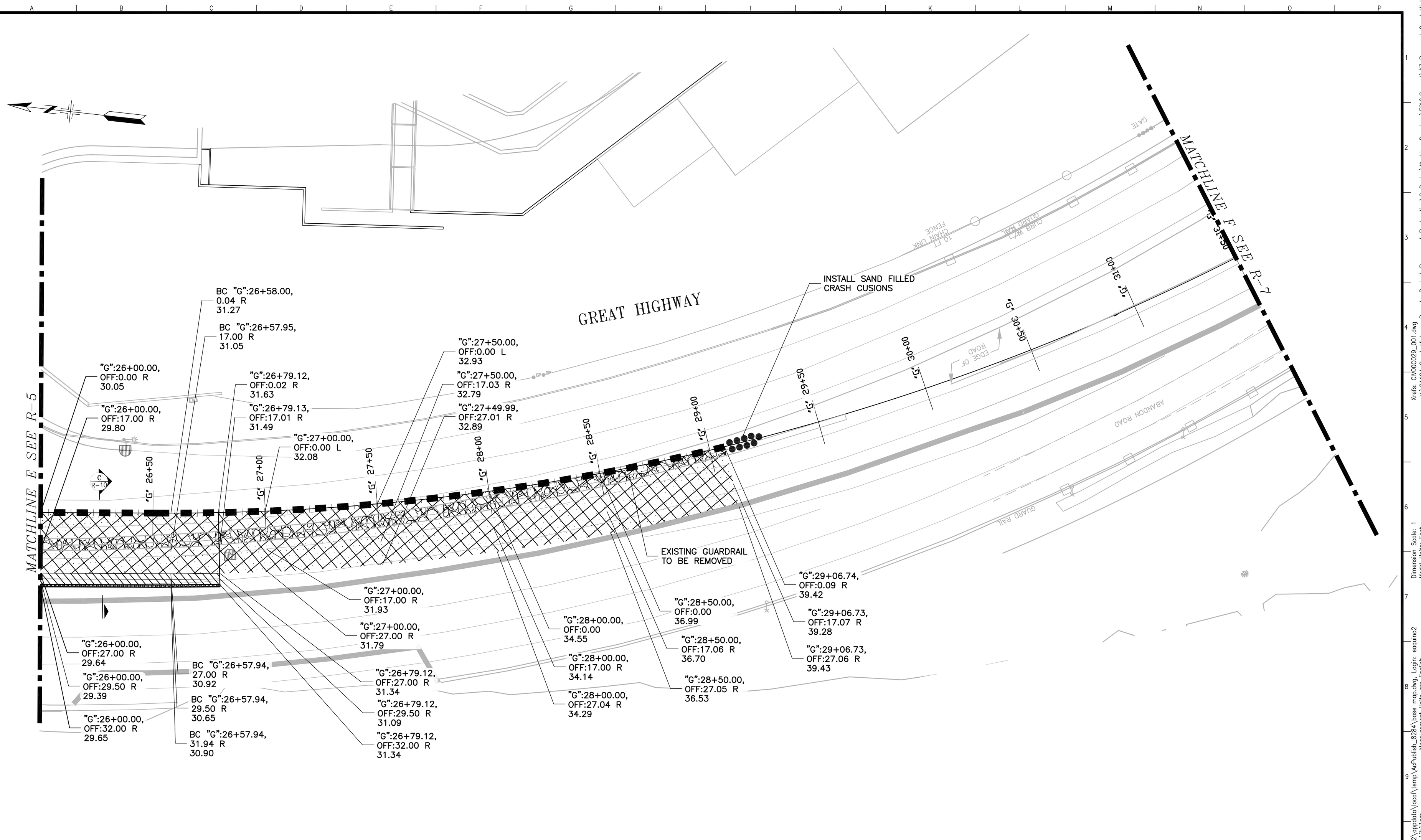
Model Units: Feet



NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS

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30 VAN NESS AVENUE, 5TH FLOOR
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	Date:
Section Mgr:	
Deputy Bureau Mgr:	
Bureau Mgr:	

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DRAWN: DATE:
CHECKED: DATE:

REGISTERED PROFESSIONAL ENGINEER
CHARLES W. YU
No. C 43221
CIVIL
STATE OF CALIFORNIA

SCALE: 1" = 20'

SHEET OF SHEETS

GREAT HIGHWAY PERMANENT RESTORATION

ROADWAY GRADING AND ALIGNMENT STATION 26+00 TO 31+50

CONTRACT NO. 2410J
DRAWING NO. R-6
FILE NO. XX
REV. NO.

E6-41

17 of 25

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Model Units: Feet

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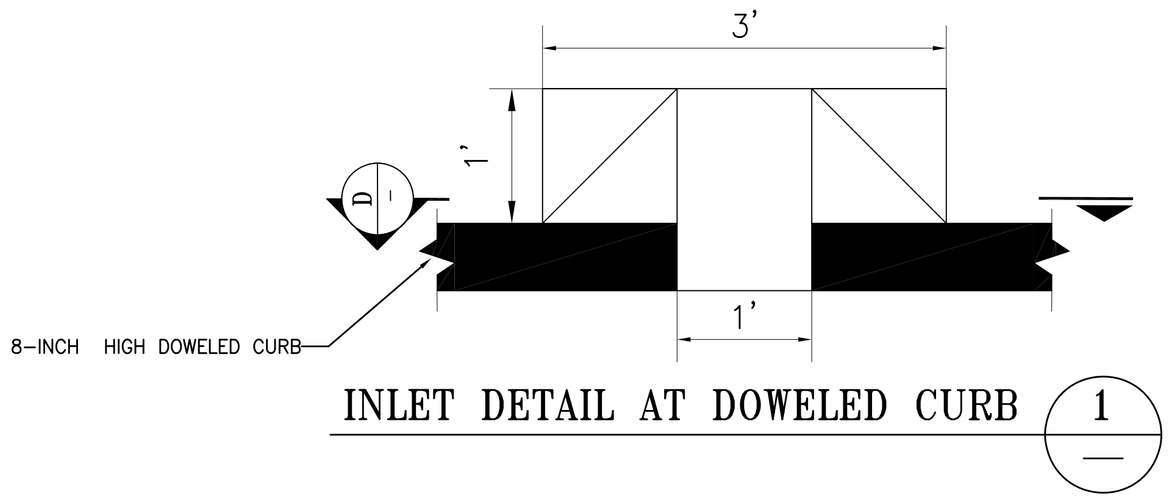
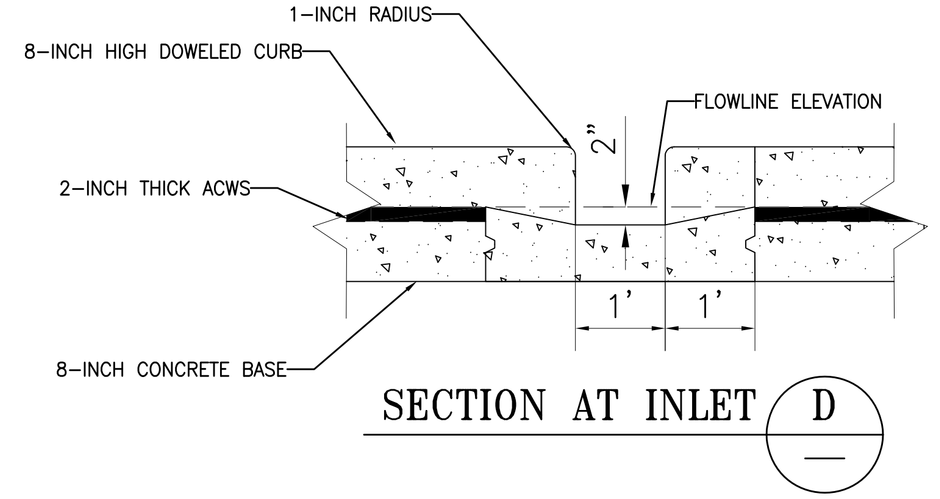


INLET DETAIL AT DOWELED CURB 1

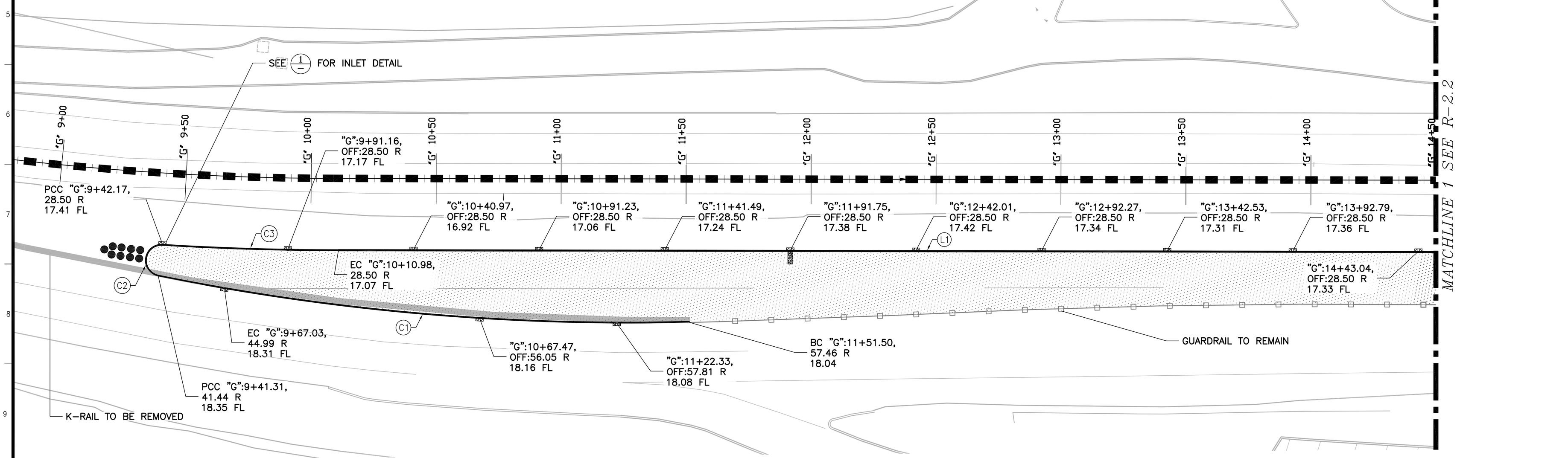


SECTION AT INLET D

GREAT HIGHWAY

Conveyance System "A" Line Table		
Line #/Curve #	Length	Direction
L1	471.04	N09° 45' 59.92"W

Conveyance System "A" Curve Table			
Curve #	Length	Radius	Delta
C1	213.86	950.00	012.8981
C2	19.52	6.50	172.0730
C3	70.50	1155.50	003.4956



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30 VAN NESS AVENUE, 5TH FLOOR
SAN FRANCISCO, CA 94102 - 6028

	Date:
Section Mgr:	
Deputy Bureau Mgr:	
Bureau Mgr:	

DESIGNED: DATE:

DRAWN: DATE:

CHECKED: DATE:

REGISTERED PROFESSIONAL ENGINEER
CHARLES W YU
No. C 43221
CIVIL
STATE OF CALIFORNIA

SCALE: 1" = 20'

SHEET OF SHEETS

GREAT HIGHWAY PERMANENT RESTORATION

CONVEYANCE SYSTEM A GEOMETRY AND INLET GRADING STATION 10+50 TO 16+00

CONTRACT NO. 2410J

DRAWING NO. R-2.1

FILE NO. XX

REV. NO.

Conveyance System "A" Line Table			
Line #/Curve #	Length	Direction	
L1	471.04	N09° 45' 59.92"W	
L2	313.91	N04° 50' 29.01"W	
L3	186.05	S04° 42' 26.02"E	

Conveyance System "A" Curve Table			
Curve #	Length	Radius	Delta
C4	149.70	2191.50	003.9139
C5	31.45	10.00	180.1951

GREAT HIGHWAY

MATCHLINE 1 SEE R-2.1

L1

"G" 15+00

"G":14+93.71, OFF:28.50 R 17.45 FL

"G" 15+50

"G":15+44.63, OFF:28.50 R 17.41 FL

C4

"G" 16+00

"G":15+95.54, OFF:28.50 R 17.52 FL

"G" 16+50

"G":16+46.47, OFF:28.50 R 17.43 FL

"G" 17+00

"G":16+96.77, OFF:28.50 R 17.27 FL

"G" 17+50

"G":17+47.03, OFF:28.50 R 17.07 FL

L2

"G" 18+00

"G":17+97.29, OFF:28.50 R 17.29 FL

"G" 18+50

"G":18+47.55, OFF:28.50 R 17.54 FL

"G" 19+00

"G":18+73.82, OFF:48.44 R 19.28 FL

"G":18+97.80, OFF:28.50 R 17.92 FL

"G" 19+50

"G":19+48.06, OFF:28.50 R 18.37 FL

L3

"G":18+23.34, OFF:48.30 R 19.02 FL

C5

NO.	DATE	DESCRIPTION	BY	APP.

