



# AGENDA

## PLANS AND PROGRAMS COMMITTEE Meeting Notice

**Date:** 10:00 a.m., Tuesday, May 12, 2015  
**Location:** Room 263, City Hall  
**Commissioners:** Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

**Clerk: Steve Stamos**

	Page
1. Roll Call	
2. Citizens Advisory Committee Report – INFORMATION*	3
3. Approve the Minutes of the April 21, 2015 Meeting – ACTION*	7
4. Recommend Appointment of Two Members to the Citizens Advisory Committee – ACTION*	11

The Transportation Authority has an eleven-member Citizens Advisory Committee (CAC). CAC members serve two-year terms. Per the Transportation Authority's Administrative Code, the Plans and Programs Committee recommends and the Transportation Authority Board appoints individuals to fill any CAC vacancies. Neither Transportation Authority staff nor the CAC make any recommendations on CAC appointments, but we maintain an up-to-date database of applications for CAC membership. A chart with information about current CAC members is attached, showing ethnicity, gender, neighborhood of residence, and affiliation. There are two vacancies on the CAC requiring committee action. The vacancies are the result of the resignation of Angela Minkin due to time constraints associated with her travel schedule and other obligations and the term expiration of Wells Whitney. Mr. Whitney is seeking reappointment. Attachment 1 shows current CAC membership and Attachment 2 lists applicants. **We are seeking a recommendation to appoint two members to the CAC.**

5. Recommend Allocation of \$772,900 in Prop K Funds, with Conditions, and Appropriation of \$90,000 in Prop K Funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION*	17
--	----

As summarized in Attachments 1 and 2, we have four requests totaling \$862,900 in Prop K sales tax funds to present to the Plans and Programs Committee. The San Francisco Municipal Transportation Agency (SFMTA) has requested sales tax funds for three projects, including design of new traffic signals or flashing beacons for eight high-priority intersections, (\$280,000); construction to upgrade traffic signals at nine intersections along Polk Street, a Walkfirst High-Injury Corridor (\$382,900); and Neighborhood Transportation Improvement Program (NTIP) capital funds for conceptual design of key bicycle and pedestrian at three key sites at the Chavez/Bayshore/Potrero intersection and development of an areawide lighting plan (\$100,000). We are requesting \$100,000 for a District 2 NTIP planning effort that evaluates potential options for managing access on the 1000 block of Lombard Street. Of this amount, \$10,000 would be allocated to the SFMTA to support its involvement in the NTIP study. **We are seeking a recommendation to allocate \$772,900 in Prop K funds, with conditions, and appropriate \$90,000 in Prop K funds, with conditions, subject to the**

attached Fiscal Year Cash Flow Distribution Schedules.

## 6. Major Capital Projects Update – Presidio Parkway – INFORMATION\* 111

The Presidio Parkway project, one of the signature Prop K sales tax projects, is approaching substantial completion this fall. The Presidio Parkway, replaces the Doyle Drive elevated freeway that provided access to the Golden Gate Bridge through the Presidio of San Francisco. The Transportation Authority served as co-lead agency in partnership with the California Department of Transportation (Caltrans) to complete the environmental document in 2008, perform design, negotiate right of way and oversee contracting and construction beginning in 2009. Removal of Doyle Drive and Phase I construction were completed in 2012. Construction is approximately 75% complete for Phase II, the phase of the project being delivered as a public-private partnership. Major current work includes completion of the main post tunnels and preparation for opening the new facility to traffic over a four-day weekend beginning May 28, 2015. The Golden Gate Bridge and Highway 1 will remain open but major delays are expected and we are encouraging the public to either avoid the area or make use of transit. Project costs through completion of construction are budgeted at \$857 million of which the Transportation Authority Board has programmed over \$203 million, including \$66 million in sales tax funds. While Phase II has made good construction progress with substantial completion scheduled for September 2015, the Phase II contractor, Golden Link Concessionaire (GLC), has faced challenges in working in harmony with the Presidio Trust. We are continuing to monitor the contractor's performance and are working aggressively with Caltrans to both advance construction and see that GLC meets the required program goals. **This is an information item.**

## 7. Introduction of New Items – INFORMATION

During this segment of the meeting, Committee members may make comments on items not specifically listed above, or introduce or request items for future consideration.

## 8. Public Comment

## 9. Adjournment

\* Additional materials

-----

Please note that the meeting proceedings can be viewed live or on demand after the meeting at [www.sfgovtv.org](http://www.sfgovtv.org). To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26. Assistive listening devices for the Legislative Chamber are available upon request at the Clerk of the Board's Office, Room 244. Assistive listening devices for the Committee Room are available upon request at the Clerk of the Board's Office, Room 244 or in the Committee Room. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability.

The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 5, 6, 9, 19, 21, 47, 49, 71, and 71L. For more information about MUNI accessible services, call (415) 701-4485.

There is accessible parking in the vicinity of City Hall at Civic Center Plaza and adjacent to Davies Hall and the War Memorial Complex. Accessible curbside parking is available on Dr. Carlton B. Goodlett Place and Grove Street.

In order to assist the Transportation Authority's efforts to accommodate persons with severe allergies, environmental illnesses, multiple chemical sensitivity or related disabilities, attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products. Please help the Transportation Authority accommodate these individuals.

If any materials related to an item on this agenda have been distributed to the Plans and Programs Committee after distribution of the agenda packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; telephone (415) 252-3100; fax (415) 252-3112; website [www.sfethics.org](http://www.sfethics.org).



# DRAFT MINUTES

## CITIZENS ADVISORY COMMITTEE

April 22, 2015 MEETING

### 1. Committee Meeting Call to Order

The meeting was called to order by Chair Christopher Waddling at 6:02 p.m. CAC members present were Myla Ablog, John Larson, Santiago Lerma, Eric Rutledge, Jacqueline Sachs, Raymon Smith, Peter Tannen, Chris Waddling and Wells Whitney. Transportation Authority staff members present were Cynthia Fong, Anna LaForte, Vanessa Lauf, Maria Lombardo, Mike Pickford, Chad Rathmann and Steve Rehn.

### 2. Chair's Report – INFORMATION

Chair Waddling announced that votes would now be taken by roll call.

#### Consent Calendar

3. **Approve the Minutes of the March 25, 2015 Meeting and the April 8, 2015 Special Meeting – ACTION**
4. **State and Federal Legislative Update – INFORMATION**
5. **Citizens Advisory Committee Appointment – INFORMATION**

Raymon Smith requested that the April 8 Special Meeting minutes be amended to correct his statement on Item 3 from 'the community might want to know how individual members of the CAC voted' to 'the community has a right to know'. Myla Ablog commented on Item 5, saying she encouraged the Plans and Programs Committee to continue to cultivate diversity on the CAC. Ms. Sachs echoed Ms. Ablog's comments.

There was no public comment on the Consent Calendar.

The Consent Calendar was approved by the following vote:

Ayes: CAC Members Ablog, Larson, Lerma, Rutledge, Sachs, Smith, Tannen and Waddling

Abstained: CAC Member Whitney

Absent: CAC Member Larkin

#### End of Consent Calendar

6. **Adopt a Motion of Support for the Allocation of \$772,900 in Prop K Funds, with Conditions, and Appropriation of \$90,000 in Prop K Funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION**

Mike Pickford, Transportation Planner, presented the item per the staff memorandum. He stated that the staff recommendation had since changed to include an additional location to the scope of the Chavez/Bayshore/Potrero NTIP Capital project as requested by the San Francisco Municipal Transportation Agency.

During public comment, Roland Lebrun asked if the presentation, including the revised staff recommendation, could be attached to the agenda packet and uploaded to the Transportation Authority's website.

Chair Waddling moved to amend the item to include the additional location in the scope, seconded by Wells Whitney.

The motion to amend the item was approved by the following vote:

Ayes: CAC Members Ablog, Larson, Lerma, Rutledge, Sachs, Smith, Tannen, Waddling and Whitney

Absent: CAC Member Larkin

The amended item was approved by the following vote:

Ayes: CAC Members Ablog, Larson, Lerma, Rutledge, Sachs, Smith, Tannen, Waddling and Whitney

Absent: CAC Member Larkin

## 7. **Major Capital Projects Update – Presidio Parkway – INFORMATION**

Lee Saage, Deputy Director for Capital Projects, introduced the item and John Fisher, Assistant Vice President at Parsons Brinckerhoff, presented the item.

Wells Whitney said it was clear the park would not be finished by June 1st but asked for confirmation that all traffic would be transferred to the newly constructed roadways by that date. Mr. Fisher confirmed that was correct. Mr. Whitney asked if work on the park would continue while traffic was flowing. Mr. Fisher said that it would.

Myla Ablog said that she had worked on Crissy Field and that there was currently a big outreach effort underway to seek public input on the parkland.

Jacqueline Sachs asked why there were not many workers on the project from Marin and Napa Counties. Mr. Fisher responded that the San Francisco Office of Economic and Workforce Development fielded requests from contractors for workers and had made an effort to utilize local workers. He noted that to some extent the statistics reflect who was available with the right skills when needed for the job.

There was no public comment.

## 8. **Adopt a Motion of Support for Authorizing the Executive Director to: Replace the Transportation Authority's Commercial Paper Program with a Revolving Credit Agreement (Revolver); Enter into an up-to-\$140 Million Revolver with State Street Public Lending Corporation; Enter into an Alternate Credit Facility if Negotiations with State Street are Not Successful; Amend or Enter into the Associated Legal Documents; Take All Necessary Related Actions; and Negotiate the Agreement Payment Terms and Non-Material Agreement Terms and Conditions – ACTION**

Cynthia Fong, Deputy Director for Finance & Administration, presented the item per the staff memorandum.

Mr. Waddling asked if the \$600,000 in savings from implementing the new credit agreement was an annual savings or accrued over the life of the agreement. Ms. Fong responded that it was an annual savings, totaling \$1.8 million over the life of the agreement.

Santiago Lerma asked if the Transportation Authority had consulted outside financial advisors. Ms. Fong responded that both the Transportation Authority's financial advisors and bond

counsel were consulted and agreed with the proposed recommendation.

Wells Whitney asked if there were reasons besides reduced risk and cost for implementing the new instrument, such as expiration of the current letter of credit agreement. Ms. Fong responded in the affirmative.

Mr. Lerma asked why, if the new loan was such a good deal, staff was not recommending a longer term. Ms. Fong responded that interest rates were substantially higher for the longer term options.

During public comment, Ed Mason noted that the proposed credit instrument was linked to the LIBOR index, and asked if the recent LIBOR scandal should be considered. Ms. Fong responded that any agreement the Transportation Authority enters includes a back-door exit or termination clause. Mr. Lerma commented that the City and County of San Francisco had analyzed the effect of the scandal on its finances and concluded that the net loss was low, as City investments included both winners and losers as a result of manipulation of the index. Raymon Smith asked for clarification if there would be a termination clause. Ms. Fong responded in the affirmative.

The motion was approved by the following vote:

Ayes: CAC Members Ablog, Larson, Lerma, Rutledge, Sachs, Tannen, Waddling and Whitney

Abstained: CAC Member Smith

Absent: CAC Member Larkin

## **9. Preliminary Fiscal Year 2015/16 Annual Budget and Work Program– INFORMATION**

Cynthia Fong, Deputy Director for Finance & Administration, presented the item per the staff memorandum.

Chair Waddling asked about sales tax revenue projections. Ms. Fong responded that revenues had been increasing steadily since the recession, but that the budget and work program assumed a conservative three percent increase over the course of Fiscal Year 2015/16. Maria Lombardo, Chief Deputy, added that the Prop K Strategic Plan incorporated conservative projection for increasing revenues over the entire 30-year life of the Prop K program and that current budget projections exceeded Strategic Plan projections.

Santiago Lerma asked how expenditures could exceed revenues by approximately \$55 million. Ms. Fong responded that the difference reflected grant-funded capital projects expenditures committed for Fiscal Year 2015/16 and that the Transportation Authority did not hold or retain title for the projects it had constructed or for the vehicles and system improvements purchased with sales tax funds. Ms. Lombardo pointed out that Transportation Authority services were categorized into Plan, Fund and Deliver to try and make the work program more digestible.

Jacqueline Sachs asked if the Folsom and Fremont Off-Ramp Realignment project was part of the Transbay Transit Center project. Ms. Lombardo responded that it was a separate project, but that it supported the Transbay Redevelopment Plan. She offered to provide a map of the Transbay Redevelopment Plan improvements made possible by the Folsom Ramps project.

Eric Rutledge asked about the relationship between the budget and the Prop K and Prop AA 5-year prioritization programs. Ms. Lombardo responded that the Prop K and Prop AA 5-Year Prioritization Programs provided a 5-year road map of which projects would be funded in which year. She said the budget focused on projects with funds programmed in Fiscal Year

2015/16 and carryover funds from prior years.

During public comment, Roland Lebrun commented that some Transportation Authority projects include funding from City revenue bonds. He suggested that the presentation slide for the work program include costs.

#### **11. Introduction of New Business – INFORMATION**

Chair Waddling announced that Eric Rutledge would be leaving the CAC for graduate school at Portland State University. Mr. Rutledge said that he had enjoyed working with the CAC, along with the Transportation Authority Board and staff.

Raymon Smith requested that the CAC revisit its by-laws, since they appeared to not have been updated since their adoption. He mentioned the rules on meeting attendance as one area where the by-laws might be refined. Chair Waddling said that he could appoint a subcommittee of three members to review the by-laws if there was interest. Mr. Smith and Santiago Lerma volunteered for the subcommittee and Chair Waddling volunteered to be the third member. Chair Waddling said that the subcommittee would schedule a meeting in the near future. Mr. Smith said that in the meantime, he would review the by-laws to identify specific issues.

Wells Whitney suggested that the Transportation Authority provide legal advice to the subcommittee. Chair Waddling asked whether Transportation Authority council could attend the subcommittee meeting. Maria Lombardo, Chief Deputy, responded in the affirmative.

Raymon Smith requested that the courier who delivered the CAC packets enter his building to drop the materials off and provided instructions.

Jacqueline Sachs stated that Jerry Lee, a former CAC member and former San Francisco Municipal Transportation Agency board member, had passed away.

Peter Tannen said that Bay Area Rapid Transit (BART) and Muni were looking for input on changes to the Civic Center station and that he had spoken with a planner at BART who would be willing to present to the CAC on the project.

Raymon Smith said that he participated in Walk to Work Day and felt it was a big success.

There was no public comment.

#### **12. Public Comment**

During public comment, Ed Mason asked about the issue of floor height compatibility between the vehicles planned for the California High-Speed Rail project and the new vehicles planned for the Caltrain system, and asked if the issue had been resolved yet. Maria Lombardo, Chief Deputy, said a decision was expected by the end of June. Roland Lebrun commented that the amount of passenger seating in draft designs for the new Caltrain vehicles had been reduced from 900 to 600 in an effort to resolve the issue of the floor height compatibility with high-speed rail trains, and recommended finding a solution with less impact on capacity.

#### **13. Adjournment**

The meeting was adjourned at 7:35 p.m.



# DRAFT MINUTES

## PLANS AND PROGRAMS COMMITTEE

Tuesday, April 21, 2015

### 1. Roll Call

Chair Tang called the meeting to order at 10:37 a.m. The following members were:

**Present at Roll Call:** Commissioners Breed, Christensen, Farrell, Tang and Yee (5)

### 2. Citizens Advisory Committee Report – INFORMATION

Chris Waddling, Chair of the Citizens Advisory Committee (CAC), reported that at its March 25 meeting, the CAC considered and passed Items 5 and 6 from the agenda. Mr. Waddling said that on Item 5, District 9 representative Santiago Lerma inquired about the required proximity of bike counters to sources of power and how this impacted location decisions, which was covered by San Francisco Municipal Transportation Agency (SFMTA) staff in their presentation. He said SFMTA staff also addressed District 2 representative Jackie Sachs' concerns over bike lanes potentially preventing buses from being able to pick up senior citizens in certain areas. Mr. Waddling said District 6 representative Raymon Smith expressed concern that none of the bike projects listed were located in the China Basin Area, especially since the area was undergoing population growth. He said SFMTA staff responded that although no projects were listed in that area for this year, there were projects planned for the near future.

Mr. Waddling stated that several CAC members expressed concern about the cost of Bike to Work Day, which was reflected in the three abstention votes. He said these members suggested the funds could be used for better purposes, such as class three bike routes, bicycle education, or even a bicycle giveaway. He said Transportation Authority staff cited surveys that Bike to Work Day encouraged cycling throughout the city by adding new riders and that there was an educational component included in the request.

Mr. Waddling stated that in the presentation for Item 6, SFMTA staff referred to Muni as an important regional system as well a local transit system. He requested that SFMTA also note that Bay Area Rapid Transit (BART) is not just a regional transit system but also an important local transit system, and should therefore be part of the discussion on local transit going forward.

During public comment, Andrew Yip spoke on spirituality.

### 3. Approve the Minutes of the March 10, 2015 Meeting – ACTION

There was no public comment.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Breed, Christensen, Farrell, Tang and Yee (5)

**4. Recommend Appointment of One Member to the Citizens Advisory Committee – ACTION**

Mike Pickford, Transportation Planner, presented the item per the staff memorandum.

Jeffrey Wood and Deborah Schrimmer spoke to their interest and qualifications in being appointed to the Citizens Advisory Committee (CAC).

During public comment, Andrew Yip spoke on spirituality.

Chair Tang stated that Commissioner Avalos supported John Morrison from District 11 for the vacancy.

Mr. Pickford stated that Mr. Morrison had not yet appeared before the Plans and Programs Committee and therefore could not be nominated at this time.

Commissioner Christensen moved to continue the item, seconded by Commissioner Farrell. The item was continued at the call of the chair.

**5. Recommend Allocation of \$350,000 in Prop K Funds, with Conditions, and Appropriation of \$53,798 in Prop K Funds, with Conditions, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION**

Mike Pickford, Transportation Planner, presented the item per the staff memorandum. He then introduced Tim Papandreou and Luis Montoya with the San Francisco Municipal Transportation Agency (SFMTA) to present on the San Francisco Bicycle Strategy.

Chair Tang asked how the SFMTA would choose the three corridors that would have conceptual designs developed and whether there was a timeline for the rest of the corridors. Mr. Montoya replied that developing timelines for each corridor was part of the proposed scope of work that was before the Committee. Mr. Papandreou confirmed that over the next 12 months the SFMTA would develop a better understanding of how long it would take to implement improvements in each corridor.

Mr. Montoya said the SFMTA would choose the three corridors based on opportunities for coordination with other projects as well as opportunities to close gaps along particular cycling routes, but would also take into account the number of cycling accidents at each location and other factors.. Chair Tang asked if the SFMTA could provide an update when the corridors were selected. Mr. Montoya replied in the affirmative.

Commissioner Christensen said that the topography of District 3 concentrated cycling in a few commercial corridors where there were already many construction projects underway. She said she was working with the SFMTA to try to coordinate construction projects and encourage consistent designs across multiple projects. She said that she hoped to continue working on effective integration of cycling into commercial corridors and cited Polk Street, Stockton Street, and Columbus Avenue as areas that required extra attention.

David Uniman, Deputy Director for Planning, presented the Geneva-Harney Bus Rapid Transit appropriation request.

Chair Tang asked whether there was evaluation data for Bike to Work Day that was specific to San Francisco, rather than the regional survey data that the SFMTA cited in their request. Mr. Papandreou responded that the SFMTA counted cyclists at multiple locations each year for Bike to Work Day and cited a large increase in bicycle mode share observed on Market Street over the



last ten years. Chair Tang said that the additional bicycle barometers requested should help improve data collection and asked why the cost of permits for Bike to Work Day was \$25,000. Mr. Papandreou said he would get back to the Committee (Jonathan Rewers, Capital Financial Planning and Analysis Manager at the SFMTA, later clarified that the permits would cost \$1,000 for all 25 sites.)

Commissioner Christensen stated that she supported Bike to Work Day but questioned whether the benefits of the event were still worth supporting at the current funding level, given that bicycling had increased so significantly in San Francisco and the event was well established. She said that going forward, greater evaluation of the cost effectiveness of the event would be necessary to justify the Transportation Authority's continued financial participation. Mr. Rewers clarified that the Bicycle Safety and Circulation 5-Year Prioritization Program had reduced funding for Bike to Work Day in future years. He added that the SFMTA was working with the San Francisco Bicycle Coalition (SFBC) to identify sustainable funding sources for future years.

During public comment, Andrew Yip commented on financial support for education.

Tyler Frisbee, Policy Director at the SFBC, commented that it was Bike and Roll to School Week. She said that part of the SFMTA's Bicycle Strategy was normalizing bicycling as an activity and that Bike to Work Day was a critical part of setting that example and providing social encouragement for bike commuting. She said that the SFBC leveraged over 150,000 hours of volunteer effort to put on Bike to Work Day and more than matched the Transportation Authority's allocations with private fundraising. She said that public funding allowed the event to be citywide, whereas relying on private funding might limit activities to areas dictated by funders.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Christensen, Farrell, Tang and Yee (5)

## 6. Rail Capacity Study Update – INFORMATION

Maria Lombardo, Chief Deputy, introduced the item, noting that it represented a first conceptual level planning look at the San Francisco Municipal Transportation Agency (SFMTA)'s rail capacity and reliability needs and would result in near-, mid- and long-term recommendations. She said that the recommendations would feed into the Core Capacity Transit Study, being led by the Metropolitan Transportation Commission, and into the update of the San Francisco Transportation Plan. Ms. Lombardo then introduced Graham Satterwhite, Transit Planner at SFMTA, who presented the item.

Commissioner Yee asked if the SFMTA had studied a separate rail line, either on top of or next to the existing line, which could reduce the bottleneck on Market Street. He then asked if the SFMTA had considered extending the proposed 19<sup>th</sup> Avenue grade separation project from Park Merced all the way to the West Portal tunnel entrance. Commissioner Yee stated that much of the public transportation in the city moved on an east-west axis and asked if the SFMTA had studied adding a light rail line from Daly City to the Golden Gate Bridge. He added that students at San Francisco State University, City College of San Francisco, and Lowell High School only had a couple of bus lines to choose from which were often over-crowded, and that since District 7 was adding housing, there would be less capacity in the future.

Mr. Satterwhite responded that north-south transit concepts were included in the study and were brought up a number of times by stakeholders. He said in terms of the M-Ocean Line/19<sup>th</sup> Avenue project, discussions had taken place about a tunnel connecting to the West Portal tunnel

through St. Francis Circle and further to the south. He said he could not speak to details on this particular project at the moment, but he emphasized that many of the projects included in the study were still in the early conceptual planning stages and that SFMTA welcomed additional ideas and could investigate their feasibility. Mr. Satterwhite said the surface rail line on Market Street was a question recently raised by the SFMTA's Citizens Advisory Committee. He said there were a number of technical, operational and safety issues involved in operating modern light rail vehicles on Market Street, but that he could provide those detail. He said the concept for optimizing the existing tunnel under Market Street by considering parallel or complimentary tunnel routes was also included in the study.

During public comment, Andrew Yip spoke on the practical aspect of reality.

**7. Introduction of New Items – INFORMATION**

There was no public comment.

**8. Public Comment**

During public comment, Jonathan Rewers, Capital Financial Planning and Analysis Manager at the San Francisco Municipal Transportation Agency (SFMTA), stated this would be the last Plans and Programs Committee meeting he would be attending as part of his assignment at the SFMTA. He thanked Transportation Authority staff and said the Transportation Authority had been a great partner agency but that there was much left to be accomplished.

Maria Lombardo, Chief Deputy, thanked Mr. Rewers on behalf of Transportation Authority staff. She commented that Mr. Rewers had transformed the finance and administrative section of the SFMTA and welcomed his colleagues who would be stepping in.

**9. Adjournment**

The meeting was adjourned at 11:39 a.m.



