



# AGENDA

## PLANS AND PROGRAMS COMMITTEE Meeting Notice

**Date:** Tuesday, April 19, 2016; 10:30 a.m.  
**Location:** Committee Room 263, City Hall  
**Commissioners:** Tang (Chair), Farrell (Vice Chair), Avalos, Breed, Peskin and Wiener (Ex Officio)

**Clerk: Steve Stamos**

		Page
1.	<b>Roll Call</b>	
2.	<b>Citizens Advisory Committee Report – INFORMATION*</b>	5
3.	<b>Approve the Minutes of the March 15, 2016 Meeting – ACTION*</b>	9
4.	<b>Recommend Appointment of One Member to the Citizens Advisory Committee – ACTION*</b>	13

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 is one vacancy on the CAC requiring committee action. The vacancy is the result of the resignation of Wells Whitney (District 3 resident). Attachment 1 shows current CAC membership and Attachment 2 lists applicants.

5.	<b>Recommend Appointment of Two Members to the Geary Corridor Bus Rapid Transit Citizens Advisory Committee – ACTION*</b>	19
----	---	----

The Transportation Authority has a 13-member Geary Corridor Bus Rapid Transit (BRT) Citizens Advisory Committee (GCAC). There are two vacancies on the GCAC for a representative of the Richmond area and a representative of at-large interests. The vacancies are due to the term expirations of Margie Hom Brown and Jonathan Foerster. Ms. Hom Brown is seeking reappointment. After issuing notices seeking applicants to the GCAC over the past year, we have received applications from 31 candidates. Staff provides information on applicants but does not make recommendations on GCAC appointments. Attachment 1 contains a summary table with information about current and prospective GCAC members, showing neighborhood of residence, neighborhood of employment, affiliation, and other information provided by the applicants.

6.	<b>Recommend Allocation of \$48,000 in Prop K Funds and \$1,684,954 in Prop AA funds, with Conditions, for Four Requests, and Appropriation of \$262,000 in Prop K Funds for Two Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION*</b>	27
----	---	----

As summarized in Attachments 1 and 2, we have six requests totaling \$1,994,954 in Prop K and AA funds to present to the Plans and Programs Committee. The San Francisco Municipal Transportation Agency (SFMTA) and the

Transportation Authority are requesting \$100,000 in Prop K District 6 Neighborhood Transportation Improvement Program (NTIP) planning funds for the Pedestrian Safety in SOMA Youth and Family Zone project, of which the SFMTA will use \$48,000 to obtain community input to inform the Folsom-Howard Streetscape Project and we will use \$52,000 to develop recommendations for improving safety at three to five ramp intersections within the zone. The SFMTA has also requested \$491,757 in Prop AA funds for design work to upgrade up to 25 painted safety zones to permanent bulb-outs on Pedestrian High Injury Corridors throughout the city and \$163,358 in Prop AA funds for construction of the Mansell Corridor Improvement project. San Francisco Public Works (SFPW) has requested \$1,029,839 in Prop AA funds for construction of Chinatown Broadway Street Improvements Phase 4. Consistent with last month's Board action requiring that SFPW reach resolution with the District 3 Supervisor and the community on some design issues, we are tentatively recommending approval of this request. Finally, we are requesting \$210,000 in Prop K funds for the Treasure Island Mobility Management Program for design engineering and environmental activities through Fiscal Year 2016/17 related to the implementation of congestion pricing and related transportation improvements on the Island.

#### **7. Bay Area Bike Share Update – INFORMATION**

Representatives from Motivate International, Inc. (Motivate) will provide an overview of the process, timeline and outreach for expansion of the regional bike share system. Last year, the Metropolitan Transportation Commission approved a contract with Motivate to deliver, implement and operate a bike share system of at least 7,000 bikes and associated stations. The contract includes bike share expansion in the cities of Berkeley, Emeryville, Oakland, San Francisco and San Jose by 2017, including an increase in San Francisco from the current 328 to 4,500 bicycles. The contract requires that a minimum of 20 percent of the docks and bikes be located in communities of concern, and Motivate is working with cities on community engagement as part of the siting process. The first phase of expansion can be viewed on Motivate's website at: [www.bayareabikeshare.com/expansion](http://www.bayareabikeshare.com/expansion).

#### **8. Update on the District 3 Neighborhood Transportation Improvement Program – INFORMATION**

At the March 15 Plans and Programs Committee meeting, Commissioner Peskin requested an update on the District 3 Neighborhood Transportation Improvement Project, which involves development of conceptual designs for Kearny Street (and potentially Montgomery Street) to enhance travel safety and performance for pedestrians, transit customers, and bicyclists. San Francisco Municipal Transportation Agency (SFMTA) staff will provide an update on recent project activities, which have focused on developing short-term safety improvements at the intersections of Kearny Street with Clay and Washington Streets. The SFMTA has also been working to revise the overall scope of work for the project to incorporate involvement from a community based organization.

#### **9. Update on the San Francisco Municipal Transportation Agency's Muni Equity Strategy – INFORMATION\***

At the February 23 Transportation Authority Board meeting, the San Francisco Municipal Transportation Agency (SFMTA) presented its Equity Strategy, describing the overall framework and highlighting initial findings. Commissioner Tang requested an update on the Muni Service Equity Strategy once the report was finalized. The SFMTA Board adopted the Muni Equity Strategy Report on April 5, which is included as an enclosure. Thus, at the April 19 Plans and Programs Committee meeting, SFMTA staff will present additional information on the analysis and recommendations of the report, review next steps, and answer any questions the Committee may have.

#### **10. 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.

#### **11. Public Comment**

#### **12. 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

## Plans and Programs Committee Meeting Agenda

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 and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. 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, 7, 9, 19, 21, 47, and 49. 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 meeting 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).



**This Page Intentionally Left Blank**



# DRAFT MINUTES

## CITIZENS ADVISORY COMMITTEE

Wednesday, March 23, 2016

### 1. Committee Meeting Call to Order

Chair Waddling called the meeting to order at 6:03 p.m.

CAC members present were Myla Ablog, John Larson, Santiago Lerma, Becky Hogue, Jacqueline Sachs, Peter Sachs and Peter Tannen. Brian Larkin and John Morrison entered during Item 6.

Transportation Authority staff members present were Amber Crabbe, Ryan Greene-Roesel, Rachel Hiatt, Anna LaForte, Maria Lombardo and Mike Pickford.

### 2. Chair's Report – INFORMATION

Chair Waddling reported that Transportation Authority staff were organizing a tour of the San Francisco Municipal Transportation Agency's (SFMTA's) Transportation Management Center to be held at 4:30 p.m. prior to the April 27 CAC meeting. He said that there would be an update on the SFMTA Radio Replacement project at the April CAC meeting as well.

Chair Waddling provided an update on the Late Night Transportation Study and noted that staff was working with the Mayor's Office of Economic and Workforce Development, the Entertainment Commission, and members of the Late Night Transportation Study working group to advance recommendations from the report, "The Other 9-to-5". He said that staff was leading an effort to expand all night local and regional bus service, as well as conducting a performance analysis of existing late night bus service and performing a market analysis of late night trip demand patterns. He said that based on the results of this analysis, service planning guidelines, and input from transit operators, staff would produce both revenue neutral and expansion service proposals. Chair Waddling noted that staff had also been working with partners to develop an ongoing monitoring practice to evaluate late night service performance, to create a pilot program for location specific improvements in corridors with late night activity (focused first on the lower Polk neighborhood), and to launch a new coordinated information campaign to better communicate existing services, including a marketing plan and an improved page on 511.org. He said that staff would provide an update to the CAC on these efforts after a draft late night bus proposal had been developed.

During public comment, Roland Lebrun said that the tour of the Transportation Management Center may need to be open to the public, as a tour with a quorum of the CAC may be considered a public meeting under the Ralph M. Brown Act.

### Consent Calendar

#### 3. Approve the Minutes of the February 24, 2016 Meeting – ACTION\*

#### 4. State and Federal Legislative Update – INFORMATION\*

Peter Sachs asked if MUNI was seeking the ability to use freeway shoulders, as would be authorized by Assembly Bill 1746. Amber Crabbe, Assistant Deputy Director for Policy and

Programming, responded that it would be difficult for buses to use the elevated freeway shoulders in San Francisco, and that she had not heard if SFMTA was interested in the authorization at this time. Mr. Sachs asked why the Transportation Authority wasn't recommending a support position on Senate Bill 986, which proposed to reduce fines for right turns on red lights without stopping. Ms. Crabbe responded that the city was taking a more comprehensive look at traffic enforcement rather than considering single measures independently.

#### 5. **Citizens Advisory Committee Appointments – INFORMATION**

Jacqueline Sachs asked what the status was of the CAC appointment for a representative of District 3. Chair Waddling responded that at the March Plans and Programs Committee meeting, Commissioner Peskin had continued the appointment to the following month.

There was no public comment on the Consent Calendar.

Chair Waddling moved to approve the Consent Calendar, seconded by Santiago Lerma.

The Consent Calendar was approved by the following vote:

Ayes: CAC Members Ablog, Larson, Lerma, Hogue, J. Sachs, P. Sachs, Tannen and Waddling

#### **End of Consent Calendar**

#### 6. **Adopt a Motion of Support for Allocation of \$48,000 in Prop K Funds and \$1,684,954 in Prop AA funds, with Conditions, for Four Requests, and Appropriation of \$262,000 in Prop K Funds for Two Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION\***

Mike Pickford, Rachel Hiatt, and Ryan Greene-Roesel, presented the item per the staff memorandum.

Chair Waddling asked what kind of local resident feedback the Transportation Authority had received during outreach events on Treasure Island. Rachel Hiatt, Acting Deputy Director for Planning, responded that affordability was the biggest issue brought up during outreach events, as many existing residents were low-income and received housing subsidies. Ms. Hiatt explained that provisions had been incorporated into the planning effort to provide low-income residents with additional subsidies, and to provide long-term residents of any income level - who did not "opt in" to the program - with subsidies as well. She described the proposed Multi-Modal Affordability Program, which would use toll revenues to provide a multi-modal array of subsidies (e.g. carshare membership, discounted ferry or transit passes, transit-for-toll credit program) to qualifying low-income residents. She said that in order to help long-time residents transition to the new neighborhood, the Transportation Authority had recommended toll revenue subsidize one daily round-trip for longtime residents. She added that policy recommendations would be taken through the board cycle in spring 2016. Becky Hogue commented that the Treasure Island Mobility Management Agency (TIMMA) had been very responsive to resident concerns throughout the planning process, and she commended TIMMA for not requiring Treasure Island residents to be the sole persons to pay congestion pricing tolls.

Peter Sachs asked why it had taken so long to complete the Mansell Corridor Improvement Project, as there were well-attended public outreach events held between 2010 and 2013. David Froehlich, Project Manager at San Francisco Public Works (SFPW) responded that he had recently taken over as project manager and did not know the history of the planning and design process, but said that the project was currently halfway through construction, with final construction anticipated for August or September 2016. Mr. Sachs asked what could be done to move projects forward in a

timely manner that seemed to have broad community support. Anna LaForte, Deputy Director for Policy and Programming, said that unfortunately the timeline for this project was not unusual. She noted that the project received One Bay Area Grant (OBAG) and Prop AA funds in 2013, which were key to allowing the project to move forward. Chair Waddling said that he had attended initial outreach meetings in 2010 and that he recalled the long timeline being the result of funding issues, but that project sponsors had been upfront at the time that the project was still seeking funding.

During public comment, Roland Lebrun said that a backup Transbay Tube would be needed in the future at some point, and that Supervisor Yee had brought up the idea of a BART station on Treasure Island, which could be linked to the Transbay Terminal through a new tube. He said that the Subway Master Plan should consider a BART station under the Treasure Island marina, similar to an example in London, as part of a replacement Transbay Tube.

Becky Hogue moved to approve the item, seconded by Peter Sachs.

The motion was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Lerma, Larson, Hogue, Morrison, J. Sachs, P. Sachs, Tannen and Waddling

**7. Adopt a Motion of Support for Amendment of the Adopted Fiscal Year 2015/16 Budget to Decrease Revenues by \$3,616,773 and Increase Expenditures by \$23,347,827 for a Total Net Decrease in Fund Balance of \$26,964,600 – ACTION\***

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

Brian Larkin asked why the I-80/Yerba Buena Island Ramps Improvement project was delayed because of a wet winter season when it did not rain that much during the previous fiscal year. Ms. Fong responded that the wet season included a portion of this calendar year and that delays could have been due to other factors. Maria Lombardo, Chief Deputy Director, clarified that the budget reflected a delay in billing and not an increase in overall project cost.

There was no public comment.

Jacqueline Sachs moved to approve the item, seconded by John Larson.

The motion was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Lerma, Larson, Hogue, Morrison, J. Sachs, P. Sachs, Tannen and Waddling

**8. Update on Plan Bay Area (PBA) 2040 – INFORMATION**

Amber Crabbe, Assistant Deputy Director for Policy and Programming, presented the item.

Santiago Lerma asked how the Metropolitan Transportation Commission (MTC) and the Transportation Authority dealt with discrepancies in the value of how projects were scored. Ms. Crabbe responded that the same criteria was used for each target, and that projects would receive a negative point if they did not meet the criteria or a positive point if they advanced the target. She added that the project would receive a score of zero if it did not advance the target but also did not make it worse. Mr. Lerma pointed out that different communities have different priorities, and asked how the scoring took those differences into account. Ms. Crabbe responded that the analysis focused on how individual projects met each target, and that an additional equity analysis was performed on top of the overall assessment to inform the overall project evaluation. Maria Lombardo, Chief Deputy, acknowledged that project performance evaluation was pretty

challenging to do well and in a transparent fashion. She noted that MTC's intent was to use the Plan Bay Area project evaluation process to identify the outliers – both the top performers and the worst performers.

During public comment, Edward Mason voiced concern that Plan Bay Area 2040 did not properly define what constitutes “affordable,” and that transit-oriented development goals did not take into account whether or not a person's place of employment was located near a transit station. Mr. Mason added that he believed property developers should contribute more funding to affordable housing development and other aspects of urban development necessary in accommodating growth.

**9. Introduction of New Business – INFORMATION**

Peter Sachs voiced concern that the proposed expansion sites of Bay Area Bike Share in San Francisco were not equally dispersed throughout the city, with many areas of the city with no stations at all. He noted that contiguous siting of stations seemed to be a major driver and he wondered when bike share would reach west of Twin Peaks. Peter Tannen requested an update on financing for the Transbay Transit Center. Jacqueline Sachs noted she had requested an update on the Central Subway last month. She also commented that the proposed extension of the Central Subway to Fisherman's Wharf didn't make sense. John Morrison expressed concern about shuttle buses from casinos that had been operating around the Cow Palace in Visitacion Valley, noting noise issues as well as accelerated pavement deterioration caused by heavy businesses on narrow streets with poor pavement quality to start.

There was no public comment.