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REGISTERED PROFESSIONAL ENGINEER
CHARLES W. YU
No. C 43221
CIVIL
STATE OF CALIFORNIA

SCALE: 1" = 20'

SHEET OF SHEETS

GREAT HIGHWAY
PERMANENT RESTORATION

CONVEYANCE SYSTEM A
GEOMETRY AND INLET GRADING
STATION 10+50 TO 16+00

CONTRACT NO. 2410J

DRAWING NO. R-2.2

FILE NO. XX

REV. NO.

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Model Units: Feet

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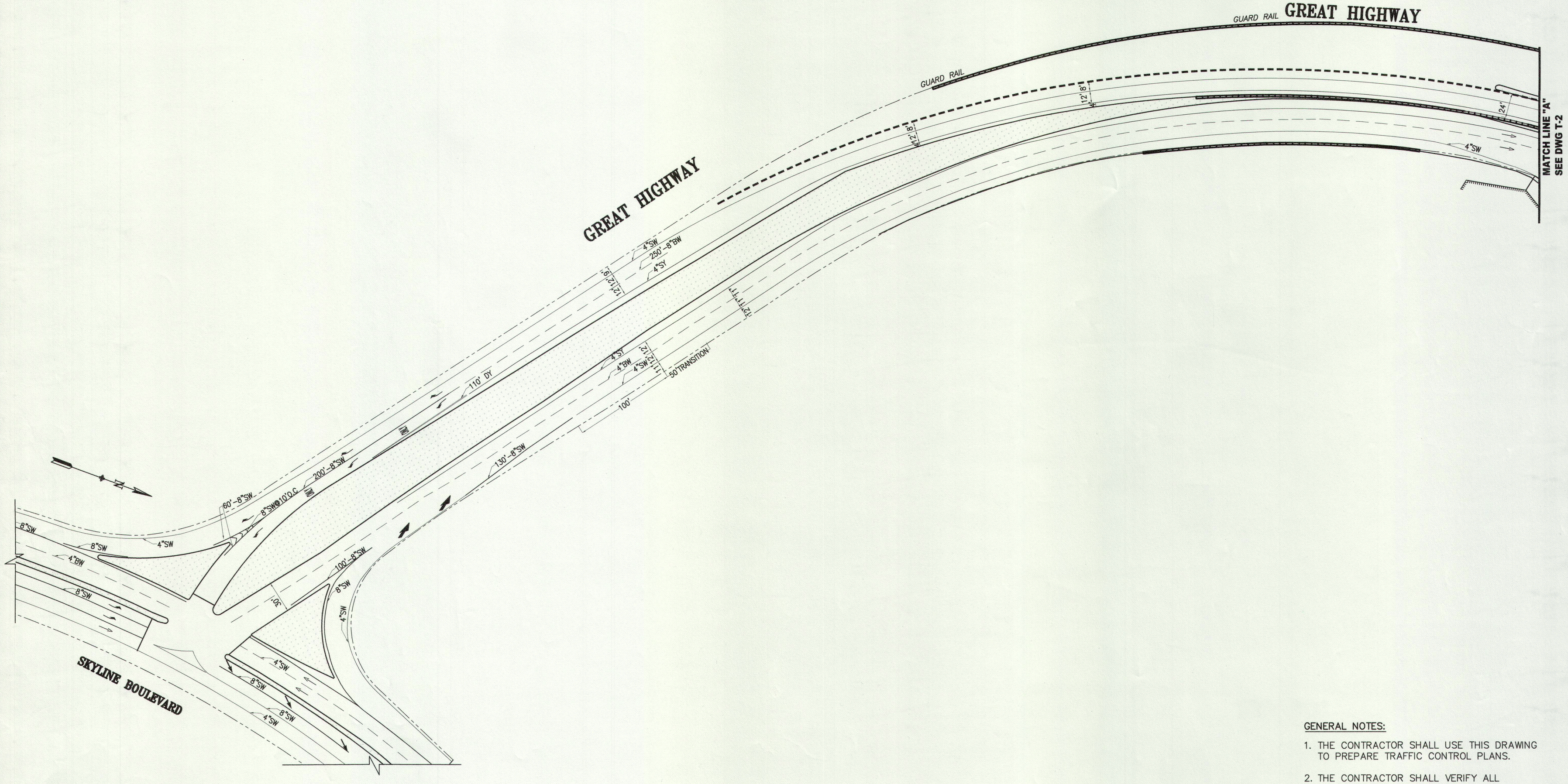
E6-43



50' 0 50' 100'

SCALE: 1" = 50'

GENERAL NOTES:

1. THE CONTRACTOR SHALL USE THIS DRAWING TO PREPARE TRAFFIC CONTROL PLANS.
2. THE CONTRACTOR SHALL VERIFY ALL MEASUREMENTS IN THE FIELD.
3. ALL CROSSWALKS & STOP LINES SHALL BE 12" WIDE & WHITE IN COLOR UNLESS NOTED OTHERWISE.

NO.	DATE	DESCRIPTION	BY	APP

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

SFMTA
Municipal Transportation Agency

CITY AND COUNTY OF SAN FRANCISCO · SEAL OF THE

REGISTERED PROFESSIONAL ENGINEER
JAMES DAVID VALLE-SCHWENK
EXP. 6/30/18
TRAFFIC
STATE OF CALIFORNIA
11/29/17

DRAWN:	A.WONG	DATE: 11/17
CHECKED:	D.VALLE-SCHWENK	DATE: 11/17

APPROVED

SENIOR ENGINEER — DATE: 8 December 2017

CITY TRAFFIC ENGINEER — DATE: 12/21/17

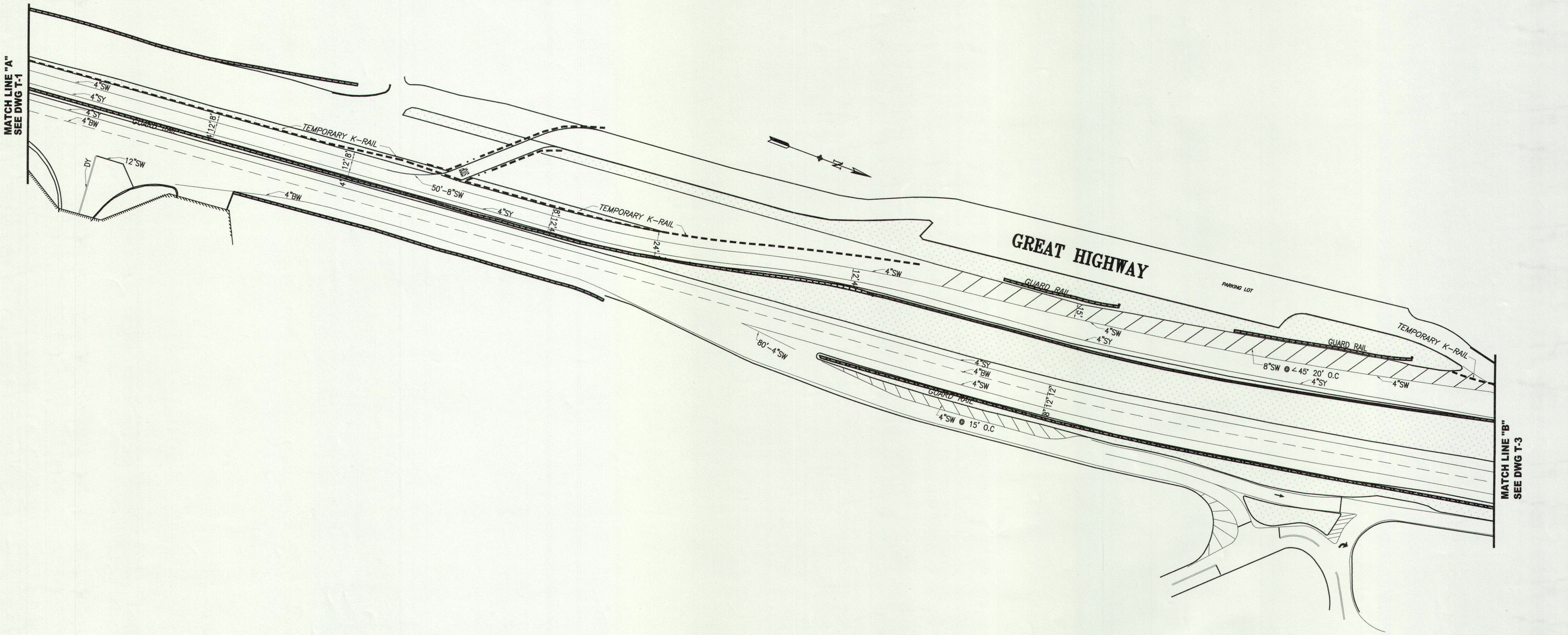
SCALE: 1"=50'

SHEET/SHEETS: 1 OF 3

GREAT HIGHWAY ROADWAY NARROWING

GREAT HIGHWAY
SKYLINE BOULEVARD TO SLOAT BOULEVARD
EXISTING TRAFFIC STRIPING

CONTRACT NO. 2410J
DRAWING NO. T-1
FILE NO.
REV. NO.



GENERAL NOTES:

1. THE CONTRACTOR SHALL USE THIS DRAWING TO PREPARE TRAFFIC CONTROL PLANS.
2. THE CONTRACTOR SHALL VERIFY ALL MEASUREMENTS IN THE FIELD.
3. ALL CROSSWALKS & STOP LINES SHALL BE 12" WIDE & WHITE IN COLOR UNLESS NOTED OTHERWISE.

50' 0 50' 100'
SCALE: 1" = 50'

NO.	DATE	DESCRIPTION	BY	APP

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

SFMTA
Municipal Transportation Agency

REGISTERED PROFESSIONAL ENGINEER
JAMES DAVID VALLE-SCHWENK
TR 2176
EXP. 6/30/19
TRAFFIC
STATE OF CALIFORNIA
11/29/17

DRAWN: A.WONG DATE: 11/17
CHECKED: D.VALLE-SCHWENK DATE: 11/17

APPROVED
8December 2017
SENIOR ENGINEER DATE:
ROCa 12/21/17
CITY TRAFFIC ENGINEER DATE:

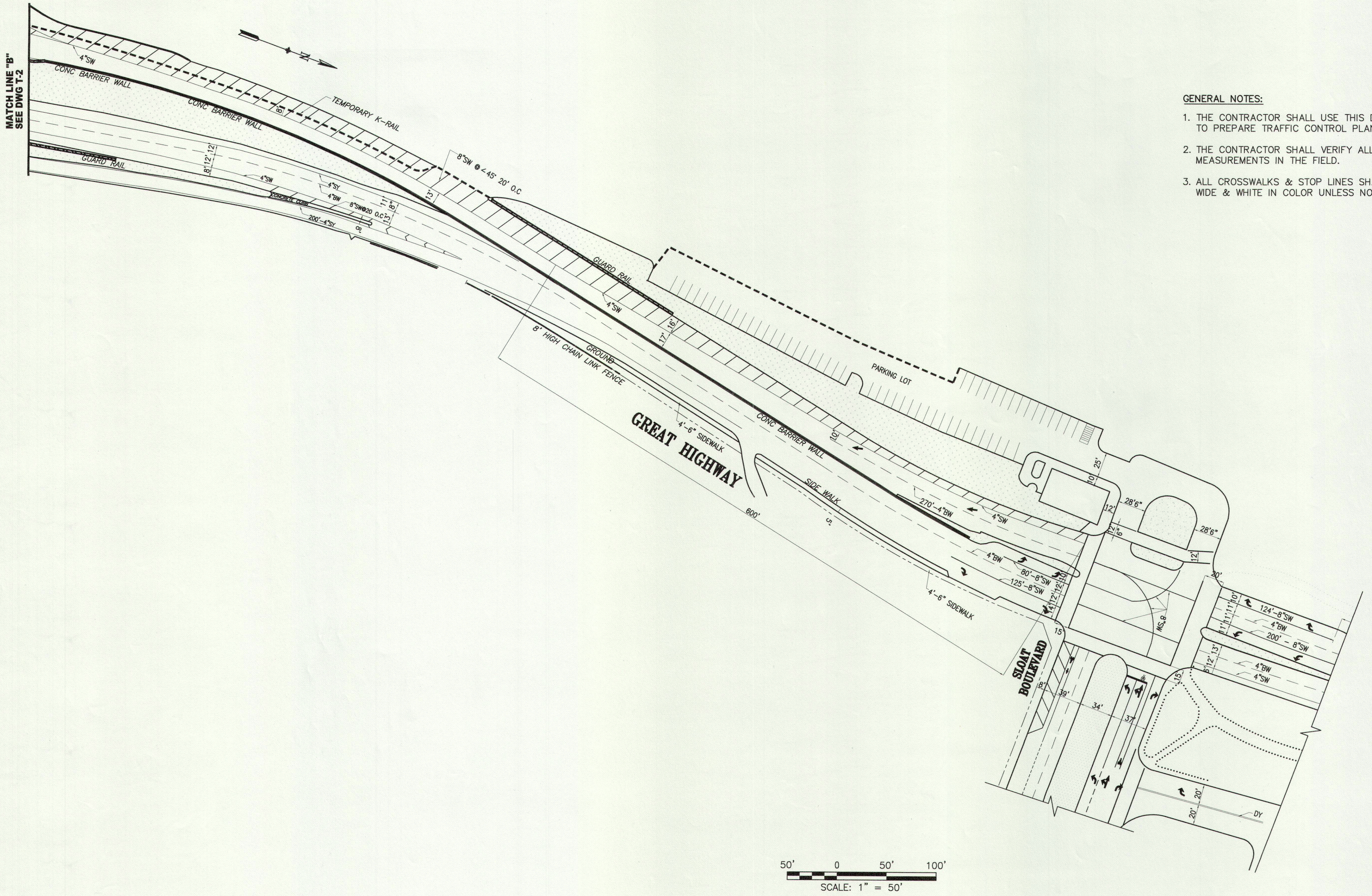
SCALE: 1"=50'
SHEET/SHEETS: 1 OF 2

GREAT HIGHWAY ROADWAY NARROWING

GREAT HIGHWAY
SKYLINE BOULEVARD TO SLOAT BOULEVARD
EXISTING TRAFFIC STRIPING

CONTRACT NO. 2410J
DRAWING NO. T-2
FILE NO.
REV. NO.