# Memorandum

**Date:** 05.04.15 **RE:** Plans and Programs Committee  
May 12, 2015

**To:** Plans and Programs Committee: Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

**From:** Maria Lombardo – Deputy Director for Policy and Programming *mel*

**Through:** Tilly Chang – Executive Director *TC*

**Subject:** **ACTION** – Recommend Appointment of Two Members to the Citizens Advisory Committee

## Summary

The Transportation Authority has an eleven-member Citizens Advisory Committee (CAC). CAC members serve two-year terms. Per the Transportation Authority's Administrative Code, the Plans and Programs Committee recommends and the Transportation Authority Board appoints individuals to fill any CAC vacancies. Neither Transportation Authority staff nor the CAC make any recommendations on CAC appointments, but we maintain an up-to-date database of applications for CAC membership. A chart with information about current CAC members is attached, showing ethnicity, gender, neighborhood of residence, and affiliation. There are two vacancies on the CAC requiring committee action. The vacancies are the result of the resignation of Angela Minkin due to time constraints associated with her travel schedule and other obligations and the term expiration of Wells Whitney. Mr. Whitney is seeking reappointment. Attachment 1 shows current CAC membership and Attachment 2 lists applicants. **We are seeking a recommendation to appoint two members to the CAC.**

## BACKGROUND

There are two vacancies on the Citizens Advisory Committee (CAC) requiring Plans and Programs Committee action. The vacancy is the result of the resignation of Angela Minkin due to time constraints associated with her travel schedule and other obligations and the term expiration of Wells Whitney. Mr. Whitney is seeking reappointment. There are currently 23 applicants to consider for the existing vacancies.

## DISCUSSION

The CAC is comprised of eleven members. The selection of each member is recommended at-large by the Plans and Programs Committee (Committee) and approved by the Transportation Authority Board. Per Section 6.2(f) of the Transportation Authority's Administrative Code, the eleven-member CAC:

“...shall include representatives from various segments of the community, including public policy organizations, labor, business, senior citizens, the disabled, environmentalists, and the neighborhoods; and reflect broad transportation interests.”

An applicant must be a San Francisco resident to be considered eligible for appointment. Attachment 1 is a tabular summary of the current CAC composition. Attachment 2 provides similar information on current applicants for CAC appointment. Applicants are asked to provide residential location and areas of interest. Applicants provide ethnicity and gender information on a voluntary basis. CAC applications

are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority's website, Commissioners' offices, and e-mail blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority.

All applicants have been advised that they need to appear in person before the Committee in order to be appointed, unless they have previously appeared before the Committee. An asterisk following the candidate's name in Attachment 2 indicates that the applicant has not previously appeared before the Committee

### **ALTERNATIVES**

1. Recommend appointment of two members to the CAC.
2. Recommend appointment of one member to the CAC.
3. Defer action until additional outreach can be conducted.

### **CAC POSITION**

None. The CAC does not make recommendations on appointment of CAC members.

### **FINANCIAL IMPACTS**

None.

### **RECOMMENDATION**

None. Staff does not make recommendation on appointment of CAC members.

Attachments (2):

1. Current CAC Members
2. CAC Applicants

Enclosure:

1. CAC Applications

Attachment 1

CITIZENS ADVISORY COMMITTEE <sup>1</sup>

<b>Name</b>	<b>Gender</b>	<b>Ethnicity</b>	<b>District</b>	<b>Neighborhood</b>	<b>Affiliation</b>	<b>First Appointed</b>	<b>Term Expiration</b>
Wells Whitney, Vice Chair	NP	NP	3	Telegraph Hill	Environmental, Neighborhood, Public Policy, Senior Citizen	May 13	May 15
Jacqueline Sachs	F	C	2	Western Addition	Disabled, Neighborhood	Jun 97	Jul 15
Eric Rutledge	NP	NP	4	Outer Sunset	Environmental, Neighborhood, Public Policy	Nov 13	Nov 15
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 16
John Larson	NP	NP	7	Miraloma Park	Neighborhood, Public Policy	Mar 14	Mar 16
Angela Minkin	F	C	11	Excelsior	Environmental, Neighborhood, Public Policy	May 12	May 16
Raymon Smith	NP	NP	6	NP	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen	July 14	July 16
Brian Larkin	NP	NP	1	Richmond	Neighborhood	May 04	Sep 16
Santiago Lerma	M	H	9	Mission	Business, Environmental, Labor, Neighborhood, Public Policy	Dec 14	Dec 16
Chris Waddling, Chair	NP	NP	10	Silver Terrace/Bayview	Environmental, Neighborhood	Dec 14	Dec 16
Myla Ablog	F	Filipina	5	Japantown	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen	Sep 13	Mar 17

A – Asian American      AA – African American      C – Caucasian      H – Hispanic      NA – Native American      NP – Voluntary Information, Not Provided

<sup>1</sup> Shading denotes open seats on the CAC.

## Attachment 2 (Updated 05.04.15)

## APPLICANTS

<b>Name</b>	<b>Ethnicity</b>	<b>Gender</b>	<b>District</b>	<b>Neighborhood</b>	<b>Affiliation/Interest</b>
1 Soumya Aleti*	East Indian	F	1	Lone Mountain	Business, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen
2 Renee Anderson*	C	F	11	Outer Mission	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen
3 Karwanna Dyson*	AA	F	10	Bayview Hunters Point	Business, Neighborhood
4 Peter Fortune*	NP	M	2	Marina	Business, Neighborhood, Public Policy, Senior Citizen
5 Rachel Frederick*	NP	NP	4	Central Sunset	Business, Environmental, Neighborhood, Public Policy
6 Aaron Goodman	NP	NP	11	Lakeside/ Parkmerced	Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen
7 Hristo Gyoshev*	NP	NP	11	Mission Terrace	Business, Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen
8 Tom Hubbard*	C	M	5	Cole Valley	Environment, Neighborhood
9 Michele Jacques	NP	NP	7	Oceanview	Neighborhood, Public Policy
10 Johnny Jaramillo*	NA	M	2	Van Ness Corridor	Business, Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen
11 Lee Jewell*	C	M	5	Hayes Valley	Disabled, Neighborhood, Senior Citizen
12 Jack Kleytman*	C	M	4	Outer Sunset	Business, Neighborhood
13 Roger Kuo*	A	M	3	Financial District	Business, Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen
14 Jessica Lunney	C	F	2	Cow Hollow	Business, Environmental, Neighborhood, Public Policy
15 John Morrison*	NP	M	11	Crocker-Amazon	Business, Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen
16 Catherine Orland	C	F	9	Mission	Business, Environmental, Labor, Neighborhood, Public Policy

<b>Name</b>	<b>Ethnicity</b>	<b>Gender</b>	<b>District</b>	<b>Neighborhood</b>	<b>Affiliation/Interest</b>
17 Glenn Rogers	NP	NP	7	NP	Business, Disabled, Environmental, Labor, Neighborhood, Senior Citizen
18 Deborah Schrimmer	C	F	5	Cole Valley	Neighborhood, Public Policy
19 Daniel Sisson	H/C	M	1	Inner Richmond	Neighborhood
20 Howard Strassner	NP	NP	7	NP	Environmental, Neighborhood, Public Policy, Senior Citizen
21 Elliott Talbot*	NP	NP	2	Marina	Neighborhood, Public Policy
22 Wells Whitney	C	M	3	Telegraph Hill	Environmental, Neighborhood, Public Policy, Senior Citizen
23 Jeffrey Wood	NP	M	8	Noe Valley	Environmental, Labor, Neighborhood, Public Policy

A – Asian American      AA – African American      C – Caucasian      H – Hispanic      NA – Native American      NP – Voluntary Information, Not Provided

\* Applicant has not appeared before the Plans and Programs Committee.



**This Page Intentionally Left Blank**





# Memorandum

**Date:** 05.04.15 **RE:** Plans and Programs Committee  
May 12, 2015

**To:** Plans and Programs Committee: Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

**From:** Anna LaForte – Deputy Director for Policy and Programming *all*

**Through:** Tilly Chang – Executive Director *TJC*

**Subject:** **ACTION** – Recommend Allocation of \$772,900 in Prop K Funds, with Conditions, and Appropriation of \$90,000 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

## Summary

As summarized in Attachments 1 and 2, we have four requests totaling \$862,900 in Prop K sales tax funds to present to the Plans and Programs Committee. The San Francisco Municipal Transportation Agency (SFMTA) has requested sales tax funds for three projects, including design of new traffic signals or flashing beacons for eight high-priority intersections, (\$280,000); construction to upgrade traffic signals at nine intersections along Polk Street, a Walkfirst High-Injury Corridor (\$382,900); and Neighborhood Transportation Improvement Program (NTIP) capital funds for conceptual design of key bicycle and pedestrian at three key sites at the Chavez/Bayshore/Potrero intersection and development of an areawide lighting plan (\$100,000). We are requesting \$100,000 for a District 2 NTIP planning effort that evaluates potential options for managing access on the 1000 block of Lombard Street. Of this amount, \$10,000 would be allocated to the SFMTA to support its involvement in the NTIP study. **We are seeking a recommendation to allocate \$772,900 in Prop K funds, with conditions, and appropriate \$90,000 in Prop K funds, with conditions, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

## BACKGROUND

We have four requests totaling \$862,900 in Prop K funds to present to the Plans and Programs Committee at the May 12, 2015 meeting, for potential Board approval on May 19, 2015. As shown in Attachment 1, the requests come from the following Prop K sales tax categories:

- New Signals & Signs
- Signals & Signs
- Bicycle Circulation/Safety
- Pedestrian Circulation/ Safety
- Transportation/ Land Use Coordination

Transportation Authority Board adoption of a 5-Year Prioritization Program (5YPP) for Prop K programmatic categories is a prerequisite for allocation of funds from these categories.

## DISCUSSION

The purpose of this memorandum is to present four Prop K (\$862,900) requests to the Plans and Programs Committee and to seek a motion of support to allocate the funds as requested. Attachment 1 summarizes the four requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed

scope, schedule, budget and funding plan for each project are included in the attached Allocation Request Forms.

**Staff Recommendation:** Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions, 5YPP amendment and other items of interest.

## ALTERNATIVES

1. Recommend allocation of \$772,900 in Prop K funds, with conditions, and appropriation of \$90,000 in Prop K funds, with conditions, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Recommend allocation of \$772,900 in Prop K funds, with conditions, and appropriation of \$90,000 in Prop K funds, with conditions, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

## CAC POSITION

The CAC was briefed on this item at its April 22, 2015 meeting, and amended the item to add one location to the scope of the Chavez/Bayshore/Potrero NTIP Capital project, per SFMTA's request. Transportation Authority staff received this scope modification after the CAC packet was mailed and staff supported the requested amendment. The CAC unanimously adopted a motion of support for the amended staff recommendation.

## FINANCIAL IMPACTS

This action would allocate \$772,900 and appropriate \$90,000 in Fiscal Year 2014/15 Prop K funds, with conditions, for a total of four requests. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

The Fiscal Year 2014/15 Prop K Allocation Summary (Attachment 4) shows the total approved Fiscal Year 2014/15 allocations to date with associated annual cash flow commitments as well as the recommended allocations and cash flows that are the subject of this memorandum.

Sufficient funds are included in the amended Fiscal Year 2014/15 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

## RECOMMENDATION

Recommend allocation of \$772,900 in Prop K funds, with conditions, and appropriation of \$90,000 in Prop K funds, with conditions, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K 2014/15 Fiscal Year Cash Flow Distribution – Summary
5. Prop K Allocation Request Forms (5)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Prop K Leveraging		Phase(s) Requested	District	
							Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>			
Prop K	31	SFMTA	New Signal Contract 63 [Vision Zero]	\$ 280,000	\$ -	\$ 354,000	26%	21%	Design	1, 3, 6, 7, 8	
Prop K	33	SFMTA	Polk Street Traffic Signal Upgrade	\$ 382,900	\$ -	\$ 1,547,500	41%	75%	Construction	2, 3, 6	
Prop K	39, 40	SFMTA	Cesar Chavez/ Bayshore/ Potrero Intersection Improvements [NTIP Capital]	\$ 100,000	\$ -	\$ 100,000	27%	0%	Planning	10	
Prop K	44	SFCTA, SFMTA	Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]	\$ 100,000	\$ -	\$ 125,000	40%	20%	Planning	2	
<b>TOTAL</b>							<b>\$ 862,900</b>	<b>\$ -</b>	<b>\$ 2,126,500</b>	<b>38%</b>	<b>59%</b>

Footnotes

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

<sup>2</sup> Acronyms: SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency).

<sup>3</sup> "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

<sup>4</sup> "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
31	SFMTA	New Signal Contract 63 [Vision Zero]	\$ 280,000	\$ -	Prop K sales tax funds will be used to design new traffic signals at six intersections including Folsom & Mabini, 28th Avenue & Fulton, 33rd Avenue & Fulton, 37th Avenue & Fulton, 19th & Dolores and Columbus & Francisco; and flashing beacons systems at the intersections of Monterey & Detroit and O'Shaughnessy & Malta. All locations will have new pedestrian countdown signals, accessible (audible) pedestrian signals, controllers, conduit, wiring, poles, curb ramps (15-20 total), and mast-arm mounted signal heads. Five locations are located on the Vision Zero High Injury Network. Design will be complete by June 2016 and all signals will be activated/ open for use by December 2017.
33	SFMTA	Polk Street Traffic Signal Upgrade	\$ 382,900	\$ -	Sales tax funds will be used to upgrade traffic signals at 9 intersections along Polk Street, a Walkfirst High-Injury Corridor, with pedestrian countdown signals and accessible pedestrian signals. Signal visibility at each intersection will also be improved by better placement of poles and vehicular signal indications. Construction is scheduled to begin in December 2015 and end in December 2016. This project is being coordinated with the Polk Street Streetscape project, which is to begin construction by April 2015.
39, 40	SFMTA	Cesar Chavez/ Bayshore/ Potrero Intersection Improvements [N'TIP Capital]	\$ 100,000	\$ -	Neighborhood Transportation Improvement Program (N'TIP) capital funds will be used to advance the design of bicycle and pedestrian improvements at three key sites south of Chavez near the U.S. 101 southbound on-ramp at the Chavez/ Bayshore/Potrero intersection. Building on recommendations from the Cesar Chavez East Community Design Plan (2012), this project will result in 20% design drawings of wider multi-use path or separated paths providing east-west bicycle and pedestrian access through the interchange area, and accessibility upgrades for the steep grade under the U.S. 101 southbound ramp. The project also includes the conceptual design of a separated bike facility/cycle track on Bayshore between Marin and Jerrold and a lighting plan for the interchange area. SFMTA will conduct stakeholder outreach including Caltrans involvement and a walking and bike audit of the project area, and develop the design drawings. San Francisco Public Works will perform area surveys and develop the lighting plan. The project will be completed by June 2016.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
44	SFCTA, SFMTA	Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]	\$ 100,000	\$ -	Requested NTIP planning funds, which are proposed to be matched by \$25,000 from Commissioner Farrell's office, will be used to engage the community, Commissioner Farrell's office, the Lombard Street Working Group, and other relevant stakeholders in a planning effort that evaluates potential options for managing access on the 1000 block of Lombard Street. The purpose of the effort is to identify and evaluate a range of options to manage visitor access and circulation on the "crooked street" while maintaining the character of the street, managing vehicle and pedestrian congestion, avoiding spillover effects into adjacent streets, and other goals. The request includes a \$10,000 allocation to the SFMTA to support its staff work on the NTIP study. The study will be completed by December 2015.
<b>TOTAL</b>			<b>\$ 862,900</b>	<b>\$ -</b>	

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
31	SFMTA	New Signal Contract 63 [Vision Zero]	\$ 280,000	\$ -	
33	SFMTA	Polk Street Traffic Signal Upgrade	\$ 382,900	\$ -	<b>5-Year Prioritization Program (5YPP) Amendment:</b> Our recommendation is contingent upon a 5YPP amendment to the Signs and Signals category to reprogram \$382,900 in FY 2014/15 funds currently programmed to the design phase of the subject project to the construction phase.
39, 40	SFMTA	Cesar Chavez/ Bayshore/ Potrero Intersection Improvements [NTIP Capital]	\$ 100,000	\$ -	<b>5YPP Amendment:</b> Our recommendation is contingent on an amendment to the Bicycle Circulation/Safety 5YPP to reprogram \$50,000 in FY 2014/15 Embarcadero Bikeways Enhancement environmental phase funds to the subject project in FY 2014/15 and reprogram \$50,000 in FY 2015/16 NTIP placeholder funds to the Embarcadero Bikeways Enhancement project in FY 2015/16. The environmental phase of the Embarcadero project will not proceed in FY 15/16.
44	SFCTA, SFMTA	Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]	\$ 100,000	\$ -	
<b>TOTAL</b>			<b>\$ 862,900</b>	<b>\$ -</b>	

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

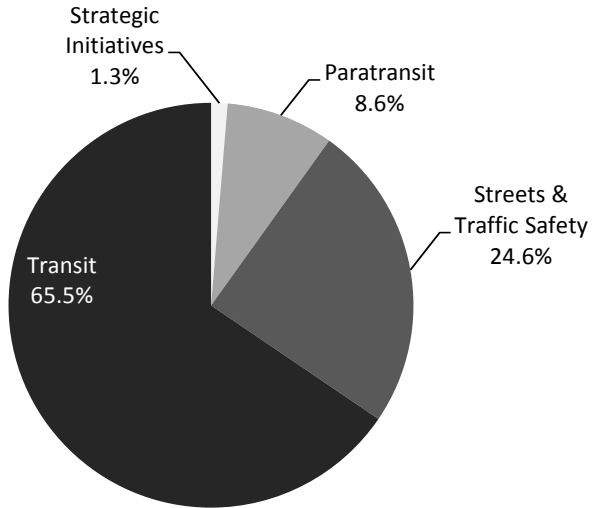
**PROP K SALES TAX**

	Total	CASH FLOW				
		FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FYs 2019/20 - 2027/28 <sup>1</sup>
Prior Allocations	\$ 240,181,816	\$ 64,982,600	\$ 31,136,648	\$ 16,001,916	\$ 1,500,000	\$ 126,560,652
Current Request(s)	\$ 862,900	\$ 75,000	\$ 596,450	\$ 191,450	\$ -	\$ -
New Total Allocations	\$ 241,044,716	\$ 65,057,600	\$ 31,733,098	\$ 16,193,366	\$ 1,500,000	\$ 126,560,652

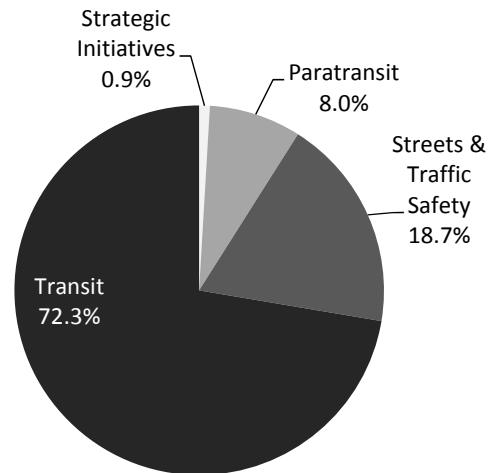
The above table shows maximum annual cash flow for all FY 2014/15 allocations approved to date, along with the current recommended

<sup>1</sup> Light Rail Vehicle Procurement. See Resolution 15-12 for cash flow details.

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



**Prop K Investments To Date**



**Attachment 5**  
**Prop K Grouped Allocation Requests**  
**May 2015 Board Action**

**Table of Contents**

<b>No.</b>	<b>Fund Source</b>	<b>Project Sponsor<sup>1</sup></b>	<b>EP<sup>2</sup> Line Item/ Category Description</b>	<b>Project Name</b>	<b>Phase</b>	<b>Funds Requested</b>
1	Prop K	SFMTA	New Signals & Signs	New Signal Contract 63 [Vision Zero]	Design	\$ 280,000
2	Prop K	SFMTA	Signals & Signs	Polk Street Traffic Signal Upgrade	Construction	\$ 382,900
3	Prop K	SFMTA	Bicycle Circulation/ Safety & Pedestrian Circulation/ Safety	Cesar Chavez/ Bayshore/ Potrero Intersection Improvements [NTIP Capital]	Planning	\$ 100,000
4	Prop K	SFCTA, SFMTA	Transportation/ Land Use Coordination	Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]	Planning	\$ 100,000
<b>Total Requested</b>						<b>\$ 862,900</b>

<sup>1</sup> Acronyms include SFCTA (San Francisco County Transportation Authority), SFMTA (San Francisco Municipal Transportation Agency).

<sup>2</sup> EP stands for Expenditure Plan.





**This Page Intentionally Left Blank**

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

**FY of Allocation Action:**

**Project Name:**

**Implementing Agency:**

**EXPENDITURE PLAN INFORMATION**

<b>Prop K Category:</b>	<input type="text" value="C. Street &amp; Traffic Safety"/>	Gray cells will automatically be filled in.
<b>Prop K Subcategory:</b>	<input type="text" value="ii. System Operations, Efficiency and Safety"/>	
<b>Prop K EP Project/Program:</b>	<input type="text" value="a. New Signals and Signs"/>	
<b>Prop K EP Line Number (Primary):</b>	<input type="text" value="31"/>	<b>Current Prop K Request:</b> <input type="text" value="\$280,000"/>
<b>Prop K Other EP Line Numbers:</b>	<input type="text"/>	

**Prop AA Category:**

**Current Prop AA Request:** \$

**Supervisory District(s):**

**SCOPE**

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

Indicate whether work is to be performed by outside consultants and/or by force account.

The SFMTA is seeking \$280,000 in Prop K sales tax funds toward the design of 6 new traffic signals, 2 flashing beacon systems and related pedestrian improvements to be constructed under New Signal Contract 63.

Please see following pages for details.

**San Francisco County Transportation Authority  
Proposition K/AA Sales Tax Program Allocation Request Form**

**Background and Scope**

In addition to the six new traffic signals and two flashing beacon systems, two non-Prop K funded locations will also be part of Contract 63. All new signal locations will have new pedestrian countdown signals (PCS), accessible pedestrian signals (APS), controllers, conduit, wiring, poles, curb ramps (15 – 20 total), and mast-arm mounted signals.

The locations under this project are as follows:

<b>Table 1. Contract 63 Locations</b>						
<b>Prop K – Funded Signals/Beacons</b>						
<b>ID</b>	<b>Intersection</b>	<b>Type</b>	<b>Funding</b>	<b>Existing Control</b>	<b>Dist</b>	<b>Vision Zero High-Injury Network</b>
1	Folsom and Mabini Streets	Traffic Signal	Prop K	One-way stop	6	Y
2	28 <sup>th</sup> Avenue and Fulton Street	Traffic Signal	Prop K	One-way stop	1	Y
3	33 <sup>rd</sup> Avenue and Fulton Street	Traffic Signal	Prop K	One-way stop	1	Y
4	37 <sup>th</sup> Avenue and Fulton Street	Traffic Signal	Prop K	One-way stop	1	N
5	19 <sup>th</sup> and Dolores Streets	Traffic Signal	Prop K	One-way stop	8	Y
6	Columbus and Francisco Sts	Traffic Signal	Prop K	Two-way stop	3	Y
7	Monterey and Detroit Streets	Flashing Beacon	Prop K	None	7	N
8	O’Shaughnessy Bl & Malta St	Flashing Beacon	Prop K	One-way stop	7,8	N
<b>Non Prop K – Funded Signals/Beacons</b>						
9	California and Commonwealth	Flashing Beacon	Private	One-way stop	1	Y
10	Russ and Howard Streets	Traffic Signal	SOMA Fund	One-way stop	6	Y

**Location Selection Criteria**

The intersections in this scope were selected after careful review by SFMTA staff of traffic signal requests received by the Agency each year, as well as locations nominated by staff. Locations are prioritized based on collision history, traffic volumes, benefits to roadway users including pedestrians, bicyclists, transit and motorists, proximity to schools or senior centers and any joint departmental opportunities (e.g. scheduled paving projects, corridor improvements).

All the locations proposed for signalization are intended to improve pedestrian safety on the City’s primary and secondary arterial streets. The Agency will be developing a separate but concurrent new signal contract which addresses intersections that are in the Walkfirst Pedestrian High-Injury Corridors. That separate project will be funded by Walkfirst funds.