**10. Public Comment**

During public comment, Edward Mason suggested that the CAC read the Palo Alto Weekly newsletter for updates on potential shuttle programs that would impact San Francisco. Mr. Mason cited an example of a potential shuttle program that would provide employees of Stanford University who lived in San Francisco with transportation services to Palo Alto, and reiterated his point that a regional public shuttle program should be explored. He continued by urging members to read the whole issue which also touched on Plan Bay Area, the affordability and housing crisis, and high-speed rail.

**11. Adjournment**

The meeting was adjourned at 7:16 p.m.





# DRAFT MINUTES

## PLANS AND PROGRAMS COMMITTEE

Tuesday, March 15, 2016

### 1. Roll Call

Chair Tang called the meeting to order at 10:36 a.m. The following members were:

**Present at Roll Call:** Commissioners Avalos, Cohen, Peskin and Tang (4)

**Absent at Roll Call:** Commissioner Farrell (entered during Item 6) (1)

### 2. Citizens Advisory Committee Report – INFORMATION

Chris Waddling, Chair of the Citizens Advisory Committee (CAC), reported that at its February 24 meeting, the CAC considered four items on the committee's agenda. He said the CAC unanimously approved Item 4, and that the CAC's comments were to look more closely at non-commute hours, connections to the BART travel incentives pilot program, and commuters traveling to the south bay, as well as to have a multi-agency effort look at alternatives to private commuter shuttles. He said the CAC unanimously approved Item 6 with one abstention, and that member comments were related to clarifications on the selection of fund allocation processes, which were clarified by staff, and that public comments included concern about geographic equity in pedestrian safety projects. Chair Waddling said that the CAC also unanimously approved Item 7 with one abstention, and that on Item 8, the CAC's comments were mostly related to the timeframe of delivery of the Geary Boulevard light rail transit project, which should be considered sooner than later because of projected increases in demand. Lastly, he said that the CAC believed there should be greater investment in public transit in the eastern and southeastern neighborhoods of the city to handle the expected increases in population as well as to serve existing populations.

There was no public comment.

### Consent Calendar

#### 3. Approve the Minutes of the February 9, 2016 Meeting – ACTION

#### 4. Recommend Approval of the Improving West Side Transit Access Strategic Analysis Report – ACTION

There was no public comment.

The Consent Calendar was approved without objection by the following vote:

Ayes: Commissioners Avalos, Cohen, Peskin and Tang (4)

Absent: Commissioner Farrell (1)

### End of Consent Calendar

### 5. Recommend Appointment of Two Members to the Citizens Advisory Committee –

**ACTION**

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

Chair Tang commented that Commissioner Yee had communicated his support to reappoint John Lason as a representative of District 7.

Commissioner Peskin stated that he would like to continue the vacancy for a representative of District 3 to allow additional time for candidate recruitment.

Marlo McGriff spoke to his interest and qualification in being appointed to the Citizens Advisory Committee.

Commissioner Avalos moved to recommend reappointment of John Larson and continue the remaining vacancy, seconded by Commissioner Cohen.

There was no public comment.

The motion to recommend reappointment of Mr. Larson was approved without objection by the following vote:

Ayes: Commissioners Avalos, Cohen, Peskin and Tang (4)

Absent: Commissioner Farrell (1)

**6. Recommend Approval of the 2016 Prop AA Call for Projects Programming Recommendations Totaling \$2,192,934 for Four Projects and Amendment of the Prop AA Strategic Plan – ACTION**

Anna LaForte, Deputy Director for Policy and Programming, presented the item per the staff memorandum.

Commissioner Peskin commented that there had been a pedestrian fatality at the intersection of Broadway and Powell Streets a few days prior and that there were immediate improvements that could be made to the dangerous intersection before the Chinatown Broadway Streetscape project was implemented.

Chair Tang commented that she was looking forward to improvements that would help with access at the Daly City BART Station.

During public comment, Andrew Yip noted that an elderly person had recently been killed at an intersection in Chinatown and said that pedestrians should be careful when crossing the street and aware of traffic conditions.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Cohen, Farrell, Peskin and Tang (5)

**7. Recommend Allocation of \$10,975,410 in Prop K Funds and \$794,980 in Prop AA Funds, with Conditions, for Six Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION**

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

Commissioner Avalos asked how much a fare transfer would be for passengers on the Muni 14R transferring to BART at the Daly City station. Mr. Pickford responded that he was not certain and would follow up.

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Cohen, Farrell, Peskin and Tang (5)

#### **8. Rail Capacity Strategy Update – INFORMATION**

Grahm Satterwhite, Transit Planner at the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Chair Tang commented that the long-term view of actions needed to improve the city's public transportation system was helpful and emphasized that it would be preferable to have improvements sooner than later.

There was no public comment.

#### **9. Bay Area Rapid Transit Perks Program Update – INFORMATION**

Ryan Greene-Roesel, Senior Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

#### **10. Introduction of New Items – INFORMATION**

Commissioner Peskin said that with the recent pedestrian fatality near Jean Parker Elementary School, it was the fourth such fatality in Chinatown in as many years. He requested that staff work with the SFMTA to utilize Neighborhood Transportation Improvement Program planning funds to implement recommendations from the Chinatown Neighborhood Transportation Plan that was approved the year prior, and requested an update at the next Plans and Programs Committee meeting.

Commissioner Peskin requested that the Transportation Authority, in partnership with the SFMTA and the Planning Department, build off of a previous land use study regarding the SFMTA's Kirkland Bus Yard in District 3. He noted that according to Proposition K passed in 2015, the city was allowed to build affordable housing on city-owned sites that were identified as surplus property, however the Kirkland Bus Yard was not included on that list. He requested that the new study explore the feasibility of building affordable housing on the site, possibly above the bus yard, as well as a temporary relocation site for the bus yard should it advance.

Commissioner Cohen asked why the Kirkland Bus Yard site was not identified in the proposition passed by voters. Commissioner Peskin responded that while the SFMTA had previously determined that the Kirkland Bus Yard was surplus to its needs, the SFMTA subsequently changed that determination due to the future Van Ness Avenue Bus Rapid Transit system. He added that what he was proposing was to explore the possibility of maintaining the bus yard while adding housing above it.

Chair Tang said that the city was currently looking for a training facility for new bus drivers but that there was concern over the lease currently being considered at the Board of Supervisors, and that the Kirkland Bus Yard seemed to be an adequate sized facility so perhaps this issue should be considered in the proposed study.

During public comment, Andrew Yip commented on civilized culture.

**11. Public Comment**

During public comment, Andrew Yip commented on the cultivation of virtues.

**12. Adjournment**

The meeting was adjourned at 11:28 a.m.



# Memorandum

**Date:** 04.12.16 **RE:** Plans and Programs Committee  
April 19, 2016

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

**From:** Maria Lombardo – Chief Deputy Director *mel*

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

**Subject:** **ACTION** – Recommend Appointment of One Member 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 is one vacancy on the CAC requiring committee action. The vacancy is the result of the resignation of Wells Whitney (District 3 resident). Attachment 1 shows current CAC membership and Attachment 2 lists applicants.

## BACKGROUND

There is one vacancy on the Citizens Advisory Committee (CAC) requiring Plans and Programs Committee action. The vacancy is the result of the resignation of Wells Whitney, who resides in District 3. There are currently 27 applicants to consider for the existing vacancy.

## 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 email 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. If a candidate is unable to appear before the Committee, they may appear at the following Board meeting in order to be eligible for appointment. 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 one member to the CAC.
2. 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. Matrix of CAC Members
2. Matrix of 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	M	C	3	Telegraph Hill	Environmental, Neighborhood, Public Policy, Senior Citizen	May 13	May 17
Brian Larkin	M	NP	1	Richmond	Neighborhood	May 04	Sep 16
Chris Waddling, Chair	M	NP	10	Silver Terrace	Neighborhood	Dec 12	Dec 16
Santiago Lerma	M	H	9	Mission	Business, Environmental, Labor, Neighborhood, Public Policy	Dec 14	Dec 16
Myla Ablog	F	Filipina	5	Japantown/Western Addition	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen	Sep 13	Mar 17
John Morrison	M	NP	11	Crocker-Amazon	Business, Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen	May 15	May 17
Jacqueline Sachs	F	C	2	Western Addition	Disabled, Neighborhood	Jun 97	Jul 17
Peter Sachs, Vice Chair	M	NP	4	Outer Sunset	Environmental, Labor, Public Policy	Jul 15	Jul 17
Becky Hogue	F	C	6	Treasure Island	Disabled, Neighborhood	Dec 15	Dec 17
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 18
John Larson	M	NP	7	Miraloma Park	Environment, Neighborhood, Public Policy	Mar 14	Mar 18
A – Asian	AA – African American	AI – American Indian or Alaska Native	C – Caucasian	H/L – Hispanic or Latino			
	NH – Native Hawaiian or Other Pacific Islander	NP – Not Provided (Voluntary Information)					

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

## Attachment 2 (Updated 04.12.16)

## APPLICANTS

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
1 Renee Anderson*	F	C	11	Outer Mission	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
2 Charles Baird*	M	NP	6	South of Market	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
3 Margaret Bonner*	F	C	5	West NOPA	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
4 Michael Buzinover*	M	C	6	Alamo Square	Business, Environment, Labor, Public Policy
5 Virginia Calkins*	F	C	6	South of Market	Business, Environment, Neighborhood, Public Policy
6 Karwana Dyson*	F	AA	10	Bayview Hunters Point	Business, Neighborhood
7 Peter Fortune	M	NP	2	Marina	Business, Neighborhood, Public Policy, Senior Citizen
8 Fabian Gallardo*	M	H/L	7	Lakeside	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
9 Hristo Gyoshev*	NP	NP	11	Mission Terrace	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
10 Doreen Horstin	F	NP	6	South of Market	Environment, Labor, Neighborhood, Public Policy
11 Johnny Jaramillo*	M	AI	2	Pacific Heights / Van Ness Corridor	Business, Environment, Labor, Neighborhood, Public Policy
12 Lee Jewell*	M	C	5	Hayes Valley	Disabled, Neighborhood, Senior Citizen
13 Jack Kleytman*	M	C	4	Outer Sunset	Business, Neighborhood
14 Roger Kuo	M	A	3	Financial District	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
15 Joseph Lake	M	C	6	South of Market	Environment, Labor, Neighborhood, Public Policy
16 Marlo McGriff	M	AA	8	Mission-Dolores	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen



<b>Name</b>	<b>Gender</b>	<b>Ethnicity</b>	<b>District</b>	<b>Neighborhood</b>	<b>Affiliation/Interest</b>
17 Rachel Morgan*	F	NP	3	South of Market	Business, Disabled, Neighborhood, Public Policy
18 Catherine Orland	F	C	9	Mission	Business, Environment, Labor, Neighborhood, Public Policy
19 James Pierre Louis*	M	AA	3	Financial District / Embarcadero	Environment, Neighborhood
20 Steven Riess*	M	C	6	South Beach	Business, Disabled, Environment, Neighborhood, Senior Citizen
21 Glenn Savage*	M	NP	2	Pacific Heights	Business, Neighborhood, Public Policy
22 Deborah Schrimmer	F	C	5	Cole Valley	Neighborhood, Public Policy
23 Daniel Sisson	M	C/H	1	Inner Richmond	Business, Neighborhood, Public Policy
24 Elliott Talbot*	NP	NP	2	Marina	Neighborhood, Public Policy
25 Bradley Wiedmaier*	M	C	6	Lower Nob Hill	Disabled, Labor, Senior Citizen
26 Jeffrey Wood	M	NP	8	Noe Valley	Environment, Labor, Neighborhood, Public Policy
27 David Zebker*	NP	NP	6	Tenderloin	Environment
A – Asian	AA – African American	AI – American Indian or Alaska Native	C – Caucasian	H/L – Hispanic or Latino	
	NH – Native Hawaiian or Other Pacific Islander	NP – Not Provided (Voluntary Information)			

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




**This Page Intentionally Left Blank**




# Memorandum

**Date:** 04.12.16 **RE:** Plans and Programs Committee  
April 19, 2016

**To:** Plans and Programs Committee: Commissioners Tang (Chair), Farrell (Vice Chair), Avalos, Breed, Peskin and Weiner (Ex Officio)

**From:** Eric Cordoba – Deputy Director for Capital Projects 

**Through:** Tilly Chang – Executive Director 

**Subject:** **ACTION** – Recommend Appointment of Two Members to the Geary Corridor Bus Rapid Transit Citizens Advisory Committee

## Summary

The Transportation Authority has a 13-member Geary Corridor Bus Rapid Transit (BRT) Citizens Advisory Committee (GCAC). There are two vacancies on the GCAC for a representative of the Richmond area and a representative of at-large interests. The vacancies are due to the term expirations of Margie Hom Brown and Jonathan Foerster. Ms. Hom Brown is seeking reappointment. After issuing notices seeking applicants to the GCAC over the past year, we have received applications from 31 candidates. Staff provides information on applicants but does not make recommendations on GCAC appointments. Attachment 1 contains a summary table with information about current and prospective GCAC members, showing neighborhood of residence, neighborhood of employment, affiliation, and other information provided by the applicants.

## BACKGROUND

Geary Corridor Bus Rapid Transit (BRT) is one of the signature projects included in the Prop K Expenditure Plan. The Transportation Authority is currently leading environmental analysis for Geary Corridor BRT, in partnership with the San Francisco Municipal Transportation Agency (SFMTA). The environmental analysis will identify the benefits and impacts of BRT alternatives, a preferred alternative, and strategies to mitigate any environmental impacts. Engineering work for this phase entails preparation of designs for project alternatives as needed to clarify potential impacts and support identification of a preferred alternative, as well as development of design solutions for complex sections of the corridor. Due to the detailed nature and significance of the study, the Geary Corridor BRT Citizens Advisory Committee (GCAC) is distinct from the Transportation Authority Citizens Advisory Committee (CAC).

**Role of the GCAC:** The role of the GCAC is to advise Transportation Authority staff throughout the environmental analysis of the Geary BRT project by providing input representative of varying interests along the corridor, as well as broader, citywide interests related to the project. The GCAC currently meets approximately bi-monthly. Specifically, the GCAC members have and will continue to:

- Advise on the study scoping to identify the alternatives for analysis;
- Advise on the selection of a preferred alternative based on project benefits and expected environmental impacts;

- Advise on strategies to mitigate any negative environmental impacts; and
- Advise on strategies for effective outreach and assist with outreach to neighborhoods and other stakeholders.

In February 2008, through Resolution 08-56, the Transportation Authority Board established the structure for the GCAC. In October 2013, the Board increased the number of seats on the GCAC from eleven to thirteen. Appointed individuals are to reflect a balance of interests, including residents, businesses, transportation system users, and advocates. Each member is appointed to serve for a two-year term.