E045



GENERAL NOTES:

1. THE CONTRACTOR SHALL USE THIS DRAWING TO PREPARE TRAFFIC CONTROL PLANS.
2. THE CONTRACTOR SHALL VERIFY ALL MEASUREMENTS IN THE FIELD.
3. ALL CROSSWALKS & STOP LINES SHALL BE 12" WIDE & WHITE IN COLOR UNLESS NOTED OTHERWISE.

NO.	DATE	DESCRIPTION	BY	APP

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

SFMTA
Municipal Transportation Agency

REGISTERED PROFESSIONAL ENGINEER
JAMES DAVID VALLE-SCHWENK
TR 2176
EXP. 6/30/19
TRAFFIC
STATE OF CALIFORNIA
11/29/17

DRAWN: A.WONG	DATE: 11/17
CHECKED: D.VALLE-SCHWENK	DATE: 11/17

APPROVED
5 December 2017
SENIOR ENGINEER DATE:
12/21/17
CITY TRAFFIC ENGINEER DATE:

SCALE: 1"=50'
SHEET/SHEETS: 3 OF 3

GREAT HIGHWAY ROADWAY NARROWING

GREAT HIGHWAY
SKYLINE BOULEVARD TO SLOAT BOULEVARD
EXISTING TRAFFIC STRIPING

CONTRACT NO. 2410J
DRAWING NO. T-3
FILE NO.
REV. NO.

T:\T_E_FILES\Construction Section_PERSONNEL\Alex wong_Projects dwgs (C drive 11-15-17)\Great Highway reroute (DVS)\ Great Hwy exist striping T-1 to T-3.dwg ppyuen Wed Nov 29,2017 - 1:31 pm

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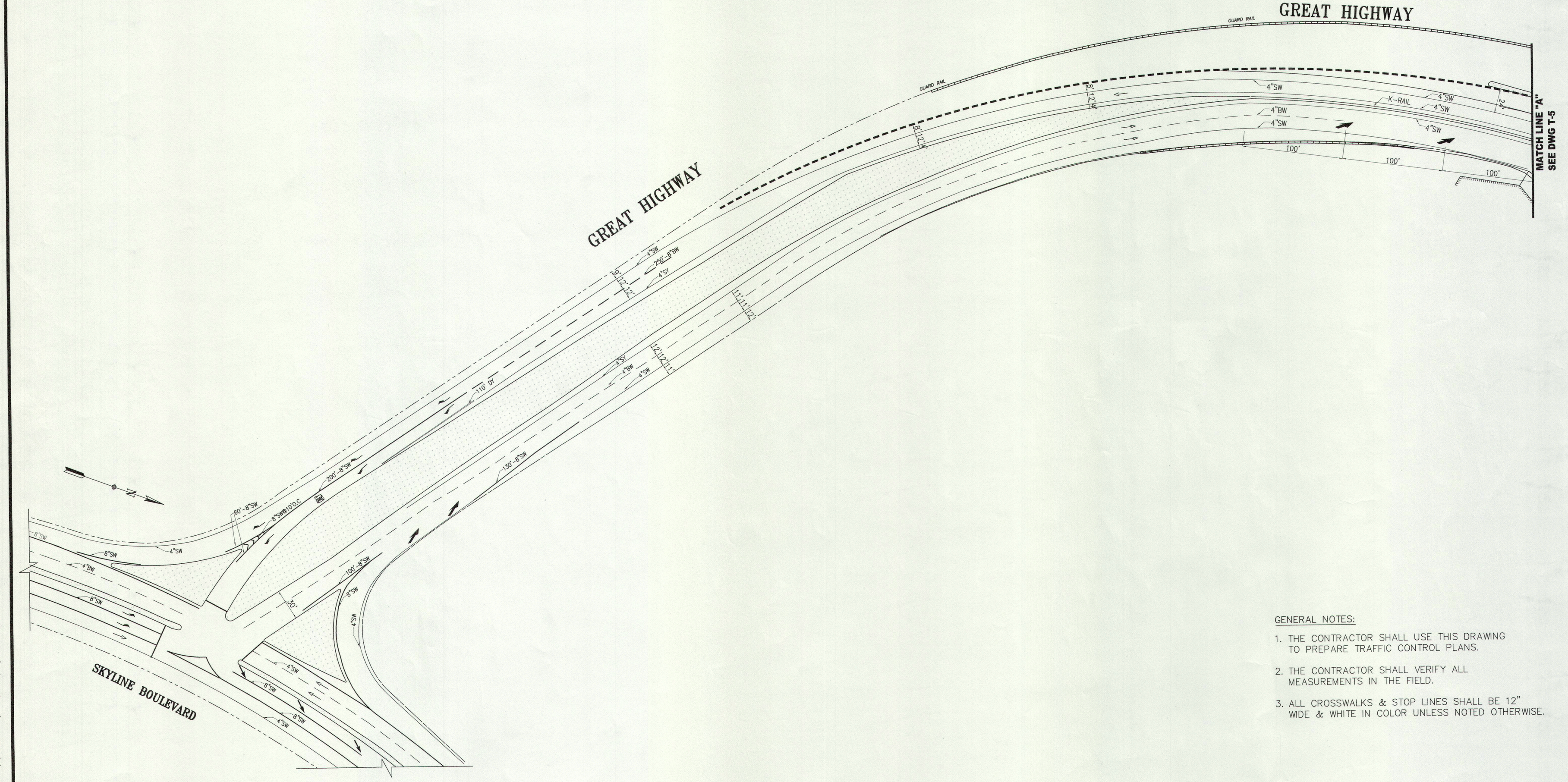

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50' 0 50' 100'
SCALE: 1" = 50'

NO.	DATE	DESCRIPTION	BY	APP

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

SFMTA
Municipal Transportation Agency

THE CITY AND COUNTY OF SAN FRANCISCO

REGISTERED PROFESSIONAL ENGINEER
JAMES DAVID VALLE-SCHWENK
EXP. 6/30/19
TRAFFIC
STATE OF CALIFORNIA
1/29/18

DRAWN: A.WONG	DATE: 11/17
CHECKED: D.VALLE-SCHWENK	DATE: 11/17

APPROVED

SENIOR ENGINEER	DATE: 29 January 2018
CITY TRAFFIC ENGINEER	DATE: 11/30/2018

SCALE: 1"=50'
SHEET/SHEETS: 0F

GREAT HIGHWAY ROADWAY NARROWING

GREAT HIGHWAY
SKYLINE BOULEVARD TO SLOAT BOULEVARD
PROPOSED TRAFFIC STRIPING

CONTRACT NO. 2410J
DRAWING NO. T-4
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
FONTS USED:
SCALE FACTOR:
PLOT SCALE:
FILE NAME: T:\T_e_files\Off_rec\dwgs\str-XXXX
DATE: ORIGIN: OPERATIONS

E6-47

23 of 25

C:_project dwgs\Great Highway Re-route (DVS)\ Great Hwy Prop striping T-4 to T-6.dwg awong3 Thu Jan 25,2018 - 9:18 am

FILE NAME: T:\T_e_files\Off_rec\dwgs\str-XXXX
DATE:

ORIGIN: OPERATIONS

SCALE FACTOR:
PLOT SCALE:

EXTERNAL REFERENCES:
FONTS USED:

CONTRACT NO.	2410J
DRAWING NO.	T-5
FILE NO.	
REV. NO.	

GREAT HIGHWAY ROADWAY NARROWING
GREAT HIGHWAY SKYLINE BOULEVARD TO SLOAT BOULEVARD PROPOSED TRAFFIC STRIPING

SCALE: 1"=50'
SHEET/SHEETS: OF

APPROVED
SENIOR ENGINEER DATE:
CITY TRAFFIC ENGINEER DATE: 1/30/2018

DRAWN: DATE:
A.WONG 11/17
CHECKED: DATE:
D.VALLE-SCHWENK 11/17

PROFESSIONAL ENGINEER REGISTERED DAVID VALLE-SCHWENK STATE OF CALIFORNIA TRAFFIC EXP. 1/29/18 1/29/18

SFMTA
Municipal Transportation Agency

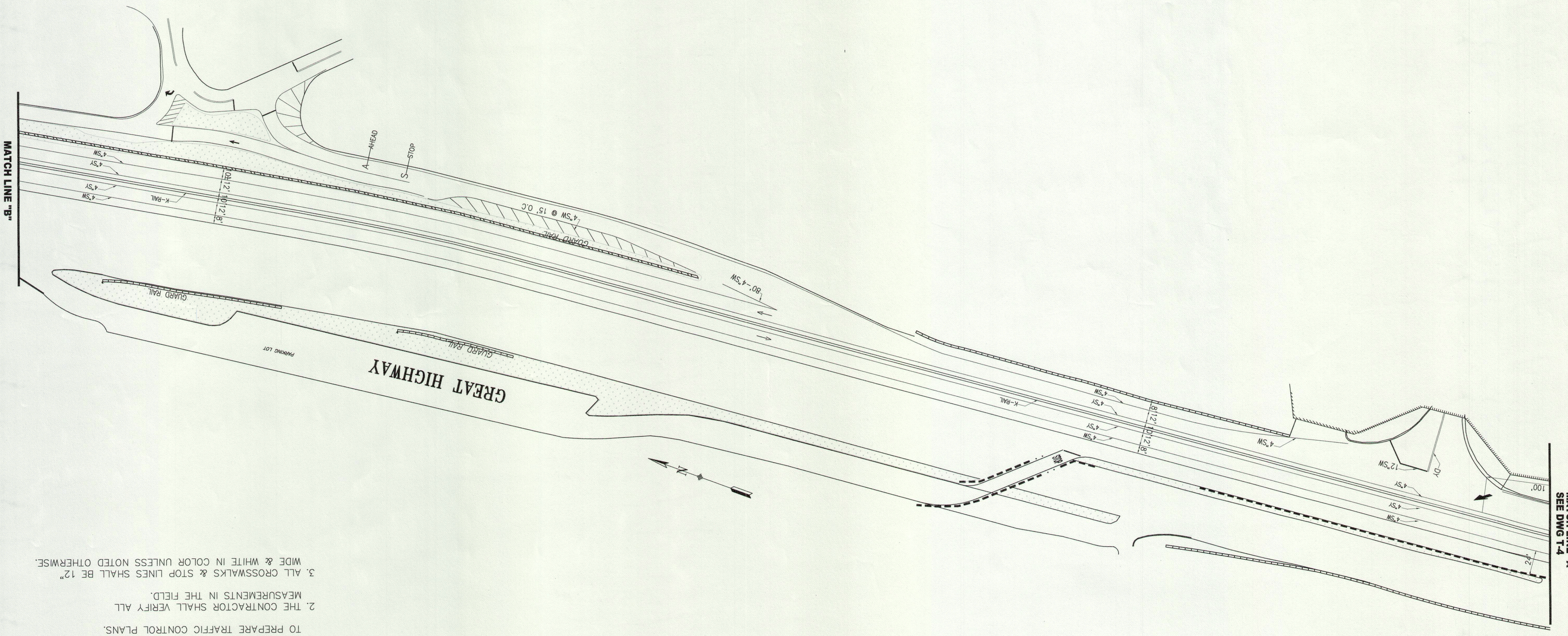
SAN FRANCISCO • SEAL OF THE CITY AND COUNTY OF SAN FRANCISCO

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

NO.	DATE	DESCRIPTION	BY	APP

C:_project dwgs\Great Highway Re-route (DVS)\ Great Hwy Prop striping T-4 to T-6.dwg owong3 Thu Jan 25,2018 - 9:24 am

SCALE: 1" = 50'
50' 0 50' 100'