**San Francisco County Transportation Authority  
Proposition K/AA Sales Tax Program Allocation Request Form**

The intersections in this subject request involve multi-lane streets like Folsom Street, Fulton Street, Dolores Street, Columbus Avenue and Monterey Boulevard which are susceptible to the multiple-threat situation where a motorist may stop for a pedestrian or other cross street traffic but motorists in the adjacent lane may not. Speeds can also be a significant factor. Even streets with 25 MPH speed limits can be very intimidating for pedestrians to cross. At most of these locations, the SFMTA has installed continental crosswalks, advance signage, and other traffic control devices to highlight these pedestrian crossings. At this time, however, SFMTA staff believes signalization would improve the pedestrian right-of-way issues at these locations.

Folsom and Mabini was identified in the Central Corridor Plan as a location to be signalized to allow for a protected crossing of Folsom Street. It is supported by the Yerba Buena Consortium group. Russ and Howard was an intersection requested by the South of Market Community groups. It would complement the signal at Folsom and Russ installed as part of Contract 60 in 2012, using the same funding source. Russ Street connects the Victoria Draves Manalo Park and Bessie Carmichael Elementary School to the northern portion of the SOMA neighborhood grid.

The three locations along Fulton Street were identified as locations where pedestrian safety would be improved with a traffic signal. All three locations are at transit stops. The intersection at 37<sup>th</sup> and Fulton is adjacent to a senior citizen facility.

The intersection at 19<sup>th</sup> and Dolores is adjacent to Dolores Park and is located between two signalized intersections. It also flanks Dolores Park playground and is a key entrance into the park.

Columbus and Francisco is the only uncontrolled intersection along the Columbus Avenue corridor and where the Agency has received multiple requests in the past for STOP signs or signal control.

The three flashing beacon locations are being proposed at intersections where full signal control is not warranted but where beacons are appropriate devices: Monterey midblock crosswalk at Detroit, O'Shaughnessy midblock crosswalk at Malta and the California St crosswalk at Commonwealth. The California crosswalk will be paid for by private funds (California Pacific Medical Center).

### **Project Benefits**

New traffic signals provide the benefits of improved right-of-way assignment and access across major streets. All but one of the proposed signal locations currently have stop sign controls on the side street, while the major street is uncontrolled. Motorists from the side street have to stop and proceed only when there is a safe gap in traffic. Most importantly, pedestrians who cross the major street must also choose a gap in traffic in determining when to cross and depend on motorists to yield to them once they legally enter the crosswalk. New traffic signals will improve conditions for pedestrians by stopping traffic along the major street while allowing pedestrians and cross-traffic to proceed.

**San Francisco County Transportation Authority  
Proposition K/AA Sales Tax Program Allocation Request Form**

All new traffic signals the SFMTA installs will have Pedestrian Countdown Signals (PCS). PCSs have been effective in reducing the number of pedestrians remaining in the crosswalk at the beginning of the conflicting vehicle green light, thereby reducing the potential for vehicle-pedestrian conflicts. The countdown feature of the PCS is helpful for pedestrians to discern as to whether there is enough time left in a signal cycle to cross the intersection safely.

**Community Support**

All the new signal locations were requested by the members of the public, some with specific interest from local district supervisors. The SFMTA has scheduled a public hearing in May 2015 to solicit input regarding the new signal locations and expect to receive overwhelming support.

**Implementation**

The SFMTA Sustainable Streets Division will manage the scope of the detailed design including design review and contract preparation. The Department of Public Works' (DPW's) Bureau of Engineering or the SFMTA's Muni Engineering Division will manage the issuance and administration of the contract for construction by competitively bid contract.

<u>Task</u>	<u>Work Performed By</u>
Electrical Design	SFMTA Sustainable Streets Division
Curb Ramp Design	DPW Streets and Highways
Review of Electrical Design	DPW Bureau of Engineering
Construction Management	DPW Infrastructure Construction Management
Contract Support	DPW Bureau of Engineering
Construction Support	SFMTA Sustainable Streets Division

**San Francisco County Transportation Authority  
Proposition K/AA Sales Tax Program Allocation Request Form**

**Table 2. Ranked New Signal Candidate Locations**

Rank	Intersection	Project Name per Prop K 5YPP (2014)	Current Status as of December 2014	Districts	Prioritization Factors
9	16th/Capp	Programmed in 2009 5YPP	Under construction as part of CT 61	6	11 injury collisions in last 5 years, incl 3 peds. Marked school crosswalk. Near BART
11	6th/Minna	Programmed in 2009 5YPP	Under construction as part of CT 61	6	8 injury collisions in last 5 years, incl 4 peds.
6	47th/Sloat	Programmed in 2009 5YPP	Under construction as part of CT 61	4,7	3 inj/ 5 years; 1 ped; Heavy ped volumes; would help Muni 18 make left turns
10	Geary/Palm	Programmed in 2009 5YPP	Under construction as part of CT 61	1,2	Senior facility on major corridor
8	Lake Merced/ John Muir Drive	Programmed in 2009 5YPP	Under construction as part of CT 61	7	9 injury collisions in last 5 years; requested multiple times in the last 3 years
	24th/ Fair Oaks	Programmed in 2009 5YPP	Under construction as part of CT 61 (flashing beacon)	8	
	Sloat/ Beachmont	Programmed in 2009 5YPP	Under construction as part of CT 61 (flashing beacon)	7	
	Page	Programmed in 2009 5YPP	Under construction as part of CT 61 (flashing beacon)	5	
	Post/ Octavia	Programmed in 2009 5YPP	Under construction as part of CT 61 (flashing beacon)	5	
19	Sunset/ Yorba	Contract 62	Construction advanced - removed from Contract 62 scope	4	9 inj./5 years, 5 peds. Multilane, 35 MPH
14	34th/Lincoln	Contract 62	Contract 62	1, 4	6 inj/ 5 years; 2 peds
17	22 <sup>nd</sup> /Geary	Contract 62	Contract 62	1	9 inj./5 years, 2 peds. Multilane
18	26 <sup>th</sup> /Geary	Contract 62	Contract 62	1	9 inj./5 years, 5 peds. Multilane, school
20	O'Farrell/ Webster	Contract 62	Contract 62	5	8 inj./5 years, 6 peds. School Crossing
	8th/ Natoma	Contract 62	Contract 62	6	
	350 Francisco	Contract 62	Contract 62 (flashing beacon)	3	
	Sunset/ Wawona	not listed	Contract 62	4	
	Sunset/ Moraga	not listed	Contract 62	4	

**San Francisco County Transportation Authority  
Proposition K/AA Sales Tax Program Allocation Request Form**

Rank	Intersection	Project Name per Prop K 5YPP (2014)	Current Status as of December 2014	Districts	Prioritization Factors
	Folsom/Mabini	not listed	CT 63	6	Unmarked crosswalk across Folsom 2 injury collisions; incl 1 ped
	28 <sup>th</sup> /Fulton	not listed	CT 63	1	Marked uncontrolled crosswalk across Fulton at a transit stop 3 injury collisions; incl 3 peds
	33 <sup>rd</sup> /Fulton	not listed	CT 63	1	Marked uncontrolled crosswalk across Fulton at a transit stop 0 injury collisions
	37 <sup>th</sup> /Fulton	not listed	CT 63	1	Marked uncontrolled crosswalk across Fulton at a transit stop; adjacent to senior center 2 injury collisions; incl 1 ped
	19 <sup>th</sup> /Dolores	not listed	CT 63	8	Marked uncontrolled crosswalk across Dolores Park 4 injury collisions; incl 3 peds
	Francisco/ Columbus	not listed	CT 63	3	Marked uncontrolled crosswalk across Columbus 2 injury collisions; incl 3 peds
	Monterey and Detroit Streets	not listed	CT 63	7	Marked uncontrolled crosswalk across Monterey 0 injury collisions
	O'Shaughnessy Bl & Malta St	not listed	CT 63	8	Marked uncontrolled crosswalk across O'Shaughnessy 0 injury collisions
	California and Commonwealth	not listed	CT 63 (not funded by Prop K)	2	Marked uncontrolled crosswalk across California 3 injury collisions; incl 2 peds
	Russ/Howard	not listed	CT 63 (not funded by Prop K)	6	Unmarked crosswalk across Howard 3 injury collisions, no ped collisions
1	Clay/Hyde	not listed	CT 64 - Candidate	3	1 injury collision in the last 5 years; includes 1 ped collision; cable car
2	Crescent/ Mission	2016/17 placeholder	CT 64 - Candidate	9	4 inj/5 years; incl 1 ped collision;
3	Geneva/ Louisburg	2016/17 placeholder	CT 64 - Candidate	11	1 inj/5 years; no ped collisions; Geneva/Howth one block away was signalized in 2013 which has helped pedestrians cross Geneva Ave
4	Mission/ Niagara	2016/17 placeholder	CT 64 - Candidate	11	6 inj/5 years; 1 ped collision;
5	16th/Utah	2016/17 placeholder	CT 64 - Candidate	10	2 inj/ 5 years; 0 ped collisions
7	Highland/ Mission	2016/17 placeholder	CT 64 - Candidate	9	3 inj/5 years; 3 ped collision;
13	Kezar/Lincoln	2016/17 placeholder	CT 64 - Candidate/TEP	1, 5	7 inj/ 5 years; no peds
21	Oakdale/ Loomis	2016/17 placeholder	CT 64 Candidate	10	10 inj/5years, 0 peds,
22	Arlington/ Bosworth	2016/17 placeholder	CT 64 Candidate	8	8 inj/5years, 1 peds; to be funded by Glen Park FTA funds

**San Francisco County Transportation Authority  
Proposition K/AA Sales Tax Program Allocation Request Form**

<b>Rank</b>	<b>Intersection</b>	<b>Project Name per Prop K 5YPP (2014)</b>	<b>Current Status as of December 2014</b>	<b>Districts</b>	<b>Prioritization Factors</b>
23	Bosworth/ Lippard	2016/17 placeholder	CT 64 Candidate	8	Highest number of vehicles stopped an all-way STOP
24	6 <sup>th</sup> /Stevenson	2016/17 placeholder	CT 64 Candidate	6	6 inj/5years, 3 peds
16	14th/Harrison	2016/17 placeholder	CT 64 - Candidate	6	6 inj/ 5 years; 1 ped
12	6th/Jessie	2016/17 placeholder	WF Project	6	10 inj/5 years; including 7 peds; there are other traffic calming efforts; signal to be funded by Walkfirst
15	Geneva/ Stoneridge	2016/17 placeholder	WF Project	10	3 inj/ 5 years; 3 peds; private street; signal to be funded by walkfirst



Table 3 - Prioritization Criteria and Scoring Table  
New Signals and Sign (EP 31)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA			Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Replaces Asset at End of Useful Life	Improves Project Delivery Rate	
<b>Total Possible Score</b>	4	3	3	4	3	3	20
<b>New Equipment</b>							
New Equipment	2	0	1	2	3	3	11
	<b>Project Readiness</b>	<b>Community Support</b>	<b>Time Sensitive Urgency</b>	<b>Safety</b>	<b>Benefits to Multiple Users</b>	<b>Supports Transit First</b>	<b>Total</b>
<b>Total Possible Score</b>	4	3	3	4	3	3	20
<b>Follow-the-Paving</b>							
Follow-the-Paving (New Pavement Markers and Conduits)							
<b>New Traffic Signals</b>							
New Traffic Signals (5 Locations) Contract 62	4	1	0	4	3	1	13
New Signal Contract 63	4	2	0	4	3	1	14
New Traffic Signals (5 Locations) FY 18 (PS&E)	Locations will be scored at the time of allocation. See text for more details.						
<b>Safe Streets</b>							
Active Transportation Program Local Match	Locations will be scored at the time of allocation. See text for more details.						
Safety Enhancements (New Pavement Markers)	Locations will be scored at the time of allocation. See text for more details.						
New Pedestrian Countdown Signals	Locations will be scored at the time of allocation. See text for more details.						
New Traffic Signs	Locations will be scored at the time of allocation. See text for more details.						

**Prioritization Criteria Definitions:**

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

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

**Table 3 - Prioritization Criteria and Scoring Table  
New Signals and Sign (EP 31)**

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

**New Equipment Subcategory:**

**Safety:** Improves or mitigates a documented unsafe condition -- Improves worker safety.

**Replaces asset at end of useful life:** Replaces equipment that has reached the end of useful life per industry-accepted levels.

**Improves Project Delivery Rate:** Supports accelerated project delivery (e.g., additional paint truck).

**All Other Subcategories:**

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

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

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

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

FY 2014/15

**Project Name:** New Signal Contract 63 [Vision Zero]

**Implementing Agency:** San Francisco Municipal Transportation Agency

**ENVIRONMENTAL CLEARANCE**

**Type :** Categorically Exempt      **Completion Date (mm/dd/yy)**

**Status:** Underway     

**PROJECT DELIVERY MILESTONES**

**Enter dates for ALL project phases, not just for the current request.** Use July 1 as the start of the fiscal year. Use 1, 2, 3, 4 to denote quarters and XXXX/XX for the fiscal year (e.g. 2010/11). Additional schedule detail may be provided in the text box below.

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)	4	2014/15	4	2015/16
Prepare Bid Documents				
Advertise Construction	1	2016/17		
Start Construction (e.g., Award Contract)	2	2016/17		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			2	2017/18
Project Closeout (i.e., final expenses incurred)			4	2017/18

**SCHEDULE COORDINATION/NOTES**

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

<u>Milestone</u>	<u>Complete</u>
Design	June 2016
Advertise for Construction	August 2016
Construction Begins	December 2016
Open for Use	December 2017

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

FY 2014/15

**Project Name:** New Signal Contract 63 [Vision Zero]

**Implementing Agency:** San Francisco Municipal Transportation Agency

**COST SUMMARY BY PHASE - CURRENT REQUEST**

Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.

Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)	Yes	\$354,000	\$280,000	
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$354,000	\$280,000	\$0

**COST SUMMARY BY PHASE - ENTIRE PROJECT**

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)	\$354,000	SFMTA Estimate based on previous projects
R/W Activities/Acquisition		
Construction	\$ 1,951,000	SFMTA Estimate based on previous projects
Procurement (e.g. rolling stock)		
<b>Total:</b>	<b>\$ 2,305,000</b>	

**% Complete of Design:** 0 as of 3/16/15

**Expected Useful Life:** 30 Years

**San Francisco County Transportation Authority  
 Proposition K Sales Tax Program Allocation Request Form  
 MAJOR LINE ITEM BUDGET**

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.
2. Requests for project development should include preliminary estimates for later phases such as construction.
3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.
4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.
5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.
6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

**New Signal Contract 63 [Vision Zero]**

DESIGN PHASE	Cost	Performed by	Budget Detail Reference
<b>Task</b>			
Detailed Design & Coordination	\$ 170,484	SFMTA	<b>I</b>
Electrical Design Review	\$ 118,281	SFPW (BOE)	<b>II</b>
Curb Ramp Design	\$ 63,666	SFPW (BOE)	<b>III</b>
City Attorney Review	\$ 1,000	City Attorney	
Total	\$ 353,432		
<b>DESIGN PHASE COST</b>		<b>\$ 354,000</b>	

Prop K Intersections	\$ 280,000	
SOMA Stabilization Fund Intersections	\$ 60,000	(Russ/Howard)
CPMC Intersection	\$ 14,000	(California/Commonwealth)
Total	\$ 354,000	

San Francisco County Transportation Authority  
 Proposition K Sales Tax Program Allocation Request Form

CONSTRUCTION PHASE	Cost- Estimate	% of Contract Cost	Performed by
1 Contract Cost	\$1,200,000		Contractor
2 Contingency (10%)	\$120,000	10%	N/A
3 Controllers	\$140,000	12%	
4 APS/Vehicle Detectors	\$70,000	6%	Procurement of APS and Sensys Veh Detection
5 Ct Prep & DPW Eng Support	\$21,000	2%	DPW (Bureau of Engineering)
6 Construction Engineering/Inspection	\$140,000	12%	DPW (Bureau of Construction Mgmt)
7a Public Affairs	\$15,000	1%	DPW (Bureau of Construction Mgmt)
7b Material Testing	\$65,000	5%	DPW (Bureau of Construction Mgmt)
7c Wage Check	\$30,000	2%	DPW (Bureau of Construction Mgmt)
8 Construction Support	\$150,000	13%	SFMTA Eng & Shops
<b>Construction Phase Subtotal</b>	<b>\$1,951,000</b>		
<b>Rounded to</b>	<b>\$1,951,000</b>		
<b>TOTAL COST OF ALL PHASES</b>	<b>\$2,305,000</b>		

San Francisco County Transportation Authority  
 Proposition K Sales Tax Program Allocation Request Form

AGENCY STAFF (DESIGN PHASE)

MFB = Mandatory Fringe Benefits
FTE = Full Time Equivalent employee

**I SFMTA Labor**

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Approved Overhead Rate	Overhead = (Salary+MFB) x Approved Overhead Rate	(Fully Burdened) Salary + MFB + Overhead	FTE Ratio	Hours	Cost
Electrician (7345)**	97,084	60,855	\$ 157,939	0.803	\$ 126,825	\$ 284,764	0.125	260	\$ 35,595
Senior Engineer (5211)	155,766	85,640	\$ 241,406	0.803	\$ 193,849	\$ 435,256	0.029	60	\$ 12,555
Engineer (5241)	134,576	75,738	\$ 210,314	0.803	\$ 168,882	\$ 379,196	0.067	140	\$ 25,523
Associate Engineer (5207)	116,246	67,172	\$ 183,418	0.803	\$ 147,285	\$ 330,703	0.125	260	\$ 41,338
Assistant Engineer (5203)	99,944	60,044	\$ 159,988	0.803	\$ 128,470	\$ 288,458	0.192	400	\$ 55,473
<b>Total</b>							<b>0.538</b>	<b>1,120</b>	<b>\$ 170,484</b>

**II DPW Bureau of Engineering (BOE) - Electrical Review**

Overhead Rate: 2.71

Hours	Position	Base Salary	Fully Burdened	FTE	Cost
60	Senior Engineer (5211)	\$ 155,766	\$ 422,126	0.029	\$ 12,177
150	Engineer (5241)	\$ 134,576	\$ 364,701	0.072	\$ 26,301
220	Assistant Engineer (5203)	\$ 99,944	\$ 270,848	0.106	\$ 28,647
460	Engineer Associate I (5364)	\$ 85,357	\$ 231,317	0.221	\$ 51,157
890	Total			0.428	<b>\$ 118,281</b>

San Francisco County Transportation Authority  
 Proposition K Sales Tax Program Allocation Request Form

III DPW Bureau of Engineering Overhead 2.71  
 (BOE) - Curb Ramp Design Rate:

Hours	Position	Base Salary	Fully Burdened	FTE	Cost
16	Senior Engineer (5211)	\$ 155,766	\$ 422,126	0.008	\$ 3,247
46	Engineer (5241)	\$ 134,576	\$ 364,701	0.022	\$ 8,066
180	Assistant Engineer (5203)	\$ 99,944	\$ 270,848	0.087	\$ 23,439
260	Engineer Associate I (5364)	\$ 85,357	\$ 231,317	0.125	\$ 28,915
502	Total			0.241	\$ 63,666

\* Base Salary is step 5 for each classification in effect today.  
 \*\* Electricians receive a 5% premium when assigned as traffic signal electricians  
 \*\*\* Construction Inspectors receive a 5% premium when acting in that capacity



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

FY 2014/15

**Project Name:** New Signal Contract 63 [Vision Zero]

**FUNDING PLAN - FOR CURRENT PROP K REQUEST**

Prop K Funds Requested: \$280,000

5-Year Prioritization Program Amount: \$375,000 (enter if appropriate)

Strategic Plan Amount for Requested FY: \$525,000

**FUNDING PLAN - FOR CURRENT PROP AA REQUEST**

Prop AA Funds Requested:  

5-Year Prioritization Program Amount:   (enter if appropriate)

Strategic Plan Amount for Requested FY:  

If the amount requested is inconsistent (e.g., greater than) with the Prop K/Prop AA Strategic Plan amount and/or the 5-Year Prioritization Program (5YPP), provide a justification in the space below including a detailed explanation of which other project or projects will be deleted, deferred, etc. to accommodate the current request and maintain consistency with the 5YPP and/or Strategic Plan annual programming levels.

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2014/15 from the New Traffic Signals (5 Locations) placeholder in the New Traffic Signals subcategory of the New Signals and Signs 5YPP.

The Strategic Plan amount is the entire amount programmed in the New Signals and Signs category in Fiscal Year 2014/15.

Enter the funding plan for the phase or phases for which Prop K/Prop AA funds are currently being requested. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Prop K sales tax		\$280,000		\$280,000
SOMA Community Stabilization Fund		\$60,000		\$60,000
Private Funds			\$14,000	\$14,000
				\$0
				\$0
				\$0
<b>Total:</b>		\$354,000	\$14,000	\$354,000

Actual Prop K Leveraging - This Phase:	<span style="border: 1px solid black; padding: 2px;">20.90%</span>	
Expected Prop K Leveraging per Expenditure Plan	<span style="border: 1px solid black; padding: 2px;">26.13%</span>	
		<span style="border: 1px solid black; padding: 2px;">\$354,000</span> Total from Cost worksheet

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

Is Prop K/Prop AA providing **local match funds** for a state or federal grant? No

Fund Source	\$ Amount	Required Local Match	
		%	\$

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

Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Prop K sales tax		\$1,875,000		\$1,875,000
SOMA Stabilization Fund		\$350,000		\$350,000
Private Funds			\$80,000	\$80,000
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>		\$2,225,000	\$80,000	\$ 2,305,000

Actual Prop K Leveraging - Entire Project:	18.66%	Total from Cost worksheet
Expected Prop K Leveraging per Expenditure Plan:	26.13%	
Actual Prop AA Leveraging - Entire Project:	NA	

**\$ 2,305,000**

**FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST**

Use the table below to enter the proposed cash flow distribution schedule (e.g. the maximum Prop K/Prop AA funds that are guaranteed to be available for reimbursement each fiscal year) for the current request. If the schedule is more aggressive than the Prop K/Prop AA Strategic Plan and/or 5YPP, please explain in the text box below how cash flow for other projects and programs will be slowed down to accommodate the current request without exceeding annual cash flow assumptions made in the Strategic Plan.

Prop K Funds Requested: \$280,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$280,000	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	<b>\$280,000</b>		

Prop AA Funds Requested: \$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
<b>Total:</b>	<b>\$0</b>		

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

	Amount	Phase:
Funding Recommended: Prop K Allocation	\$280,000	Design Engineering (PS&E)
<b>Total:</b>	<b>\$280,000</b>	

Notes (e.g., justification for multi-phase recommendations, notes for multi-EP line item or multi-sponsor recommendations):

**Cash Flow Distribution Schedule by Fiscal Year** (for entire allocation/appropriation)

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 31	FY 2014/15	\$0	0.00%	\$280,000
Prop K EP 31	FY 2015/16	\$280,000	100.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
<b>Total:</b>		<b>\$280,000</b>	<b>100%</b>	

**Cash Flow Distribution Schedule by Fiscal Year & Phase** (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 31	FY 2014/15	Design Engineering (PS&E)	\$0	0%	\$280,000
Prop K EP 31	FY 2015/16	Design Engineering (PS&E)	\$280,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$280,000</b>		

**Prop K/Prop AA Fund Expiration Date:**  Eligible expenses must be incurred prior to this date.

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution. No.  Res. Date:

Project Name:

Implementing Agency:

	Action	Amount	Fiscal Year	Phase
Future Commitment to:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Trigger: <input type="text"/>			

**Deliverables:**

1.
2.
3.
4.
5.

**Special Conditions:**

1.
2.