## DISCUSSION

The purpose of this memorandum is to present the applications received for the GCAC and to seek a recommendation to appoint two members to the GCAC for two-year terms. The vacant seats on the GCAC are for a representative of the Richmond area and a representative of at-large interests. The vacancies are due to the term expirations of Margie Hom Brown and Jonathan Foerster. Ms. Hom Brown is seeking reappointment. The current GCAC membership and structure are shown in the table below:

Geographic Representation	Seats on GCAC	Term Expires	Member(s)
Richmond	3	Apr 2016 Feb 2017 Sep 2017	J. Foerster ( <b>expiring term</b> ) A.P. Miller J. Fong
Japantown/Fillmore	3	Sep 2017 Jan 2018 Jan 2018	B. Horne R. Hashimoto W. Newsom
Tenderloin/Downtown	2	Jul 2017 Sep 2017	K. Stull P. Gallotta
At-Large	5	Apr 2016 Dec 2016 Sep 2017 Sep 2017 Oct 2017	M. H. Brown ( <b>expiring term</b> ) W. Parsons C. Bakir J. John P. Chan

**Recruitment:** We solicited GCAC applications in March 2016 through the Transportation Authority's website and social media accounts, Commissioners' offices, and an email blast to community members and organizations with interest in the Geary corridor. Applications are also accepted on a rolling basis on the Transportation Authority's website.

**Applicant Pool:** We have received applications from 31 candidates, including the one member seeking reappointment. Attachment 1 provides a matrix summarizing the applications, including information about each person's affiliation to and interest in the Geary Corridor BRT project. Applicants were informed of the opportunity to speak on behalf of their candidacies at the April 2016 Plans and Programs Committee meeting. Applicants were advised that appearance before the Committee is strongly encouraged, but not required, for appointment. Staff provides information on applicants but does not

make recommendations on these appointments.

#### **ALTERNATIVES**

1. Recommend appointment of two members to the GCAC.
2. Recommend appointment of one member to the GCAC.
3. Defer action, pending additional information or further staff analysis.

#### **CAC POSITION**

None. The CAC does not make recommendations on other CACs or appointments to those committees.

#### **FINANCIAL IMPACTS**

None.

#### **RECOMMENDATION**

Recommend appointment of two members to the GCAC.

Attachments (3):

1. Geary BRT CAC Members
2. Geary BRT CAC Applicants for Richmond and At-Large Seats
3. Geary BRT CAC Applications for Richmond and At-Large Seats

Attachment 1. Geary BRT Citizens Advisory Committee Members, April 2016

Term Expiration	Name	Corridor Relationship / Interest / Affiliation				Residence		Work		Self-Identified:				
		Resident	Business Employee	Transit	Environment	Disabled	Senior	Other	District	Neighborhood	District	Neighborhood	Gender	Ethnicity
<b>Richmond (3 seats, 1 vacancy)</b>														
Apr. 2016	Jonathan Foerster	x		x					1	Richmond			M	n/a
Feb. 2017	Angela Paige Miller	x	x	x	x		Pedestrian, bicycling advocate	1	Inner Richmond		Stanford	F	Caucasian	
Sep. 2017	Joanna Fong	x		x				1	Richmond			F	Chinese	
<b>Japantown/Fillmore (3 seats)</b>														
Sep. 2017	Benjamin Horne	x	x					5	Lower Pac Heights/ Upper Fillmore	3	Union Square/ Lower Pac Heights	M	n/a	
Jan. 2018	Richard Hashimoto	x	x	x			Pedestrian advocate	n/a	Vallejo, CA (part-time in W. Addition)	5	Western Addition	M	Asian	
Jan. 2018	William Newsom	x	x	x			Bicycling advocate	5	Western Addition	3	Financial District	M	n/a	
<b>Tenderloin/Downtown (2 seats)</b>														
Jul. 2017	Kevin Stull	x		x	x		Central City SRO Collaborative; Pedestrian Safety Advisory Committee	6	Tenderloin	6	Tenderloin	M	Caucasian	
Sep. 2017	Peter Gallotta	x		x	x		LGBT	6	Tenderloin	6	Civic Center	M	n/a	
<b>At-Large (5 seats, 1 vacancy)</b>														
Apr. 2016	Margie Hom Brown	x		x			Chinese speakers	1	Richmond			F	Chinese	
Dec. 2016	Winston Parsons	x		x	x		Pedestrian and bicycle advocate	2	Inner Richmond/ Jordan Park	6	SOMA	M	n/a	
Sep. 2017	Jolsna M John	x		x			Pedestrian advocate	2	Lower Pac Heights			F	South Asian	

Term Expiration	Name	Corridor Relationship / Interest / Affiliation										Residence		Work		Self-Identified:	
		Resident	Business	Employee	Transit	Environment	Disabled	Senior	Other	District	Neighborhood	District	Neighborhood	District	Neighborhood	Gender	Ethnicity
Sep. 2017	Cyndi Bakir	x		x	x	x			x	Pedestrian and bicycling advocate	1	Inner Richmond	1	Richmond	F	Euro-American	
Oct. 2017	Paul Chan	x	x		x						1	Richmond	1	Richmond	M	n/a	

Note: Dark shading denotes members with current term expirations.

Attachment 2. Geary BRT Citizens Advisory Committee Applicants, April 2016

Applicant Status	Name	Corridor Relationship / Interest / Affiliation					Residence		Work		Self-Identified:				
		Resident	Business	Employee	Transit	Environment	Disabled	Senior	Other	District	Neighborhood	District	Neighborhood	Gender	Ethnicity
<b>Richmond (3 seats, 1 vacancy)</b>															
Applicant	Matthew Alvarez	x			x		x			1	Inner Richmond	3	Financial District	M	Latino
Applicant	Tom Barton	x			x					1	Richmond			M	
Applicant	Jamie Choy	x			x			Pedestrian advocate		2	Sea Cliff / Outer Richmond		Oakland	M	Chinese-Caucasian
Applicant	Sascha Cohen	x	x		x			Bicycling and pedestrian advocate		1	Inner Richmond	5	Inner Sunset		
Applicant	Gilbert Dair	x					x			1	Richmond	9	Mission		
Applicant	Peter Geiler	x			x		x			1	Richmond			M	
Applicant	Emily Grimm	x	x		x		x	Pedestrian advocate		1	Outer Richmond	6	Financial District	F	Caucasian
Applicant	Rene Hinojosa	x	x							1	Richmond	3	Financial District	M	Latino
Applicant	Jason Jungreis	x			x					1	Outer Richmond	3	Financial District	M	Caucasian
Applicant	Patrick Kennedy	x	x		x					1	Inner Richmond	3	Russian Hill	M	Caucasian
Applicant	Sanford Kingsley	x	x		x					2	Richmond	1	Richmond	M	Caucasian
Applicant	Kate Lazarus	x	x		x					1	Richmond	3	Jackson Square	F	Caucasian
Applicant	David Lee	x	x		x		x			1	Richmond	1	Richmond	M	Chinese
Applicant	Dylan MacDonald	x								1	Inner Richmond	6	SOMA		
Applicant	Suzie Moy	x	x				x			1	Richmond			F	Asian
Applicant	Jay Seiden	x			x					1	Richmond	3	Downtown	M	
Applicant	Daniel Sisson	x	x		x			SF Transit Riders Union		1	Inner Richmond	3	Financial District	M	
Applicant	Victoria Stephens	x			x		x			1	Lower Richmond			F	Caucasian



Applicant Status	Name	Corridor Relationship / Interest / Affiliation							Residence			Work		Self-Identified:		
		Resident	Business	Employee	Transit	Environment	Disabled	Senior	Other	District	Neighborhood	District	Neighborhood	District	Gender	Ethnicity
Applicant	Ventsislav Stoichev	x			x	x				1	Central Richmond	3	Financial District			
Applicant	Joe Strella	x			x			Pedestrian advocate	1	Inner Richmond		San Bruno	M			
Applicant	Alexei Nikolaeff-Svensson	x	x		x			Bicycling advocate	1	Inner Richmond	1	Inner Richmond				
Applicant	Mark Valentine	x	x		x			Pedestrian advocate	1	Richmond	1	Richmond				
Applicant	Kevin Watkins	x	x		x			Bicycling advocate	1	Inner Richmond		SOMA	M	Caucasian		
Applicant	Oleg Zhoglo	x	x		x				1	Outer Richmond	6	SOMA	M			
<b>Japantown/Fillmore (3 seats, 0 vacancies)</b>																
Applicant	Alan Kita	x	x		x		x		5	Western Addition	5	Western Addition	M	Asian		
Applicant	Lotus Yee Fong	x	x		x		x	Pedestrian advocate	5	Western Addition			F	Asian		
<b>Tenderloin/Downtown (2 seats, 0 vacancies)</b>																
No applicants.																
<b>At-Large (5 seats, 1 vacancy)</b>																
Member, seeking reappointment	Margie Hom Brown	x	x		x		x	Pedestrian Advocate	1	Richmond			F	Chinese		
Applicant	Ceci de la Montanya	x	x		x				2	Jordan Park	2		F			
Applicant	Alexander Post	x			x				2	Presidio / Laurel Heights						
Applicant	Elliott Talbot			x	x				2	Marina	3	Financial District				
Applicant	Jeffrey Wood	x	x		x				8	Noe Valley	8	Noe Valley	M			

**Note: Applicants eligible for neighborhood-based seats listed above are also eligible for At-Large seats.**



**This Page Intentionally Left Blank**



# Memorandum

**Date:** 04.12.16 **RE:** Plans and Programs Committee  
April 19, 2016

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

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

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

**Subject:** **ACTION** – Recommend Allocation of \$48,000 in Prop K Funds and \$1,684,954 in Prop AA funds, with Conditions, for Four Requests, and Appropriation of \$262,000 in Prop K Funds for Two Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

## Summary

As summarized in Attachments 1 and 2, we have six requests totaling \$1,994,954 in Prop K and AA funds to present to the Plans and Programs Committee. The San Francisco Municipal Transportation Agency (SFMTA) and the Transportation Authority are requesting \$100,000 in Prop K District 6 Neighborhood Transportation Improvement Program (NTIP) planning funds for the Pedestrian Safety in SOMA Youth and Family Zone project, of which the SFMTA will use \$48,000 to obtain community input to inform the Folsom-Howard Streetscape Project and we will use \$52,000 to develop recommendations for improving safety at three to five ramp intersections within the zone. The SFMTA has also requested \$491,757 in Prop AA funds for design work to upgrade up to 25 painted safety zones to permanent bulb-outs on Pedestrian High Injury Corridors throughout the city and \$163,358 in Prop AA funds for construction of the Mansell Corridor Improvement project. San Francisco Public Works (SFPW) has requested \$1,029,839 in Prop AA funds for construction of Chinatown Broadway Street Improvements Phase 4. Consistent with last month's Board action requiring that SFPW reach resolution with the District 3 Supervisor and the community on some design issues, we are tentatively recommending approval of this request. Finally, we are requesting \$210,000 in Prop K funds for the Treasure Island Mobility Management Program for design engineering and environmental activities through Fiscal Year 2016/17 related to the implementation of congestion pricing and related transportation improvements on the Island.

## BACKGROUND

We have received six requests for a combined total of \$310,000 in Prop K funds and \$1,684,954 in Prop AA funds to present to the Plans and Programs Committee at its April 19, 2016 meeting, for potential Board approval on April 26, 2016. As shown in Attachment 1, the requests come from the following Prop K and Prop AA categories:

- Transportation Demand Management/Parking Management
- Transportation/ Land use Coordination
- Prop AA Pedestrian Safety

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

## DISCUSSION

The purpose of this memorandum is to present three Prop K requests totaling \$310,000 and three Prop AA requests totaling \$1,684,954 to the Plans and Programs Committee and to seek a recommendation to allocate or appropriate the funds as requested. Attachment 1 summarizes the six 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 enclosed Allocation Request Forms.

**Treasure Island Mobility Management Program (TIMMP) (SFCTA):** The Transportation Authority, in its role as the Treasure Island Mobility Management Agency, has been charged with developing an integrated and multimodal congestion pricing demonstration program that applies motorist user fees to reduce the traffic impacts of the Treasure Island/Yerba Buena Island Development Project. Conceptual design of the project is nearing completion, and we are requesting \$210,000 in Prop K funds to initiate the design engineering and to contribute to related staff and consultant costs through Fiscal Year 2016/17 for development of the System Engineering Management Plan, the environmental scope of work, and the System Integrator Request for Proposals. The requested Prop K funds would allow the project to proceed on schedule as we work to secure additional funding for the entirety of the TIMMP.

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

Transportation Authority staff and project sponsors will attend the Committee meeting to provide brief presentations on some of the specific requests and to respond to any questions that the Committee may have.

## ALTERNATIVES

1. Recommend allocation of \$48,000 in Prop K funds and \$1,684,954 in Prop AA funds, with conditions, for four requests, and appropriation of \$262,000 in Prop K funds for two requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Recommend allocation of \$48,000 in Prop K funds and \$1,684,954 in Prop AA funds, with conditions, for four requests, and appropriation of \$262,000 in Prop K funds for two requests, 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 March 23, 2016 meeting and unanimously adopted a motion of support for the staff recommendation.

## FINANCIAL IMPACTS

This action would allocate \$48,000 in Fiscal Year (FY) 2015/16 Prop K sales tax funds and \$1,684,954 in FY 2015/16 Prop A vehicle registration funds, with conditions, for four requests, and appropriate \$262,000 in FY 2015/16 Prop K funds for two requests. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4, Prop K/Prop AA Allocation Summaries – FY 2015/16, shows the total approved FY 2015/16 allocations and appropriations to date for both programs, 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 adopted FY 2015/16 budget to accommodate the recommendation 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 \$48,000 in Prop K funds and \$1,684,954 in Prop AA funds, with conditions, for four requests, and appropriation of \$262,000 in Prop K funds for two requests.