GENERAL NOTES:

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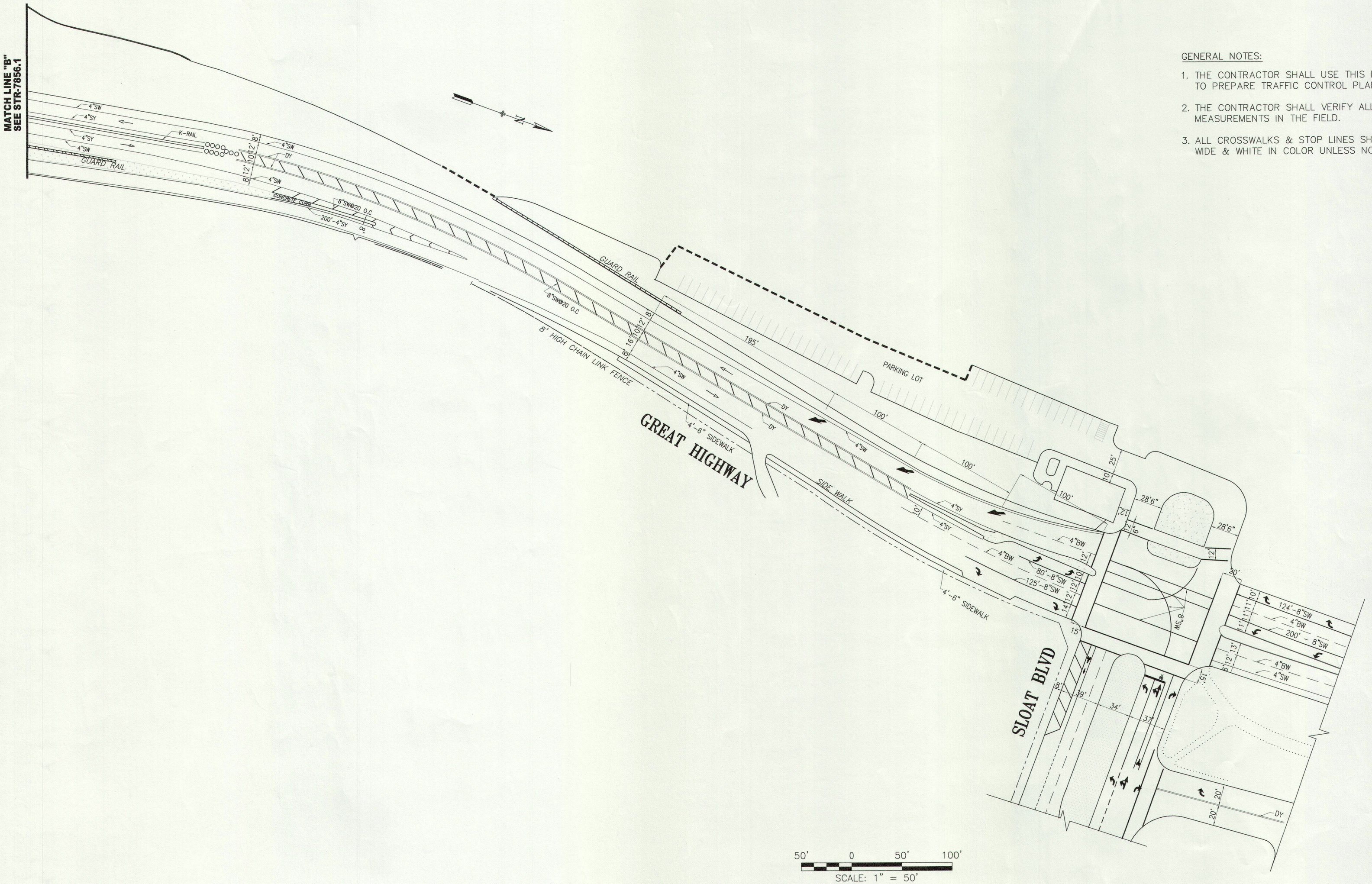
E6-48



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NO.	DATE	DESCRIPTION	BY	APP

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

SFMTA
Municipal Transportation Agency

REGISTERED PROFESSIONAL ENGINEER
JAMES DAVID VALLE-SCHWENK
EXP. 6/30/19
TRAFFIC
STATE OF CALIFORNIA
1/29/18

DRAWN: A.WONG DATE: 11/17
CHECKED: D.VALLE-SCHWENK DATE: 11/17

APPROVED
29 January 2018
SENIOR ENGINEER DATE:
1/30/2018
CITY TRAFFIC ENGINEER DATE:

SCALE: 1"=50'
SHEET/SHEETS: OF

GREAT HIGHWAY ROADWAY NARROWING

GREAT HIGHWAY
SKYLINE BOULEVARD TO SLOAT BOULEVARD
PROPOSED TRAFFIC STRIPING

CONTRACT NO. 2410J
DRAWING NO. T-6
FILE NO.
REV. NO.

E6-49

25 of 25

C:_project dwgs\Great Highway Re-route (DVS)_Great Hwy Prop striping T-4 to T-6.dwg awong3 Thu Jan 25,2018 - 9:25 am

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

FY of Allocation Action:	FY2018/19
Project Name:	Local Bus Transit Signal Priority
Grant Recipient:	SFMTA - San Francisco Municipal Railway

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Adv. Technology & Info Systems SFgo
Current Prop K Request:	$1,189,972
Supervisorial District(s):	Citywide

REQUEST

Brief Project Description
Purchase and deploy bus transit signal priority (TSP) devices and communications equipment at between 20 and 100 intersections along local bus routes citywide (TSP implementation is complete for Muni's Rapid bus routes). The project will improve vehicle management and travel time reliability, improve communication among traffic signals, update signal timing to the latest standards, and enable remote monitoring of the effectiveness of the TSP network to facilitate adjustments and repairs as needed.

Detailed Scope, Project Benefits and Community Outreach
SFMTA will use the requested funds to purchase and install TSP-related devices such as radios and networking equipment at between 20 and 100 intersections. Funds will also be used to update traffic signal timing to the latest standards as well as to reduce red light delay to transit. The installed equipment will allow SFMTA to remotely monitor traffic signal timing, transit performance, and health of the equipment.

TSP installations started citywide in 2012 with a goal to fully equip every signalized intersection on Muni bus routes with TSP. There are about 600 intersections equipped with TSP, with about 450 intersections remaining to be equipped. All Muni Rapid routes have been equipped with TSP; the subject request will equip intersections along Local routes with TSP, including Routes 5/5R, 6, 7, 10, 12, 18, 19, 21, 22, 23, 24, 27, 28/28R, 30, 31, 33, 35, 36, 37, 41, 43, 44, 45, 47, 48, 49, 52, 54, 55, 56, 57, 66 and 67. Buses have already been equipped with TSP radios through other funds. The primary equipment to be installed through the requested allocation would be:
• Intersection-installed radios to communicate with the radios on the buses
• Phase selector cards to be installed inside traffic signal cabinets. These are used to translate information from intersection TSP radios to traffic signal controllers.
• Wireless radios to provide remote access to connect to TSP intersections to monitor activity and to pull maintenance logs.
• Cables, Ethernet cords, mounting brackets to install and connect TSP intersections equipment to the network.

TSP installations will be done on a route basis (e.g. install equipment on all intersections of the 27-Bryant or 7-Haight). SFMTA's Transit Division will recommend the next routes to receive TSP installations.

Installation costs vary from $10,000 to $50,000 per intersection. Factors affecting cost include need for updated controller firmware; controller cabinet must be upgraded to accommodate additional equipment; existing conduits in bad condition; there is already an existing TSP radio at an intersection but no wireless radio for a network connection; need for a fiber optic connection because the bandwidth of the wireless radio is limited by poor line of sight due or because it is too far away from an existing fiber optic connection.

Because of the high variation in cost, SFMTA estimates the requested funds will be sufficient to activate 20 intersections on the low end to 100 intersections on the high end.

Benefits: The benefits from the proposed investment will include the following:

(1) Improved transit performance - TSP is used to extend green lights or to bring up green lights earlier for transit. Improving the odds that a transit vehicle sees a green light will reduce red light delay and thus improve both reliability and travel times.
(2) Updated traffic signal timing to latest standards – The signal timing will be updated to reflect the latest standards for Yellows, All-Reds and pedestrian clearance.
(3) Remote monitoring – Installed equipment will allow us to remotely check into an intersection and observe current traffic signal timing and produce maintenance logs to review timestamped information on when TSP calls were made and which bus number made the call.

SFMTA can monitor the performance of buses through 2 sources – (1) via intersection controllers and (2) via TSP radios on buses.

The first method allows SFMTA to remotely check into each network-connected traffic controller front panel screen to see the current signal timing by phase and whether TSP is enabled. The second method allows SFMTA to pull data logs on each bus to see how many TSP calls have been placed, at which intersections and what times. Through the logs SFMTA can tell if equipment is properly functioning in each intersection and bus. Some TSP features will be available remotely for staff at the Transportation Management Center to monitor. For security reasons access to the first method of viewing traffic signal controller displays will be limited to certain traffic engineers and electricians.

SFMTA is also working with its TSP radio vendor to pull second-by-second GPS location pings. This process is still in the development stage but once implemented SFMTA will be able to determine locations prone to delays and address by modifying traffic signal timing.

Implementation: SFMTA Sustainable Streets will (1) perform the traffic signal timing updates (2) manage the issuance and administration of the purchase orders for TSP related equipment and (3) remotely monitor TSP performance. SFMTA signal shop will perform intersection installs and work with other city agencies such as the Department of Technology to help with upgrades of the existing IT network and to ensure compatibility with the TSP equipment.

Project Location
Citywide

Project Phase(s)
Construction

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	New Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount
Prop K 5YPP Amount:	$806,611
Justification for Necessary Amendment	
The subject request requires an amendment to the Advanced Technology and Information Systems (SFgo) 5YPP (EP 32) to program $383,361 in funds deobligated from SFgo Franklin and Gough Streets (Van Ness Corridors), and reprogram $806,611 in FY2017/18 and FY2018/19 funds for procurement of equipment for SFgo Controller Upgrades to the subject project. See attached 5YPP amendment for details.	

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

FY of Allocation Action:	FY2018/19
Project Name:	Local Bus Transit Signal Priority
Grant Recipient:	SFMTA - San Francisco Municipal Railway

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)	Jul-Aug-Sep	2008	Jul-Aug-Sep	2008
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2018		
Operations				
Open for Use			Oct-Nov-Dec	2020
Project Completion (means last eligible expenditure)			Apr-Mar-Jun	2021

SCHEDULE DETAILS

August 2008: Obtained CEQA Categorical Exemption Determination from the City and County of San Francisco

Once the funds are booked the money will be spent to install TSP related devices on an intersection by intersection rolling basis. Completion of the scope for the subject request is expected by December 2020.

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

FY of Allocation Action:	FY2018/19
Project Name:	Local Bus Transit Signal Priority
Grant Recipient:	SFMTA - San Francisco Municipal Railway

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Adv. Technology & Info Systems SFgo	$1,189,972	$0	$0	$1,189,972
Phases in Current Request Total:	$1,189,972	$0	$0	$1,189,972

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	$6,318,652	$0	$0	$6,318,652
TRANSPORTATION SUSTAINABILITY FEE	$0	$10,253,729	$1,356,391	$11,610,120
TO BE DETERMINED (ADDITIONAL LOCAL DISCRETIONARY FUNDING TO BE IDENTIFIED IN SFMTA'S 2021 CAPITAL IMPROVEMENT PROGRAM)	$2,892,433	$0	$0	$2,892,433
SFMTA OPERATING - FUND BALANCE	$0	$0	$3,000,000	$3,000,000
PROP B GENERAL FUND	$0	$0	$3,864,829	$3,864,829
INTERAGENCY PLAN IMPLEMENTATION COMMITTEE (IPIC)	$0	$763,966	$300,000	$1,063,966
CPMC	$0	$400,000	$1,150,000	$1,550,000
Funding Plan for Entire Project Total:	$9,211,085	$11,417,695	$9,671,220	$30,300,000

This funding plan reflects the Prop K programming requested for the 2019 5YPP and the cost of full implementation of TSP at the remaining 450 locations that require it, based on an estimated average cost.