**Notes:**

1.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	<input type="text" value="79.10%"/>
Prop AA proportion of expenditures - this phase:	<input type="text"/>

**Sub-project detail?**  If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer:

Project # from SGA:

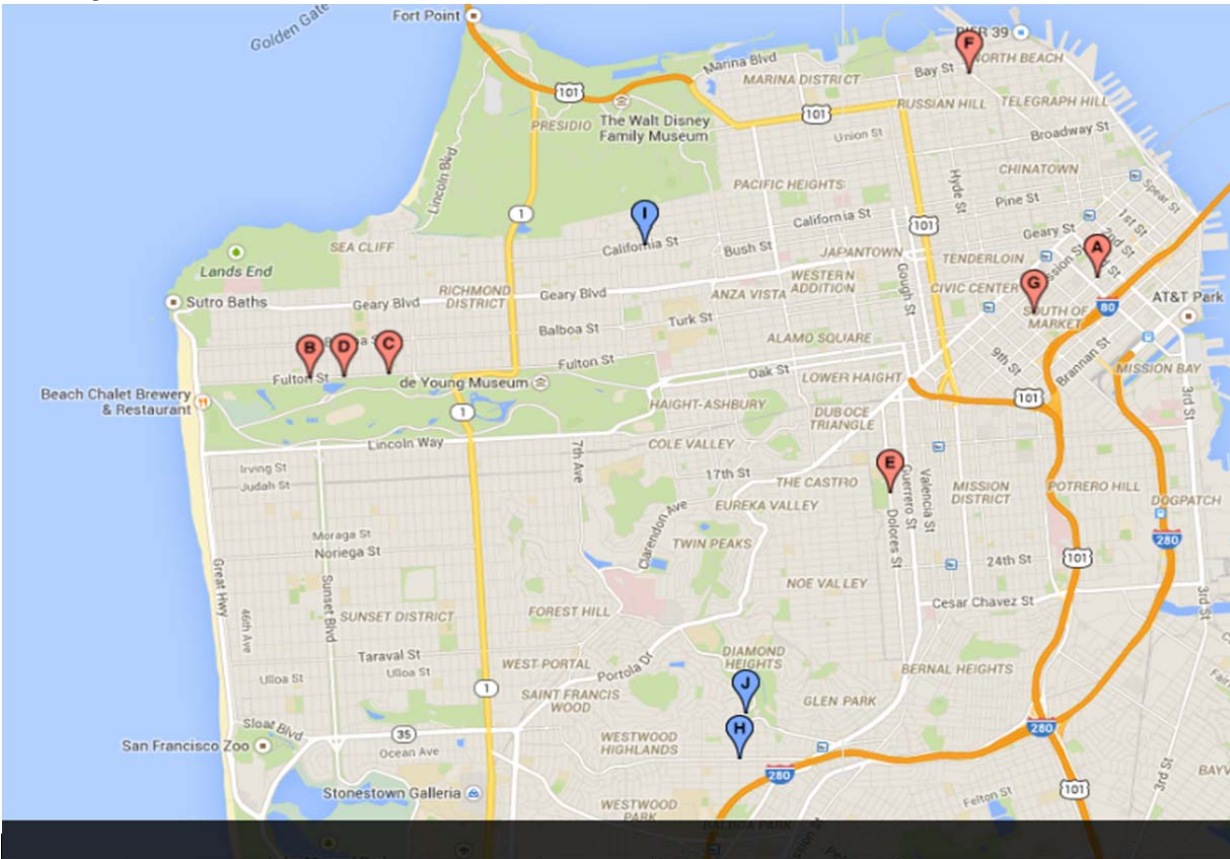
**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form**

**MAPS AND DRAWINGS**

Insert or attach files of maps, drawings, photos of current conditions, photo compositions, etc. to support understanding of the project scope and evaluation of how geographic diversity was considered in the project prioritization process.

This text box and the blue header may be deleted to better accommodate any graphics.

**New Signal Contract 63 [Vision Zero]**



A	Folsom and Mabini	Prop K	Signal
B	37th Avenue and Fulton	Prop K	Signal
C	28th Avenue and Fulton	Prop K	Signal
D	33rd Avenue and Fulton	Prop K	Signal
E	19th and Dolores	Prop K	Signal
F	Columbus and Francisco	Prop K	Signal
G	Russ and Howard	SOMA	Signal
H	Monterey and Detroit	Prop K	Beacon
I	California and Commonwealth	Private	Beacon
J	O'Shaughnessy and Malta	Prop K	Beacon

San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form



Traffic Controller and new curb ramps



Pedestrian Countdown Signal



Mast Arm Signal

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

**FY of Allocation Action:** 2014/15      **Current Prop K Request:** \$ 280,000  
**Current Prop AA Request:** \$ -

**Project Name:** New Signal Contract 63 [Vision Zero]

**Implementing Agency:** San Francisco Municipal Transportation Agency

**Signatures**

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

**Project Manager**

**Grants Section Contact**

Name (typed): Manito Velasco

Joel C. Goldberg

Title: Engineer

Manager, Capital Procurement & Management

Phone: (415) 701-4447

(415) 701-4499

Fax: \_\_\_\_\_

\_\_\_\_\_

Email: manito.velasco@sfmta.com

Joel.Goldberg@sfmta.com

Address: 1 South Van Ness, 7th floor San Francisco, CA 94103-5417

1 South Van Ness, 8h floor San Francisco, CA 94103-5417

Signature: \_\_\_\_\_

\_\_\_\_\_

Date: \_\_\_\_\_

\_\_\_\_\_

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

**FY of Allocation Action:**

**Project Name:**

**Implementing Agency:**

**EXPENDITURE PLAN INFORMATION**

<b>Prop K Category:</b>	<input type="text" value="C. Street &amp; Traffic Safety"/>	Gray cells will automatically be filled in.
<b>Prop K Subcategory:</b>	<input type="text" value="iii. System Maintenance and Renovations (streets)"/>	
<b>Prop K EP Project/Program:</b>	<input type="text" value="a. Signals and Signs"/>	
<b>Prop K EP Line Number (Primary):</b>	<input type="text" value="33"/>	<b>Current Prop K Request:</b> \$ <input type="text" value="382,900"/>
<b>Prop K Other EP Line Numbers:</b>	<input type="text"/>	

**Prop AA Category:**

**Current Prop AA Request:** \$

**Supervisorial District(s):**

**SCOPE**

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

Indicate whether work is to be performed by outside consultants and/or by force account.

See next page.



## Background and Scope

The SFMTA requests Prop K funds in the amount of \$382,900 towards the construction phase of the Polk Street Traffic Signal Upgrade project. Federal Highway Safety Improvement Program (HSIP) funds are providing \$1,164,600 of the project budget. The total construction phase cost is \$1,547,500. The purpose of the project is to upgrade the traffic signals at nine intersections along Polk Street so that pedestrian countdown signals (PCS) can be added where they are currently missing. New accessible pedestrian signals (APS) will be added at five intersections. The signal visibility at each intersection will also be improved by better placement of poles and vehicular signal indications.

Polk Street is a Walkfirst High-Injury Corridor. The addition of PCS at these locations is consistent with the City's Vision Zero goals.

## Scope

The project scope is summarized in Table 1 below.

**Table 1 – Polk Street Traffic Signal Upgrade**

Cross Street	Larger Signal Heads	New Poles	New PCS	New APS	Controller/ Cabinet	New Conduits	# of Curb Ramps
Union	X	X	X		X	X	
Broadway	X	X	X	X	X	X	
Pacific	X	X	X	X	X	X	
Jackson	X	X	X	X	X	X	
Washington	X	X	X	X	X	X	*
Clay	X	X	X	X	X	X	*
Sacramento	X	X	X		X	X	*
California	X	X	X		X	X	*
Post	X	X	X		X	X	*

\* curb ramps to be installed by Polk Street Streetscape Project which will follow project

SFMTA and DPW Staff have been coordinating closely especially in light of the upcoming Polk Streetscape project. Based on this coordination effort, staff from both agencies jointly resolved to have all curb ramps at these nine project intersections be constructed as part of the streetscape project. The Streetscape project will go to construction 3-4 months after the start of this Polk Street project. There will be some overlap in the construction between the two phases and staff will work with DPW Construction Management to coordinate the work.

### **Implementation**

SFMTA's Sustainable Streets Division is managing the scope of the planning and detailed design including design review and contract preparation. The Department of Public Works' (DPW's) Bureau of Engineering will manage the issuance and administration of the contract for construction by competitively bid contract.

<u>Task</u>	<u>Force Account Work Performed By</u>
Design	SFMTA Sustainable Streets Division staff
Curb Ramps	DPW or SFMTA Engineering
Review of Electrical Design	DPW-Bureau of Engineering
Construction Management	DPW- Bureau of Construction

### **Schedule**

Polk Street Signal Upgrade Project	
Advertise	June 2015-August 2015 (Depending on Caltrans approval date)
Begin Construction	December 2015
Completion	December 2016
Polk Streetscape Project	
Advertise	November 2015
Begin Construction	March 2016
Completion	September 2017

### **Construction Budget**

The total amount of HSIP funds for the construction phase of this project is \$1,164,600. The minimum required match is \$129,400 (10%).

However, because the cost is estimated to be \$1,547,500, the project needs \$382,900 in local funds to be complete. We are thus requesting over and above the required match. Federal fund programs like HSIP also cap the amount that can be spent on construction engineering and inspection at 10% of contract costs, where typical City projects is usually in the range of 20-25%.

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

FY 2014/15

**Project Name:** Polk Street Traffic Signal Upgrade

**Implementing Agency:** San Francisco Municipal Transportation Agency

**ENVIRONMENTAL CLEARANCE**

**Type :** Categorically Exempt      **Completion Date (mm/dd/yy)**

**Status:** N/A

**PROJECT DELIVERY MILESTONES**

**Enter dates for ALL project phases, not just for the current request.** Use July 1 as the start of the fiscal year. Use 1, 2, 3, 4 to denote quarters and XXXX/XX for the fiscal year (e.g. 2010/11). Additional schedule detail may be provided in the text box below.

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)	4	2013/14	4	2014/15
Prepare Bid Documents				
Advertise Construction	4	2014/15		
Start Construction (e.g., Award Contract)	2	2015/16		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			2	2016/17
Project Closeout (i.e., final expenses incurred)			1	2017/18

**SCHEDULE COORDINATION/NOTES**

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

<u>Milestone</u>	<u>Complete</u>
Design	June 2015
Advertise for Construction	June-August 2015 (Dependent on Caltrans approval date)
Construction Begins	December 2015
Open for Use	December 2016

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

FY 2014/15

**Project Name:** Polk Street Traffic Signal Upgrade

**Implementing Agency:** San Francisco Municipal Transportation Agency

**COST SUMMARY BY PHASE - CURRENT REQUEST**

Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.

Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$ 1,547,500	\$ 382,900	
Procurement (e.g. rolling stock)				
		\$1,547,500	\$382,900	\$0

**COST SUMMARY BY PHASE - ENTIRE PROJECT**

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)	\$315,000	SFMTA actual costs
R/W Activities/Acquisition		
Construction	\$ 1,547,500	SFMTA Estimate based on previous projects
Procurement (e.g. rolling stock)		
<b>Total:</b>	<b>\$ 1,862,500</b>	

**% Complete of Design:** 90 as of 3/13/15

**Expected Useful Life:** 30 Years

**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form**

**MAJOR LINE ITEM BUDGET**

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.
2. Requests for project development should include preliminary estimates for later phases such as construction.
3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.
4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.
5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.

**Polk Street Traffic Signal Upgrade**

Description	Cost	Performed by	Budget Detail Reference
-------------	------	--------------	-------------------------

**DESIGN PHASE**

1 Detailed Design & Coordination	\$165,000	SFMTA	
2 Electrical Design Review	\$150,000	SFDPW	
	\$ 315,000		

<b>TOTAL DESIGN PHASE</b>	<b>\$ 315,000</b>
---------------------------	-------------------

**CONSTRUCTION PHASE**

	Cost-Estimate	% of Contract Cost	Performed by
1 Contract Cost	\$850,000		Contractor
2 Contingency (15%)	\$127,500	15%	N/A
3 Controllers + APS Units	\$230,000		SFMTA Procurement
4 Ct Prep & DPW Eng Support	\$29,027	3%	DPW (Bureau of Engineering) <u>VII</u>
5 Construction Engineering/Inspection	\$107,120	13%	DPW (Bureau of Construction Mgmt) <u>II</u>
6 Public Affairs	\$10,697	1%	DPW (Bureau of Construction Mgmt) <u>V</u>
7 Material Testing	\$42,028	5%	DPW (Bureau of Construction Mgmt) <u>IV</u>
8 Wage Check	\$25,428	2%	DPW (Bureau of Construction Mgmt) <u>VI</u>
9 Curb Ramp Construction Support	\$3,942	2%	DPW (Bureau of Construction Mgmt) <u>III</u>
10 Construction Support	\$121,682	14%	SFMTA Eng & Shops <u>I</u>
<b>Construction Phase Subtotal</b>	<b>\$1,547,424</b>		
<b>Rounded to</b>	<b>\$1,547,500</b>		

<b>TOTAL COST OF ALL PHASES</b>	<b>\$1,862,500</b>
---------------------------------	--------------------

San Francisco County Transportation Authority  
 Proposition K Sales Tax Program Allocation Request Form

AGENCY STAFF (CONSTRUCTION PHASE)

MFB = Mandatory Fringe Benefits
FTE = Full Time Equivalent employee

I SFMTA Labor

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Approved Overhead Rate	Overhead = (Salary+MFB) x Approved Overhead Rate	(Fully Burdened) Salary + MFB + Overhead	FTE Ratio	Hours	Cost
Electrician (7345)**	99,797	59,405	\$ 159,202	0.803	\$ 127,839	\$ 287,041	0.088	184	\$ 25,392
Senior Engineer (5211)	160,980	83,425	\$ 244,406	0.803	\$ 196,258	\$ 440,664	0.019	40	\$ 8,474
Engineer (5241)	139,053	73,821	\$ 212,874	0.803	\$ 170,938	\$ 383,812	0.043	90	\$ 16,607
Associate Engineer (5207)	120,085	65,513	\$ 185,598	0.803	\$ 149,036	\$ 334,634	0.077	160	\$ 25,741
Assistant Engineer (5203)	103,246	58,643	\$ 161,889	0.803	\$ 129,997	\$ 291,887	0.156	324	\$ 45,467
<b>Total</b>							<b>0.384</b>	<b>798</b>	<b>\$ 121,682</b>

II DPW IDC Construction Engineering/Inspection

Position	Base Salary	Fully Burdened	FTE	Hours	Cost
Engineer	\$ 139,053	\$ 376,834	0.015	30	\$ 5,517
Associate Engineer	\$ 120,085	\$ 325,432	0.040	84	\$ 13,142
Sr Const Inspector (6319)	\$ 114,887	\$ 311,344	0.101	210	\$ 31,434
Construction Inspector (6318)	\$ 104,214	\$ 282,420	0.202	420	\$ 57,027
<b>Total</b>			0.358	744.45	<b>\$ 107,120</b>

III DPW Streets & Highways (S&H) - Design

Position	Base Salary	Fully Burdened	FTE	Hours	Cost
Associate Engineer (5207)	\$ 120,085	\$ 325,432	0.004	8	\$ 1,252
Assistant Engineer (5203)	\$ 103,246	\$ 279,798	0.010	20	\$ 2,690
<b>Total</b>			0.013	28	<b>\$ 3,942</b>

\* Base Salary is step 5 for each classification in effect today.  
 \*\* Electricians receive a 5% premium when assigned as traffic signal electricians  
 \*\*\* Construction Inspectors receive a 5% premium when acting in that capacity  
 \* Base Salary is step 5 for each classification in effect today.  
 \*\* Electricians receive a 5% premium when assigned as traffic signal electricians  
 \*\*\* Construction Inspectors receive a 5% premium when acting in that capacity

**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form**

<b>IV DPW Materials Testing</b>									
	<b>Position</b>	<b>Base Salary</b>	<b>Fully Burdened</b>	<b>FTE</b>	<b>Hours</b>	<b>Cost</b>			
	Engineer (5241)	\$ 139,053	\$ 376,834	0.011	22	\$ 3,986			
	Associate Engineer (5207)	\$ 120,085	\$ 325,432	0.026	54	\$ 8,449			
	Assistant Engineer (5203)	\$ 103,246	\$ 279,798	0.106	220	\$ 29,594			
	<b>Total</b>			0.132	296	<b>\$ 42,028</b>			

<b>V DPW Public Affairs</b>									
	<b>Position</b>	<b>Base Salary</b>	<b>Fully Burdened</b>	<b>FTE</b>	<b>Hours</b>	<b>Cost</b>			
	PR Officer (1314)	\$ 98,822	\$ 267,809	0.008	16	\$ 2,060			
	Public Info Officer (1312)	\$ 82,868	\$ 224,573	0.038	80	\$ 8,637			
	<b>Total</b>			0.046	96	<b>\$ 10,697</b>			

<b>VI DPW Wage Check/Contract Compliance</b>									
	<b>Position</b>	<b>Base Salary</b>	<b>Fully Burdened</b>	<b>FTE</b>	<b>Hours</b>	<b>Cost</b>			
	Principal Clerk (1408)	\$ 76,094	\$ 206,214	0.019	40	\$ 3,966			
	Contract Compliance Officer I (2992)	\$ 101,726	\$ 275,676	0.058	120	\$ 15,904			
	Contract Compliance Officer II (2978)	\$ 133,302	\$ 361,249	0.015	32	\$ 5,558			
	<b>Total</b>			0.092	192	<b>\$ 25,428</b>			

<b>VII DPW Contract Prep and Eng Support</b>									
	<b>Position</b>	<b>Base Salary</b>	<b>Fully Burdened</b>	<b>FTE</b>	<b>Hours</b>	<b>Cost</b>			
	Engineer (5241)	\$ 139,053	\$ 376,834	0.010	20	\$ 3,623			
	Associate Engineer (5207)	\$ 120,085	\$ 325,432	0.020	42	\$ 6,571			
	Assistant Engineer (5203)	\$ 103,246	\$ 279,798	0.067	140	\$ 18,833			
	<b>Total</b>			0.088	202	<b>\$ 29,027</b>			

San Francisco County Transportation Authority  
 Proposition K Sales Tax Program Allocation Request Form

**Contract Cost Estimate**

Prepared by: Jarrett Hombostel,  
 SFMTA/William Chan, SFPW

Date: 03/31/2015

<b>Item</b>	<b>Cost</b>
Vehicle Signals	\$ 48,300
Vehicle Signal Mountings	\$ 37,900
Pedestrian Signals	\$ 43,560
Pedestrian Signal Mountings	\$ 29,300
Poles	\$ 107,900
Pull Boxes	\$ 45,200
Conduits	\$ 253,855
Foundations	\$ 28,930
Wiring	\$ 90,000
Remove Existing Infrastructure	\$ 30,000
Miscellaneous (Traffic Routing; Mobilization; Allowances)	\$ 131,997
<b>TOTAL ENGINEERS ESTIMATE</b>	<b>\$ 846,942</b>
<b>Rounded Total</b>	<b>\$ 850,000</b>



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

FY 2014/15

**Project Name:** Polk Street Traffic Signal Upgrade

**FUNDING PLAN - FOR CURRENT PROP K REQUEST**

Prop K Funds Requested:

5-Year Prioritization Program Amount:  (enter if appropriate)

Strategic Plan Amount for Requested FY:

**FUNDING PLAN - FOR CURRENT PROP AA REQUEST**

Prop AA Funds Requested:

5-Year Prioritization Program Amount:  (enter if appropriate)

Strategic Plan Amount for Requested FY:

If the amount requested is inconsistent (e.g., greater than) with the Prop K/Prop AA Strategic Plan amount and/or the 5-Year Prioritization Program (5YPP), provide a justification in the space below including a detailed explanation of which other project or projects will be deleted, deferred, etc. to accommodate the current request and maintain consistency with the 5YPP and/or Strategic Plan annual programming levels.

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2014/15 for Polk Street Traffic Signal Upgrade in the Signals and Signs 5YPP.

Fully funding the project requires a 5YPP amendment to reprogram \$382,900 in Fiscal Year 14/15 funds currently programmed to the design phase to the construction phase of the subject project.

The Prop K Strategic Plan amount is the entire amount programmed in the Signals and Signs category in Fiscal Year 2014/15.

Enter the funding plan for the phase or phases for which Prop K/Prop AA funds are currently being requested. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Federal HSIP		\$1,164,600		\$1,164,600
Prop K	\$382,900			\$382,900
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>		\$1,164,600	\$0	\$1,547,500

Actual Prop K Leveraging - This Phase:

Expected Prop K Leveraging per Expenditure Plan:  Total from Cost worksheet

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

Is Prop K/Prop AA providing **local match funds** for a state or federal grant? Yes - Prop K

Fund Source	\$ Amount	Required Local Match	
		%	\$
Federal HSIP	\$1,164,600	10.00%	\$112,600.00

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

Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Federal HSIP		\$1,164,600	\$252,900	\$1,417,500
Prop K	\$382,900			\$382,900
SFMTA			\$62,100	\$62,100
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>		\$1,164,600	\$315,000	\$ 1,862,500

Actual Prop K Leveraging - Entire Project:	79.44%	Total from Cost worksheet
Expected Prop K Leveraging per Expenditure Plan:	41.47%	
Actual Prop AA Leveraging - Entire Project:	NA	

**\$ 1,862,500**

**FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST**

Use the table below to enter the proposed cash flow distribution schedule (e.g. the maximum Prop K/Prop AA funds that are guaranteed to be available for reimbursement each fiscal year) for the current request. If the schedule is more aggressive than the Prop K/Prop AA Strategic Plan and/or 5YPP, please explain in the text box below how cash flow for other projects and programs will be slowed down to accommodate the current request without exceeding annual cash flow assumptions made in the Strategic Plan.

Prop K Funds Requested: \$382,900

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$191,450	50.00%	\$191,450
FY 2016/17	\$191,450	50.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	<b>\$382,900</b>		

Prop AA Funds Requested: \$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16		#DIV/0!	\$0
FY 2016/17		#DIV/0!	\$0
		#DIV/0!	\$0
<b>Total:</b>	<b>\$0</b>		

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$382,900	Construction
<b>Total:</b>	<b>\$382,900</b>		

Notes (e.g., justification for multi-phase recommendations, notes for multi-EP line item or multi-sponsor recommendations):

**Cash Flow Distribution Schedule by Fiscal Year** (for entire allocation/appropriation)

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 33	FY 2015/16	\$191,450	50.00%	\$191,450
Prop K EP 33	FY 2016/17	\$191,450	50.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
<b>Total:</b>		<b>\$382,900</b>	<b>100%</b>	

**Cash Flow Distribution Schedule by Fiscal Year & Phase** (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 33	FY 2015/16	Construction	\$191,450	50%	\$191,450
Prop K EP 33	FY 2016/17	Construction	\$191,450	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$382,900</b>		

**Prop K/Prop AA Fund Expiration Date:**  Eligible expenses must be incurred prior to this date.

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution. No.  Res. Date:

Project Name:

Implementing Agency:

	Action	Amount	Fiscal Year	Phase
Future Commitment to:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Trigger: <input type="text"/>			

**Deliverables:**

- 
- 
- 

**Special Conditions:**

- The recommended allocation is contingent upon a 5YPP amendment to reprogram \$382,900 in FY14/15 funds currently programmed to the design phase of the subject project to the construction phase. See attached 5YPP amendment for details.
- SFMTA may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$382,900) pending receipt of evidence of completion of design (e.g. copy of certifications page).
- The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

**Notes:**

- 
- 

Supervisorial District(s):

Prop K proportion of expenditures - this phase:	24.74%
Prop AA proportion of expenditures - this phase:	<input type="text"/>

**Sub-project detail?**  If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer:

Project # from SGA:

San Francisco County Transportation Authority  
 Proposition K Sales Tax Program Allocation Request Form

**MAPS AND DRAWINGS**

Insert or attach files of maps, drawings, photos of current conditions, photo compositions, etc. to support understanding of the project scope and evaluation of how geographic diversity was considered in the project prioritization process.