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K/Prop AA Allocation Summaries – FY 2015/16
5. Prop K/Prop AA Allocation Request Forms (6)

## 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)	Leveraging		Phase(s) Requested	District
							Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	43	SFCTA	Treasure Island Mobility Management Program	\$ 210,000	\$ -	\$ 5,659,654	54%	96%	Design and Environmental	6
Prop K	44	SFMTA	Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [N'TIP Planning]	\$ 48,000	\$ -	\$ 48,000	40%	0%	Planning	6
Prop K	44	SFCTA	Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [N'TIP Planning]	\$ 52,000	\$ -	\$ 73,340	40%	29%	Planning	6
Prop AA	Ped	SFMTA	Bulb-outs at WalkFirst Locations	\$ -	\$ 491,757	\$ 491,757	NA	0%	Design	Citywide
Prop AA	Ped	SFPW	Chinatown Broadway Phase IV	\$ -	\$ 1,029,839	\$ 7,275,558	NA	86%	Construction	3
Prop AA	Ped	SFMTA	Mansell Corridor Improvement	\$ -	\$ 163,358	\$ 5,826,409	NA	97%	Construction	9, 10, 11
<b>TOTAL</b>						<b>\$ 310,000</b>	<b>\$ 1,684,954</b>	<b>\$ 19,374,718</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 (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)

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

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
43	SFCTA	Treasure Island Mobility Management Program	\$ 210,000	\$ -	Funds will be used for the design engineering and environmental phase of the Treasure Island Mobility Management Program. The scope of work includes civil engineering Plans, Specifications and Estimates; Project Approvals and Environmental Document approvals; final System Engineering, including System Requirements; and the final System Engineering Management Plan. We anticipate that the design and environmental phases will be completed by June 2017, with the project open for use (start of operations) in January 2019.
44	SFMTA	Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning]	\$ 48,000	\$ -	The SFMTA is requesting a portion of the District 6 Neighborhood Transportation Improvement Program (NTIP) planning funds for community-based planning for Folsom/Howard Streets. This project will engage relevant stakeholders to obtain further community input from within the SOMA Youth and Family Zone to explore how the Folsom and Howard re-designs can best address pedestrian safety and access to community assets (e.g. schools, recreation centers, etc.) within the zone. SFMTA anticipates completing the planning phase for this project June 2017.
44	SFCTA	Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning]	\$ 52,000	\$ -	Requested NTIP planning funds will fund the Transportation Authority's Vision Zero Ramp Intersection Study which will develop recommendations for improving safety at three to five ramp intersections in the SOMA Youth and Family Zone. Likely study locations include the I-80 Westbound off-ramp at 5th and Harrison Street; the I-80 Eastbound on-ramp at 5th and Bryant Street; the US 101 SB on-ramp at 10th and Bryant Street; and the US 101 off-ramp to 9th and Bryant Streets. These locations are among the top twenty ramp intersections citywide, ranked by the number of injuries 2005-2012, and are proximate to sensitive uses (e.g., senior centers, schools, etc.). The final report is anticipated by June 2017.

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
Ped	SFMTA	Bulb-outs at WalkFirst Locations	\$ -	\$ 491,757	The SFMTA is requesting funds for the design phase to upgrade up to 25 existing painted safety zones to permanent concrete bulb-outs on Pedestrian High Injury Corridors throughout the city. See page 91 of the packet for the list of potential intersections where concrete bulbouts have been planned and legislated. The SFMTA will select the highest priority locations with collision patterns that warrant upgrade. Design would begin in spring 2016, with construction expected to begin in spring 2018. Construction would be funded with SFMTA revenue bonds.
Ped	SFPW	Chinatown Broadway Phase IV	\$ -	\$ 1,029,839	Funds will leverage One Bay Area Grant (OBAG) funds programmed by the Transportation Authority in 2013, prior Prop AA and Prop K allocations, SFMTA Revenue Bonds, and a state Safe Routes to School grant to fully fund streetscape and safety improvements to Broadway between Columbus and the Broadway Tunnel, including improvements near the Jean Parker Elementary School. SFPW is requesting additional Prop AA funds to cover higher than anticipated bids. SFPW plans to begin construction in June 2016 and finish by April 2017.
Ped	SFMTA	Mansell Corridor Improvement	\$ -	\$ 163,358	Requested funds will leverage OBAG funds, prior Prop AA and Prop K allocations, Urban Greening grant, and Recreation and Park Department funds to fully fund complete street improvements on Mansell between Visitacion Ave nueand Dublin Street. The construction contract was awarded in August 2015 and construction is underway. The SFMTA is requesting additional Prop AA funds to cover higher than anticipated bids. The project is expected to be open for use by August 2016.
<b>TOTAL</b>			<b>\$ 310,000</b>	<b>\$ 1,684,954</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 Recommended	Prop AA Funds Recommended	Recommendation
43	SFCTA	Treasure Island Mobility Management Program	\$ 210,000	\$ -	We are recommending a <b>multi-phase allocation</b> for environmental and design phases given the concurrent nature of the work.
44	SFMTA	Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning]	\$ 48,000	\$ -	
44	SFCTA	Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning]	\$ 52,000	\$ -	
Ped	SFMTA	Bulb-outs at WalkFirst Locations	\$ -	\$ 491,757	

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

EP Line No./Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendation
Ped	SFPW	Chinatown Broadway Phase IV	\$ -	\$ 1,029,839	<b>Tentative Recommendation:</b> On March 22, 2016, at Commissioner Peskin's request, the Board unanimously approved a motion amending the staff recommendation for the 2016 Prop AA Call for Projects to add a condition to this project requiring that SFPW meet with his office and the Chinatown Community Development Center to address some minor concerns about the scope prior to the contract being awarded. The SFPW and SFMTA are working with Commissioner Peskin and key stakeholders but have not yet reached resolution. Thus we are forwarding this request with a tentative recommendation in case resolution is reached by the April 26 Board meeting. We will provide an update at the committee meeting.
Ped	SFMTA	Mansell Corridor Improvement	\$ -	\$ 163,358	
<b>TOTAL</b>			<b>\$ 310,000</b>	<b>\$ 1,684,954</b>	

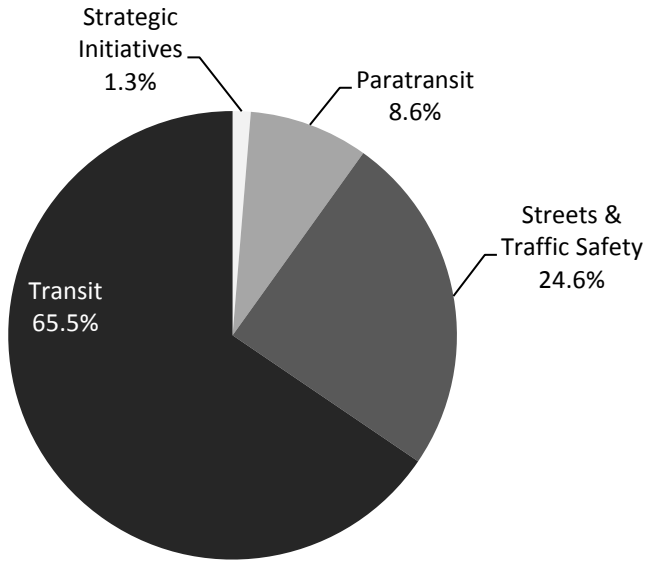
<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 4.  
Prop K/ Prop AA Allocation Summaries - FY 2015/16**

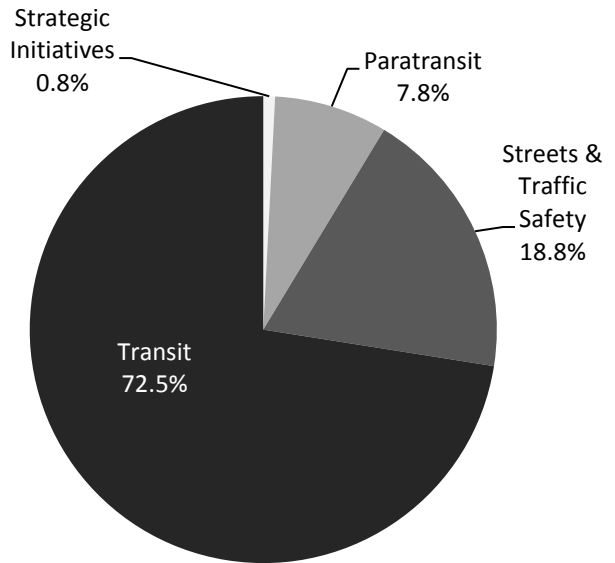
<b>PROP K SALES TAX</b>						
		<b>CASH FLOW</b>				
	<b>Total</b>	<b>FY 2015/16</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>2019/20</b>
Prior Allocations	\$ 189,066,527	\$ 95,019,629	\$ 81,006,158	\$ 12,760,186	\$ 150,577	\$ 32,495
Current Request(s)	\$ 310,000	\$ 127,000	\$ 173,000	\$ 10,000	\$ -	\$ -
New Total Allocations	\$ 189,376,527	\$ 95,146,629	\$ 81,179,158	\$ 12,770,186	\$ 150,577	\$ 32,495

The above table shows maximum annual cash flow for all FY 2015/16 allocations approved to date, along with the current recommended

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



**Prop K Investments To Date**

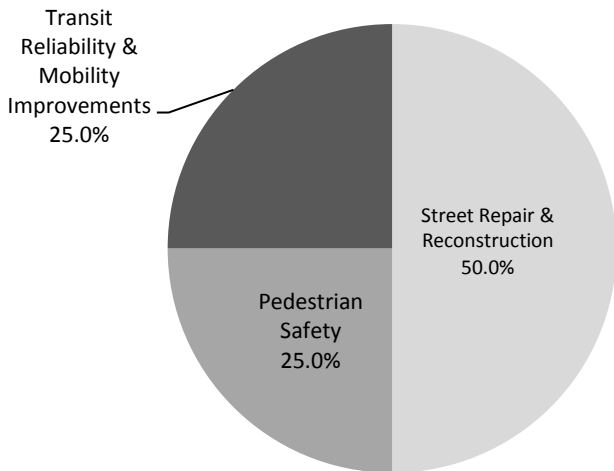


**PROP AA VEHICLE REGISTRATION FEE**

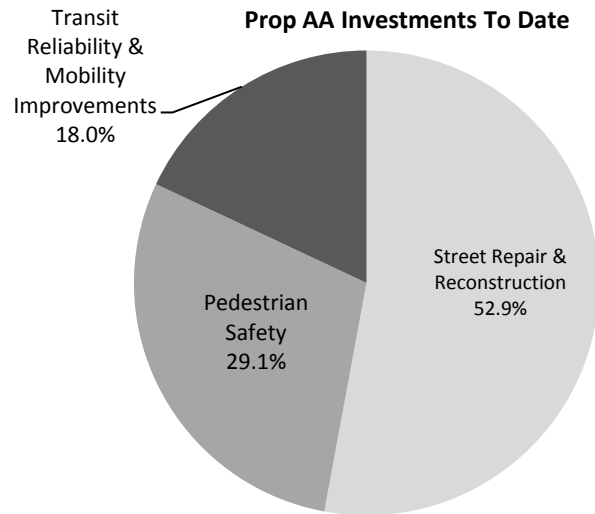
	<b>Total</b>	<b>FY 2015/16</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>
Prior Allocations	\$ 1,094,980	\$ 221,750	\$ 729,730	\$ 71,750	\$ 71,750
Current Request(s)	\$ 1,684,954	\$ 200,662	\$ 1,484,292	\$ -	\$ -
New Total Allocations	\$ 2,779,934	\$ 422,412	\$ 2,214,022	\$ 71,750	\$ 71,750

The above table shows total cash flow for all FY 2015/16 allocations approved to date, along with the current recommended allocation(s).

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



**Prop AA Investments To Date**



**Prop K Grouped Allocation Requests  
April 2016 Board Action**

**Table of Contents**

<b>No.</b>	<b>Fund Source</b>	<b>Project Sponsor<sup>1</sup></b>	<b>Expenditure Plan Line Item/ Category Description</b>	<b>Project Name</b>	<b>Phase</b>	<b>Funds Requested</b>
1	Prop K	SFCTA	TDM/ Parking Management	Treasure Island Mobility Management Program	Design and Environmental	\$ 210,000
2	Prop K	SFMTA	Transportation/ Land Use Coordination	Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning]	Planning	\$ 48,000
3	Prop K	SFCTA	Transportation/ Land Use Coordination	Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning]	Planning	\$ 52,000
4	Prop AA	SFMTA	Pedestrian Safety	Bulb-outs at WalkFirst Locations	Design	\$ 491,757
5	Prop AA	SFPW	Transit Reliability and Mobility Improvements	Chinatown Broadway Phase IV	Construction	\$ 7,275,558
6	Prop AA	SFMTA	Transit Reliability and Mobility Improvements	Mansell Corridor Improvement	Construction	\$ 5,826,409
<b>Total Requested</b>						<b>\$ 13,903,724</b>

<sup>1</sup> Acronyms: SFCTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)



**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**

Prop K EP Project/Program:

Prop K EP Line Number (Primary):  Current Prop K Request: \$

Prop K Other EP Line Numbers:

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.

If a project is not already name 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.

This request is Phase II of the Treasure Island Mobility Management Program. Phase II includes four elements with the following key deliverables:

**Element 1, Governance/Administration/Outreach:** Deliverables include Treasure Island Mobility Management Agency (TIMMA) project management; Agency and public outreach; regular Treasure Island Development Authority (TIDA) and TIMMA Board, Technical Advisory Committee, and Community Advisory Board meetings; and operating agreements with agency partners.

**Element 2, Planning:** Deliverables include development of program policies for the first 5 years of program launch; development of the Affordability Program and Transit Pass; Transportation Demand Management (TDM) plans; and transit service plans.

**Element 3, Engineering:** Deliverables include procurement of the System Integrator; final civil engineering Plans, Specifications and Estimates; Project Approvals and Environmental Document approvals; final System Engineering, including System Requirements; and final System Engineering Management Plan (SEMP).

**Element 4, Construction:** Deliverables include Final System Integration.

A detailed scope of work is attached. The requested Prop K funds would be used for Element 3, Engineering. This request funds useful deliverables, including the SEMP; and System Integrator request for proposals. This request allows the project to proceed on schedule as we work to secure additional funding. Approximately 20% of the work will be completed by SFCTA staff and 80% by outside consultants.

## **SCOPE OF WORK: TREASURE ISLAND MOBILITY MANAGEMENT PROGRAM**

### TIMMA Overview and Background

In June 2011, the San Francisco Board of Supervisors (BOS) voted to approve various pieces of legislation authorizing the Treasure Island/Yerba Buena Island Development Project (Development Project), entered into a Disposition and Development Agreement, and upheld the certification of the Development Project's Environmental Impact Report. The Development Project includes 8,000 new housing units (at least 25% below market rate), 207,000 square feet of retail, 244,000 square feet of adaptive reuse, up to 500 hotel rooms, up to 100,000 square feet of office space and over 300 acres of public open space. The Treasure Island Transportation Implementation Plan (Transportation Plan), adopted as part of the development projects' approvals, will allow development to occur without further straining the congested Bay Bridge travel corridor, and while simultaneously advancing sustainability in the region.

The centerpiece of this innovative approach to mobility is an integrated and multimodal congestion pricing demonstration program that applies motorist user fees to reduce the traffic impacts of the Development Project. The congestion fee, which is authorized under previous legislation (Assembly Bill (AB) 981, signed in 2008), in combination with parking and transit pass revenues, would help fund a comprehensive suite of transportation services, including: frequent ferry and bus service to San Francisco and Oakland, a free island circulator shuttle, bikeshare; and other cycling and pedestrian amenities. Other demand management elements include unbundled parking, required transit pass purchase for residents, and pricing of all parking on Treasure Island. Implementation of congestion pricing is intended to occur concurrently with the occupancy of the first 1,000 housing units on Treasure Island.