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$0	$0	
Environmental Studies (PA&ED)	$0	$0	
Right of Way	$0	$0	
Design Engineering (PS&E)	$0	$0	
Construction	$30,300,000	$6,318,652	Engineer's estimate based on labor and vendor estimates and prior TSP installation projects.
Operations	$0	$0	
Total:	$30,300,000	$6,318,652	

% Complete of Design:	100.0%
As of Date:	07/16/2018
Expected Useful Life:	15 Years

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

Project Name: Bus Transit Signal Priority

MAJOR LINE ITEM BUDGET

CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Budget Line Item	Totals	% of Construction	SF Dept. of Technology	SFMTA	Contractor
Purchase Order	**$ 200,000**	**17%**			**$ 200,000**
Networking Equipment	$ 50,000	4%			$ 50,000
Radios	$ 150,000	13%			$ 150,000
Miscellaneous Parts	$ 50,000	4%			$ 50,000
SSD Signal Shop Support	**$ 739,972**	**62%**		**$ 739,972**	
SSD Engineering	**$ 200,000**	**17%**		**$ 200,000**	
Work Authorizations to other City Agencies	**$ 50,000**	**4%**	**$ 50,000**		
Department of Technology	$ 50,000		$ 250,000		

Phase Grand Total (Purchase Orders+Engineering and Signal Shop Support+Work Authorizations)	**$ 1,189,972**

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

FY of Allocation Action:	FY2018/19
Project Name:	Local Bus Transit Signal Priority
Grant Recipient:	SFMTA - San Francisco Municipal Railway

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	$1,189,972	Total Prop AA Requested:	$0
Total Prop K Recommended:	$1,189,972	Total Prop AA Recommended:	$0

SGA Project Number:	132	Name:	Bus Transit Signal Priority - EP-32
Sponsor:	SFMTA - San Francisco Municipal Railway	Expiration Date:	12/31/2021
Phase:	Construction	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-132	$689,972	$250,000	$250,000	$0	$0	$1,189,972

Deliverables

1. With each quarterly report provide the number and locations of the intersections upgraded with Transit Signal Priority equipment in the preceding quarter.

2. On completion of the subject scope: before/after studies demonstrating the results and benefits of the transit signal priority improvements made possible with Prop K funds.

Special Conditions

1. The recommended allocation is contingent on a concurrent Prop K 5YPP amendment to the Advanced Technology and Information Systems (SFgo) category (EP 32) to program $383,361 in funds deobligated from SFgo Franklin and Gough Streets (Van Ness Corridors), and reprogram $806,611 in FY2017/18 and FY2018/19 funds for procurement of equipment for SFgo Controller Upgrades to the subject project. See attached 5YPP and Strategic Plan amendments for details.

Notes

1. The SFMTA may submit a 4th quarter FY2019/20 invoice for an amount that exceeds the approved cash flow; at its discretion the Transportation Authority will reimburse the invoice if there is sufficient remaining capacity in the Prop K capital budget after reimbursement of 4th quarter Prop K invoices that do not exceed the approved cash flow distribution schedules of their respective grants.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	79.15%	No Prop AA

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

FY of Allocation Action:	FY2018/19
Project Name:	Local Bus Transit Signal Priority
Grant Recipient:	SFMTA - San Francisco Municipal Railway

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	$1,189,972

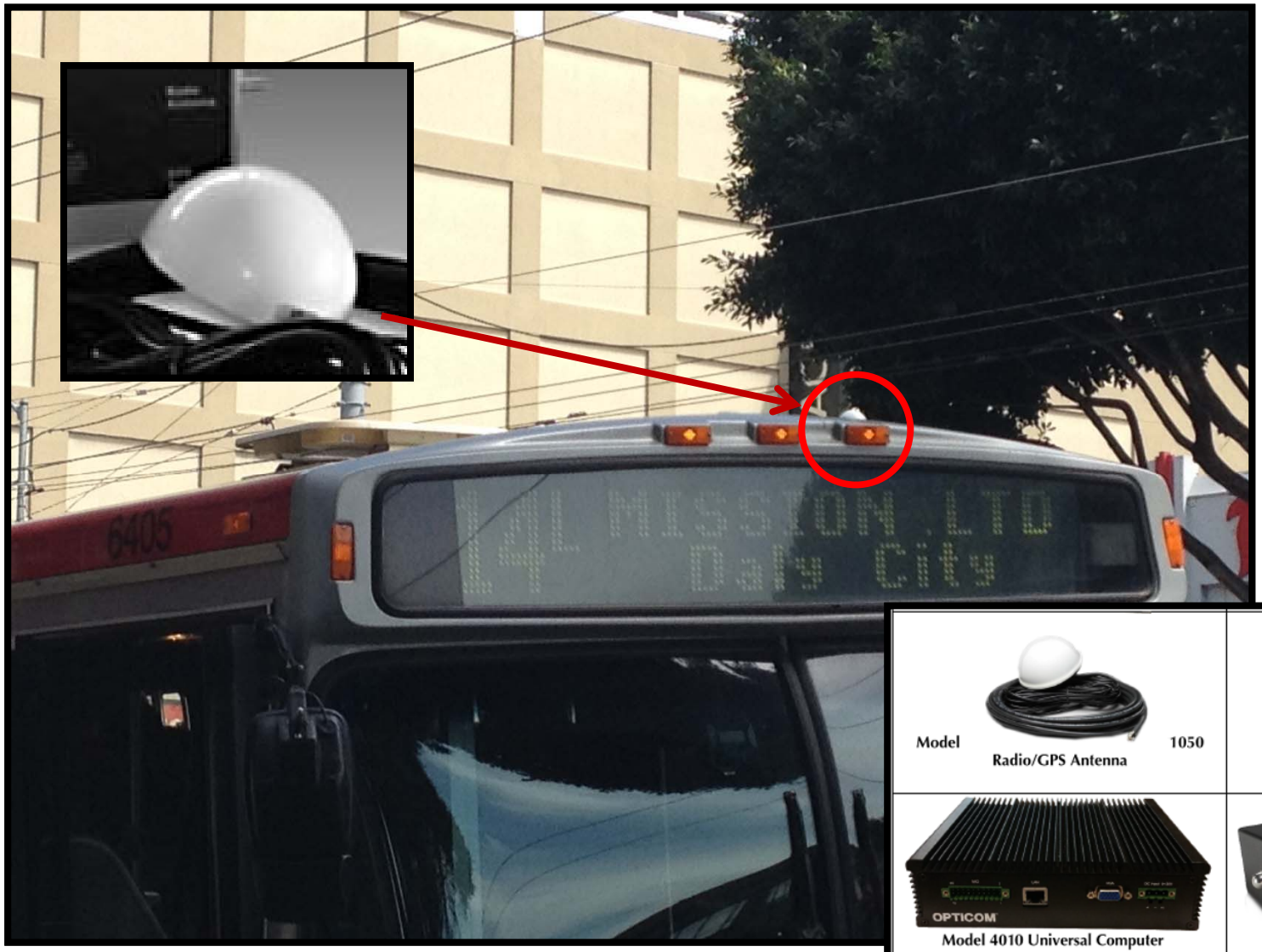
1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement
TM

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Robert Lim	Timothy Manglicmot
Title:	Assistant Engineer	Senior Aministrative Analyst
Phone:	(415) 701-5669	(415) 646-2517
Email:	robert.lim2@sfmta.com	timothy.manglicmot@sfmta.com

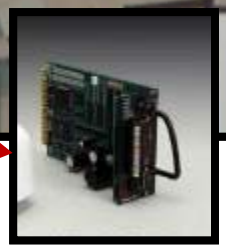
TSP Equipment on Bus



TSP Equipment at the Intersection

Wireless Radio

GPS Receiver



Phase selector

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

Advanced Technology and Information Systems (SFgo) (EP 32)

Programming and Allocations to Date

Pending September 25, 2018 Board

Agency	Project Name	Phase(s)	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	SFgo Controller Upgrades[1,2]	PROC	Programmed		$0				$0
SFMTA	SFgo Controller Upgrades[2, 3]	PROC	Programmed				$0		$0
SFMTA	SFgo Controller Upgrades [3]	PROC	Programmed					$0	$0
SFMTA	Bus Transit Signal Priority [3]	CON	Pending					$1,189,972	$1,189,972
SFMTA	Intelligent Transportation Systems - Variable Message Signs[1]	CON	Allocated				$1,000,000		$1,000,000
SFMTA	Intelligent Transportation Systems - Traffic Camera Deployment[2]	CON	Allocated				$1,200,000		$1,200,000
	Total Programmed in 5YPP			$0	$0	$0	$2,200,000	$1,189,972	$3,389,972

Total Allocated and Pending in 5YPPs	$0	$0	$0	$2,200,000	$0	$2,200,000
Total Deobligated in 5YPPs	$0	$0	$0	$0	$0	$0
Total Unallocated in 5YPPs	$0	$0	$0	$0	$1,189,972	$1,189,972

Total Programmed in 2014 Strategic Plan	$0	$2,000,000	$0	$506,611	$500,000	$3,006,611
Deobligated from Prior 5YPP Cycles *	$391,361					$391,361
Cumulative Remaining Programming Capacity	$391,361	$2,391,361	$2,391,361	$697,972	$8,000	$8,000

* "Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period.

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

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

Advanced Technology and Information Systems (SFgo) (EP 32)

Programming and Allocations to Date

Pending September 25, 2018 Board

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

FOOTNOTES:

[1] 5YPP Amendment to accommodate allocation of Intelligent Transportation Systems - Variable Message Signs project (Res. 18-041, 3/20/2018).

SFgo Controller Upgrades: Reduced from $2,000,000 to $1,000,000 in Fiscal Year 2015/16. Funds not needed because controller upgrades will be purchased using other capital project funds.

Intelligent Transportation Systems - Variable Message Signs: Added project with $1,000,000 in FY 2018/19 for construction.

[2] 5YPP Amendment to fund Intelligent Transportation Systems - Traffic Camera Deployment (Resolution 18-041)

SFgo Controller Upgrades: Reduced from $1,000,000 to $0 in Fiscal Year 2015/16 and from $506,611 to $306,611 in Fiscal Year 2017/18.

Intelligent Transportation Systems - Traffic Camera Deployment: Added project with $1,200,000 in FY 2017/18 for construction.

[3] 5YPP Amendment to fund Bus Transit Signal Priority (Resolution 19-0XX, xx/xx/2018)

SFgo Controller Upgrades: Reduced from $306,611 to $0 in Fiscal Year 2017/18 and from $500,000 to $0 in Fiscal Year 2018/19.

Cumulative Remaining Programming Capacity: Reprogrammed $383,361 in funds deobligated from SFgo Franklin and Gough Streets (Van Ness Corridors); project was completed under budget.

Bus Transit Signal Priority: Added project with $1,189,972 in FY 2018/19 for construction.

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

FY of Allocation Action:	FY2018/19
Project Name:	Schools Engineering Program
Grant Recipient:	SFMTA - Department of Parking and Traffic

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Traffic Calming
Current Prop K Request:	$1,087,775
Supervisorial District(s):	Citywide

REQUEST

Brief Project Description
Schools engineering program within San Francisco's Safe Routes to School Program. Scope of work includes the planning, design and construction for: (1) Traffic Operations Program for new and upgraded signage and pavement/ curb markings at up to 35 school sites citywide; (2) School Loading Zone Traffic Calming Program for traffic calming measures on up to 15 local, residential streets where school loading zones are present; and (3) School Walk Audit Program to identify safety improvements through a collaborative planning process and implement the recommendations at up to 5 schools.

Detailed Scope, Project Benefits and Community Outreach
See attached scope description.

Project Location
School sites citywide

Project Phase(s)
Construction, Planning/Conceptual Engineering, Design Engineering (PS&E)

Justification for Multi-phase Request
Multi-phase allocation is recommended given the overlapping schedule of the planning, design and construction phases at different school locations.

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?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	$3,693,707

Justification for Necessary Amendment
Request includes $204,000 from Schools Track Traffic Calming line in the Traffic Calming 5YPP and $883,775 from Proactive Residential Traffic Calming Improvements line.

The San Francisco Municipal Transportation Agency (SFMTA) requests an allocation of $1,087,775 in Prop K funds for the Fiscal Year 2018/19 Schools Engineering Program. This allocation will fund planning, design and construction of:

- **Traffic Operations Program – New and Upgraded Signage and Markings**: New and upgraded signage and pavement/curb markings at school sites citywide.
- **School Loading Zone Traffic Calming Program**: Traffic calming measures on loading zone streets at up to fifteen K-12 schools in San Francisco; and
- **School Walk Audit Program**: Safety improvements identified through a collaborative planning process for up to five K-12 schools in San Francisco;

A list of school sites and proposed measures to be implemented will be developed as part of the program, detailed below.

BACKGROUND

San Francisco's Safe Routes to Schools Program (SF-SRTS)

The SFMTA is currently working towards a realigned Safe Routes to School program in partnership with the San Francisco Unified School District (SFUSD), which will help to strengthen the connections between the city's various engineering and non-infrastructure efforts. The reorganization will allow for an increased focus on coordination and transparency, in addition to fulfilling the core goals of the program. When implemented, the SF-SRTS will reach all 103 SFUSD schools in some capacity, growing beyond the 30 schools it currently works with regularly and expanding its school-wide activity. The program has a strong equity component, utilizing data to identify where additional resources are needed and ensuring strong language and cultural competency requirements to reach all families and support their transportation needs.

The Safe Routes to School program has set a goal for increased safety. Vision Zero is the City's road safety policy to eliminate all traffic deaths in San Francisco. While school-related traffic deaths are very rare, students still experience safety challenges travelling to, from and around schools. Thus, the program will set a target of reducing collisions and injuries around schools. Collectively, the various subprograms of the Schools Engineering Program described below will contribute towards these safety goals around city schools as part of SF-SRTS.