This text box and the blue header may be deleted to better accommodate any graphics.

Polk Street Traffic Signal Upgrade

**VICINITY/ PROJECT MAP**

The proposed project is located in the northwestern part of San Francisco along Polk Street. Polk Street is a neighborhood street with many small local businesses, restaurants, and small hotels. Many of the people (50%) typically walk to Polk Street. It is relatively flat which makes the street easy and more attractive to walk, unlike many of their neighboring parallel streets. There are two elementary schools nearby, including Redding Elementary School and Tenderloin Elementary School. Muni's 19 Polk line also runs along Polk Street.



**LEGEND**

- HSIP Project
- Streetscape Project
- - - Turk St. Safe Routes to School
- Elementary School



San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form



Traffic Controller and new curb ramps



Pedestrian Countdown Signal

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

FY of Allocation Action:	2014/15	Current Prop K Request:	\$ 382,900
			Current Prop AA Request:

Project Name: Polk Street Traffic Signal Upgrade

Implementing Agency: San Francisco Municipal Transportation Agency

**Signatures**

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

**Project Manager**

**Grants Section Contact**

Name (typed): Manito Velasco

Joel C. Goldberg

Title: Engineer

Manager, Capital Procurement & Management

Phone: (415) 701-4447

(415) 701-4499

Fax: \_\_\_\_\_

\_\_\_\_\_

Email: manito.velasco@sfmta.com

Joel.Goldberg@sfmta.com

Address: 1 South Van Ness, 7th Floor San Francisco, CA 94103-5417

1 South Van Ness, 8th Floor San Francisco, CA 94103-5417

Signature: \_\_\_\_\_

\_\_\_\_\_

Date: \_\_\_\_\_

\_\_\_\_\_

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

Signals and Signs (EP 33)

Programming and Allocations to Date

Amendment Pending Transportation Board Approval (Anticipated 5/19/15)

Agency	Project Name	Phase(s)	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
<b>Follow-the-Paving</b>									
SFMTA	Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON	Programmed	\$200,000					\$200,000
SFMTA	Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON	Programmed		\$200,000				\$200,000
SFMTA	Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON	Programmed			\$200,000			\$200,000
SFMTA	Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON	Programmed				\$200,000		\$200,000
SFMTA	Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON	Programmed					\$150,000	\$150,000
<b>Traffic Signal Upgrades</b>									
SFMTA	Traffic Signal Upgrades (15 Locations) <sup>1</sup>	PS&E	Programmed	\$564,524					\$564,524
SFMTA	7th Avenue and Lincoln Way Intersection Improvements <sup>1</sup>	CON	Allocated	\$95,476					\$95,476
SFMTA	Traffic Signal Upgrades (15 Locations)	CON	Programmed		\$2,640,000				\$2,640,000
SFMTA	Traffic Signal Upgrades (15 Locations)	PS&E	Programmed		\$660,000				\$660,000
SFMTA	Franklin/Divisadero Corridor Signal Upgrade	CON	Programmed		\$3,435,000				\$3,435,000
SFMTA	Eddy and Ellis Traffic Calming Improvement (NTIP)	CON	Programmed	\$142,271					\$142,271
SFMTA	19th Avenue Signals Phase 3 (9)	PS&E	Programmed	\$630,000					\$630,000
SFMTA	19th Avenue Signals Phase 3 (9)	CON	Programmed			\$2,520,000			\$2,520,000
SFMTA	Replace Video Detection on 3rd Street Phase 1	CON, PROC	Programmed	\$300,000					\$300,000
SFMTA	Replace Video Detection on 3rd Street Phase 2	CON, PROC	Programmed			\$300,000			\$300,000
SFMTA	Replace Video Detection on 3rd Street Phase 3	CON, PROC	Programmed				\$457,950		\$457,950
SFMTA	Traffic Signal Visibility Upgrades (12)	PS&E, CON	Programmed		\$300,000				\$300,000



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

**Signals and Signs (EP 33)**

**Programming and Allocations to Date**

Amendment Pending Transportation Board Approval (Anticipated 5/19/15)

Agency	Project Name	Phase(s)	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	South Van Ness Conduit Installation	PS&E, CON	Programmed	\$200,000					\$200,000
SFMTA	South Van Ness Signal Upgrade (12)	PS&E	Programmed	\$398,100					\$398,100
SFMTA	South Van Ness Signal Upgrade (12)	CON	Programmed			\$1,434,900			\$1,434,900
SFMTA	Polk Corridor Signal Upgrade <sup>2</sup>	PS&E	Programmed	\$277,100					\$277,100
SFMTA	Polk Corridor Signal Upgrade <sup>2</sup>	CON	Pending	\$382,900					\$382,900
SFMTA	Polk Corridor Signal Upgrade	CON	Programmed		\$1,222,500				\$1,222,500
SFMTA	Gough Corridor Signal Upgrade (14)	PS&E	Programmed	\$463,000					\$463,000
SFMTA	Gough Corridor Signal Upgrade (14)	CON	Programmed		\$2,450,000				\$2,450,000
SFMTA	Great Highway Traffic Signal Upgrade (8)	CON	Programmed			\$607,729			\$607,729
SFMTA	Van Ness BRT S/figo Signal Improvements	CON	Programmed		\$2,275,000				\$2,275,000
SFMTA	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed		\$357,729				\$357,729
<b>Total Programmed in 5YPP</b>				\$3,653,371	\$13,540,229	\$5,062,629	\$657,950	\$150,000	\$23,064,179

<b>Total Allocated and Pending in 5YPPs</b>	\$478,376	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$478,376
<b>Total Deobligated in 5YPPs</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Unallocated in 5YPPs</b>	\$3,174,995	\$13,540,229	\$5,062,629	\$657,950	\$150,000	\$22,585,803			

<b>Total Programmed in 2014 Strategic Plan</b>	\$3,653,371	\$13,540,229	\$5,062,629	\$657,950	\$150,000	\$23,064,179
<b>Deobligated from Prior 5YPP Cycles **</b>	\$156,376					\$156,376
<b>Cumulative Remaining Programming Capacity</b>	\$156,376	\$156,376	\$156,376	\$156,376	\$156,376	\$156,376

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

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

**FOOTNOTES:**

- 5YPP Amendment to fully fund 7th Avenue and Lincoln Way Intersection Improvements (Resolution 15-046, 03/24/2015):  
 Traffic Signal Upgrades (15 Locations): Reduced by \$95,476 in FY 2014/15 design funds, 7th Avenue and Lincoln Way is one of the 15 locations covered by this placeholder.  
 7th Avenue and Lincoln Way: Added project with \$95,476 for construction.
- 5YPP Amendment to reprogram \$382,900 from the PS&E phase to the construction phase of the Polk Street Traffic Signal Upgrade project (Resolution XX-XXX, xx/xx/2015).  
 Design fully funded through Federal HISIP grant and SFMTA operating funds.

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

Signals and Signs (EP 33)

Cash Flow (\$) Maximum Annual Reimbursement

Amendment Pending Transportation Board Approval (Anticipated 5/19/15)

Project Name	Phase	Fiscal Year							Total	
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20			
<b>Follow-the-Paving</b>										
Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON	\$200,000								\$200,000
Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON		\$200,000							\$200,000
Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON			\$200,000						\$200,000
Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON				\$200,000					\$200,000
Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON					\$150,000				\$150,000
<b>Traffic Signal Upgrades</b>										
Traffic Signal Upgrades (15 Locations) 1	PS&E	\$330,000	\$234,524							\$564,524
7th Avenue and Lincoln Way Intersection Improvements 1	CON		\$95,476							\$95,476
Traffic Signal Upgrades (15 Locations)	CON		\$440,000	\$1,320,000	\$880,000					\$2,640,000
Traffic Signal Upgrades (15 Locations)	PS&E		\$330,000	\$330,000						\$660,000
Franklin/Divisadero Corridor Signal Upgrade	CON		\$1,717,500	\$1,717,500						\$3,435,000
Eddy and Ellis Traffic Calming Improvement (NTIP)	CON		\$71,136	\$71,135						\$142,271
19th Avenue Signals Phase 3 (9)	PS&E	\$315,000	\$315,000							\$630,000
19th Avenue Signals Phase 3 (9)	CON			\$2,000,000	\$520,000					\$2,520,000
Replace Video Detection on 3rd Street Phase 1	CON, PROC	\$200,000	\$100,000							\$300,000
Replace Video Detection on 3rd Street Phase 2	CON, PROC		\$200,000	\$100,000						\$300,000
Replace Video Detection on 3rd Street Phase 3	CON, PROC				\$305,300	\$152,650				\$457,950
Traffic Signal Visibility Upgrades (12)	PS&E, CON		\$200,000	\$100,000						\$300,000

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

**Signals and Signs (EP 33)**

**Cash Flow (\$) Maximum Annual Reimbursement**

Amendment Pending Transportation Board Approval (Anticipated 5/19/15)

Project Name	Phase	Fiscal Year							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20		
South Van Ness Conduit Installation	PS&E, CON	\$200,000							\$200,000
South Van Ness Signal Upgrade (12)	PS&E	\$199,050	\$199,050						\$398,100
South Van Ness Signal Upgrade (12)	CON			\$478,300	\$478,300	\$478,300			\$1,434,900
Polk Corridor Signal Upgrade2	PS&E	\$117,100	\$160,000						\$277,100
Polk Corridor Signal Upgrade2	CON		\$191,450	\$191,450					\$382,900
Polk Corridor Signal Upgrade	CON		\$407,500	\$815,000					\$1,222,500
Gough Corridor Signal Upgrade (14)	PS&E	\$231,500	\$231,500						\$463,000
Gough Corridor Signal Upgrade (14)	CON		\$0	\$800,000	\$1,650,000				\$2,450,000
Great Highway Traffic Signal Upgrade (8)	CON			\$0	\$303,865	\$303,864			\$607,729
Van Ness BRT SFGO Signal Improvements	CON		\$1,706,250	\$568,750					\$2,275,000
Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON		\$178,865	\$178,864					\$357,729
<b>Total Cash Flow in 5YPP</b>		\$1,792,650	\$6,778,251	\$8,970,999	\$4,437,465	\$1,084,814	\$0		\$23,064,179
<b>Total Cash Flow Allocated</b>		\$0	\$286,926	\$191,450	\$0	\$0	\$0		\$478,376
<b>Total Cash Flow Deobligated</b>		\$0	\$0	\$0	\$0	\$0	\$0		\$0
<b>Total Cash Flow Unallocated</b>		\$1,792,650	\$6,491,325	\$8,779,549	\$4,437,465	\$1,084,814	\$0		\$22,585,803
<b>Total Cash Flow in 2014 Strategic Plan</b>		\$2,175,550	\$6,586,801	\$8,779,549	\$4,437,465	\$1,084,814	\$0		\$23,064,179
<b>Deobligated from Prior 5YPP Cycles **</b>		\$156,376							\$156,376
<b>Cumulative Remaining Cash Flow Capacity</b>		\$539,276	\$347,826	\$156,376	\$156,376	\$156,376	\$156,376		\$156,376

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

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

See 2014 Prop K 5YPP - Program of Projects Programming and Allocations to Date table for programming footnotes.

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

**FY of Allocation Action:**

**Project Name:**

**Implementing Agency:**

**EXPENDITURE PLAN INFORMATION**

<b>Prop K Category:</b>	<input type="text" value="C. Street &amp; Traffic Safety"/>	Gray cells will automatically be filled in.
<b>Prop K Subcategory:</b>	<input type="text" value="iv. Bicycle and Pedestrian Improvements"/>	
<b>Prop K EP Project/Program:</b>	<input type="text" value="b. Bicycle Circulation/Safety"/>	
<b>Prop K EP Line Number (Primary):</b>	<input type="text" value="39"/>	<b>Current Prop K Request:</b> \$ <input type="text" value="100,000"/>
<b>Prop K Other EP Line Numbers:</b>	<input type="text" value="40"/>	

**Prop AA Category:**

**Current Prop AA Request:** \$

**Supervisorial District(s):**

**SCOPE**

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

Indicate whether work is to be performed by outside consultants and/or by force account.

The San Francisco Municipal Transportation Agency (SFMTA) requests Prop K Neighborhood Transportation Improvement Program (NTIP) capital funding in the amount of \$100,000 for conceptual engineering for “the Hairball,” the intersection of Cesar Chavez, Bayshore, Portrero, and US Highway 101. This intersection includes portions of Bike Routes 60 and 25 (where bikes and car share the roadway on Cesar Chavez Street and Bayshore Boulevard respectively), as well as a dedicated off-street bicycle path connecting Cesar Chavez Street under Highway 101. A map and photo showing the routes and dedicated bicycle path is included in this request. The scope of work continues on the next page.

The Transportation Authority’s Neighborhood Transportation Improvement Program (NTIP) is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other neighborhoods with high unmet needs. NTIP capital funding is intended to advance one small and one mid-sized neighborhood scale project toward implementation in the next five years in each district.

**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request**

**Background**

In 2012, the San Francisco Planning Department published the Cesar Chavez East Community Design Plan, which includes safety improvement recommendations for the Bayshore/Cesar Chavez/Potrero intersection (also known as the Hairball). In the project area, Cesar Chavez Street, Bayshore Boulevard and Potrero Avenue change from city streets to a complex arrangement of bridges and ramps linking the three streets with Highway 101. The intersection is built in three levels, with pedestrian and bicycle circulation generally restricted to the middle and ground levels, while vehicles use all three levels. While limited in some respects, the pedestrian and bicycle circulation network allows connections between Cesar Chavez Street, Bayshore Boulevard and Potrero Avenue that are not possible by vehicle and has the potential to provide a high level of connectivity to non-motorized users within the framework of the existing highly complex intersection structure. The SFMTA is requesting \$100,000 in Neighborhood Transportation Improvement Program capital funds to finalize conceptual designs for several safety improvement recommendations.

**Scope**

The scope of work included in this project builds upon recommendations from the Cesar Chavez East Community Design Plan and spot improvement prioritization from an SFMTA-sponsored workshop in early 2014. This project will further spot improvements at three key intersection sites— Segment F, Segment G, and Segment N as shown on the map attached to this allocation request — and will also result in a lighting plan for the intersection.

Segment F is a path carrying people traveling eastbound on foot and bicycle through an undeveloped city-owned lot. The existing path is approximately six feet wide, which is too narrow for a shared use path for one-way bicycle traffic and two-way pedestrian traffic. To facilitate future improvements along Segment F, San Francisco Public Works (SFPW) will survey the segment area and assess the possibility of providing a wider multi-use path or separate paths for pedestrians and cyclists. The SFMTA will create conceptual designs (20% design drawings) based on SFPW's work.

Segment G carries people on foot and on bicycle traveling eastbound down a steep grade under the Highway 101 southbound on-ramp. The path descends a flight of stairs while a parallel ramp which accommodates people on bicycles may be too steep for many users. (The grade is currently 30 percent. According to FHWA guidelines, grade should be 10 percent.) The overhead on-ramp structure provides narrow clearance of approximately eight feet. SFPW will survey the area and design a more accessible path for pedestrians and cyclists to negotiate the elevation change. The SFMTA will create conceptual designs (20% design drawings) based on SFPW's work.

Segment N carries pedestrians and two-way bicycle traffic on Bayshore Boulevard between Marin Street and Jerrold Avenue. Southbound cyclists currently share the 6-foot-wide sidewalk with pedestrians while northbound cyclists use the standard Class 2 bike lane. The existing sidewalk on the east side of the street is 6 feet wide, with approximately 3 foot wide pinch points at poles. The sidewalk is obstructed by street light poles, utility poles and a fire hydrant. The SFMTA will create a

**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request**

conceptual design of a separated bike facility/cycle track to improve conditions for people on bikes and walking.

Lighting is an important factor in perceived and actual personal safety, and many users of the intersection consider the lighting of pedestrian and cycling paths inadequate. Paths often appear shadowy and unsafe, particularly where they diverge from the roadway or are overshadowed by bridges and ramps. Light fixture placement seems haphazard, and broken lights are not always fixed promptly. SFPW will develop a lighting plan for the interchange area that addresses the specific needs of pedestrians, cyclists and motorists based on current guidelines and standards.

The SFMTA tasks include project management, conceptual designs for bicycle and pedestrian improvements, and coordinating the project with Caltrans and SFPW. SFPW tasks include area surveys developing an area-wide lighting plan that addresses specific needs for pedestrians, cyclists and motorists. In coordination with Segment F, Segment G, and Segment N improvements, SFMTA will conduct stakeholder outreach, working with all necessary City and State entities. SFMTA will also conduct a walking and bike audit of the areas under study in order to identify major concerns for pedestrians and bicyclists.

**Prioritization**

The Cesar Chavez East Community Design Plan prioritizes the Hairball as an important pedestrian and bicycle connector in the area, providing east-west connections on Cesar Chavez and north-south connections on Potrero and Bayshore.

Upgrading the bicycle and pedestrian facilities on Cesar Chavez, Bayshore and Potrero are Vision Zero projects. Vision Zero is a San Francisco policy intended to achieve the following goals by 2024:

- Eliminate all traffic deaths
- Reduce severe and fatal injury inequities across neighborhoods, transportation modes, and populations

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

FY 2014/15

**Project Name:** Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]

**Implementing Agency:** San Francisco Municipal Transportation Agency

**ENVIRONMENTAL CLEARANCE**

**Type :** Categorically Exempt

**Completion Date**  
(mm/dd/yy)

**Status:**

**PROJECT DELIVERY MILESTONES**

**Enter dates for ALL project phases, not just for the current request.** Use July 1 as the start of the fiscal year. Use 1, 2, 3, 4 to denote quarters and XXXX/XX for the fiscal year (e.g. 2010/11). Additional schedule detail may be provided in the text box below.

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	4	2014/15	4	2015/16
Environmental Studies (PA&ED)	1	2016/17	3	2016/17
R/W Activities/Acquisition				
Design Engineering (PS&E)	3	2016/17	2	2017/18
Prepare Bid Documents				
Advertise Construction	3	2017/18		
Start Construction (e.g., Award Contract)	4	2017/18		
Procurement (e.g. rolling stock)				
Construction Complete (Open for Use)			4	2018/19
Project Closeout (i.e., final expenses incurred)			1	2019/20

**SCHEDULE COORDINATION/NOTES**

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

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

FY 2014/15

**Project Name:** Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP]

**Implementing Agency:** San Francisco Municipal Transportation Agency

**COST SUMMARY BY PHASE - CURRENT REQUEST**

Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.

Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	Yes	\$100,000	\$100,000	
Environmental Studies (PA&ED)	No			
Design Engineering (PS&E)	No			
R/W Activities/Acquisition	No			
Construction	No			
Procurement (e.g. rolling stock)	No			
		\$100,000	\$100,000	\$0

**COST SUMMARY BY PHASE - ENTIRE PROJECT**

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$ 100,000	SFMTA based on previous work
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
Right of Way (ROW)		
Construction		
Procurement (e.g. rolling stock)	\$ -	
<b>Total:</b>	<b>\$ 100,000</b>	

**% Complete of Design:**  as of:

**Expected Useful Life:**



**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form**

**MAJOR LINE ITEM BUDGET**

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.
2. Requests for project development should include preliminary estimates for later phases such as construction.
3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.
4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.
5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.
6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

Allocation Request Summary	
Item	Amount
SFMTA	\$ 39,500
SFPW	\$ 60,000
City Attorney Office Fees	\$ 500
<b>Project Total</b>	<b>\$ 100,000</b>
<b>Rounded Allocation Request</b>	<b>\$ 100,000</b>

MFB = Mandatory Fringe Benefits  
FTE = Full Time Equivalent

**SFMTA- Planning/Conceptual Engineering**

Position	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
Assistant Engineer (5203) / Transit Planner II (5288)	\$ 103,246	\$ 58,644	\$ 129,998	\$ 291,888	0.030	62	\$ 8,701
Associate Engineer (5207) / Transit Planner III (5289)	\$ 120,085	\$ 65,513	\$ 149,036	\$ 334,635	0.058	120	\$ 19,306
Engineer (5241) / Transit Planner IV (5290)	\$ 139,054	\$ 73,821	\$ 170,939	\$ 383,814	0.014	30	\$ 5,536
Senior Engineer (5211)	\$ 160,980	\$ 83,425	\$ 196,258	\$ 440,664	0.013	28	\$ 5,932
			<b>Total</b>		<b>0.115</b>	<b>240</b>	<b>\$ 39,474</b>

**Department of Public Works -Survey/Conceptual Engineering**

Description	Survey Cost
DPW Survey Contract	\$ 60,000
<b>Total</b>	<b>\$ 60,000</b>

**City Attorney Office Fees**

Description	Hourly Rate	FTE Ratio	Hours	Cost
City Attorney	\$ 250	0.001	2	\$ 500
			<b>Total</b>	<b>\$ 500</b>

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

FY 2014/15

Project Name: Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]

**FUNDING PLAN - FOR CURRENT PROP K REQUEST**

Prop K Funds Requested: \$100,000

5-Year Prioritization Program Amount: \$800,000 (enter if appropriate)

Strategic Plan Amount for Requested FY: See below

If the amount requested is inconsistent (e.g., greater than) with the Prop K/Prop AA Strategic Plan amount and/or the 5-Year Prioritization Program (5YPP), provide a justification in the space below including a detailed explanation of which other project or projects will be deleted, deferred, etc. to accommodate the current request and maintain consistency with the 5YPP and/or Strategic Plan annual programming levels.

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2014/15 for the subject project in the NTIP placeholder line in the Pedestrian Circulation/Safety 5YPP.

Fully funding the subject project requires an amendment to the Bicycle Circulation and Safety 5YPP. See attached 5YPP amendment for details.

The Strategic Plan amount is the entire amount programmed in Fiscal Year 2014/15 the Bicycle Circulation and Safety category (\$2,967,024) and the Pedestrian Circulation and Safety category (\$6,408,893).

Enter the funding plan for the phase or phases for which Prop K/Prop AA funds are currently being requested. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Prop K Sales Tax	\$50,000	\$50,000		\$100,000
				\$0
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>	\$100,000	\$0	\$0	\$100,000

Actual Prop K Leveraging - This Phase: 0.0%

Expected Prop K Leveraging per Expenditure Plan: 26.5%

\$100,000  
 Total from Cost worksheet

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

Is Prop K/Prop AA providing **local match funds** for a state or federal grant?

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)				
Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.				
Fund Source	Planned	Programmed	Allocated	Total
				\$ -
				\$ -
Cost and funding plan for future phases to be determined through this effort.				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
<b>Total:</b>	\$ -	\$ -	\$ -	\$ -

Actual Prop K Leveraging - Entire Project:  \$ -

Expected Prop K Leveraging per Expenditure Plan:  Total from Cost worksheet

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST
Use the table below to enter the proposed cash flow distribution schedule (e.g. the maximum Prop K/Prop AA funds that are guaranteed to be available for reimbursement each fiscal year) for the current request. If the schedule is more aggressive than the Prop K/Prop AA Strategic Plan and/or 5YPP, please explain in the text box below how cash flow for other projects and programs will be slowed down to accommodate the current request without exceeding annual cash flow assumptions made in the Strategic Plan.