Under AB 981, these transportation services and policies (Transportation Program) are to be implemented by a Treasure Island Mobility Management Agency (TIMMA). On April 1, 2014, the San Francisco Board of Supervisors adopted a resolution designating the San Francisco County Transportation Authority (Transportation Authority) as the TIMMA to implement elements of the Transportation Plan in support of the Development Project.

On September 19, 2014 Governor Brown signed AB 141 (Ammiano), establishing TIMMA as an agency legally distinct from the Transportation Authority.

### TIMMA Purpose

The purpose of the TIMMA is to implement the comprehensive and integrated Transportation Program outlined in the Transportation Plan to manage travel demand on Treasure Island as development occurs. As described in the enabling legislation, AB 981, the goals of a Treasure Island Mobility Management Program are to:

- Develop a comprehensive set of Transportation Demand Management (TDM) programs to encourage and facilitate transit use and to minimize the environmental and other impacts of private motor vehicles traveling to, from, and on Treasure Island.
- Manage Treasure Island-related transportation in a sustainable manner, with the goal of reducing vehicle miles traveled and minimizing carbon emissions and impacts on air and water quality.
- Create a flexible institutional structure that can set parking and congestion pricing rates, monitor the performance of the transportation program, collect revenues, and direct revenues to transportation services and programs serving Treasure Island.
- Promote multimodal access to, from, and on Treasure Island by a wide range of local, regional, and statewide visitors by providing a reliable source of funding for transportation services and programs serving Treasure Island that will include bus transit service provided by the San Francisco Municipal Transportation Agency (SFMTA) and ferry service.

To carry out pre-implementation planning on TIMMA and TIDA's behalf, the Transportation Authority Board and TIDA Board authorized an operating Memoranda of Agreement (MOA) between the Transportation Authority and TIDA in 2011, through Resolution 12-25, and in 2012, through Resolution 13-01. In each of those fiscal years, Transportation Authority staff carried out a scope of pre-implementation work funded by TIDA, including successful grant applications to the Federal Highway Administration and Metropolitan Transportation Commission (MTC) for planning and preliminary engineering work. With the Fiscal Year 2013/14 work program, authorized through Resolution 14-53, the Transportation Authority initiated Phase 1 policy and financial analysis, funded by the two grant awards: a FHWA Value Pricing Pilot Program (VPPP) and a MTC Priority Development Area (PDA) planning grant, matched by a TIDA contribution.

The Treasure Island Mobility Management Program includes three elements:

1. **Governance, Administration, and Outreach**
2. **Planning**
3. **Engineering**

Furthermore, the TIMM Program work in these three elements is carried out in Phases:

**Phase I: Conceptual Design**

**Phase II: PA&ED and Engineering Design / System Integration**

**Phase III: Operation**

The scope, status, and expected completion date of activities within each element by Phase are described below.

## **PHASE I**

### **Element 1: Governance, Administration, and Outreach**

Start Date: FY 2013/14 Q1

End Date: FY 2015/16 Q4

In Phase 1, the Governance element includes:

- Ongoing Program Management activities, including work plan development, funding advocacy, budgeting, staff management, oversight, and communications.
- Legally forming the TIMMA as a new agency, including agency designation, clean-up legislation, code adoption, and agency initiation activities (organizational structure, staffing and budgeting), and meetings of the TIMMA Board.
- Development of funding strategy and fund raising.
- Policy agreements with partner and future operating agencies.
- Agency stakeholder and public outreach, including: regular meetings with the TIDA Board, Community Advisory Board, and SFCTA CAC (if applicable) and Board; and establishment and regular meetings of a project Technical Advisory Committee (TAC).

### **Element 2: Planning**

This element of the Program completes the planning work necessary to develop Buildout Year Program policies and complete the Buildout Year financial feasibility analysis for the Program.

Start Date: FY2013/14 Q2

End Date: FY2015/16 Q4



**Element 3: Engineering**

Start Date: FY 2013/14 Q4

End Date: FY 2015/16 Q4

This Task will prepare key preliminary engineering documents for the Mobility Management Program: the ConOps and the draft SEMP.

**PHASE II****Element 1: Governance, Administration, and Outreach**

In Phase 1, the Governance element will include:

- Ongoing Program Management activities, including work plan development, funding advocacy, budgeting, staff management, oversight, and communications.
- Meetings of the TIMMA Board.
- Development of funding strategy and fund raising.
- Operating agreements with partner and future operating agencies.
- Agency stakeholder and public outreach, including: regular meetings with the TIDA Board, Community Advisory Board, and SFCTA CAC (if applicable) and Board; and establishment and regular meetings of a project Technical Advisory Committee (TAC).

**Task 1.1 – Project Management**

Start Date: FY 2016/17 Q1

End Date: FY 2018/19 Q4

This task includes the development of the project work plan, schedule and budget for all phases of the project. The overall project schedule will reflect deliverables and key milestones for all organizational, planning and engineering tasks associated with the TIMMA Program and will include key milestones associated with the overall Treasure Island Development and related infrastructure improvements. This task also includes all team check-in and status meetings required to review the project/program status and deliverables.

*Deliverables:*

*Project Work Plan, Schedule and Budget (ongoing)*

*Weekly/Monthly Team Meetings as required*

**Task 1.2 – Agency Operation**

Start Date: FY 2016/17 Q1

End Date: FY 2017/18 Q4

This task includes ongoing operational activities: TIMMA Board meetings, contract and grant administration; and auditing.

*Deliverables:*

*TIMMA Board meetings (ongoing)*

*Contract Administration (ongoing)*

**Task 1.3 – Financial Planning and Programming**

Start Date: FY 2016/17 Q1

End Date: FY 2017/18 Q4

The purpose of this task is to maintain the TIMMA funding strategy, and seek funding.

Deliverables:*Funding Strategy revisions as applicable**Grant Applications***Task 1.4 – Partner Agreements**

Start Date: FY 2016/17 Q1

End Date: FY 2017/18 Q4

The purpose of this task is to prepare required agreements between TIMMA and partner agencies, including: TIDA; Caltrans; SFMTA; AC Transit; WETA; BATA; MTC; DPW; and other agencies as applicable.

Procurement and Operating MOA follow policy MOUs developed in Phase I. Some operating MOA may be developed as part of Phase III.

Deliverables:*Procurement and Operating MOAs with TIDA; Caltrans; SFMTA; AC Transit; WETA; and BATA***Task 1.5 – Public Outreach**

Start Date: FY 2016/17 Q1

End Date: FY 2017/18 Q4

This task includes all activities related to public and partner stakeholder outreach including development of outreach and educational materials. Outreach activities will include community meetings, development of educational materials and a program website. Educational briefing will be made to partners and stakeholders including the CAC, the TIDA Board and partner agency Boards. A TAC has been established to review all planning and development deliverables and to provide feedback on the program development. TAC members include FHWA, Caltrans, MTC and the Bay Area Toll Authority (BATA), the Association of Bay Area Governments (ABAG), the San Francisco Municipal Transportation Agency (SFMTA), AC Transit, the Water Emergency Transportation Authority (WETA), TIDA, and Treasure Island Community Development (TICD).

Deliverables:*Communications and Marketing Plan FY 16/17 Q3**Communications collateral materials (website, fact sheet)**Community and Partner Stakeholder Meetings/Presentations**Quarterly TAC meetings***Element 2: Planning**

This element of the Program will complete the planning work necessary to develop initial year Program policies and complete the design of the parking, transit pass, and affordability components of the TIMM Program.

**Task 2.1-Mobility Management Program 10 Year Implementation Plan and Policies**

Start Date: FY 2015/16 Q3

End Date: FY 2016/17 Q4

Phase I prepares demand and financial analysis of the TIMM Programs' buildout year, and recommends TIMM Program toll policies to ensure that transportation system and financial performance measures are met in the long run. The purpose of this task is to determine how toll policies will be phased in as Island development is introduced in Phases. This Task will refine the Buildout Year toll policies based on changing transportation service and financial needs in the first 5 years of TIMM Program operation.

**Task 2.1.2 – Demand Analysis**

Start Date: FY 2015/16 Q3

End Date: FY 2016/17 Q2

The objective of this task is to analyze the demand profiles of mobility management scenarios during the first 5 years of TIMM Program operation (e.g., as new land uses and transit services are introduced on the Islands in phases).

This task will make use of the SFCTA's SF-CHAMP travel demand forecasting model. The Transportation Authority will oversee a Consultant to prepare modeling inputs, outputs, and analysis.

Deliverables

*Up to seven SF-CHAMP model runs (scenarios)*

*Model outputs*

*Memorandum summarizing scenario definitions and demand profiles*

**Task 2.1.3 – Financial Analysis**

Start Date: FY 2015/16 Q4

End Date: FY 2017/18 Q2

This task will revise the estimates of cost by year to implement and operate the entire Mobility Management Program during the first 5 years of operation. This estimate will utilize the financial model developed in Phase I.

The objective of this task is to analyze the financial profile of the Transportation Program Alternative Scenarios identified in previous tasks, and test any further policy options. The outcome of this task will support a revised Project Description that is sufficiently detailed to complete final Program Policy Development

This task will use the previously developed financial model to test alternative scenarios in each of the horizon years identified in Task 2.1.2, using variations of inputs including: pricing policies, demands, capital costs, financing/return on investment costs (if any), and operating and maintenance costs prepared as part of the other activities in the pre-implementation scope of work.

This task will be conducted iteratively with other Element 2 sub-tasks to understand the effects of alternative fee structures, discounts, pace of growth and other policies on the financial sustainability of the Program.

Based on results of financial analysis, this task will recommend refinements to the Project Description and provide assumptions about the Program's financial profile, project delivery approach, schedule and funding plan.

**Task 2.1.4 – Transportation Program Revised Project Description (Policies) and Final Report**

Start Date: FY 2013/14 Q3

End Date: FY 2014/15 Q4

This task will revise the initial Project Description developed in Phase I Task 2.1 based on the results of Tasks 2.2 through 2.4. The revised Project Description will include a discussion of program recommendations that will be the basis of the Final Program Policies. .

This task will produce a final study report that summarizes the findings of Study analyses and recommends program policies in an executive summary for consideration by the TIMMA Board of Directors and other stakeholders. The reports will include summaries of cost estimates and financial analysis completed in earlier tasks.

Deliverables:

*TIMM Program 10 Year Implementation and Phasing Plan*

*Treasure Island Mobility Management Program toll policies for first 5 years of program operation*

*Memorandum describing financial analysis framework, Scenario definitions, financial assumptions, and results  
Final Study Report with technical appendices (Complete)*

This Task also includes supporting SFMTA's development of TIMM Program parking policies, and leading the design of:

- The required pre-paid transit pass
- Transportation Affordability Program
- Evaluation and monitoring plan

### **Task 2.2 – Transit and Shuttle Service**

Start Date: FY 2015/16 Q4

End Date: FY 2016/17 Q2

This task includes transit demand, service, cost, and revenue analysis for the first 5 years of TIMM Program operation. This task will recommend transit service levels based on forecasts of transit demand on a rolling 5 year basis, and estimate transit operating costs and expected revenues. This task will include:

- Evaluation of options for initial ferry service delivery; recommend initial ferry service delivery approach
- Evaluation of and recommendation for initial ferry vessel procurement approach
- Support to WETA in developing a Ferry Service Phasing Plan
- Support to AC Transit in evaluating initial AC Transit service options and developing AC Transit Service Plan
- Development of Shuttle Service Program

#### Deliverables:

*Memorandum*

*Transit service plans*

*Transit service cost and revenue projections*

*Ferry procurement and early year delivery approach*

### **Task 2.3 – Transit Pass and Transportation Affordability Program (TAP) Design**

Start Date: FY 2015/16 Q4

End Date: FY 2016/17 Q2

This task will design the required pre-paid Treasure Island transit pass as well as the Transportation Affordability Program (TAP) for residents of below-market rate housing. The Planning study in Phase I recommended a TAP that would reduce transportation cost burden for residents of BMR housing. The program would take the form of a cafeteria plan with discounts on multiple modes of travel, such as: carshare membership discounts; a transit-for-toll-credit program; bike share discounts; and a discount on the required pre-paid transit pass for BMR residents. Study will identify the transit pass monthly benefit amount and phasing. The plan will also identify technology options and regional integration needs.

This task will include an analysis of transit fare policy and will recommend transit fare levels.

#### Deliverables:

*TI Transit Pass policies*

*Transit fare policy*

*TAP program design and cost estimate*

### **Task 2.4 – Bicycle Access**

Start Date: FY 2015/16 Q3

End Date: FY 2016/17 Q2

This task involves supporting TIDA, TICD, and SFMTA in the design and implementation of bicycle infrastructure on Yerba Buena Island.

Deliverables:

*Meetings and briefings with project partners as required.*

**Task 2.5 – Parking Policies**

Start Date: FY 2015/16 Q3

End Date: FY 2015/16 Q4

This Task includes support for SFMTA’s development of a Parking Management Plan (PMP). The PMP will define parking roles and responsibilities; identify parking phases through buildout; and recommend parking policies, including rate policy and approach to operations, enforcement, and management oversight.

Deliverables:

*Parking Management Plan*

**Task 2.6 – Monitoring and Evaluation Plan**

Start Date: FY 2015/16 Q3

End Date: FY 16/17 Q2

This Task includes the development of the Program Monitoring and Evaluation Plan called for in the TITIP and DDA. The activities will include defining roles and responsibilities of TIMMA and TICD, development of performance measures and completion of an evaluation plan.

Deliverables:

*Program Performance Measures*

*Monitoring and Evaluation Plan*

Start Date: FY 2015/16 Q3

End Date: FY 2017/18 Q2

This Task will prepare final civil engineering Plans, Specifications and Estimates, System Engineering (System Requirements, Final Systems Engineering Management Plan, and System Integration) and Project Approvals and Environmental Document approval.

**Task 3.1 Final PS&E**

Start Date; FY 2015/16 Q4

End Date: FY 2016/17 Q4

This Task includes preparing final engineering drawings, location and layout sheets, civil and electrical drawings for capital improvements

Deliverables:

Final Plans, Specifications and Estimate for Civil work

**Task 3.2 – Environmental Approvals**

Start Date: FY 2015/16 Q4

End Date: FY 2016/17 Q4

Deliverables:

- Environmental clearance (NEPA): Notice of Intent; CatEx or Draft EIS

**Task 3.3 – System Requirements and SEMP**

Start Date: FY 2015/16 Q3

End Date: FY 2016/17 Q3

Deliverables:

- Final System Requirements to be incorporated into System Integrator RFP
- Final SEMP.

**Task 3.4 – Bid Documents**

Start Date: FY 2016/17 Q1

End Date: FY 2016/17 Q3

Deliverables:

- Prepare System Integrator RFP
- System Integrator Procurement and Contract.