Schools Engineering Program

For the purposes of SF-SRTS, "Engineering" is used to describe planning work and physical engineering. The scope of this fund request is focused on three distinct areas of work, focused on creating a safer on-street environment. Work in this program is both proactive and responsive. Proactive work will identify potential problem areas to address while engaging communities for added input and review, including students and families. The responsive work will follow a more traditional approach of responding to community concerns as they are raised.

Under the management of the SFMTA's Livable Streets subdivision, this program will reintroduce school-area walk audits, where school communities can walk the neighborhood around a school with SFMTA staff, in order to collaboratively identify safety and traffic operations issues. Once issues are identified, a rapid response plan will be put into place for solutions that can be quickly implemented to address these concerns.

The three focus areas that make up the Schools Engineering Program will be coordinated and cohesive in approach to meet the diverse needs of San Francisco's neighborhoods and private, parochial and charter schools. Combined with the refreshed communications protocols as part of the SF-SRTS program, families at SF's schools will have extensive access to request safety assistance, provide input

on planned transportation safety projects and actively participate in school site transportation planning. Each area leverages strengths to solve unique site issues and will be included in discussions about school safety issues that arise before work is assigned. This will increase the chances that school sites will receive recommendations of best-practice solutions.

ENGINEERING FOCUS AREAS

Traffic Operations Program – New and Upgraded Signage and Markings

The SFMTA receives requests for field inspections and improvements through a number of means including, but not limited to, 311, referrals from the SFUSD liaison, and observations from SFMTA crossing guards. This information is collected by the SFMTA's school safety engineer. Based on this information, the SFMTA assesses traffic conditions schools through:

- Site visits to assess the pickup and drop-off activity at the school site;
- Review of and documentation of traffic calming devices at school site (e.g., signs, pavement/curb markings, crosswalks, and curb painting); and
- Review of collision data.

Based on the above analysis, the SFMTA will design upgraded or new pavement/curb markings and signage. The SFMTA estimates that up to 35 school sites will be improved through signage and/or markings in Fiscal Year 2019. The SFMTA will also review and implement new/upgraded signage and markings at the school sites along with traffic calming measures, implemented as part of the School Loading Zone Traffic Calming Program, which is detailed below.

Outreach: SFMTA's school safety engineer will work directly with school officials to address safety concerns related to loading activities adjacent to schools.

Design: SFMTA's school safety engineer will develop recommendations for safety improvements based on site visits to each school in question. Measures are limited to new or upgraded signs, striping and curb markings.

Construction: SFMTA shops will implement recommended measures based on direction from the SFTMA school safety engineer.

School Loading Zone Traffic Calming Program

The scope of work for the School Loading Zone Traffic Calming Program is to site and construct traffic calming measures on up to 15 local, residential streets where school loading zones are present. The SFMTA has established a citywide draft list of school sites in priority order for traffic calming measure improvements (see Table 1 and paragraph below for evaluation factors). The FY2019 School Loading Zone Traffic Calming program will allow the SFMTA to refine and verify this list, coordinate efforts with the School Walk Audit program, develop a subset of school site priorities with appropriate traffic calming measures, and ultimately deliver those measures.

Prioritized school sites on the citywide list have been identified based on collision and enrollment data as well as observed traffic speed. Collision data is based on the Crossroad Collisions Database. Enrollment data is gathered from SFUSD for public schools, and from either schools directly or the California Department of Education for private schools. The SFMTA will ensure geographic equity in FY2019 by installing measures at the highest-ranking school site in each of the 11 supervisorial districts, and then installing measures at the next top four highest-ranked sites citywide.

Outreach: During the planning phase, SFMTA will outreach to residents near the school site (residents of traffic calming measure subject blocks) to inform them of the proposed project, as well as school staff and SFUSD more generally. The SFMTA will also perform outreach to other stakeholders, including the San Francisco Fire Department, Muni, and SFMTA Accessible Services as a part of the routine TASC process.

Design: Once the project list is established as part of the planning phase, SFMTA staff will complete 100 percent design for each of the proposed traffic calming measures and carry each measure through the SFMTA public hearing/ legislation process for approval and environmental clearance. Outreach during the design phase consists of public notice of the legislation process and the public hearing.

Construction: For sites ranked and prioritized for traffic calming measures, the SFMTA anticipates constructing two traffic calming devices per school site, depending on the length of the loading zone block. In addition to supporting signage and pavement markings, traffic calming devices likely to be recommended as part of this program include speed humps/cushions, speed radar signs, raised crosswalks, and related striping/signage.

School Walk Audit Program

Working in collaboration with the SF-SRTS program, the SFMTA will conduct up to five school walk audits in FY2019. Walk audits are collaborative assessments that involve the gathering of information about infrastructure issues, motorist behavior and pedestrian/bicycling behavior around schools. SFMTA staff will determine school sites for walk audits primarily based on collision data around schools. Another key criterion that will be equity, to ensure that school locations are equitably distributed throughout the city and that schools in Communities of Concern are represented. Input from the SRTS Partnership will also be considered.

To prepare for a walk audit, SFMTA staff will collect relevant data, including operational and infrastructure conditions around the school (i.e., sidewalk and street widths, bicycle infrastructure, Muni stops, presence of stop/signal control, lane configurations, etc.), collision history and prepare a map for all users that summarizes the route. Walk audits will generally be limited to a 2-3 block radius from the school. Participants may include SFMTA staff, school administration staff, students and families, crossing guards and/or Department of Public Health staff.

Based on the actual or perceived safety and comfort issues identified as part of the walk audit, SFMTA staff will develop a series of recommendations to address the issues. Recommendations will largely be lower-cost and quick to implement, and may include:

- Engineering Treatments
    - Signal modifications (funded through other sources)
    - Traffic calming
    - Daylighting
    - Turn restrictions
    - Paint and sign upgrades

Longer-term, higher-cost engineering treatments recommended as part of the Walk Audit Program may be installed as part of larger capital projects or separate programmatic improvement initiatives. programs. The audits may also result in loading and/or operational improvements to be implemented by individual schools.

Outreach: During the planning phase, SFMTA will work with school staff and SFUSD more generally to inform them of the walk audit process. The SFMTA will also perform outreach to other

stakeholders, including the San Francisco Fire Department, Muni, and SFMTA Accessible Services as a part of the routine TASC process.

Design: Once the project list is established as part of the planning phase, SFMTA staff will complete 100 percent design for each of the proposed measures and carry each measure through the SFMTA public hearing/ legislation process for approval and environmental clearance. Outreach during the design phase consists of public notice of the legislation process and the public hearing.

Construction: SFMTA will have responsibility for funding and implementing measures that have been recommended and designed as part of the walk audit process.

Schools Engineering Program Summary

The following table summarizes the approximate number of sites to be evaluated and the approximate number of engineering measures to be constructed annually as part of this program:

	# School Sites Evaluated (approximately)	# Measures Constructed (approximately)
Traffic Operations	35	100
School Loading Zone Traffic Calming	15	30
School Walk Audit	5	50

Of the total amount:

- **Planning:** $232,567 will fund planning efforts, including:
  - Site visits for operations review
  - Outreach and ongoing communication and correspondence with residents who live on streets with proposed traffic calming measures
  - Ongoing communication with SF-SRTS program coordinators and participants
  - Engineering review of streets in preparation for school walk audits
  - Staff hours to attend walk audits
  - Data collection efforts, including up to 60 unidirectional speed surveys at 30 locations
- **Design:** $120,612 will fund design efforts, including:
  - Identify preferred location and design for all traffic calming devices and signage/marking upgrades
  - Project development for up to 55 locations, including recommendation of appropriate device(s) for each selected location
  - Community outreach to finalize device selection,
  - Conceptual design engineering of up to 180 traffic calming devices and other related safety improvements
  - Prepare and update striping drawings.
  - Detailed design, typically conducted by San Francisco Public Works, is required for some of the measures such as traffic circles.
  - Mark location of devices in field.
  - Legislation and Environmental review efforts for all applicable projects
- **Construction:** $751,000 will fund construction efforts, including:
  - Contractor will construct devices to SFMTA specifications
  - Staff will perform quality control.

Table 1. Prioritized School Sites for Traffic Calming

School Name	Street	Cross street 1	Cross street 2	Estimated # of Traffic Calming Devices	District
Mission High School	18th St	Church St	Dolores St	2 speed humps	8
Galileo Academy of Science and Technology	Francisco St	Polk St	Van Ness Ave	2 speed humps	2
Sacred Heart Cathedral Preparatory	Ellis St	Franklin St	Gough St	2 speed humps	5
Abraham Lincoln High School	24th Ave	Quintara St	Rivera St	2 speed humps	4
George Washington High School	32nd Ave	Balboa St	Anza St	2 speed humps	1
Hillcrest Elementary School/Cornerstone Academy-Silver Campus	Silver Ave	Cambridge St	Amherst St	2 speed cushions	9
Balboa High School	Cayuga Ave	Oneida Ave	Balhi Ct	2 speed humps	11
Francisco Middle School	Francisco St	Powell St	Stockton St	1 raised crosswalk	3
Lakeshore Alternative Elementary School	Middlefield Dr	Eucalyptus Dr	Lake Merced Blvd	1 speed hump	7
Tenderloin Community School	Elm St	Van Ness Ave	Polk St	2 speed humps	6
Visitacion Valley Elementary School	Visitacion Ave	Schwerin St	Delta St	2 speed humps	10

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

FY of Allocation Action:	FY2018/19
Project Name:	Schools Engineering Program
Grant Recipient:	SFMTA - Department of Parking and Traffic

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Oct-Nov-Dec	2018	Apr-Mar-Jun	2019
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2018	Jul-Aug-Sep	2019
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2019		
Operations				
Open for Use			Oct-Nov-Dec	2019
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2020

SCHEDULE DETAILS
Phases within Schools Engineering Program subprograms are concurrent throughout project.

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

FY of Allocation Action:	FY2018/19
Project Name:	Schools Engineering Program
Grant Recipient:	SFMTA - Department of Parking and Traffic

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Traffic Calming	$0	$1,087,775	$0	$1,087,775
Phases in Current Request Total:	$0	$1,087,775	$0	$1,087,775

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$216,163	$216,163	Based on prior similar work
Environmental Studies (PA&ED)	$0	$0	
Right of Way	$0	$0	
Design Engineering (PS&E)	$120,612	$120,612	Based on prior similar work
Construction	$751,000	$751,000	Based on prior similar work
Operations	$0	$0	
Total:	$1,087,775	$1,087,775	

% Complete of Design:	0.0%
As of Date:	06/30/2018
Expected Useful Life:	10 Years

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

Project Name: Schools Engineering Program

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY BY PHASE

Phase	Labor	Materials	Total	Prop K Request (Rounded)
Planning	$ 208,664	$ 7,500	$ 216,164	$ 216,164
Design	$ 117,612	$ 3,000	$ 120,612	$ 120,612
Construction	$ 30,000	$ 721,000	$ 751,000	$ 751,000
Total			**$ 1,087,775**	**$ 1,087,775**

PLANNING

SUMMARY BY TASK

Agency	Scope TC at Load Zones	Scope School Operations Needs	Outreach (for all scope tasks)	Total
SFMTA Labor	$ 52,166	$ 52,166	$ 104,332	**$ 208,664**
Percent of Total Phase Effort	**25%**	**25%**	**50%**	

SUMMARY BY MAJOR LINE ITEM - PLANNING

Budget Line Item	Totals	% of phase
Surveys	$ 7,500	3%
SFMTA Labor	$ 208,664	97%
TOTAL PHASE	**$ 216,164**	

MFB = Mandatory Fringe Benefits
FTE = Full Time Equivalent

LABOR DETAIL

SFMTA	Salary per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE	Total
Planner V [5283]	$ 162,903	$ 85,437	$ 248,340	$ 173,838	$ 422,178	10	0.00	**$ 2,030**
Transit Planner IV [5290]	$ 137,274	$ 74,268	$ 211,542	$ 148,080	$ 359,622	120	0.06	**$ 20,747**
Transit Planner III [5289]	$ 115,770	$ 64,897	$ 180,667	$ 126,467	$ 307,133	250	0.12	**$ 36,915**
Transit Planner II [5288]	$ 97,560	$ 57,429	$ 154,989	$ 108,492	$ 263,480	250	0.12	**$ 31,668**
Senior Engineer [5211]	$ 171,044	$ 88,985	$ 260,029	$ 182,020	$ 442,049	10	0.00	**$ 2,125**
Associate Engineer [5207]	$ 127,633	$ 70,067	$ 197,700	$ 138,390	$ 336,091	300	0.14	**$ 48,475**
Assistant Engineer [5203]	$ 109,637	$ 62,750	$ 172,387	$ 120,671	$ 293,059	250	0.12	**$ 35,223**
Junior Engineer [5201]	$ 97,104	$ 57,228	$ 154,332	$ 108,033	$ 262,365	40	0.02	**$ 5,045**
Senior Clerk [1406]	$ 63,083	$ 42,192	$ 105,275	$ 116,540	$ 221,815	70	0.03	**$ 7,465**
Contingency (10%)								**$ 18,969**
Total								**$ 208,664**