Prop K Funds Requested:

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$25,000	25.00%	\$75,000
FY 2015/16	\$75,000	75.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	<b>\$100,000</b>		

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated: 04.14.2015 Resolution No. Res. Date:

Project Name: Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]

Implementing Agency: San Francisco Municipal Transportation Agency

Funding Recommended:	Amount		Phase:
	Prop K Allocation		
	\$100,000		Planning/Conceptual Engineering
<b>Total:</b>	<b>\$100,000</b>		

Notes (e.g., justification for multi-phase recommendations, notes for multi-EP line item or multi-sponsor recommendations):

**Cash Flow Distribution Schedule by Fiscal Year** (for entire allocation/appropriation)

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 39	FY 2014/15	\$12,500	12.5%	\$87,500
Prop K EP 40	FY 2014/15	\$12,500	12.5%	\$50,000
Prop K EP 39	FY 2015/16	\$37,500	37.5%	\$25,000
Prop K EP 40	FY 2015/16	\$37,500	37.5%	\$0
<b>Total:</b>		<b>\$100,000</b>	<b>100%</b>	

**Cash Flow Distribution Schedule by Fiscal Year & Phase** (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 39	FY 2014/15	Planning/Conceptual Engineering	\$12,500	12.5%	\$87,500
Prop K EP 40	FY 2014/15	Planning/Conceptual Engineering	\$12,500	25.0%	\$75,000
Prop K EP 39	FY 2015/16	Planning/Conceptual Engineering	\$37,500	62.5%	\$37,500
Prop K EP 40	FY 2015/16	Planning/Conceptual Engineering	\$37,500	100%	\$0
<b>Total:</b>			<b>\$100,000</b>		

**Prop K/Prop AA Fund Expiration Date:** 12/31/2016 Eligible expenses must be incurred prior to this date.

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated: 04.14.2015 Resolution No. Res. Date:

Project Name: Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]

Implementing Agency: San Francisco Municipal Transportation Agency

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				
	Trigger:			

**Deliverables:**

- Upon project completion (anticipated June 2016), provide conceptual design documents at the 20% level, the project area lighting plan, and updated scope, schedule, budget and funding plan. This deliverable may be satisfied by submittal of a Prop K request for the final design phase of the project.
- 

**Special Conditions:**

- The recommended allocation is contingent upon a 5YPP amendment to the Bicycle Circulation/Safety category to reprogram \$50,000 in FY 2014/15 Embarcadero Bikeways Enhancement funds to the subject project in FY 2014/15 and reprogram \$50,000 in FY 2015/16 NTIP placeholder funds to the Embarcadero Bikeways Enhancement project in FY 2015/16. See attached 5YPP amendment for details.
- 

**Notes:**

- Quarterly progress reports will be shared with the District Supervisor for this NTIP project.

Supervisorial District(s): 10 Prop K proportion of expenditures - this phase: 100.00%

Sub-project detail? Yes If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer: P&PD Project # from SGA:

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

**SUB-PROJECT DETAIL**

Sub-Project # from SGA:  Name:   
Supervisorial District(s):

**Cash Flow Distribution Schedule by Fiscal Year & Phase** (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 39	FY 2014/15	Planning/Conceptual Engineering	\$12,500	25%	\$37,500
Prop K EP 39	FY 2015/16	Planning/Conceptual Engineering	\$37,500	100%	\$0
<b>Total:</b>			<b>\$50,000</b>		

Sub-Project # from SGA:  Name:   
Supervisorial District(s):

**Cash Flow Distribution Schedule by Fiscal Year & Phase** (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 40	FY 2014/15	Planning/Conceptual Engineering	\$12,500	25%	\$37,500
Prop K EP 40	FY 2015/16	Planning/Conceptual Engineering	\$37,500	100%	\$0
<b>Total:</b>			<b>\$50,000</b>		

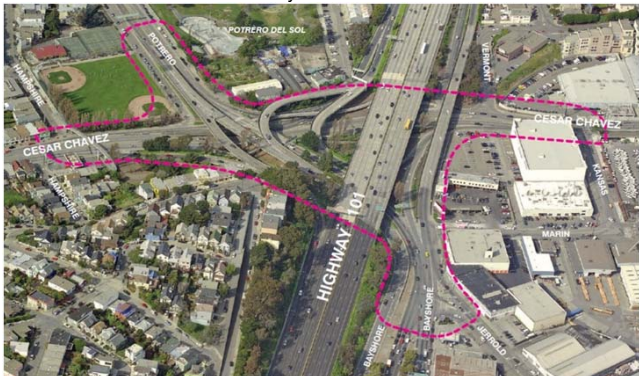
San Francisco County Transportation Authority  
 Proposition K Sales Tax Program Allocation Request Form

**MAPS AND DRAWINGS**

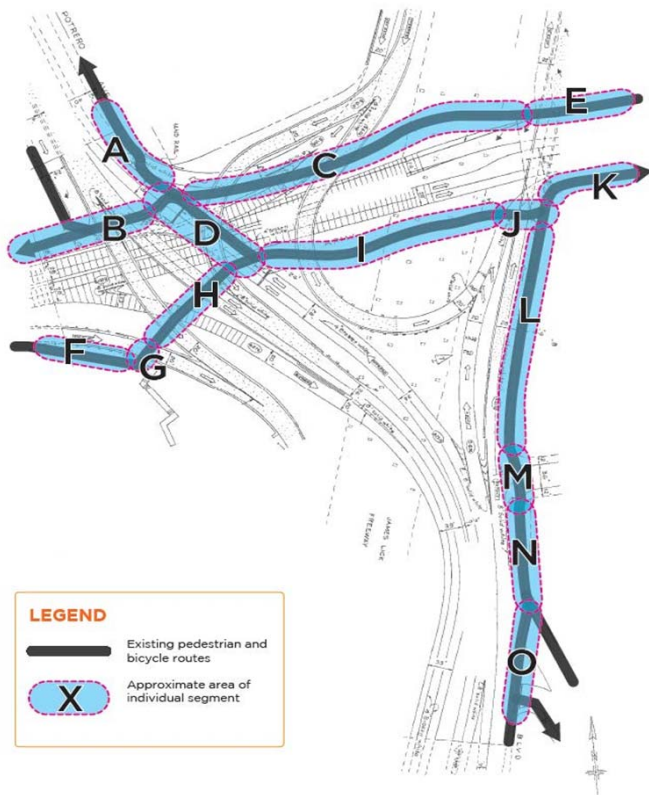
Insert or attach files of maps, drawings, photos of current conditions, photo compositions, etc. to support understanding of the project scope and evaluation of how geographic diversity was considered in the project prioritization process.

This text box and the blue header may be deleted to better accommodate any graphics.

Overview: The Cesar Chavez/Bayshore/Potrero intersection area from the south

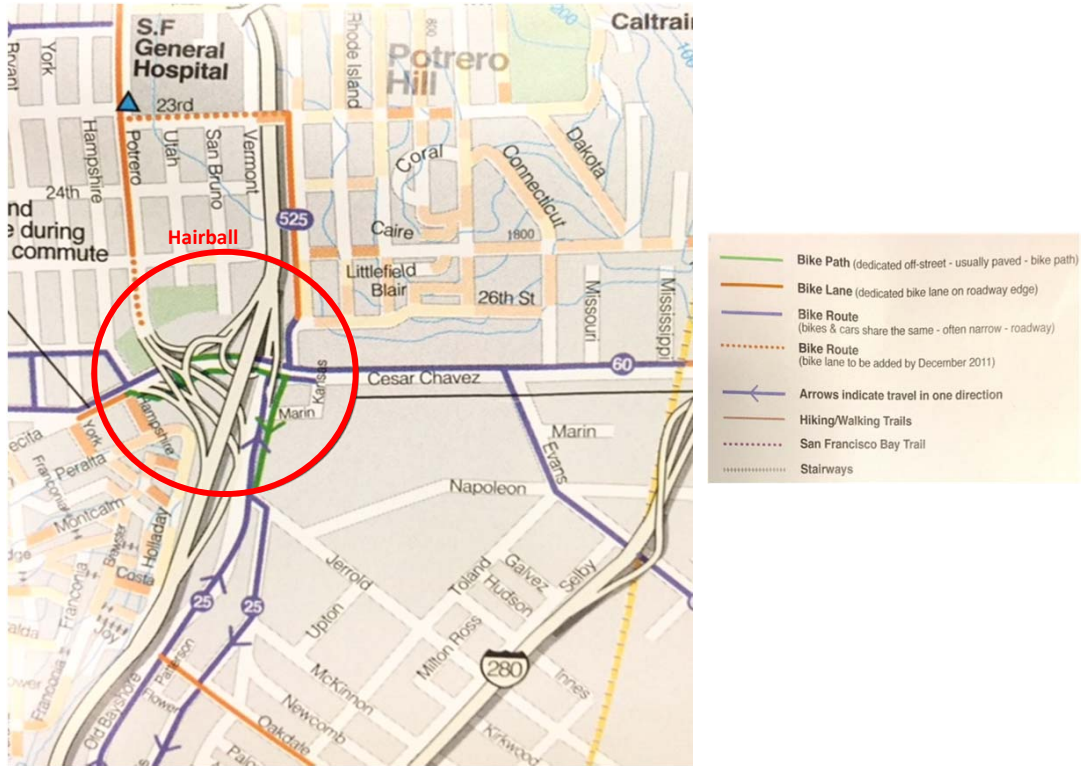


Map from the Cesar Chavez East Community Design Plan. Segments F and G are addressed by this proposal, along with areawide lighting concerns.



San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form

Hairball Bike Routes



Hairball Existing Conditions





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

FY of Allocation Action: 2014/15      Current Prop K Request: \$ 100,000  
Current Prop AA Request: \$ -

Project Name: Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]

Implementing Agency: San Francisco Municipal Transportation Agency

**Signatures**

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

**Project Manager**

**Grants Section Contact**

Name (typed): Thalia Leng

Joel C. Goldberg

Title: Transit Planner III

Manager,  
Capital Procurement & Mgmt

Phone: 415.701.4762

(415) 701-4499

Fax: (415)701-5228

(415) 701-4734

Email: [thalia.leng@sfmta.com](mailto:thalia.leng@sfmta.com)

[Joel.Goldberg@sfmta.com](mailto:Joel.Goldberg@sfmta.com)

Address: 1 South Van Ness, 7th FL,  
San Francisco, CA 94103

1 South Van Ness, 8th FL,  
San Francisco, CA 94103

Signature: \_\_\_\_\_

\_\_\_\_\_

Date: \_\_\_\_\_

\_\_\_\_\_

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Bicycle Circulation and Safety (EP 39)**  
**Programming and Allocations to Date**

Anticipated Transportation Authority Approval on May 19, 2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
<b>Bicycle Safety, Education and Outreach</b>									
SFMTA	Bike To Work Day Promotion <sup>5</sup>	CON	Allocated	\$76,000					\$76,000
SFMTA	Bike To Work Day Promotion	CON	Programmed		\$38,475				\$38,475
SFMTA	Bike To Work Day Promotion	CON	Programmed			\$38,475			\$38,475
SFMTA	Bike To Work Day Promotion	CON	Programmed				\$38,475		\$38,475
SFMTA	Bike To Work Day Promotion	CON	Programmed					\$38,475	\$38,475
SFMTA	Bicycle Promotion <sup>5</sup>	PLAN	Programmed	\$25,300					\$25,300
SFMTA	Bicycle Promotion	CON	Programmed		\$80,840				\$80,840
SFMTA	Bicycle Promotion	CON	Programmed			\$31,198			\$31,198
SFMTA	Bicycle Promotion	CON	Programmed					\$15,599	\$15,599
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed	\$48,400					\$48,400
SFMTA	Bicycle Safety Education Classes	CON	Allocated	\$72,000					\$72,000
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed		\$120,400				\$120,400
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed			\$117,258			\$117,258
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed				\$117,258		\$117,258
<b>System Performance and Innovation</b>									
SFMTA	Bicycle Counters & Barometers	DES/ CON	Programmed	\$2,500					\$2,500
SFMTA	Bicycle Counters & Barometers	DES/ CON	Allocated	\$97,500					\$97,500
SFMTA	Bicycle Counters & Barometers	DES/ CON	Programmed				\$51,615		\$51,615

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Bicycle Circulation and Safety (EP 39)**  
**Programming and Allocations to Date**

Anticipated Transportation Authority Approval on May 19, 2015

Agency	Project Name	Phase	Status	Fiscal Year					Total	
				2014/15	2015/16	2016/17	2017/18	2018/19		
SFMTA	Market Street Green Bike Lanes and Raised Cycletrack <sup>2</sup>	CON	Allocated	\$758,400						\$758,400
SFMTA	Innovative Treatments <sup>2</sup>	PLAN	Programmed	\$0						\$0
SFMTA	Innovative Treatments	PLAN	Programmed		\$5,600					\$5,600
SFMTA	Innovative Treatments	PLAN	Programmed			\$5,600				\$5,600
SFMTA	Innovative Treatments	PLAN	Programmed				\$5,600			\$5,600
SFMTA	Innovative Treatments	PLAN	Programmed					\$5,600		\$5,600
SFMTA	Innovative Treatments <sup>2</sup>	DES	Programmed	\$0						\$0
SFMTA	Innovative Treatments	DES	Programmed		\$14,400					\$14,400
SFMTA	Innovative Treatments	DES	Programmed			\$14,400				\$14,400
SFMTA	Innovative Treatments	DES	Programmed				\$14,400			\$14,400
SFMTA	Innovative Treatments	DES	Programmed					\$14,400		\$14,400
SFMTA	Innovative Treatments <sup>2</sup>	CON	Programmed	\$0						\$0
SFMTA	Innovative Treatments	CON	Programmed		\$120,000					\$120,000
SFMTA	Innovative Treatments	CON	Programmed			\$120,000				\$120,000
SFMTA	Innovative Treatments	CON	Programmed				\$120,000			\$120,000
SFMTA	Innovative Treatments	CON	Programmed					\$83,974		\$83,974
SFMTA	Spot Improvements <sup>2,4</sup>	CON	Programmed	\$0						\$0

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Bicycle Circulation and Safety (EP 39)**  
**Programming and Allocations to Date**  
 Anticipated Transportation Authority Approval on May 19, 2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	5th Street Green Shared Roadway Markings (Sharrows)	CON	Allocated	\$82,700					\$82,700
SFMTA	7th Avenue and Lincoln Way Intersection Improvements <sup>4</sup>	CON	Allocated	\$115,324					\$115,324
SFMTA	Spot Improvements	CON	Programmed		\$197,130				\$197,130
SFMTA	Spot Improvements	CON	Programmed			\$150,000			\$150,000
SFMTA	Spot Improvements	CON	Programmed				\$100,000		\$100,000
SFMTA	Spot Improvements	CON	Programmed					\$20,000	\$20,000
<b>Bicycle Network Expansion and Upgrades</b>									
SFMTA	Bike Strategy Planning	PLAN	Allocated	\$176,500					\$176,500
SFMTA	Bicycle Network Expansion and Upgrades	PLAN	Programmed	\$8,550					\$8,550
SFMTA	Bicycle Network Expansion and Upgrades	PLAN	Programmed		\$135,050				\$135,050
SFMTA	Bicycle Network Expansion and Upgrades	DES	Programmed	\$168,126					\$168,126
SFMTA	Bicycle Network Expansion and Upgrades	DES	Programmed		\$168,126				\$168,126
SFMTA	Bicycle Network Expansion and Upgrades <sup>1,3</sup>	CON	Programmed	\$71,124					\$71,124
SFMTA	Bicycle Network Expansion and Upgrades	CON	Programmed		\$282,970				\$282,970
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed			\$450,500			\$450,500
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed				\$450,500		\$450,500
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed					\$450,057	\$450,057
SFMTA	Sharrows <sup>1</sup>	DES/CON	Allocated	\$256,100					\$256,100
SFMTA	Sharrows	CON	Programmed		\$138,100				\$138,100

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)  
Bicycle Circulation and Safety (EP 39)  
Programming and Allocations to Date**

Anticipated Transportation Authority Approval on May 19, 2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Western Addition - Downtown Bikeway Connector [NTIP]	ENV	Programmed	\$62,000					\$62,000
SFMTA	Embarcadero Bikeway Enhancements [NTIP] <sup>6</sup>	ENV	Programmed	\$150,000					\$150,000
SFMTA	Embarcadero Bikeway Enhancements [NTIP] <sup>6</sup>	ENV	Planned		\$50,000				\$50,000
SFMTA	Second Street Vision Zero Improvements <sup>3</sup>	CON	Allocated	\$158,500					\$158,500
DPW	Second Street Streetscape Improvement (OneBayArea Grant match)	CON	Programmed		\$110,000				\$110,000
SFMTA	Twin Peaks Connectivity	PLAN/ ENV	Programmed	\$23,000					\$23,000
SFMTA, or other eligible sponsor	NTIP Placeholder <sup>6</sup>	ANY	Programmed		\$386,000				\$386,000
SFMTA	Cesar Chavez/ Bayshore/Potrero Intersection Improvements [NTIP Capital] <sup>6</sup>	DES	Pending	\$50,000					\$50,000
<b>Transit Access</b>									
Caltrain	4th and King Bike Station Improvements	PLAN	Allocated	\$20,000					\$20,000
Caltrain	Caltrain Bike Facility Improvements	DES/ CON	Programmed		\$20,000				\$20,000
Caltrain	Caltrain Bike Facility Improvements	DES/ CON	Programmed				\$20,000		\$20,000
Caltrain	Caltrain Bike Facility Improvements	CON	Programmed		\$180,000				\$180,000
Caltrain	Caltrain Bike Facility Improvements	CON	Programmed				\$180,000		\$180,000

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Bicycle Circulation and Safety (EP 39)**  
**Programming and Allocations to Date**  
 Anticipated Transportation Authority Approval on May 19, 2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
BART	16th/Mission Bike Station [NTIP]	DES	Programmed	\$151,000					\$151,000
BART	24th/Mission Bike Station [NTIP]	DES	Programmed	\$151,000					\$151,000
BART	Glen Park Bike Station	DES	Programmed	\$248,000					\$248,000
<b>Total Programmed in 5YPP</b>				\$2,972,024	\$2,047,091	\$927,431	\$1,097,848	\$628,105	\$7,672,498
<b>Total Allocated and Pending in 5YPP</b>				\$1,863,024	\$0	\$0	\$0	\$0	\$1,863,024
<b>Total Deobligated from Prior 5YPP Cycles</b>				\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Unallocated in 5YPP</b>				\$1,109,000	\$2,047,091	\$927,431	\$1,097,848	\$628,105	\$5,809,474
<b>Total Programmed in 2014 Strategic Plan</b>				\$2,967,024	\$2,047,091	\$927,431	\$1,097,848	\$628,105	\$7,667,499
<b>Deobligated from Prior 5YPP Cycles **</b>				\$140,059					\$140,059
<b>Cumulative Remaining Programming Capacity</b>				\$135,059	\$135,059	\$135,060	\$135,060	\$135,060	\$135,060

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Bicycle Circulation and Safety (EP 39)**  
**Programming and Allocations to Date**

Anticipated Transportation Authority Approval on May 19, 2015

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2014/15	2015/16	2016/17	2017/18	
Programmed								
Pending Allocation/Appropriation								
Board Approved Allocation/Appropriation								

**FOOTNOTES:**

- <sup>1</sup> 5YPP amendment to fully fund project in Fiscal Year 2014/15: Sharrows (Resolution 15-13, 10.21.2014).  
 Sharrows: Added construction phase to project and increased from \$118,000 to \$256,100 in Fiscal Year 2014/15.  
 Bicycle Network Expansion and Upgrades: Construction phase of project decreased from \$367,724 to \$229,264. Funds not needed in Fiscal Year 2014/15.
- <sup>2</sup> 5YPP amendment to fully fund project in Fiscal Year 2014/15: Market Street Green Bike Lanes and Raised Cycletrack (Resolution 15-28, 12.16.2015).  
 Innovative Treatments: Reduced planning phase from \$104,618 to \$0, design phase from \$126,518 to \$0, construction phase from \$520,288 to \$0, to fund the Market Street Green Bike Lanes and Raised Cycletrack for construction in Fiscal Year 2014/15.  
 Spot Improvements: Reduced from \$200,000 to \$198,024 in Fiscal Year 2014/15.
- <sup>3</sup> Bicycle Network Expansion and Upgrades funds from Fiscal Year 2014/15 (\$158,500) were allocated to Second Street Vision Zero Improvements (Resolution 15-34, 1.27.15).
- <sup>4</sup> Spot Improvements placeholder funds from Fiscal Year 2014/15 (\$110,800) were allocated for construction of the 7th Avenue and Lincoln Way Intersection Improvements project (Resolution 15-46, 03.24.2015).
- <sup>5</sup> 5YPP amendment to fully fund Bike to Work Day 2015 (Resolution 15-52, 4/28/2015).  
 Bicycle Promotion: Reduced from \$50,000 to \$25,300 in Fiscal Year 2014/15.  
 Bike to Work Day 2015: Added \$24,700 in Fiscal Year 2014/15 for construction.
- <sup>6</sup> 5YPP amendment to fund Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital] (Resolution 15-XX, MO.DA.YEAR).  
 Embarcadero Bikeway Enhancements [NTIP]: Reduced from \$200,000 to \$150,000 in Fiscal Year 2014/15 and increased from \$0 to \$50,000 in FY 15/16.  
 Project will not need these funds until FY 15/16.  
 NTIP Placeholder: Reduced from \$436,000 to \$386,000 in Fiscal Year 2015/16.  
 Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]: Added project with \$50,000 in Fiscal Year 2014/15 for design.



**Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Bicycle Circulation and Safety (EP 39)**  
**Cash Flow (\$) Maximum Annual Reimbursement**  
 Anticipated Transportation Authority Approval on May 19, 2015

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
<b>Bicycle Safety, Education and Outreach</b>							
Bike To Work Day Promotion5	CON	\$76,000					\$76,000
Bike To Work Day Promotion	CON		\$38,475				\$38,475
Bike To Work Day Promotion	CON			\$38,475			\$38,475
Bike To Work Day Promotion	CON				\$38,475		\$38,475
Bike To Work Day Promotion	CON					\$38,475	\$38,475
Bicycle Promotion5	PLAN	\$25,300					\$25,300
Bicycle Promotion	CON		\$80,840				\$80,840
Bicycle Promotion	CON			\$31,198			\$31,198
Bicycle Promotion	CON					\$15,599	\$15,599
Bicycle Safety, Education & Outreach (e.g., Classes)	CON	\$48,400					\$48,400
Bicycle Safety Education Classes	CON	\$36,000	\$36,000				\$72,000
Bicycle Safety, Education & Outreach (e.g., Classes)	CON		\$120,400				\$120,400
Bicycle Safety, Education & Outreach (e.g., Classes)	CON			\$117,258			\$117,258
Bicycle Safety, Education & Outreach (e.g., Classes)	CON				\$117,258		\$117,258
<b>System Performance and Innovation</b>							
Bicycle Counters & Barometers	DES/ CON	\$2,500					\$2,500
Bicycle Counters & Barometers	DES/ CON	\$16,500	\$81,000				\$97,500
Bicycle Counters & Barometers	DES/ CON				\$51,615		\$51,615



**Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Bicycle Circulation and Safety (EP 39)**  
**Cash Flow (\$) Maximum Annual Reimbursement**  
 Anticipated Transportation Authority Approval on May 19, 2015

Project Name	Phase	Fiscal Year							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20		
Market Street Green Bike Lanes and Raised Cycletrack2	CON	\$500,544	\$257,856						\$758,400
Innovative Treatments2	PLAN	\$0							\$0
Innovative Treatments	PLAN		\$5,600						\$5,600
Innovative Treatments	PLAN			\$5,600					\$5,600
Innovative Treatments	PLAN				\$5,600				\$5,600
Innovative Treatments	PLAN					\$5,600			\$5,600
Innovative Treatments2	DES	\$0							\$0
Innovative Treatments	DES		\$14,400						\$14,400
Innovative Treatments	DES			\$14,400					\$14,400
Innovative Treatments	DES					\$14,400			\$14,400
Innovative Treatments	DES						\$14,400		\$14,400
Innovative Treatments2	CON	\$0							\$0
Innovative Treatments	CON		\$120,000						\$120,000
Innovative Treatments	CON			\$120,000					\$120,000
Innovative Treatments	CON				\$120,000				\$120,000
Innovative Treatments	CON					\$120,000			\$120,000
Innovative Treatments	CON						\$83,974		\$83,974
Spot Improvements 2, 4	CON	\$0							\$0

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Bicycle Circulation and Safety (EP 39)**  
**Cash Flow (\$) Maximum Annual Reimbursement**  
 Anticipated Transportation Authority Approval on May 19, 2015

Project Name	Phase	Fiscal Year							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20		
5th Street Green Shared Roadway Markings (Sharrows)	CON	\$82,700							\$82,700
7th Avenue and Lincoln Way Intersection Improvements 4	CON		\$115,324						\$115,324
Spot Improvements	CON		\$197,130						\$197,130
Spot Improvements	CON			\$150,000					\$150,000
Spot Improvements	CON				\$100,000				\$100,000
Spot Improvements	CON					\$20,000			\$20,000
<b>Bicycle Network Expansion and Upgrades</b>									
Bike Strategy Planning	PLAN	\$176,500							\$176,500
Bicycle Network Expansion and Upgrades	PLAN	\$8,550							\$8,550
Bicycle Network Expansion and Upgrades	PLAN		\$135,050						\$135,050
Bicycle Network Expansion and Upgrades	DES	\$168,126							\$168,126
Bicycle Network Expansion and Upgrades	DES		\$168,126						\$168,126
Bicycle Network Expansion and Upgrades 1, 3	CON	\$35,562	\$35,562						\$71,124
Bicycle Network Expansion and Upgrades	CON		\$282,970						\$282,970
Bicycle Network Expansion and Upgrades	ANY			\$225,250	\$225,250				\$450,500
Bicycle Network Expansion and Upgrades	ANY				\$225,250	\$225,250			\$450,500
Bicycle Network Expansion and Upgrades	ANY					\$225,029	\$225,029		\$450,057
Sharrows <sup>1</sup>	DES/ CON	\$167,955	\$88,145						\$256,100
Sharrows	CON		\$46,954	\$45,573	\$45,573				\$138,100

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Bicycle Circulation and Safety (EP 39)**  
**Cash Flow (\$) Maximum Annual Reimbursement**  
 Anticipated Transportation Authority Approval on May 19, 2015

Project Name	Phase	Fiscal Year							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20		
Western Addition - Downtown Bikeway Connector	ENV	\$62,000							\$62,000
Embarcadero Bikeway Enhancements [NTIP]6	ENV	\$10,000	\$40,000	\$100,000					\$150,000
Embarcadero Bikeway Enhancements [NTIP]6	ENV		\$50,000						\$50,000
Second Street Vision Zero Improvements 3	CON	\$79,250	\$79,250						\$158,500
Second Street Streetscape Improvement (OneBayArea Grant match)	CON		\$55,000	\$55,000					\$110,000
Twin Peaks Connectivity	PLAN/ ENV	\$19,866	\$3,134						\$23,000
NTIP Placeholder6	ANY		\$131,240	\$127,380	\$127,380				\$386,000
Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]6	DES	\$12,500	\$37,500						\$50,000
<b>Bicycle Network Expansion and Upgrades</b>									
4th and King Bike Station Improvements	PLAN	\$20,000							\$20,000
Caltrain Bike Facility Improvements	DES/ CON		\$20,000						\$20,000
Caltrain Bike Facility Improvements	DES/ CON				\$20,000				\$20,000
Caltrain Bike Facility Improvements	CON		\$90,000	\$90,000					\$180,000
Caltrain Bike Facility Improvements	CON				\$90,000	\$90,000			\$180,000

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Bicycle Circulation and Safety (EP 39)**  
**Cash Flow (\$) Maximum Annual Reimbursement**  
 Anticipated Transportation Authority Approval on May 19, 2015

Project Name	Phase	Fiscal Year							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20		
16th/Mission Bike Station [NTIP]	DES	\$75,500	\$75,500						\$151,000
24th/Mission Bike Station [NTIP]	DES	\$75,500	\$75,500						\$151,000
Glen Park Bike Station	DES	\$124,000	\$124,000						\$248,000
<b>Cash Flow Programmed in 5YPP</b>		\$1,823,253	\$2,604,956	\$1,120,134	\$1,180,801	\$718,327	\$225,029		\$7,672,498
<b>Cash Flow Allocated and Pending</b>		\$1,167,949	\$695,075	\$0	\$0	\$0	\$0		\$1,863,024
Cash Flow Deobligated		\$0	\$0	\$0	\$0	\$0	\$0		\$0
Cash Flow Unallocated		\$655,304	\$1,909,881	\$1,120,134	\$1,180,801	\$718,327	\$225,029		\$5,809,474
<b>Cash Flow Programmed in 2014 Strategic Plan</b>		\$2,901,744	\$1,983,296	\$1,378,456	\$1,165,538	\$718,105	\$328,361		\$8,475,500
<b>Deobligated from Prior 5YPP Cycles **</b>		\$140,059							\$140,059
<b>Cumulative Remaining Cash Flow Capacity</b>		\$1,218,550	\$596,890	\$855,213	\$839,950	\$839,729	\$943,061		\$943,061

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Bicycle Circulation and Safety (EP 39)**  
**Cash Flow (\$) Maximum Annual Reimbursement**  
 Anticipated Transportation Authority Approval on May 19, 2015

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Programmed							
Pending Allocation/Appropriation							
Board Approved Allocation/Appropriation							

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

**FY of Allocation Action:**

**Project Name:**

**Implementing Agency:**

**EXPENDITURE PLAN INFORMATION**

<b>Prop K Category:</b>	<input type="text" value="D. TSM/Strategic Initiatives"/>	Gray cells will automatically be filled in.
<b>Prop K Subcategory:</b>	<input type="text" value="ii. Transportation/Land Use Coordination"/>	
<b>Prop K EP Project/Program:</b>	<input type="text" value="b. Transportation/Land Use Coordination"/>	
<b>Prop K EP Line Number (Primary):</b>	<input type="text" value="44"/>	<b>Current Prop K Request:</b> <input type="text" value="\$ 100,000"/>
<b>Prop K Other EP Line Numbers:</b>	<input type="text"/>	

**Prop AA Category:**

**Current Prop AA Request:**

**Supervisorial District(s):**

**SCOPE**

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

Indicate whether work is to be performed by outside consultants and/or by force account.

The Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) was developed to build community awareness of, and capacity to provide input to, the transportation planning process and to advance delivery of community supported neighborhood-scale projects.

The District 2 NTIP Planning Project was developed in response to input from Supervisor Farrell's office and community concerns in District 2. Project deliverables and recommendations will respond to Supervisor and community concerns. The full scope of work begins on the next page.

### Background and Purpose

The SFCTA requests \$100,000 in Prop K Neighborhood Transportation Improvement Program (NTIP) planning funds, which are proposed to be matched with \$25,000 in funds from Commissioner Farrell's office, to engage the community, Supervisor Farrell's Office, and other relevant stakeholders in a planning effort that evaluates potential options for managing access on the 1000 block of Lombard Street. This request includes \$10,000 for the San Francisco Municipal Transportation Agency (SFMTA) to support SFMTA's involvement in the proposed study. The purpose of the effort is to identify and evaluate a range of options to manage visitor access and circulation on the "Crooked Street", while maintaining the character of the street, managing vehicle and pedestrian congestion, avoiding spillover effects into adjacent streets, and other goals.

### Tasks and Deliverables

The task items described below represent the basic outline of a planning study, undertaken by the SFCTA, requested by Commissioner Farrell, to address traffic and congestion issues along the 1000 Block of Lombard Street and in the surrounding neighborhood. This outline proposes a scope for a planning study, with an estimated cost (see attached budget) and timeline (see attached schedule) for the preparation of the study.

#### Task 1: Existing Conditions and Study Need

- Review prior data gathering efforts. Where appropriate, gather multimodal data, collision data, and community input in the study area to illustrate the safety and vehicular circulation issues. Assess any data gaps and consider additional data collection where necessary.
- Visit the site to experience firsthand the issues raised by the community.
- Summarize past studies and/or pilots to manage access to the "Crooked Street"
  - Copies of any past studies and/or pilots to be appended
- Undertake at least one (1) public community meeting to catalogue concerns and gather input on study purpose and goals, including the relative importance of various preliminary goals, and on draft metrics for evaluating alternatives against the goals.<sup>1</sup> ***Deliverable: summary notes from community meeting***
- Participate in at least one (1) Lombard Street working group meeting to engage with stakeholders from SFMTA (various divisions including traffic, transit, sustainable streets, enforcement/PCOs), SFPW, OEWD, SF Travel, and others. Additional individual or group stakeholder contact may be organized as needed. ***Deliverable: summary notes from stakeholder meeting***
- This scope assumes that the Supervisor's office will provide contacts and introductions for appropriate community members or specific stakeholder groups (other than public sector stakeholders) for interview. Stakeholder group interviews may be facilitated via SFCTA staff and/or consultant attendance at existing community meetings.

<sup>1</sup> Potential work item for on-call consultant with oversight by staff

### Task 2: Refine Study Purpose and Goals

- Refine study purpose, based on input from community and stakeholder meetings
  - Manage visitor access and circulation on Lombard Street to ensure a livable environment and safety for all users.
- Synthesize information from Section 1 to clarify goals in pursuit of the study purpose, based on input from community and stakeholder meetings
  - Preliminary goals include:
    - Managing or reducing pedestrian congestion
    - Ensure traffic safety
    - Maintaining livability and character of the “Crooked Street”
    - Preserving tourism
    - Implementing a financially self-sustaining solution
    - Avoiding or mitigating spillover impacts to neighboring streets/areas
- Identify evaluation metrics for alternatives reflecting the study purpose and goals, and the input from community and stakeholder meetings. ***Deliverable: final study purpose statement, final list of prioritized goals, evaluation metrics.***

### Task 3: Alternatives Development

- Review case studies/best practices:
  - Potential case study sites may include Muir Woods, Charleston Historic District, Parc Guell, or other sensitive sites
- 
- 
- Identify alternatives, including but not limited to:
  - Managed Access Alternative
  - Limited Access Alternative
  - Car Free Alternative
- Identify potential actions/solutions for each alternative<sup>2</sup>:
  - Design an Access Management Program
  - Estimated order-of-magnitude capital and operating costs and potential funding sources
  - Identify funding options to pay for program, particularly on-going O&M associated with PCOs or other services
  - Consider cost sharing with other visitor management programs, such as the Fisherman’s Wharf Ambassador Program

<sup>2</sup> May use on-call consultant hours to help develop scenarios for each Alternative



- Consider legislation, governance, administration, means of enforcement, surrounding neighborhood impacts, other challenges
- 
- Undertake community and stakeholder outreach to present and gather feedback on Alternatives<sup>3</sup>
  - Conduct at least one (1) public outreach effort that will focus on sharing alternatives and gathering community feedback. ***Deliverable: summary notes from community meeting***
  - Participate in at least two (2) Lombard Street working group meeting, focusing on developing alternatives in concert with public stakeholders and others. ***Deliverable: summary notes from stakeholder meeting***

#### Task 4: Key Findings and Recommendations

- Evaluate alternatives against metrics, purpose, and goals developed in Task 2.
- Synthesize recommendations based on community and stakeholder input during the alternative development process
- Undertake community and stakeholder outreach to present and gather feedback on Alternatives<sup>4</sup>
  - Conduct at least one (1) public outreach effort that will focus on seeking community support for preferred alternative(s). ***Deliverable: summary notes from community meeting***
  - Participate in at least one (1) Lombard Street working group meeting, focusing on selecting preferred alternative(s). ***Deliverable: summary notes from stakeholder meeting***
- Identify implementation and next steps for the staff-recommended Alternative

---

#### Final Deliverables:

- Published final report (preceded by one draft version of the report)
- Presentation materials for CAC/Board/SFMTA Policy and Governance Committee meetings

<sup>3</sup> Potential work item for on-call consultant with oversight by staff

<sup>4</sup> Potential work item for on-call consultant with oversight by staff

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

FY 2014/15

**Project Name:** Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]

**Implementing Agency:** San Francisco County Transportation Authority

**ENVIRONMENTAL CLEARANCE**

**Type :** N/A

**Completion Date**  
(mm/dd/yy)

**Status:**

**PROJECT DELIVERY MILESTONES**

**Enter dates for ALL project phases, not just for the current request.** Use July 1 as the start of the fiscal year. Use 1, 2, 3, 4 to denote quarters and XXXX/XX for the fiscal year (e.g. 2010/11). Additional schedule detail may be provided in the text box below.

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	3	2014/15	2	2015/16
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)				
Prepare Bid Documents				
Advertise Construction				
Start Construction (e.g., Award Contract)				
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)				
Project Closeout (i.e., final expenses incurred)				

**SCHEDULE COORDINATION/NOTES**

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

See attached detailed project schedule.

### Study Timeline - Managing Access to the "Crooked Street"

Prepared in April 2015

Timeline for Planning Study	Estimated Date for Completion
<b>Task 1: Existing Conditions and Study Need</b>	
Gather and review existing data	May 2015
Identify additional data collection requirements & select on-call consultant to perform work	May 2015
Contract with on-call consultant to perform data collection	May / early June 2015
Participate in one (1) Lombard Street working group meeting	June/July 2015
Conduct one (1) public meeting	June/July 2015
Visualize data	August 2015
Prepare draft write-up	August 2015
<b>Task 2: Study Purpose/Goals</b>	
Refine study purpose and goals, based on input from Task 1	July 2015
Develop evaluation metrics	July 2015
Prepare draft write-up	July 2015
<b>Task 3: Alternatives Development</b>	
Info gather / research	Summer 2015
Review case studies / best practices	Summer 2015
Conduct informational interviews with up to four (4) select City staff members on Summer 2014 pilot closure	Summer 2015
Undertake community outreach at two (2) community meetings	Fall 2015
Participate in two (2) Lombard Street working group meeting	Fall 2015
Prepare draft write-up	October 2015
<b>Task 4: Key Findings and Recommendations</b>	
Evaluate alternatives against metrics, purpose, and goals developed in Task 2	October 2015
Synthesize recommendations and findings; evaluate alternatives against metrics	October 2015
Identify implementation and next steps	October 2015
<b>Report Production</b>	
Draft report presented to CAC and Board, SFMTA Board or Committee	November 2015
Final report presented to CAC and Board	December 2015

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

FY 2014/15

Project Name: Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]

Implementing Agency: San Francisco County Transportation Authority

**COST SUMMARY BY PHASE - CURRENT REQUEST**  
 Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.  
 Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	Yes	\$125,000	\$100,000	
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$125,000	\$100,000	\$0

**COST SUMMARY BY PHASE - ENTIRE PROJECT**  
 Show total cost for ALL project phases based on best available information. **Source of cost estimate** (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$ 125,000	Similar previous efforts
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
Total:	\$ 125,000	

% Complete of Design: 0 as of 4/15/15

Expected Useful Life: Years

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

**MAJOR LINE ITEM BUDGET**

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.
2. Requests for project development should include preliminary estimates for later phases such as construction.
3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.
4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.
5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.
6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

**TOTAL BY AGENCY**

SFCTA	\$ 115,000
SFMTA	\$ 10,000
<b>TOTAL</b>	<b>\$ 125,000</b>

**Budget by Task**

Task 1: Existing Conditions and Study Need	\$ 19,367
Task 2: Study Purpose/Goals	\$ 3,740
Task 3: Alternatives Development	\$ 19,870
Task 4: Key Findings and Recommendations	\$ 7,197
Report Production / Meetings	\$ 15,238
External Parties (consultants, legal review, outreach, etc.)	\$ 40,000
Contingency	\$ 20,000
<b>TOTAL:</b>	<b>\$ 125,413</b>
<b>TOTAL, ROUNDED</b>	<b>\$ 125,000</b>

See next page for detailed budget by task

**Study Budget - Managing Access to the "Crooked Street"**

Prepared in April 2015

	Staff Hours										Total
	PPD		TD & A		Planning		Executive				
	Trans. Planner	Assistant DD	Trans. Planner	Senior Planner	DD	Chief DD	Graphics	Communications			
Staff Rates (fully burdened)											
	\$112.40	\$179.70	\$112.40	\$151.18	\$218.95	\$235.78	\$121.05	\$151.18			
<b>Task 1: Existing Conditions and Study Need</b>											
Gather and review existing data, on site visits	9	3	4	3							\$2,454
Identify additional data collection requirements & select on-call consultant to perform work	6	2	2	2	1						\$1,780
Analyze and visualize data	15	4	6	4	1		14	2			\$5,900
Conduct informational interviews with up to four (4) City staffers	4										\$450
Conduct one (1) community meeting	16	4			1		4	4			\$3,825
Participate in one (1) Lombard Street working group meeting	4	2	1	2	2		2	2			\$2,206
Prepare draft write-up	18	2		1	1						\$2,753
<b>Subtotal Task 1</b>											<b>\$19,367</b>
<b>Task 2: Study Purpose/Goals</b>											
Refine study purpose and goals, based on input from Task 1	4	1			1				1		\$999
Develop evaluation metrics	8	2	1	1	1						\$1,741
Prepare draft write-up	3	1	1	1	1						\$999
<b>Subtotal Task 2</b>											<b>\$3,740</b>
<b>Task 3: Alternatives Development</b>											
Review case studies / best practices	14	1	1	1							\$2,017
Conduct additional research/develop alternatives	40	6	6	6	4						\$8,031
Undertake community outreach at one (1) community meeting	10	2			2		3	2			\$2,587
Participate in two (2) Lombard Street working group meetings	8	6			4						\$2,853
Prepare draft write-up	24	4	2	1	2				1		\$4,381
<b>Subtotal Task 3</b>											<b>\$19,870</b>
<b>Task 4: Key Findings and Recommendations</b>											
Evaluate alternatives against metrics, purpose, and goals developed in Task 2	4	2	2	2	1						\$1,555
Undertake community outreach at one (1) community meeting	10	2			2		3	2			\$2,587
Participate in one (1) Lombard Street working group meeting	4	3			2						\$1,427
Identify implementation and next steps	8	2		1	1						\$1,629
<b>Subtotal Task 4</b>											<b>\$7,197</b>
<b>Report Production / Meetings</b>											
Up to four (4) internal Deputy/ED updates	16	4			4	5					\$4,572
Up to two (2) interim briefings with Supervisor Farrell or staff	10	3			2						\$2,101
Up to two (2) rounds of edits to finalize report	16	4			3	2	16	4			\$6,187
Production of materials and attendance at CAC/Board/SFMTA meetings	6	3			3	1	1	1			\$2,378
<b>Subtotal Report Production/Meetings</b>											<b>\$15,238</b>
<b>External Parties</b>											
Legal Review (est. 10 - 20 hours)											\$5,000
On-Call Consultant (data collection, pricing systems, outreach support)											\$25,000
Active participation from SFMTA (est. 100 - 150 hours)											\$10,000
<b>Subtotal External Parties</b>											<b>\$40,000</b>
Contingency											\$20,000
<b>TOTAL:</b>	<b>257</b>	<b>63</b>	<b>26</b>	<b>25</b>	<b>39</b>	<b>8</b>	<b>43</b>	<b>19</b>	<b>8</b>	<b>19</b>	<b>\$125,000</b>
											<b>Rounded:</b>

SFCTA Labor Totals: \$ 28,886.80 \$ 11,321.10 \$ 2,922.40 \$ 3,779.50 \$ 8,539.05 \$ 1,886.24 \$ 5,205.15 \$ 2,872.42 \$ 65,413

\*SFCTA assumes that Commissioner Farrell's office can provide contact information and/or introductions to select community members/stakeholder groups for interview. Interviews may be facilitated via presentations at specific stakeholder meetings.

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

FY 2014/15

**Project Name:** Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]

**FUNDING PLAN - FOR CURRENT PROP K REQUEST**

Prop K Funds Requested:

5-Year Prioritization Program Amount:  (enter if appropriate)

Strategic Plan Amount for Requested FY:

**FUNDING PLAN - FOR CURRENT PROP AA REQUEST**

Prop AA Funds Requested:

5-Year Prioritization Program Amount:  (enter if appropriate)

Strategic Plan Amount for Requested FY:

If the amount requested is inconsistent (e.g., greater than) with the Prop K/Prop AA Strategic Plan amount and/or the 5-Year Prioritization Program (5YPP), provide a justification in the space below including a detailed explanation of which other project or projects will be deleted, deferred, etc. to accommodate the current request and maintain consistency with the 5YPP and/or Strategic Plan annual programming levels.

The Prop K 5-Year Prioritization Program (5YPP) amount is the entire amount of Prop K funds available for allocation in Fiscal Year 2014/15 for the subject project in the Transportation/Land Use Coordination 5YPP.

The Prop K Strategic Plan amount is the amount programmed for the entire Transportation/Land Use Coordination category in Fiscal Year 2014/15 in the 2014 Strategic Plan.

Enter the funding plan for the phase or phases for which Prop K/Prop AA funds are currently being requested. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Prop K sales tax		\$100,000		\$100,000
District 2 funds/Genreal Fund	\$25,000			\$25,000
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>	\$125,000	4/15/2015	\$0	\$125,000

Actual Prop K Leveraging - This Phase:

Expected Prop K Leveraging per Expenditure Plan:  Total from Cost worksheet

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

Is Prop K/Prop AA providing **local match funds** for a state or federal grant?

Fund Source	\$ Amount	Required Local Match	
		%	\$

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

Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>		\$0	\$0	\$ -

Actual Prop K Leveraging - Entire Project:

Expected Prop K Leveraging per Expenditure Plan:  Total from Cost worksheet

Actual Prop AA Leveraging - Entire Project:

**FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST**

Use the table below to enter the proposed cash flow distribution schedule (e.g. the maximum Prop K/Prop AA funds that are guaranteed to be available for reimbursement each fiscal year) for the current request. If the schedule is more aggressive than the Prop K/Prop AA Strategic Plan and/or 5YPP, please explain in the text box below how cash flow for other projects and programs will be slowed down to accommodate the current request without exceeding annual cash flow assumptions made in the Strategic Plan.

Prop K Funds Requested:

**Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule**

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$50,000	50.00%	\$50,000
FY 2015/16	\$50,000	50.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	<b>\$100,000</b>		

Prop AA Funds Requested:

**Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule**

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
<b>Total:</b>	<b>\$0</b>		



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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

Amount		Phase:
Funding Recommended: Prop K Appropriation	\$90,000	Planning/Conceptual Engineering
Prop AA Allocation	\$10,000	Planning/Conceptual Engineering
<b>Total:</b>	<b>\$100,000</b>	

Notes (e.g., justification for multi-phase recommendations, notes for multi-EP line item or multi-sponsor recommendations):

**Cash Flow Distribution Schedule by Fiscal Year** (for entire allocation/appropriation)

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 44	FY 2014/15	\$50,000	50.00%	\$50,000
Prop K EP 44	FY 2015/16	\$50,000	50.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
<b>Total:</b>		<b>\$100,000</b>	100%	

**Cash Flow Distribution Schedule by Fiscal Year & Phase** (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2014/15	Planning/Conceptual Engineering	\$50,000	50%	\$50,000
Prop K EP 44	FY 2015/16	Planning/Conceptual Engineering	\$50,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$100,000</b>		

**Prop K/Prop AA Fund Expiration Date:**  Eligible expenses must be incurred prior to this date.

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

	Action	Amount	Fiscal Year	Phase
Future Commitment to:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Trigger:

**Deliverables:**

1. Quarterly progress reports submitted by the SFCTA shall contain a percent complete by task, percent complete for the overall project scope, summary of outreach activities and community/stakeholder input (e.g., summary of meetings, rides, walks), in addition to the requirements described in the Standard Grant Agreement (SGA). Quarterly progress reports submitted by the SFMTA shall describe work completed by task that past quarter, in addition to the requirements described in the SGA.
2. Following Board adoption (anticipated December 2015), submit final report.

**Special Conditions:**

1. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
2. Prior to Board adoption, (anticipated December 2015), SFCTA will present a draft final report, including key findings, recommendations, next steps, implementation, and funding strategy to the Plans and Programs Committee (or committee of requestor).

**Notes:**

1.