**Element 4: Construction****Task 4.1 – Advertise Construction**

Start Date: FY 2016/17 Q 3

End Date: FY 2017/18 Q1

Deliverables:

Final System Integrator Contract

**Task 4.2 – Final System Integration**

Start Date: FY 2017/18 Q2

End Date: FY 2018/19 Q2

This Task includes final system design by the System Integrator, testing, installation, integration and final commissioning

Deliverables

- Approved Final System Design
- Approved Factory Acceptance Test
- Approve Field Acceptance Test
- Commissioning of System

**PHASE III:**

The remaining scope of work after Phase II includes the operation phase of the Program. It reflects an anticipated opening date of approximately January 2019 to correspond to first development occupancy.

Activities include:

- Management and Operation of the toll facility
- Management and Oversight of TDM, Carshare, BikeShare and Equity Programs

- Management and Coordination of Program Monitoring and Performance Evaluation
- Management and Coordination of Transit and Parking elements of the Program
- Funding and Budget Controls
- Project Management
- Outreach and Communications

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

FY 2015/16

**Project Name:** Treasure Island Mobility Management Program

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

**ENVIRONMENTAL CLEARANCE**

**Type :** CEQA completed; NEPA clearance required. Document type TBD.

**Status:** NEPA to be completed in Phase 2

**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	1	2013/14	3	2015/16
Environmental Studies (PA&ED)	4	2015/16	4	2016/17
R/W Activities/Acquisition				
Design Engineering (PS&E)	4	2015/16	4	2016/17
Prepare Bid Documents	1	2016/17	3	2016/17
Advertise Construction	3	2016/17		
Start Construction (e.g., Award Contract)	2	2017/18		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			2	2018/19
Project Closeout (i.e., final expenses incurred)			2	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.

For the purpose of this section, the PS&E schedule refers to Design Engineering for the Civil Work, Prepare Bid Documents refers to the development of the RFP for the System Integrator; Advertise Construction refers to the Procurement of the System Integrator; and Start Constructions refers to the start of the System Integrator work including final toll system design, testing, installation and integration.  
 Project Completion refers to the completion of the physical infrastructure and opening of the facility  
 Project Closeout includes 1 year warranty period after facility opens prior to final acceptance of facility  
 Planning/ Concept Engineering.  
 - Phase 1, Planning/Concept Eng to be completed between July 2013 and March 2016.  
 - Phase 2 will continue from March 2016 through first occupancy in January 2019.  
 See scope for schedule detail on other project phases.



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

FY 2015/16

**Project Name:** Treasure Island Mobility Management Program

**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				
Environmental Studies (PA&ED)	Yes	\$ 2,117,582	\$105,000	
Design Engineering (PS&E)	Yes	\$ 3,542,073	\$105,000	
R/W Activities/Acquisition				
Construction				
Operations				
		\$5,659,654	\$210,000	\$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	\$ 2,050,000	Actual
Environmental Studies (PA&ED)	\$ 2,117,582	CER equivalent
Design Engineering (PS&E)	\$ 3,542,073	CER equivalent / Engineer's estimate
R/W Activities/Acquisition		
Construction	\$ 8,321,345	CER equivalent / Engineer's estimate
Operations	\$ 1,462,000	CER equivalent / Engineer's estimate
<b>Total:</b>	<b>\$ 17,493,000</b>	

**% Complete of Design:** 5 as of 2/17/16

**Expected Useful Life:** 10 Years

Cost summary is for Phase 1, Phase 2, and the first year of Phase 3

Task	Phase			Total
	I	II	III	
Planning/Conceptual Engineering	\$ 2,050,000			\$ 2,050,000
Environmental Studies		\$ 2,117,582		\$ 2,117,582
<b>Design Engineering</b>		<b>\$ 3,542,073</b>		<b>\$ 3,542,073</b>
Construction		\$ 8,321,345		\$ 8,321,345
Operations			\$ 1,462,000	\$ 1,462,000
<b>Total</b>	<b>\$ 2,050,000</b>	<b>\$ 13,981,000</b>	<b>\$ 1,462,000</b>	<b>\$ 17,493,000</b>

See attached budget detail for the Design Engineering phase in Phase 2 of the project (the subject of this request).

Because this is a systems project, not a primarily civil project, the cost is in the design and development of software, rather than capital construction. The share of costs per phase is consistent with rules of thumb for systems projects. Systems integration costs are included in the capital construction line item since for a systems project, these costs are equivalent to capital construction.

## TIMMA PHASE II BUDGET

		Phase II				
		Environmental (includes Project Mgmt and Planning) (subject of current request)	Design Engineering (subject of current request)	Construction	Total	
Staff Budget by Position	FTE	FY16/17 Fully Burd Rate	Estimated Cost	Estimated Cost		Total
Exec Dir	0.06	274.48	\$ 36,812	\$ -		\$ 36,812
Deputy Directors	0.50	218.95	\$ 127,705	\$ 49,640	\$ 49,640	\$ 226,986
Deputy Director - Capital Projects	0.08	235.78	\$ 13,582	\$ 13,582	\$ 13,582	\$ 40,745
Asst Deputy Director	0.02	179.70	\$ 7,800	\$ -		\$ 7,800
Sr. Engineer	1.16	151.18	\$ 14,839	\$ 175,123	\$ 175,123	\$ 365,086
Pr. Planner	1.27	151.18	\$ 396,213	\$ 3,450		\$ 399,663
Sr. Mgmt Analyst	0.15	121.05	\$ 37,934	\$ -		\$ 37,934
Communications Manager	0.24	151.18	\$ 75,239	\$ -		\$ 75,239
Sr. Graphic Design	0.08	121.05	\$ 21,018	\$ -		\$ 21,018
Planners	1.59	112.40	\$ 370,800			\$ 370,800
Sr Planner	0.22	130.35	\$ 60,353	\$ -		\$ 60,353
Grad Intern	0.89	65.00	\$ 120,382	\$ -		\$ 120,382
<b>Staff Subtotal</b>			\$ 1,282,677	\$ 241,796	\$ 238,345	<b>\$ 1,762,818</b>
Consultant Budget			Estimated Cost	Estimated Cost		Total
PM Support / Advising	250		\$ 150,800	\$ 182,000	\$ 182,000	\$ 514,800
Planning Professional Services			\$ 161,886			\$ 161,886
Monitoring and Evaluation Plan				\$ 51,333		\$ 51,333
10 Year Implementatin Plan				\$ 26,714		\$ 26,714
Transit Pass and Affordability Program				\$ 131,200		\$ 131,200
Systems Engineering				\$ 1,016,404		\$ 1,016,404
Environmental			\$ 130,000			\$ 130,000
Civil Engineering				\$ 200,000		\$ 200,000
Systems Integration					\$ 5,000,000	\$ 5,000,000
Civil Construction					\$ 2,000,000	\$ 2,000,000
Project Controls	200			\$ 27,000		\$ 27,000
Legal Counsel				\$ 104,200		\$ 104,200
Audit	200			\$ 22,000		\$ 22,000
Insurance				\$ 22,000		\$ 22,000
Misc			\$ 11,200	\$ 24,500		\$ 24,500
Outreach and Communications			\$ 143,000			\$ 143,000
<b>Consultants Subtotal</b>			\$ 596,886	\$ 1,807,352	\$ 7,182,000	<b>\$ 9,575,037</b>
Contingency (18%)			\$ 238,019	\$ 1,492,925	\$ 901,000	\$ 2,631,944
<b>Grand Total</b>			\$ 2,117,582	\$ 3,542,073	\$ 8,321,345	\$ 13,981,000



**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		\$210,000	\$150,000	\$360,000
Federal/State			\$980,000	\$980,000
TIDA / TIDC	\$1,500,000		\$1,250,000	\$2,750,000
TBD	\$13,403,000			\$13,403,000
TBD could include additional funds from TIDA/TIDC, state cap and trade, federal Advanced Transportation Technologies for Congestion Management, and/or federal Transportation Investment Generating Economic Recovery (TIGER) funds, for which the SFCTA is actively applying in order to complete the Design and Environmental phases. These sources would be matched by planned local developer funds.				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>		\$210,000	\$2,380,000	\$ 17,493,000

Actual Prop K Leveraging - Entire Project:	<span style="border: 1px solid black; padding: 2px;">97.94%</span>	<span style="border: 1px solid black; padding: 2px;">\$ 17,493,000</span>
Expected Prop K Leveraging per Expenditure Plan:	<span style="border: 1px solid black; padding: 2px;">54.33%</span>	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	<span style="border: 1px solid black; padding: 2px;">NA</span>	

**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: \$210,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$105,000	50.00%	\$105,000
FY 2016/17	\$105,000	50.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	<b>\$210,000</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:  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.

**Notes:**

1.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	3.71%
Prop AA proportion of expenditures - this phase:	NA

**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

MAPS AND DRAWINGS



**TICD**  
Treasure Island Community Development, LLC

TREASURE ISLAND TRANSPORTATION IMPLEMENTATION PLAN  
**Figure 5.1**  
**PROPOSED TRANSIT SERVICE**



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

**FY of Allocation Action:** 2015/16      **Current Prop K Request:** \$ 210,000  
**Current Prop AA Request:** \$ -

**Project Name:** Treasure Island Mobility Management Program

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

**Project Manager**

**Grants Section Contact**

Name (typed): Rachel Hiatt

Amber Crabbe

Title: Principal Transportation Planner

Asst Deputy Director

Phone: 415 522-4809

415-522-4801

Fax: 415 522-4829

415 522-4829

Email: [rachel.hiatt@sfcta.org](mailto:rachel.hiatt@sfcta.org)

[amber.crabbe@sfcta.org](mailto:amber.crabbe@sfcta.org)

Address: 1455 Market St., 22nd Floor  
San Francisco, CA 94103

1455 Market St., 22nd Floor  
San Francisco, CA 94103

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**

**Prop K EP Project/Program:**

**Prop K EP Line Number (Primary):**  **Current Prop K Request:** \$

**Prop K Other EP Line Numbers:**

**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.

If a project is not already name 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) and the Transportation Authority propose a two-part planning project for addressing pedestrian safety in the SOMA Youth and Family Zone in District 6:

<b>Part 1: Community-Based Planning for Folsom/Howard Streets</b>	<b>\$48,000 (SFMTA) (subject request)</b>
<b>Part 2: Vision Zero Ramp Intersection Study</b>	<b>\$52,000 (SFCTA)</b>
<b>Total:</b>	<b>\$100,000</b>

**Project Background**

The San Francisco Municipal Transportation Agency (SFMTA) and Transportation Authority (SFCTA) have jointly developed project proposals for the District 6 Neighborhood Transportation Improvement Program. The Pedestrian Safety in SOMA Youth and Family Zone proposal was developed as part of that effort. The proposal was developed in response to input from Supervisor Kim's office and was informed by an analysis of transportation-related needs in District 6, including findings from WalkFirst, Vision Zero, the Western SOMA Neighborhood Transportation Plan, the Central SOMA Area Plan, the Eastern Neighborhoods Plan, and a walking audit of Bessie Carmichael School. It will support progress towards achieving San Francisco's Vision Zero goal of prioritizing street safety and eliminating traffic deaths in San Francisco by 2024.

The SFMTA and SFCTA propose a two-pronged planning project for addressing pedestrian safety in the SOMA Youth and Family Zone, supported by \$100,000 in Prop K District 6 Neighborhood Transportation Improvement Program (NTIP) planning funds. This request includes \$48,000 for the SFMTA's Community-Based Planning for Folsom/Howard Streets and \$52,000 for the SFCTA's Vision Zero Ramp Intersection Study. The segments of Folsom Street and Howard Street included in the proposal are Vision Zero High Injury Corridors. In addition, a large number of pedestrian injuries and fatalities have occurred in SOMA where freeway ramps intersect with city streets. Almost all of the NTIP project locations are within the boundaries of the SOMA Youth and Family Zone (see map, attached) and will increase pedestrian safety within the zone, helping to enhance the health and environment for youth and families.

See the following pages for details.

**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form  
Pedestrian Safety in SOMA Youth and Family Zone**

**Part 1: Community-Based Planning for Folsom/Howard Streets - \$48,000 (SFMTA)**  
**(Subject Request)**

The SFMTA requests \$48,000 in Proposition K NTIP planning funds to engage the community, the Supervisor's Office and other relevant stakeholders during the predevelopment and planning/conceptual engineering phases of the Folsom-Howard Streetscape Project. The NTIP planning project would allow the SFMTA to work directly with community-based organizations to obtain further community input from within the Youth and Family Zone to explore how the Folsom and Howard re-designs can best address pedestrian safety and access to the community assets (e.g. schools, recreation centers, etc.) within the Zone. The planning phase for this project would be completed by Summer 2017.

The SOMA neighborhood of San Francisco has a high density of residents, transit services, commercial areas, freeway access, pedestrian traffic, and bicycle use. Folsom Street between The Embarcadero and 11<sup>th</sup> Street is a vehicle high injury corridor, Howard Street between New Montgomery Street and Hawthorne Street and between Harriet Street and 11<sup>th</sup> Street is a pedestrian high injury corridor, and Folsom Street between Hawthorne Street and Harriet Street is a pedestrian and cyclist high injury corridor. With the Central SOMA Plan, certain areas of this neighborhood will be rezoned to allow for additional residential and commercial density and capacity resulting in additional demands on the transportation network and public services. Folsom Street and Howard Street are wide one-way streets with narrow sidewalks and block lengths of approximately 860 feet between signalized intersections. A mix of commercial businesses, residential dwelling units, and light industrial use populate the two streets, which are visited by locals and area residents. While the vehicle speed limit on Folsom Street and Howard Street is 25 mph, the measured 85th-percentile speeds for certain segments of Folsom Street is 33 mph<sup>1</sup> while 85th-percentile speeds for certain segments of Howard Street is 31 mph<sup>2</sup>.

The project seeks to create an inviting area to walk and bike, prepare the transportation network for future increases in employees and residents, address existing speeding on Folsom and Howard Streets, and address the safety issues for segments that appear on the high injury network. The project will also provide upgraded transit access to SOMA and address the existing impacts traffic has on transit service. The Folsom-Howard Streetscape Project will implement bicycle, pedestrian, transit, and motor vehicle improvements along Folsom Street and Howard Street in the SOMA neighborhood. The project will be located on Folsom Street between The Embarcadero and 11<sup>th</sup> Street and on Howard Street between 3<sup>rd</sup> Street and 11<sup>th</sup> Street.

The SFMTA will work closely with the San Francisco Planning Department staff who developed the Central SOMA Plan to share knowledge of key neighborhood stakeholder groups. SFMTA staff will also work with the Supervisor's office to identify additional opportunities for outreach to groups such as the SOMA Community Coalition and SOMA Youth Collaborative. Other potential stakeholder groups include SOMA Builders, South of Market Community Action Network, South of Market Business Association, Building Owners and Managers Association, Western SOMA Taskforce, and Yerba Buena Alliance.