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

DESIGN

LABOR DETAIL

SFMTA	Salary per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE	Total
Planner V [5283]	$ 162,903	$ 85,437	$ 248,340	$ 173,838	$ 422,178	10	0.00	**$ 2,030**
Transit Planner IV [5290]	$ 137,274	$ 74,268	$ 211,542	$ 148,080	$ 359,622	60	0.03	**$ 10,374**
Transit Planner III [5289]	$ 115,770	$ 64,897	$ 180,667	$ 126,467	$ 307,133	120	0.06	**$ 17,719**
Transit Planner II [5288]	$ 97,560	$ 57,429	$ 154,989	$ 108,492	$ 263,480	30	0.01	**$ 3,800**
Senior Engineer [5211]	$ 171,044	$ 88,985	$ 260,029	$ 182,020	$ 442,049	20	0.01	**$ 4,250**
Associate Engineer [5207]	$ 127,633	$ 70,067	$ 197,700	$ 138,390	$ 336,091	210	0.10	**$ 33,932**
Assistant Engineer [5203]	$ 109,637	$ 62,750	$ 172,387	$ 120,671	$ 293,059	150	0.07	**$ 21,134**
Junior Engineer [5201]	$ 97,104	$ 57,228	$ 154,332	$ 108,033	$ 262,365	100	0.05	**$ 12,614**
Senior Clerk [1406]	$ 63,083	$ 42,192	$ 105,275	$ 116,540	$ 221,815	10	0.00	**$ 1,066**
Contingency (10%)								**$ 10,692**
Total								**$ 117,612**

SUMMARY BY MAJOR LINE ITEM - DESIGN

Budget Line Item	Totals	% of phase
Environmental Services	$ 3,000	2%
SFMTA Labor	$ 117,612	98%
TOTAL PHASE	**$ 120,612**	

TOTAL LABOR COST BY AGENCY

SFMTA	$ 120,612
SFPW*	
TOTAL	**$ 120,612**

*SFPW Budget for design is contingent on device type included in final improvements list.

CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM *

Budget Line Item	Unit Cost	Units	Total Cost	SFMTA Cost	SFPW Cost
Speed Humps	$ 10,000	35	$ 357,500		$ 357,500
Raised Crosswalks & Tables	$ 15,000	14	$ 210,000		$ 210,000
Paint & Signs			$ 95,000	$ 95,000	
Programatic Recommendations**			$ 5,000	$ 5,000	
Construction Management			$ 25,000	$ 12,500	$ 12,500
Contingency (10% excluding paint, signs, and signals)			$ 58,500	$ 58,500	
TOTAL CONSTRUCTION PHASE			**$ 751,000**	**$ 171,000**	**$ 580,000**

*NOTE: This represents a sample mix of scoped improvements that would utilize the full project funding. The actual mix of improvements will be determined in collaboration with the community and may be less than the total funded amount. Unused funds will be returned at the end of the project. Improvements will not exceed the funded amount. Unit costs are estimates of typical recent installations and may vary due to physical conditions and economies of scale. Unit costs are inclusive of labor and materials at an 80/20 split.
**Programmatic Recommendations: SFMTA staff recommendations related to loading that can contribute towards improved safety that individual schools may implement.

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

FY of Allocation Action:	FY2018/19
Project Name:	Schools Engineering Program
Grant Recipient:	SFMTA - Department of Parking and Traffic

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	$1,087,775	Total Prop AA Requested:	$0
Total Prop K Recommended:	$1,087,775	Total Prop AA Recommended:	$0

SGA Project Number:	138-907xxx	Name:	Schools Engineering Program - Planning
Sponsor:	SFMTA - Department of Parking and Traffic	Expiration Date:	12/31/2019
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-138	$216,163	$0	$0	$0	$0	$216,163

Deliverables

1. Quarterly progress reports (QPRs) shall: provide updated draft lists of ranked locations and recommended improvements for each of the three engineering focus areas: Signage and Markings, Loading Zones, and Walk Audits; describe outreach performed the prior quarter and planned for the upcoming quarter (e.g. list of schools contacted, community meetings conducted or upcoming); describe the results of site evaluations (e.g. site visits, walking audits); and describe the project development activities (e.g. balloting) performed in the prior quarter in addition to the standard requirements for QPRs (see Standard Grant Agreement for details).

2. On completion of the planning phase (anticipated June 30, 2019), submit the recommendations (e.g. list of improvements by school) for each of the three engineering focus areas: Signage and Markings, Loading Zones, and Walk Audits.

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.

SGA Project Number:	138-907xxy	Name:	Schools Engineering Program - Design
Sponsor:	Department of Public Works	Expiration Date:	03/31/2020
Phase:	Design Engineering	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-138	$90,459	$30,153	$0	$0	$0	$120,612

Deliverables

1. Quarterly progress reports will include the percent complete of design for each school area, in addition to the standard requirements for QPRs (see Standard Grant Agreement for details).

2. Upon completion of design (anticipated September 2019), provide evidence of 100% design (e.g. copy of certifications page) for all locations.

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.

SGA Project Number:	138-907xxz	Name:	Schools Engineering Program - Construction
Sponsor:	SFMTA - Department of Parking and Traffic	Expiration Date:	12/31/2020
Phase:	Construction	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-138	$375,500	$375,500	$0	$0	$0	$751,000

Deliverables

1. Quarterly progress reports will include a list of locations at which the planned improvements were completed in the previous quarter, including the types of improvements at each location and 2 - 3 digital photos of work in progress or completed work, in addition to the standard requirements for QPRs (see Standard Grant Agreement for details).

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.

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:	FY2018/19
Project Name:	Schools Engineering Program
Grant Recipient:	SFMTA - Department of Parking and Traffic

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	$1,087,775

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
TM

CONTACT INFORMATION

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

FY of Allocation Action:	FY2018/19
Project Name:	Application-Based Traffic Calming Program
Grant Recipient:	SFMTA - Department of Parking and Traffic

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Traffic Calming
Current Prop K Request:	$1,013,399
Supervisorial District(s):	Citywide

REQUEST

Brief Project Description
Design and construction of approximately 96 traffic calming devices at 51 blocks around the city, including 49 speed humps, 37 speed cushions, 2 traffic islands, and 8 raised crosswalks. Locations were identified through evaluation of the 103 applications submitted to the SFMTA's Application-Based Residential Street Traffic Calming program in summer 2017.

Detailed Scope, Project Benefits and Community Outreach
SEE ATTACHED.

Project Location
Citywide

Project Phase(s)
Design Engineering (PS&E), Construction

Justification for Multi-phase Request
We are recommending a multi-phase allocation due to the concurrent schedules for the design and construction phases and the straightforward nature of scope (e.g. speed humps).

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?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	$1,567,000

Project Background

The San Francisco Municipal Transportation Agency (SFMTA) requests an allocation of $1,013,399 in Prop K funds for the Application-Based Residential Street Traffic Calming Program. This allocation will cover the detailed design and construction phases of traffic calming devices throughout the city. The list of projects (see attached) has been determined through the planning process funded by Prop K in June 2017 described below.

PLANNING AND CONCEPTUAL DESIGN PHASE (Previously funded by Prop K)

- **Application:** Residents who are concerned about speeding on their streets submit applications and neighborhood petitions to initiate the process for receiving traffic calming measures. Applications for the 2017/2018 cycle were due on June 30, 2017.
- **Evaluation & Ranking:** Once applications are received, SFMTA staff collect the additional data needed to determine whether an application qualifies. This includes conducting speed & traffic count and reviewing data on the number of collisions for each location. Once this data is gathered for all applications, they are ranked based primarily on speeds, traffic counts, collisions and the land use types within a short proximity to the street, which can include the presence of schools, transit stops, the bicycle network, commercial zoning and parks.
- **Inform Applicants:** Once the evaluation and ranking phase is complete, applicants are informed of whether or not their location will receive a traffic calming project the following year. This process was completed for the 2017/2018 application cycle in April 2018. Residents who submitted applications for the 2017/2018 application cycle were notified by mail.
- **Determine Project List:** SFMTA staff then review each of the top locations to determine whether a speed hump would be an appropriate tool to reduce speeds at that location. In some cases, other measures will be recommended.

DETAILED DESIGN PHASE (Current Request)

- **Inform & Ballot Neighbors:** Residents on accepted blocks will be contacted by the SFMTA with information about the project, and asked to vote on whether they would like traffic calming implemented on their street. Fifty percent of returned ballots must be in favor of the measure – signatures from the original application count as "yes" votes unless a "no" vote is received from the same address.
- **Design & Approval:** If the neighbors vote in favor of the measure, SFMTA engineers will finalize the designs and bring the proposals through the official SFMTA public hearing process.

CONSTRUCTION PHASE (Current Request)

- **Construction:** Speed humps, speed cushions, and other traffic calming measures recommended for accepted 2017/2018 applications will begin construction in Fall 2018. Many factors including competing prioritized projects, weather and staffing influence the time line of construction.

In the 2017/2018 cycle 103 blocks submitted applications to the program. Attachment 1 includes a map with all of the locations as well as a list. After reviewing the applications, the project team recommends 54 blocks for acceptance into the program, with 3 of these blocks being funded by other projects/programs and 51 blocks funded through the program.

Scope

The following deliverables will be constructed as a result of this allocation request:

Device	# of Devices
Speed Hump	49
Speed Cushion	37
Traffic Island	2
Raised Crosswalk	8

The construction budget is higher than previous local-track application budgets due to a number of factors. These include a higher number of accepted projects (overall) as well as those with planned speed cushions and raised crosswalks (as opposed to speed humps) that are more costly to construct. Construction costs are also anticipated to be higher since the SFMTA may utilize an outside contractor to construct the measures, as opposed to City crews. The requested budget also covers a higher number of locations requiring new official street drawings (CAD) as well adjusted labor rates. Lastly, additional striping costs are assumed for all measures based on changes to our standard details based on requests from the San Francisco Fire Department.

Deliverables associated with each of the phases include:

Design

- Confirm preferred location and design for all traffic calming devices
- Document internal City approval (Transportation Advisory Safety Committee, or TASC)
- Complete neighborhood balloting and public hearing processes
- Create and/or update official striping drawings
- Detailed design and cost estimation, typically conducted by San Francisco Public Works

Construction

- Mark location of devices in field
- Construct devices to SFMTA specifications
- Install signs and markings
- Perform quality control

Of the total amount ($1,013,399):

- $89,882 will fund design
- $923,517 will fund construction

Environmental

All traffic calming measures that are proposed in this allocation request have been determined to be categorically exempt from CEQA review by the SFMTA Environmental Planning Team and the San Francisco Planning Department.

Schedule

The Planning phase which received separate funding began in September 2017 and will continue through July 2018. Design will begin in September 2018 and continue until March 2019. Construction will occur on a rolling basis beginning as early as December 2018 or will be contracted out as a larger package in mid-2019. Regardless of construction method, implementation should be completed by December 2019.