Supervisorial District(s):

Prop K proportion of expenditures - this phase:	80.00%
Prop AA proportion of expenditures - this phase:	0.00%

**Sub-project detail?**  If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer:

Project # from SGA:

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

**SUB-PROJECT DETAIL**

Sub-Project # from SGA:  Name:   
 Supervisorial District(s):

Cash Flow Distribution Schedule by Fiscal Year & Phase (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2014/15	Planning/Conceptual Engineering	\$45,000	50%	\$45,000
Prop K EP 44	FY 2015/16	Planning/Conceptual Engineering	\$45,000	100%	\$0
<b>Total:</b>			<b>\$90,000</b>		

Sub-Project # from SGA:  Name:   
 Supervisorial District(s):

Cash Flow Distribution Schedule by Fiscal Year & Phase (for entire allocation/appropriation)

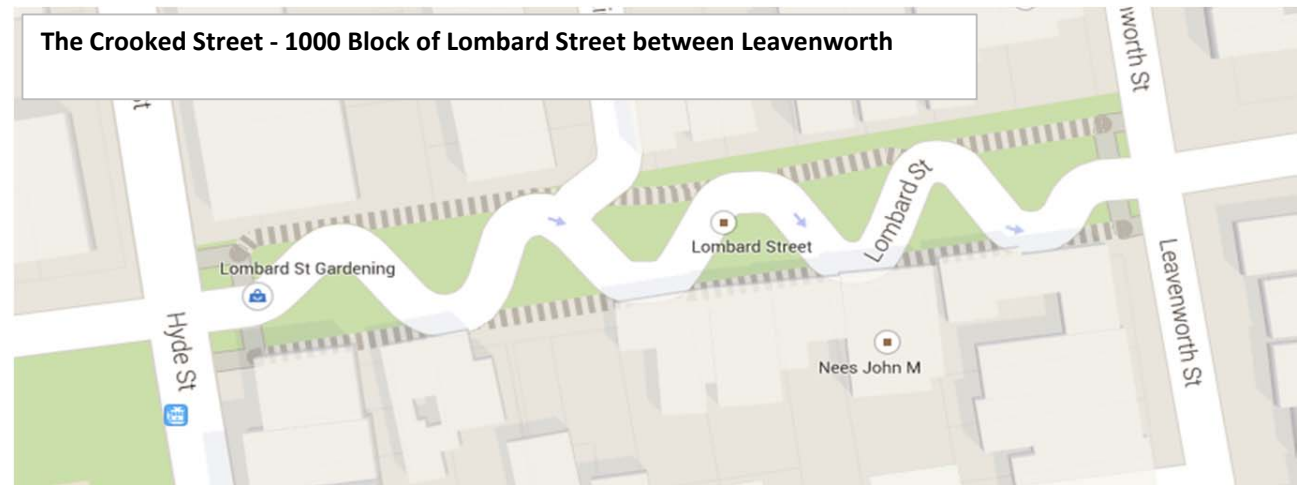
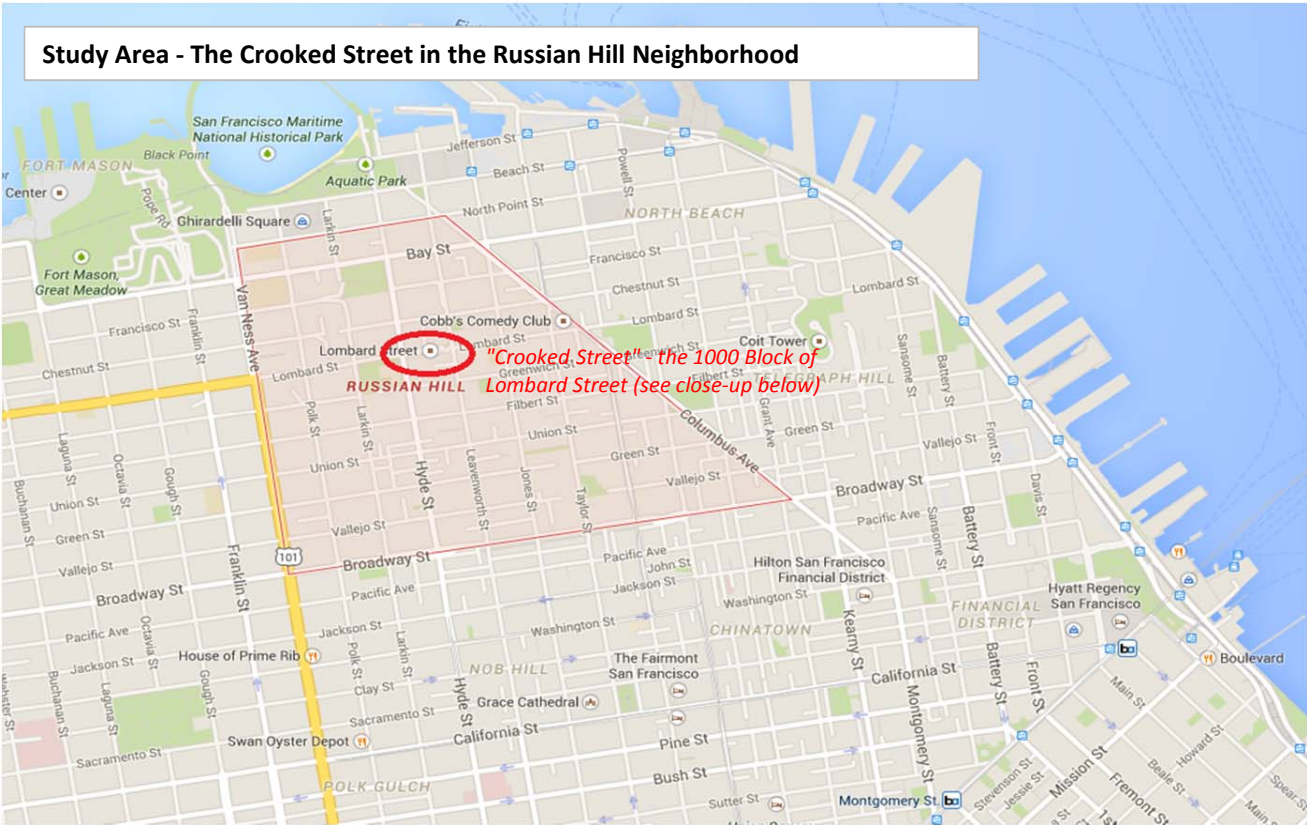
Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2014/15	Planning/Conceptual Engineering	\$5,000	50%	\$5,000
Prop K EP 44	FY 2015/16	Planning/Conceptual Engineering	\$5,000	100%	\$0
<b>Total:</b>			<b>\$10,000</b>		

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

**MAPS AND DRAWINGS**

Insert or attach files of maps, drawings, photos of current conditions, photo compositions, etc. to support understanding of the project scope and evaluation of how geographic diversity was considered in the project prioritization process.

This text box and the blue header may be deleted to better accommodate any graphics.



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

FY of Allocation Action:	<u>2014/15</u>	Current Prop K Request:	\$ <u>100,000</u>
		Current Prop AA Request:	\$ <u>-</u>

Project Name: Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]

Implementing Agency: San Francisco County Transportation Authority

**Signatures**

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

**Project Manager**

**Grants Section Contact**

Name (typed): Vanessa Lauf

Anna LaForte

Title: Transportation Planner

Deputy Director for Policy & Programming

Phone: 415-522-4824

415-522-4805

Fax: \_\_\_\_\_

\_\_\_\_\_

Email: [vanessa.lauf@sfcta.org](mailto:vanessa.lauf@sfcta.org)

[anna.laforte@sfcta.org](mailto:anna.laforte@sfcta.org)

Address: 1455 Market Street, SF 95103

1455 Market Street, SF 95103

Signature: \_\_\_\_\_

\_\_\_\_\_

Date: 04/14/15

\_\_\_\_\_




**This Page Intentionally Left Blank**




# Memorandum

**Date:** 05.04.15 **RE:** Plans and Programs Committee  
May 12, 2015

**To:** Plans and Programs Committee: Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

**From:** Lee Saage – Deputy Director for Capital Projects 

**Through:** Tilly Chang – Executive Director 

**Subject:** **INFORMATION** – Major Capital Projects Update – Presidio Parkway

## Summary

The Presidio Parkway project, one of the signature Prop K sales tax projects, is approaching substantial completion this fall. The Presidio Parkway, replaces the Doyle Drive elevated freeway that provided access to the Golden Gate Bridge through the Presidio of San Francisco. The Transportation Authority served as co-lead agency in partnership with the California Department of Transportation (Caltrans) to complete the environmental document in 2008, perform design, negotiate right of way and oversee contracting and construction beginning in 2009. Removal of Doyle Drive and Phase I construction were completed in 2012. Construction is approximately 75% complete for Phase II, the phase of the project being delivered as a public-private partnership. Major current work includes completion of the main post tunnels and preparation for opening the new facility to traffic over a four-day weekend beginning May 28, 2015. The Golden Gate Bridge and Highway 1 will remain open but major delays are expected and we are encouraging the public to either avoid the area or make use of transit. Project costs through completion of construction are budgeted at \$857 million of which the Transportation Authority Board has programmed over \$203 million, including \$66 million in sales tax funds. While Phase II has made good construction progress with substantial completion scheduled for September 2015, the Phase II contractor, Golden Link Concessionaire (GLC), has faced challenges in working in harmony with the Presidio Trust. We are continuing to monitor the contractor's performance and are working aggressively with Caltrans to both advance construction and see that GLC meets the required program goals. **This is an information item.**

## BACKGROUND

The San Francisco County Transportation Authority serves as co-lead agency in partnership with the California Department of Transportation (Caltrans) for delivery of the Presidio Parkway, the Doyle Drive replacement project, a signature project in the Prop K Expenditure Plan. The Transportation Authority led preparation of the environmental impact statement and report completed in 2008 and co-lead the integrated design team that produced construction drawings for the first phase of the project in 2009. The Transportation Authority also advocated consideration of a public-private partnership (P3) to deliver the project in order to better allocate project risks and to achieve better cost and schedule certainty. At completion of construction, costs for the two-phase project whose second phase is being done as a P3 are budgeted at \$857 million. The Transportation Authority Board has programmed over \$203 million to the project from federal and state funding sources and Prop K sales tax.

Phased construction of the parkway has allowed seismic safety to be achieved sooner by switching traffic from the old Doyle Drive onto the completed Phase I structures. Phase I included a replacement bridge on Highway 1 north of the MacArthur Tunnel and the new southbound Presidio Viaduct. Phase I also included the first of four short tunnels and a temporary bypass and delivered using traditional design-bid-build contracting.

In April 2012, seismic safety was achieved with completion of Phase I following a 57-hour weekend closure of Doyle Drive. During this closure traffic was shifted off the old roadway and onto the newly completed permanent southbound structures and temporary bypass road.

With traffic off the old roadway, Phase II construction began in 2013 to complete the remaining elements of the Presidio Parkway, including the Northbound Presidio Viaduct and Battery Tunnel, the Main Post Tunnels and the new Girard Road Interchange providing a direct connection to the Presidio. The Phase II public-private partnership is the first project in California to operate under this financial model under authority created in 2009. The selected bidder, Golden Link Concessionaire (GLC), has responsibility to design, build and finance, operate and maintain the facility over a 30-year concession period. The P3 method of delivery is expected to reduce costs, has freed state funding for other uses, transferred design and construction risks to the private developer, and is expected to ensure a high maintenance standard during the 30 year contract. Phase II will continue through 2016.

## DISCUSSION

The purpose of this memorandum is to update the Plans and Programs Committee on the status of the Presidio Parkway project.

**Budget:** Table 1 presents the budget for Phase I and Phase II activities through completion of construction. Phase I budget amounts were disbursed on a pay-as-you-go basis under that phase's traditional design-bid-build contracting strategy. Under the Phase II P3, however, public sector

	<b>Phase I</b>	<b>Phase II P3</b>
Environmental	27,800,000	-
Development and Design	51,900,000	-
Right of Way	83,800,000	-
Transaction and Oversight	57,200,000	37,500,000
Construction	281,500,000	-
Construction Completion Milestone	-	185,400,000
TIFIA Tranche A Loan Repayment	-	91,000,000
Reserve	(5,900,000)	46,500,000
<b>TOTAL</b>	<b>496,300,000</b>	<b>360,400,000</b>

*Source: FHWA Financial Plan Annual 2014 Update, Table 15*

<b>Source</b>	<b>Phase I</b>	<b>Phase II</b>
Federal Earmarks and Discretionary Grants	70,800,000	5,900,000
American Recovery & Reinvestment Act	85,800,000	46,000,000
State Highway Operations & Preservation	198,000,000	72,200,000
Traffic Congestion Relief Program	15,000,000	-
Prop K Sales Tax	29,600,000	36,000,000
Regional Improvement Program (SFCTA)	17,100,000	67,000,000
State Local Partnership Program	-	19,400,000
MTC Bridge Tolls	80,000,000	-
MTC STP/CMAQ	-	34,000,000
GGBHTD <sup>1</sup>	-	75,000,000
Transportation Authority of Marin	-	4,000,000
Sonoma County Transportation Authority	-	1,000,000
<b>TOTAL</b>	<b>496,300,000</b>	<b>360,500,000</b>

*Source: FHWA Financial Plan Annual 2014 Update, Table 22*

sponsors make no payments until construction is substantially complete. Upon completion, sponsors make two payments as shown in Table 1: a construction completion milestone payment and a second milestone payment to allow the contractor to repay Tranche A of its two-tranche federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan.

**Funding:** As is common for large capital projects, a host of sources provides funding for Presidio Parkway as shown in Table 2. All funds have been fully committed and programmed. Funds for the Phase II P3 will be used to make a

\$185 million milestone payment to the contractor upon completion of construction and an additional payment of \$91 million to defray Tranche A of the federal TIFIA loan. Annual availability payments in

<sup>1</sup> Golden Gate Bridge, Highway and Transportation District



an initial amount not to exceed \$22.1 million will also be made that include repayment of Tranche B of the TIFIA loan as well as operations and maintenance of the facility over the 30-year concession period. Funding for the availability payments is shown in Table 3. After the first year's payment, the amount of the annual availability payment dedicated to operations and maintenance expenses can be adjusted based upon changes in the consumer price index. A detailed funding plan is included as Attachment 1.

Source	Available	Planned
State Highway Account (Federal Trust Fund)	1,030,100,000	616,500,000
State Highway Account (State Transportation Fund)	100,000,000	100,000,000
<b>TOTAL</b>	<b>1,130,100,000</b>	<b>716,500,000</b>

*Source: Presidio Parkway Financial Plan Annual 2014 Update, Table 31*

**Schedule:** Phase I construction was substantially complete in April 2012. Phase II design and construction were delayed by a lawsuit filed by the Professional Engineers in California Government in January 2011

objecting to the P3 form of project delivery for Presidio Parkway. Caltrans and the Transportation Authority prevailed at Superior Court, Court of Appeals and the California Supreme Court eventually leading to a successful P3 financial close in June 2012.

Activities	2012				2013				2014				2015				2016			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
1. Phase I Construction	█	█																		
2. Phase II Design	█	█	█	█	█	█	█	█	█											
3. Operations							█	█	█	█	█	█	█	█	█	█	█	█	█	█
4. Phase II Construction							█	█	█	█	█	█	█	█	█	█	█	█	█	█
5. Landscape																█	█	█	█	█
6. Final Acceptance																				█

GLC has faced difficulties in working effectively with the federal landowner, the Presidio Trust (Trust), and has been challenged in dealing with the Trust's permit conditions and with Trust reviews of management and construction plans. GLC has also been challenged in obtaining and meeting conditions of a number of permits required by the Trust. Despite these challenges, the contractor still projects achieving substantial completion at its target of September 2015. Final landscape work is expected to continue into 2016.

**Status:** Overall, the Presidio Parkway project is 90% complete with Phase II construction approximately 80% complete. Major current work includes completion of the main post tunnels and preparation for opening the new facility to traffic over a four-day weekend beginning May 28, 2015. The Golden Gate Bridge and Highway 1 will remain open but major delays are expected and we are encouraging the public to either avoid the area or make use of transit.

**DBE/SBE and Workforce Program:** The four contracts that comprised Phase I included Disadvantaged Business Enterprise (DBE) goals that ranged from 2.9% to 5.0% and Small Business Enterprise (SBE) goals of 25%. As a newer form of project contracting, the Phase II P3 process presented an opportunity for the Transportation Authority to innovate in promoting opportunities for small and disadvantaged businesses as well as in creating a project Workforce Development Plan. While the P3 agreement identified goals, it also tasked the contractor to develop its own Underutilized Disadvantaged Business Enterprise (UDBE) Program as well as its own Workforce Development Program. Under federal rules in effect at the time of contracting, a UDBE means a firm that meets the definition of a DBE and is a member of one of the following groups: Black Americans, Native Americans, Asian-Pacific Americans, or Women. The SBE goals for Phases I and II are aspirational in

that federal contracting rules did not permit mandatory goals for small businesses not also designated as UDBE.

The UDBE goal for Phase II is 5.0% and the aspirational small business enterprise (SBE) goal is 25%. To date, GLC has engaged a total of 36 UDBE and 109 SBE firms. As shown in Table 3, GLC is close to meeting its DBE goal but is well short of its SBE goal.

Contract	Goal		Actual		Paid <sup>2</sup>
	DBE	SBE	DBE	SBE	
1. Environmental Services	NA	25%	NA	63.8%	\$3,653,444
2. Utility Relocation	NA	25%	NA	33.8%	\$7,703,020
3. Viaduct & Interchange	2.9%	25%	3.1%	5.4%	\$5,209,520
4. Southbound Tunnel	5.0%	25%	10.3%	13.2%	\$16,975,520
5. Phase II P3 <sup>3</sup>	5.0%	25%	3.9%	11.6%	\$25,682,373
<b>TOTAL TO DATE</b>					<b>\$59,223,877</b>
<i>Sources: Pendergast Consulting, Kiewit/Flatiron UDBE/SBE Report Q1 2015</i>					

The Transportation Authority, the City's Office of Economic and Workforce Development and GLC have entered into agreements that call for GLC to offer 50% of project job openings to CityBuild through First Source. To date, GLC, through its design-build subcontractor Flatiron-Kiewit Joint Venture, is exceeding the 50% new-hire openings goal.

Through March 2015, GLC has requested a total of 382 new staff through CityBuild and actually hired 369. Of these 306 were local Bay area residents of whom 136 were from San Francisco.

**Challenges:** To date, Caltrans has approved contract change orders totaling \$12,015,000 and has increased the budget for support costs by \$12,000,000. GLC, Caltrans and the Transportation Authority are working to resolve other notices of potential claim and this could lead to additional project costs.

The Presidio Trust initiated the New Presidio Parklands Project (NP<sup>3</sup>) in March 2014 take advantage of reuse opportunities created by the new main post tunnels constructed as part of the Presidio Parkway. NP<sup>3</sup> includes new landscaping for some 13 acres atop the tunnels and a new programming around a new Presidio Visitor Center. In an attempt to minimize duplication of landscape work, Caltrans and the Trust are pursuing an agreement whereby the Trust would assume responsibility for completing some landscaping work now included within the P3 agreement. Differing landscape specifications and the presence of federal funding make this effort more complicated than it should be and success is not guaranteed. Should no agreement be reached, GLC will complete landscaping per the P3 agreement.

## ALTERNATIVES

None. This is an information item.

## FINANCIAL IMPACTS

None. This is an information item.

## RECOMMENDATION

None. This is an information item.

Attachment:

1. Funding Plan

<sup>2</sup> Total amount paid to firms that qualified as either DBE or SBE.

<sup>3</sup> Reported data represent payments through December 31, 2014.

**Attachment 1:  
Presidio Parkway Funding Plan  
Updated April 2015**

Source <sup>3</sup>	Type	Status	Project Phases <sup>1,2</sup>				Total by Status	TOTAL
			PE/ENV	PS&E	ROW	CON		
ARRA-SHOPP	Federal	Allocated	\$0	\$0	\$0	\$85,781,000	\$85,781,000	\$85,781,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
ARRA-TIGER	Federal	Allocated	\$0	\$0	\$0	\$46,000,000	\$46,000,000	\$46,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
HPP	Federal	Allocated	\$5,700,000	\$4,275,000	\$2,622,000	\$0	\$12,597,000	\$12,597,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
PLH	Federal	Allocated	\$7,200,000	\$1,904,000	\$3,961,000	\$3,704,000	\$16,769,000	\$16,769,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
STP/CMAQ <sup>4</sup>	Federal	Allocated	\$0	\$0	\$0	\$0	\$0	\$34,000,000
		Programmed	\$0	\$0	\$0	\$34,000,000	\$34,000,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
UPP	Federal	Allocated	\$0	\$20,000,000	\$27,300,000	\$0	\$47,300,000	\$47,300,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
RIP-Marin	State	Allocated	\$0	\$0	\$0	\$4,000,000	\$4,000,000	\$4,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
RIP-SF	State	Allocated	\$0	\$6,374,000	\$10,492,000	\$67,235,000	\$84,101,000	\$84,101,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
RIP-Sonoma	State	Allocated	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$1,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
SHA <sup>5</sup>	State	Allocated	\$0	\$0	\$0	\$0	\$0	\$735,710,000
		Programmed	\$0	\$0	\$0	\$735,710,000	\$735,710,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
SHOPP	State	Allocated	\$0	\$20,240,000	\$33,400,000	\$216,550,000	\$270,190,000	\$270,190,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
SLPP	State	Allocated	\$0	\$0	\$0	\$19,366,000	\$19,366,000	\$19,366,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
TCRP	State	Allocated	\$9,000,000	\$4,700,000	\$0	\$1,300,000	\$15,000,000	\$15,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
BATA	Local	Allocated	\$0	\$0	\$0	\$80,000,000	\$80,000,000	\$80,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
GGHTBD	Local	Allocated	\$0	\$0	\$0	\$0	\$0	\$75,000,000
		Programmed	\$0	\$0	\$0	\$75,000,000	\$75,000,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
Prop K	Local	Allocated	\$5,873,000	\$3,004,000	\$6,000,000	\$32,567,000	\$47,444,000	\$65,561,000
		Programmed	\$0	\$0	\$0	\$18,117,000	\$18,117,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
<b>Totals</b>		<b>Allocated</b>	<b>\$27,773,000</b>	<b>\$60,497,000</b>	<b>\$83,775,000</b>	<b>\$557,503,000</b>	<b>\$729,548,000</b>	<b>\$1,592,375,000</b>
		<b>Programmed</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$862,827,000</b>	<b>\$862,827,000</b>	
		<b>Planned</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
			<b>\$27,773,000</b>	<b>\$60,497,000</b>	<b>\$83,775,000</b>	<b>\$1,420,330,000</b>	<b>\$1,592,375,000</b>	

<sup>1</sup> Acronyms used for project phases include: PE/ENV - Preliminary Engineering/Environmental Documentation, PS&E - Plans, Specifications & Estimates or Final Design, ROW - Right of Way, CON - Construction.

<sup>2</sup> Construction of the parkway has been divided into two phases. The first phase is being delivered using a traditional design-bid-build contracting. The second phase is being delivered as a public-private partnership (P3).

<sup>3</sup> Acronyms used for funding sources include: ARRA - American Recovery and Reinvestment Act, BATA - Bay Area Toll Authority, CMAQ - Congestion Mitigation and Air Quality, GGHTBD - Golden Gate Bridge, Highway, and Transit District, HPP - High Priority Project, PLH - Public Land Highway, RIP - Regional Transportation Improvement Program, SHOPP - State Highway Operation and Protection Program, SHA - State Highway Account, SLPP - State and Local Partnership Program, STP - Surface Transportation Program, TCRP - Traffic Congestion Relief Program, TIGER - Transportation Investment Generating Economic Recovery, and UPP - Urban Partnership Program.

<sup>4</sup> In order to meet the cash needs for the project, the Metropolitan Transportation Commission has advanced \$34 million in STP/CMAQ funds to be repaid with San Francisco's future local-share RIP funds. Repayment of this advance (i.e. by programming \$34 million in RIP funds to a project or projects of MTC's choice) is the second priority for SF's RIP funds after fulfilling the Central Subway's remaining RIP commitment of \$75.5 million.

<sup>5</sup> Senate Bill 870 (2010) provided a continuous appropriation of funds for Presidio Parkway availability payments. Availability payments include \$19.2 million for operations and maintenance costs for the new facility for a 30-year period.