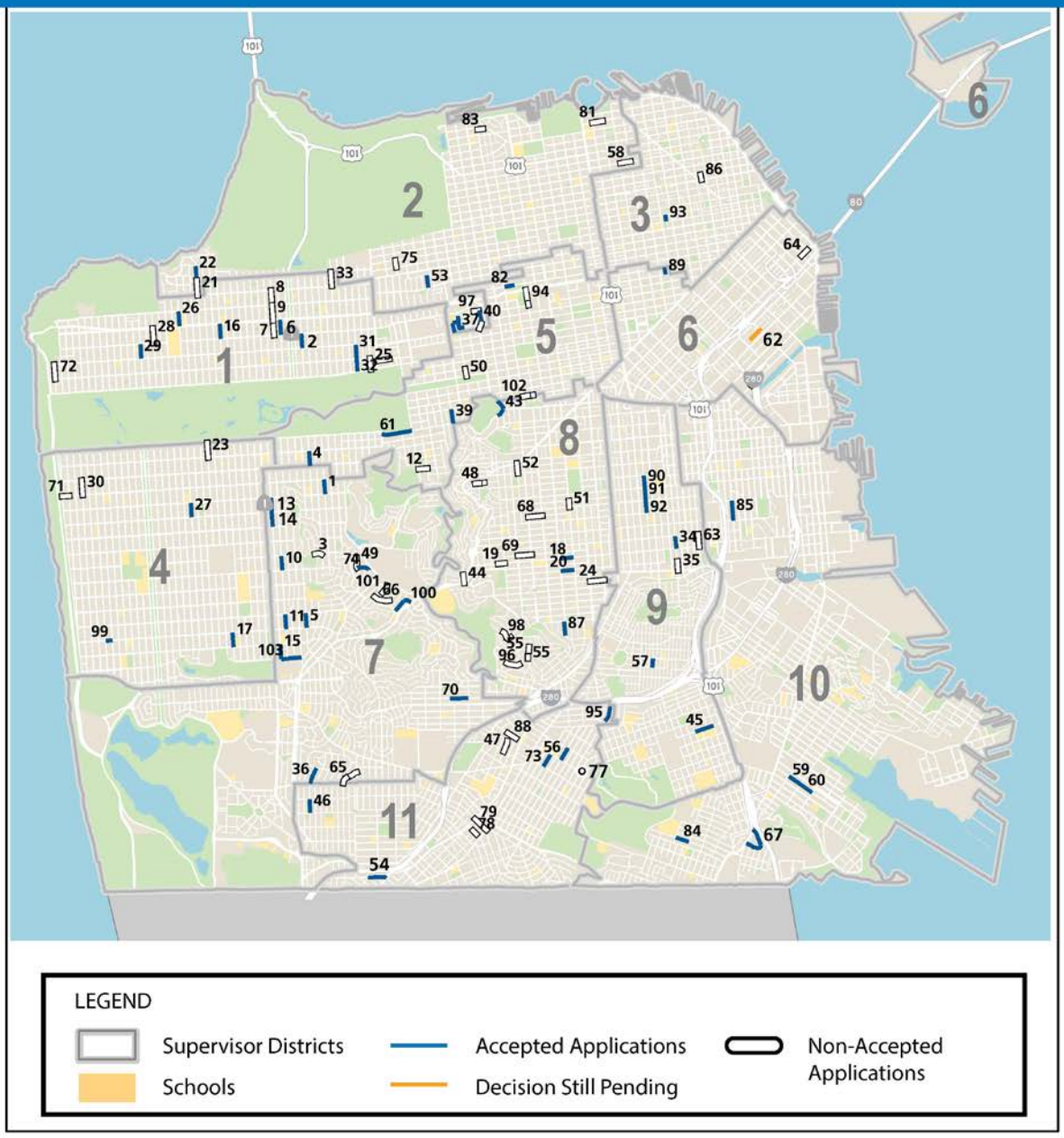
Attachment A: Map of Accepted Projects (see attachment B for key)

SFMTA

Residential Streets Traffic Calming Program

Aug 2018

WWW.SFMTA.COM/CALMING



2017/2018 Applications

Attachment B: List of Accepted Projects

SFMTA

Residential Streets Traffic Calming Program

Aug 2018 WWW.SFMTA.COM/CALMING

Traffic Calming Program Facts

103 applications were submitted, and 54 applications were accepted in the 2017-2018 Program.

Speed humps are the preferred traffic calming measure, given they are low-cost, do not affect parking, reduce the speed at which most people drive, and nearly eliminate egregious speeding (30+ mph) on many residential streets, but other measures can be proposed if they are deemed more effective on a given street.

Vehicle speeds are the primary factor when considering applications, since a person hit by a car going 30 MPH is six times more likely to die than a person hit by a car moving at 20 MPH. Other factors include daily traffic volumes, collision history, and proximity to schools, parks, and transit/bicycle routes.

12-20 months is the target turnaround time between the traffic calming application deadline and installation of traffic calming devices.

June 30, 2019 is the deadline for applying to the 2019-2020 Program. For more information, and to download an application and petition form, please visit **SFMTA.COM/CALMING**

Accepted Applications

DISTRICT 1

No.	Application Location
2	12th Ave between Anza and Balboa
6	15th Ave between Anza and Geary
16	24th Ave between Anza and Geary
26	30th Ave between Clement and Geary
29	36th Ave between Anza and Balboa
31	4th Ave between Balboa and Cabrillo
32	4th Ave between Cabrillo and Fulton

DISTRICT 2

22	27th Ave between El Camino Del Mar and Lake
37	Anzavista Ave between Barcelona and Vega
38	Anzavista Ave between Terra Vista and Vega
40	Baker St between Anzavista and Terra Vista
53	Collins St between Euclid and Mayfair
80	Nido Ave/Vega St between Anzavista and Turk

DISTRICT 3

93	Sproule Ln between Clay and Sacramento

DISTRICT 4

17	25th Ave between Ulloa and Vicente
27	30th Ave between Lawton and Moraga
99	Ulloa St between 43rd and 44th

DISTRICT 5

4	12th Ave between Irving and Judah
39	Ashbury St between Frederick and Waller
61	Frederick St between Arguello and Stanyan
82	Post St between Pierce and Scott

DISTRICT 6

62	Freelon St west of 4th*
89	Shannon St between Geary and O'Farrell

DISTRICT 7

1	10th Ave between Kirkham and Lawton
5	14th Ave between Taraval and Ulloa
10	17th Ave between Pacheco and Quintara
11	17th Ave between Taraval and Ulloa
13	18th Ave between Moraga and Lawton
14	18th Ave between Moraga and Noriega
15	18th Ave between Vicente and Wawona
36	Alviso St between Holloway and Urbano
70	Joost Ave between Detroit and Edna
74	Magellan Ave between Castenada and Plaza
100	Ulloa St/Sydney Wy between Laguna Honda and Woodside
103	Wawona St between 15th and 18th

DISTRICT 8

18	25th St between Church and Sanchez
20	26th St between Church and Sanchez
43	Buena Vista Ave E between Park Hill and Waller
87	Sanchez St between 30th and Randall

DISTRICT 9

34	Alabama St between 24th and 25th
45	Burrows St between Girard and Somerset
57	Ellsworth St between Ogden and Tompkins
90	Shotwell St between 19th and 20th
91	Shotwell St between 20th and 21st
92	Shotwell St between 21st and 22nd

DISTRICT 10

59	Fitzgerald Ave between Hawes and Ingalls
60	Fitzgerald Ave between Ingalls and Jennings
67	Hester Ave between Bayshore (S) and Bayshore (N)
84	Raymond Ave between Delta and Elliot
85	Rhode Island St between 22nd and 23rd

DISTRICT 11

46	Byxbee St between Garfield and Shields
54	DeLong St between San Jose and Crystal
56	Edinburgh St between Avalon and Excelsior
73	Lisbon St between Brazil and Excelsior
95	Stoneybrook Ave between Gladstone and Trumbull

*Decision still pending

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

FY of Allocation Action:	FY2018/19
Project Name:	Application-Based Traffic Calming Program
Grant Recipient:	SFMTA - Department of Parking and Traffic

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

In the design and construction phases of this traffic calming program, each traffic calming device will be ballotted (mailed vote) prior to an Engineering Public Hearing. Stakeholders will be engaged in advance of design for any 'larger' traffic calming measures that require trade-offs, while residents will be periodically notified via email of the construction schedule and staff will communicate with residents to answer any questions or address concerns about their projects. Construction for all traffic calming projects are coordinated with other citywide efforts.

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

FY of Allocation Action:	FY2018/19
Project Name:	Application-Based Traffic Calming Program
Grant Recipient:	SFMTA - Department of Parking and Traffic

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Traffic Calming	$0	$1,013,399	$0	$1,013,399
Phases in Current Request Total:	$0	$1,013,399	$0	$1,013,399

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	$0	$1,013,399	$213,525	$1,226,924
Funding Plan for Entire Project Total:	$0	$1,013,399	$213,525	$1,226,924

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$213,525	$0	Actuals and cost to complete
Environmental Studies (PA&ED)	$0	$0	
Right of Way	$0	$0	
Design Engineering (PS&E)	$89,882	$89,882	Based on prior similar work
Construction	$923,517	$923,517	Based on prior similar work
Operations	$0	$0	
Total:	$1,226,924	$1,013,399	

% Complete of Design:	10.0%
As of Date:	08/15/2018
Expected Useful Life:	20 Years

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

Project Name: Application-Based Residential Street Traffic Calming FY17/18

MAJOR LINE ITEM BUDGET

I. BUDGET SUMMARY BY PHASE

	TOTAL SFMTA LABOR	MATERIALS & SURVEY CONTRACT TOTAL	TOTAL PROJECT COSTS	CURRENT REQUEST
A. Planning			$ -	$ -
B. Design	$ 89,882		$ 89,882	$ 89,882
C. Construction	$ 19,517	$ 904,000	$ 923,517	$ 923,517
TOTAL	**$ 109,399**	**$ 904,000**	**$ 1,013,399**	**$ 1,013,399**

A. Design

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE	Cost
Engineer Principal (5212)	$ 204,503	$ 104,000	$ 308,503	$ 215,952	$ 524,455	2	0.001	$ 504
Sr. Engineer (5211)	$ 176,175	$ 91,654	$ 267,830	$ 187,481	$ 455,310	6	0.003	$ 1,313
Transit Planner IV (5290)	$ 141,393	$ 76,496	$ 217,889	$ 152,522	$ 370,411	12	0.006	$ 2,137
Associate Engineer (5207)	$ 131,462	$ 72,169	$ 203,631	$ 142,542	$ 346,173	30	0.014	$ 4,993
Engineering Assistant (5362)	$ 84,295	$ 52,018	$ 136,313	$ 150,898	$ 287,210	100	0.048	$ 13,808
Engineering Associate (5366)	$ 108,155	$ 62,530	$ 170,685	$ 188,948	$ 359,633	25	0.012	$ 4,323
Assistant Engineer (5203)	$ 112,926	$ 64,633	$ 177,559	$ 124,291	$ 301,851	200	0.096	$ 29,024
Junior Engineer (5201)	$ 100,017	$ 58,945	$ 158,962	$ 111,274	$ 270,236	260	0.125	$ 33,780
						635	**0.31**	
							DESIGN LABOR SUBTOTAL	**$ 89,882**

B. Construction

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE	Cost
Engineer Principal (5212)	$ 204,503	$ 104,000	$ 308,503	$ 215,952	$ 524,455	2	0.001	$ 504
Sr. Engineer (5211)	$ 176,175	$ 91,654	$ 267,830	$ 187,481	$ 455,310	2	0.001	$ 438
Transit Planner IV (5290)	$ 141,393	$ 76,496	$ 217,889	$ 152,522	$ 370,411	4	0.002	$ 712
Associate Engineer (5207)	$ 131,462	$ 72,169	$ 203,631	$ 142,542	$ 346,173	10	0.005	$ 1,664
Assistant Engineer (5203)	$ 112,926	$ 64,633	$ 177,559	$ 124,291	$ 301,851	40	0.019	$ 5,805
Junior Engineer (5201)	$ 100,017	$ 58,945	$ 158,962	$ 111,274	$ 270,236	80	0.038	$ 10,394
						138	**0.07**	
							CONSTRUCTION LABOR SUBTOTAL	**$ 19,517**

Construction Materials & Contract Work	Unit Cost	# Units	Total
Construct Approximately 49 Speed Humps *(estimated labor and materials costs)*	$ 7,000	49	$ 343,000
Construct 37 Speed Cushions	$ 10,000	37	$ 370,000
Construct 8 Raised Crosswalks	$ 10,000	8	$ 80,000
Construct 2 Concrete Islands	$ 15,000	2	$ 30,000
Paint & Signs for devices	$ 900	90	$ 81,000
		CONSTRUCTION MATERIALS & CONTRACT WORK SUBTOTAL	**$ 904,000**

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

FY of Allocation Action:	FY2018/19
Project Name:	Application-Based Traffic Calming Program
Grant Recipient:	SFMTA - Department of Parking and Traffic

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	$1,013,399	Total Prop AA Requested:	$0
Total Prop K Recommended:	$1,013,399	Total Prop AA Recommended:	$0

SGA Project Number:	138-x	Name:	Local Track Application-Based Traffic Calming Program - Design
Sponsor:	SFMTA - Department of Parking and Traffic	Expiration Date:	09/30/2019
Phase:	Design Engineering	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-138	$89,882	$0	$0	$0	$0	$89,882

Deliverables

1. Quarterly progress reports shall note any changes to the accepted project locations, in addition to all other requirements described in the Standard Grant Agreement (SGA). See SGA for details

2. Provide evidence of completion of design (e.g. copy of certifications page) once the design phase is completed.

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.

SGA Project Number:	138-Y	Name:	Local Track Application-Based Traffic Calming Program - Construction
Sponsor:	SFMTA - Department of Parking and Traffic	Expiration Date:	12/31/2020
Phase:	Construction	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-138	$416,818	$506,699	$0	$0	$0	$923,517

Deliverables

1. Quarterly progress reports shall provide the number of the traffic calming improvements constructed in the previous quarter by type and any changes to the accepted project locations, in addition to all other requirements described in the Standard Grant Agreement (SGA). See SGA for definitions.

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

Special Conditions

1. SFCTA will not reimburse expenses for the construction phase activities until Transportation Authority staff has receipt of evidence of completion of design (e.g. copy of certifications page, internal design completion documentation, design completion work-order, etc.).

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

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:	FY2018/19
Project Name:	Application-Based Traffic Calming Program
Grant Recipient:	SFMTA - Department of Parking and Traffic

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	$1,013,399

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
TM

CONTACT INFORMATION

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