With this NTIP funding, SFMTA will be able to more fully engage the leadership and membership of the Youth and Family Zone. The scope for outreach during the predevelopment and planning/conceptual

---

<sup>1</sup> May 2014 ADT on Folsom Street between 4<sup>th</sup> and 5<sup>th</sup> Streets

<sup>2</sup> February 2015 ADT on Howard Street between 4<sup>th</sup> and 5<sup>th</sup> Streets

**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form  
Pedestrian Safety in SOMA Youth and Family Zone**

engineering phases of the project includes several opportunities to gain input from the community. The table below shows how this funding will supplement the broader project's work:

<b>Project Task</b>	<b>Supplemental Task with NTIP</b>	<b>Timeline</b>	<b>Deliverable</b>
1) Initial Stakeholder Interviews	Engage the leadership of the Youth and Family Zone through initial interviews and welcome them to the planning process. Understand existing concerns and preferred improvements in the neighborhood as well as best methods to engage this important constituency.	April – June 2016	Summarized interview notes including input on pedestrian facilities, safety, future improvements, and planning process
2) Public Open Houses <sup>3</sup>	Work with representatives from the Youth and Family Zone to set open house dates and venues to maximize leadership and membership participation, or schedule supplemental outreach as needed to ensure participation opportunities.	August 2016 – May 2017	Documentation of efforts to specifically engage representatives of the Youth and Family Zone in the public outreach process
3) Follow-up Meetings	Meet with key Youth and Family Zone stakeholders to more fully understand reactions to the material presented at open houses and discuss next steps.	August 2016 - July 2017	Documentation of input from leadership as to how this input will be and incorporated, where appropriate, to improve pedestrian safety and access to community assets.

<sup>3</sup> The first open house will not occur before the Central SOMA Draft EIR comment period has closed.

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

FY 2015/16

**Project Name:** Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning]

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

**ENVIRONMENTAL CLEARANCE**

**Type :** Central SOMA EIR

**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	4	FY 2015/16	1	FY 2017/18
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.

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

FY 2015/16

**Project Name:** Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning]

**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	Yes	\$48,000	\$48,000	
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$48,000	\$48,000	\$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	\$ 48,000	SFMTA Estimate
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
<b>Total:</b>	<b>\$ 48,000</b>	

**% Complete of Design:** 0 as of 1/15/16

**Expected Useful Life:** N/A 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.

**Folsom-Howard Streetscape - Community Engagement**

**SFMTA Allocation**

**Budget Summary by Phase**

Phase	Subtotal	Total
<b>Pre-Development</b>		
Task 1: Initial Stakeholder Interviews	\$ 17,672	\$ 17,672
<b>Planning/Conceptual Engineering</b>		
Task 2: Public Open Houses	\$ 20,417	\$ 30,267
Task 3: Follow-up Meetings	\$ 9,851	
<b>Design Engineering</b>		
Construction		\$ -
City Attorney Review		\$ -
		\$ 500
		<b>\$ 48,000</b>

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

SFMTA Labor Detail

		FTE = Full Time Equivalent		MFB = Mandatory Fringe Benefits							
I. Initial Stakeholder Interviews (Predevelopment)		Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary + MFB) x Approved Rate	Fully Burdened Salary + MFB + Overhead	Hours	FTE	Cost		
Position (Title and Classification)											
	5203 Assistant Engineer	\$ 103,246	\$ 58,644	\$ 161,890	\$ 129,998	\$ 291,888	8	0.004	\$1,123		
	5289 Transportation Planner III	\$ 108,942	\$ 60,633	\$ 169,575	\$ 136,169	\$ 305,744	60	0.029	\$8,820		
	5207 Associate Engineer	\$ 120,085	\$ 65,513	\$ 185,599	\$ 149,036	\$ 334,635	32	0.015	\$5,148		
	5290 Transportation Planner IV	\$ 129,182	\$ 69,498	\$ 198,680	\$ 159,540	\$ 358,221	12	0.006	\$2,067		
	Subtotal						112	0.054	\$17,157		
	Contingency								\$515		
	<b>Phase Total</b>								<b>\$17,672</b>		

II. Public Open Houses (Planning/Conceptual Engineering Phase)

		Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary + MFB) x Approved Rate	Fully Burdened Salary + MFB + Overhead	Hours	FTE	Cost		
Position (Title and Classification)											
	5203 Assistant Engineer	\$ 103,246	\$ 58,644	\$ 161,890	\$ 129,998	\$ 291,888	8	0.004	\$1,123		
	5289 Transportation Planner III	\$ 108,942	\$ 60,633	\$ 169,575	\$ 136,169	\$ 305,744	60	0.029	\$8,820		
	5207 Associate Engineer	\$ 120,085	\$ 65,513	\$ 185,599	\$ 149,036	\$ 334,635	40	0.019	\$6,435		
	5290 Transportation Planner IV	\$ 129,182	\$ 69,498	\$ 198,680	\$ 159,540	\$ 358,221	20	0.010	\$3,444		
	Subtotal						128	0.062	\$19,822		
	Contingency								\$595		
	<b>Phase Total</b>								<b>\$20,417</b>		



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

III. Follow-up Meetings (Planning/Conceptual Engineering Phase)

Position (Title and Classification)	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary + MFB) x Approved Rate	Fully Burdened Salary + MFB + Overhead	Hours	FTE	Cost
5203 Assistant Engineer	\$ 103,246	\$ 58,644	\$ 161,890	\$ 129,998	\$ 291,888	12	0.006	\$1,684
5289 Transportation Planner III	\$ 108,942	\$ 60,633	\$ 169,575	\$ 136,169	\$ 305,744	20	0.010	\$2,940
5207 Associate Engineer	\$ 120,085	\$ 65,513	\$ 185,599	\$ 149,036	\$ 334,635	20	0.010	\$3,218
5290 Transportation Planner IV	\$ 129,182	\$ 69,498	\$ 198,680	\$ 159,540	\$ 358,221	10	0.005	\$1,722
Subtotal						62	0.030	\$9,564
Contingency								\$287
<b>Phase Total</b>								<b>\$9,851</b>

<b>City Attorney Review (2 Hours x \$250/hour)</b>	<b>\$ 500</b>
--	---------------

<b>SFMTA Total</b>	<b>\$ 48,439</b>
--------------------	------------------

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

FY 2015/16

**Project Name:** Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning]

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

Prop K Funds Requested: \$48,000

5-Year Prioritization Program Amount: \$500,000 (enter if appropriate)

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

Prop AA Funds Requested: \$0

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

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.

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		\$48,000		\$48,000
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>	\$48,000	\$0	\$0	\$48,000

Actual Prop K Leveraging - This Phase: 0.00%

Expected Prop K Leveraging per Expenditure Plan: 40.48%

\$48,000

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? 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		\$48,000		\$48,000
				\$0
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>		\$48,000	\$48,000	\$ 48,000

Actual Prop K Leveraging - Entire Project:	<span style="border: 1px solid black; padding: 2px;">0.00%</span>	<span style="border: 1px solid black; padding: 2px;">\$ 48,000</span>
Expected Prop K Leveraging per Expenditure Plan:	<span style="border: 1px solid black; padding: 2px;">40.48%</span>	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	<span style="border: 1px solid black; padding: 2px;">NA</span>	

**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: \$48,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$15,000	31.00%	\$33,000
FY 2016/17	\$28,000	58.00%	\$5,000
FY 2017/18	\$5,000	10.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	<b>\$48,000</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:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

	Amount	Phase:
Funding Recommended: Prop K Allocation	\$48,000	Planning/Conceptual Engineering
<b>Total:</b>	<b>\$48,000</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 2015/16	\$15,000	31.00%	\$33,000
Prop K EP 44	FY 2016/17	\$28,000	58.00%	\$5,000
Prop K EP 44	FY 2017/18	\$5,000	10.00%	\$0
			0.00%	\$0
			0.00%	\$0
<b>Total:</b>		<b>\$48,000</b>	99%	

**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 2015/16	Planning/Conceptual Engineering	\$15,000	31%	\$33,000
Prop K EP 44	FY 2016/17	Planning/Conceptual Engineering	\$28,000	90%	\$5,000
Prop K EP 44	FY 2017/18	Planning/Conceptual Engineering	\$5,000	100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$48,000</b>		

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

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

**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:

**Deliverables:**

1. Quarterly progress reports shall contain a percent complete by task in addition to the requirements in the Standard Grant Agreement.
2. On completion of Task 1 (anticipated by June 2016), SFMTA will provide summarized interview notes including input on pedestrian facilities, safety, future improvements, and planning process.
3. On completion of Task 2 (anticipated by May 2017), SFMTA will provide documentation of efforts to specifically engage representatives of the Youth and Family Zone in the public outreach process.
4. On completion of Task 3 (anticipated by July 2017), SFMTA will provide documentation of input from leadership as to how this input will be and incorporated, where appropriate, to improve pedestrian safety and access to community assets.
5. Prior to Board adoption (anticipated June 2017), staff will present a draft final report, including key findings, recommendations, next steps, implementation, and funding strategy to the Plans and Programs Committee. Upon project completion the Board will accept or approve the 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.

**Notes:**

1.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	100.00%
Prop AA proportion of expenditures - this phase:	NA

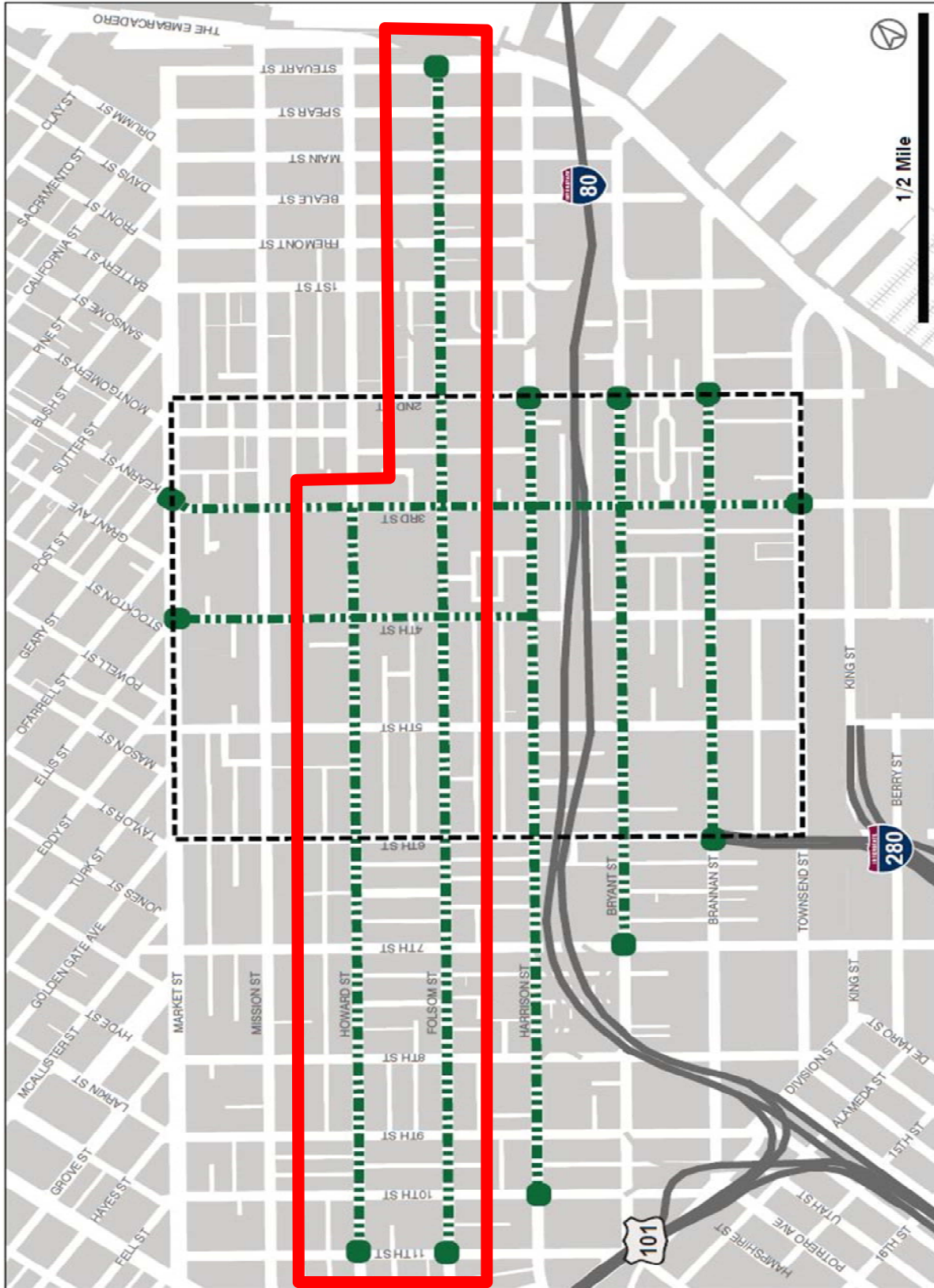
**Sub-project detail?**  If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer:

Project # from SGA:

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

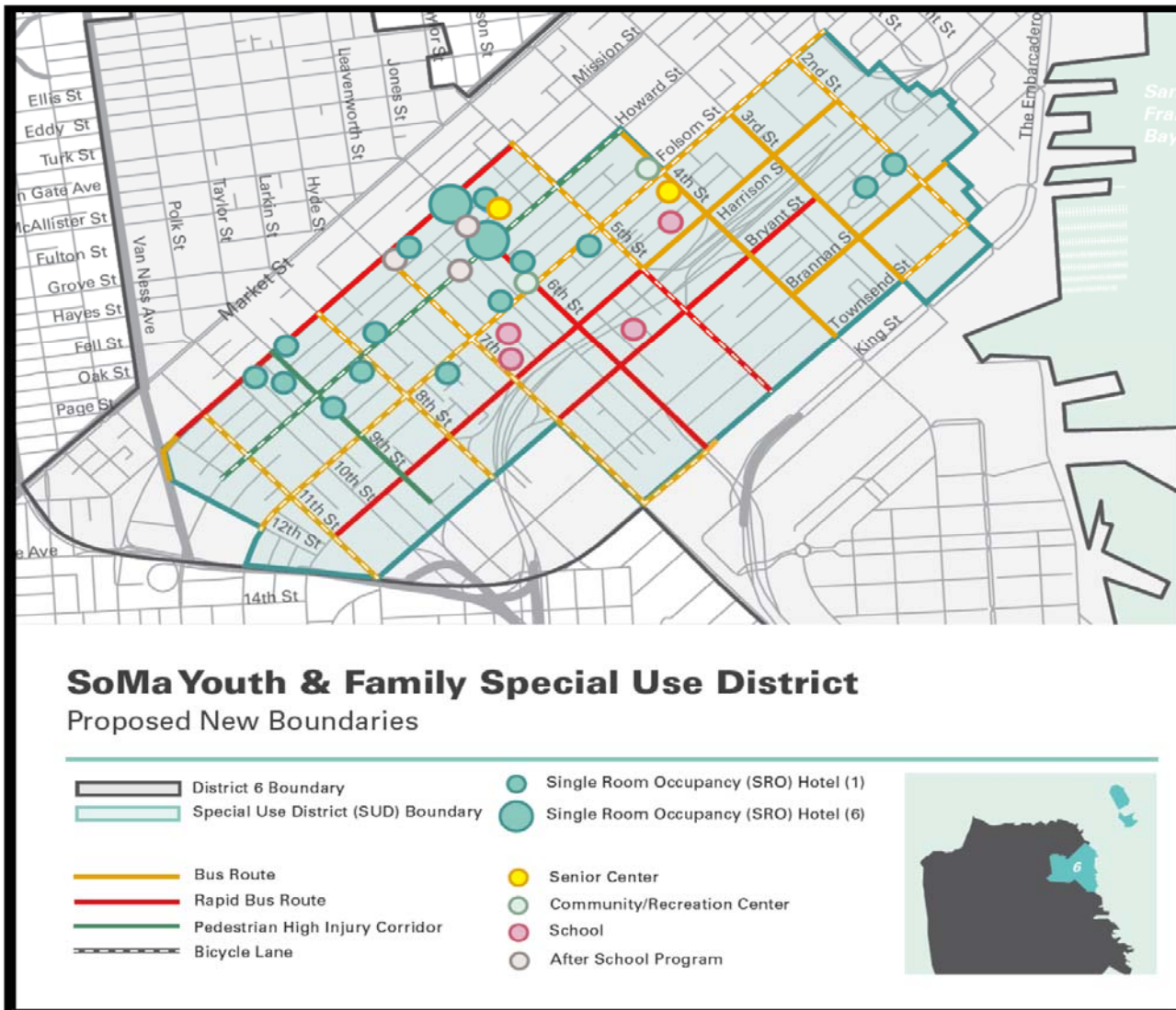
MAPS AND DRAWINGS



Folsom and Howard Project Corridors



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



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

**FY of Allocation Action:** 2015/16      **Current Prop K Request:** \$ 48,000  
**Current Prop AA Request:** NA

**Project Name:** Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning]

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

**Project Manager**

**Grants Section Contact**

Name (typed): Paul Stanis

Joel C. Goldberg

Title: Project Manager

Capital Procurement  
and Management

Phone: (415) 701-5396

(415) 701-4499

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

\_\_\_\_\_

Email: [Paul.Stanis@sfmta.com](mailto:Paul.Stanis@sfmta.com)

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

Address: 1 S. Van Ness Avenue, 7th Floor,  
San Francisco, CA 94103

1 S. Van Ness Avenue, 8th Floor,  
San Francisco, CA 94103

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

\_\_\_\_\_

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

\_\_\_\_\_





**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**

**Prop K EP Project/Program:**

**Prop K EP Line Number (Primary):**       **Current Prop K Request:** \$

**Prop K Other EP Line Numbers:**

**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.

If a project is not already name 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) and the Transportation Authority (SFCTA) propose a two-pronged planning project for addressing pedestrian safety in the SOMA Youth and Family Zone in District 6:

<b>Part 1: Community-Based Planning for Folsom/Howard Streets</b>	<b>\$48,000 (SFMTA)</b>
<b>Part 2: Vision Zero Ramp Intersection Study</b>	<b>\$52,000 (SFCTA) (subject request)</b>
<b>Total:</b>	<b>\$100,000</b>

**Project Background**  
The San Francisco Municipal Transportation Agency (SFMTA) and Transportation Authority (SFCTA) have jointly developed project proposals for the District 6 Neighborhood Transportation Improvement Program. The Pedestrian Safety in SOMA Youth and Family Zone proposal was developed as part of that effort. The proposal was developed in response to input from Supervisor Kim's office and was informed by an analysis of transportation-related needs in District 6, including findings from WalkFirst, Vision Zero, the Western SOMA Neighborhood Transportation Plan, the Central SOMA Area Plan, the Eastern Neighborhoods Plan, and a walking audit of Bessie Carmichael School. It will support progress towards achieving San Francisco's Vision Zero goal of prioritizing street safety and eliminating traffic deaths in San Francisco by 2024.

The SFMTA and SFCTA propose a two-pronged planning project for addressing pedestrian safety in the SOMA Youth and Family Zone, supported by \$100,000 in Prop K District 6 Neighborhood Transportation Improvement Program (NTIP) planning funds. This request includes \$48,000 for the SFMTA's Community-Based Planning for Folsom/Howard Streets and \$52,000 for the SFCTA's Vision Zero Ramp Intersection Study. The segments of Folsom Street and Howard Street included in the proposal are Vision Zero High Injury Corridors. In addition, a large number of pedestrian injuries and fatalities have occurred in SOMA where freeway ramps intersect with city streets. Almost all of the NTIP project locations are within the boundaries of the SOMA Youth and Family Zone (see map, attached) and will increase pedestrian safety within the zone, helping to enhance the health and environment for youth and families. See the following pages for details.

**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form  
Pedestrian Safety in SOMA Youth and Family Zone**

**Part 2: Vision Zero Ramp Intersection Study - \$52,000 (SFCTA) (Subject Request)**

The Transportation Authority proposes to use \$52,000 in NTIP planning funds to develop recommendations for improving safety at between three and five ramp intersections within the SOMA Youth and Family Zone to improve safety for the all travelers within the zone, especially the most vulnerable populations, and to support progress towards the Vision Zero goal.

**Project Need**

The South of Market Area designated as a Youth and Family Zone includes approximately fifteen locations where freeway on or off ramps intersect city streets. These ramp intersections tend to have particularly high frequencies of traffic injuries and fatalities. The intersection of 4th and Harrison, for example, had seventy total traffic injuries (including four severe or fatal injuries) between 2008-2012, or about 14 injuries per year. In 2014, one ramp intersection alone (5th and Harrison Street), saw four traffic fatalities. These ramps are also located close to several public schools, single room occupancy hotels, and senior centers, which attract populations at high risk of injury from traffic collisions. Addressing road safety at these locations requires a special approach because the intersections fall within Caltrans' right of way, and making changes requires following Caltrans' approval process. Another unique challenge is the need to consider tradeoffs with congestion, as many of these locations are in high demand from motorists.

**Scope of SFCTA Request**

Likely study locations would include the I-80 Westbound off-ramp at 5th and Harrison Street; the I-80 Eastbound on-ramp at 5th and Bryant Street; the US 101 SB on-ramp at 10<sup>th</sup> and Bryant Street; and the US 101 off-ramp to 9th and Bryant Streets. These locations are among the top twenty ramp intersections citywide, ranked by the number of injuries 2005-2012, are within the Youth and Family Zone, are proximate to the sensitive uses (senior centers, schools), and appear to be good candidates for additional planning and project development work.

**SCOPE TASKS (Vision Zero Ramp Intersection Study)**

**Task 1: Confirm Study Locations [May 2016]**

We anticipate focusing the effort on three to five ramp intersections within the youth and family zone. We will confirm the study intersections by assessing the safety record of candidate intersections, ongoing or planned work that could result in safety improvement, and would identify gaps. We will be working to confirm these locations with SFMTA management, and may need to substitute different intersections pending additional input. Once the locations have been confirmed, we will need to share the proposal with key stakeholder groups for input, including local community-based organizations in the south of market. We anticipate making presentations at already-scheduled community meetings rather than organizing a stand-alone meeting or event.

Deliverables:

Memorandum 1: Proposed goals, objectives, and study locations

Memorandum 2: Summary of community stakeholder feedback

**Task 2: Confirm Safety Toolbox [April 2016 – July 2016]**

After confirming the study locations, we will work to confirm a potential toolbox of safety measures with Caltrans. This will ensure clear expectations regarding the level of Caltrans

**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form  
Pedestrian Safety in SOMA Youth and Family Zone**

review required for different types of treatments early on in the study process. Rough order of magnitude construction capital and support cost estimates will also be developed at this stage.

Memorandum 3: Summary of safety improvement measures and Caltrans' approval process for each.

**Task 3: Existing Conditions Review [June 2016 – Sept 2016]**

We will review existing conditions at the study intersections including collecting and analyzing collision reports; assessing relevant needs and constraints for transit users, bicyclists, and pedestrians, performing field reviews, and identifying ongoing or planned transportation improvements. This will also include preparing intersection operational analysis to understand existing traffic patterns and congestion levels.

Memorandum 4: Existing conditions summary

**Task 4: Develop Recommendations [Sept 2016 – June 2017]**

We will develop recommendations to improve safety and meet other objectives at the study intersections, focusing primarily on recommendations that can be implemented in the near term (e.g. within three years). SFMTA will be primarily responsible for developing recommendations for short-term treatments. If appropriate and sufficient budget remains, SFCTA will develop high level/qualitative concepts for mid- or longer-term treatment needs (e.g. identifying where ramp reconfiguration is needed in the long term). The study team will meet with community stakeholder groups to share concepts and obtain feedback prior to finalizing treatments. We anticipate making presentations at already-scheduled community meetings rather than organizing a stand-alone meeting or event.

Memorandum 5: Draft proposed treatment recommendations/preliminary engineering concepts (10 percent design). Preliminary cost estimates and implementation schedule will also be established for recommended treatments.

Memorandum 6: Summary of stakeholder and community feedback on treatment recommendations.

The final report will consist of the revised proposed treatment recommendations and cost estimates, with previous study memoranda attached as appendices.

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

FY 2015/16

**Project Name:** Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning]

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

**ENVIRONMENTAL CLEARANCE**

**Type :** TBD

**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.

- Planning/Conceptual Engineering
- 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)

Start Date	
Quarter	Fiscal Year
4	FY 2015/16

End Date	
Quarter	Fiscal Year
1	FY 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.

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

FY 2015/16

**Project Name:** Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [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	\$ 73,340	\$ 52,000	
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$ 73,340	\$ 52,000	\$ 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	\$ 73,340	SFCTA Estimate
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
<b>Total:</b>	<b>\$ 73,340</b>	

**% Complete of Design:** 0 as of 2/22/16

**Expected Useful Life:** N/A 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.

Budget by Task	SFCTA Staff			SEMTA	Consultant	
	Deputy Director \$263.15	Senior Transportation Planner \$145.49	Intern \$72.55	5207 Associate Engineer \$ 160.88	Senior Engineer \$ 200.00	Engineer \$ 135.00
Fully Burdened Rate:						
<b>Task 1 Project Administration</b>						
0.1	2	12		4		
0.2	4	16				
<b>Task 2 Goals, Objectives and Study Location</b>						
1.1	2	16		2		
1.2	2	2		2		
1.3	2	12		4		
<b>Task 3 Confirm Safety Toolbox</b>						
2.1	2	8			4	
<b>Task 4 Existing Conditions Review</b>						
3.1	4	20	60	8	4	8
3.2		8		8	16	40
<b>Task 5 Develop Recommendations</b>						
4.1	4	16		36	4	8
4.2	2	8		4	2	
4.3	4	8		8	8	32
4.4	4	24		8	2	
Hours - Total	32	150	60	80	40	88
Staff Costs	\$8,421	\$21,824	\$4,353	\$12,871	\$8,000	\$11,880
Direct Costs	\$0	\$0	\$0	\$0	\$0	\$2,500
Total Costs by Agency		\$34,597		\$12,871		\$22,380
Contingency (5%)		\$1,730		\$644		\$1,119
Total Costs		\$36,327		\$13,514		\$23,499
Grand Total						\$73,340

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

**SFCTA Labor Detail**

**Vision Zero Ramp Intersection Study (SFCTA)**

FTE = Full Time Equivalent  
 MFB = Mandatory Fringe Benefits

I.

SFCTA Staff Rates	Base Rate	Overhead (2.79)	Fully Burdened Rate
Deputy Director	\$94.32	\$168.83	\$263.15
Senior Transportation Planner	\$52.15	\$93.34	\$145.49
Intern	\$26.00	\$46.55	\$72.55

**SFMTA Staff Rates**

II.

Position (Title and Classification)	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary + MFB) x Approved Rate	Fully Burdened Salary + MFB + Overhead
5203 Assistant Engineer	\$ 103,246	\$ 58,644	\$ 161,890	\$ 129,998	\$ 291,888
5289 Transportation Planner III	\$ 108,942	\$ 60,633	\$ 169,575	\$ 136,169	\$ 305,744
5207 Associate Engineer	\$ 120,085	\$ 65,513	\$ 185,599	\$ 149,036	\$ 334,635



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

FY 2015/16

**Project Name:** Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning]

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

Prop K Funds Requested: \$52,000

5-Year Prioritization Program Amount: \$500,000 (enter if appropriate)

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

Prop AA Funds Requested: \$0

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

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.

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		\$52,000		\$52,000
Congestion Management Agency planning funds			\$21,340	\$21,340
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>	\$52,000	\$21,340	\$21,340	\$73,340

Actual Prop K Leveraging - This Phase: 29.10%

Expected Prop K Leveraging per Expenditure Plan: 40.48%

\$73,340  
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
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>		\$0	\$0	\$ -

Project will recommend potential improvements, cost TBD. Potential funding sources include Prop K, Prop AA, Highway Safety Improvement Program funds, Office of Traffic Safety, Active Transportation Program, new revenue measures, etc.

Actual Prop K Leveraging - Entire Project:	#DIV/0!	
Expected Prop K Leveraging per Expenditure Plan:	40.48%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	NA	

**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: \$52,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$7,000	13.00%	\$45,000
FY 2016/17	\$40,000	77.00%	\$5,000
FY 2017/18	\$5,000	10.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	<b>\$52,000</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:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount	Phase:
	Prop K Appropriati	\$52,000
<b>Total:</b>	<b>\$52,000</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 2015/16	\$7,000	13.00%	\$45,000
Prop K EP 44	FY 2016/17	\$40,000	77.00%	\$5,000
Prop K EP 44	FY 2017/18	\$5,000	10.00%	\$0
			0.00%	\$0
			0.00%	\$0
<b>Total:</b>		<b>\$52,000</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 44	FY 2015/16	Planning/Conceptual Engineering	\$7,000	13%	\$45,000
Prop K EP 44	FY 2016/17	Planning/Conceptual Engineering	\$40,000	90%	\$5,000
Prop K EP 44	FY 2017/18	Planning/Conceptual Engineering	\$5,000	100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$52,000</b>		

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

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

Trigger:

**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:

**Deliverables**

1. Quarterly progress reports shall contain a percent complete by task.
2. On completion of Task 1 (anticipated May 2016), provide a draft copy of Memorandum 1: Proposed goals, objectives and study locations.
3. On completion of Task 2 (anticipated July 2016), provide a draft copy of Memorandum 3: Summary of safety improvement measures and Caltrans' approval process for each.
4. On completion of Task 3 (anticipated September 2016), provide a draft copy of Memorandum 4: Existing conditions summary.
5. On completion of Task 4 (anticipated June 2017), provide draft copies of Memorandum 5: Draft proposed treatment recommendations/preliminary engineering concepts (10% design), with preliminary cost estimates and implementation schedule) and Memorandum 6: Summary of stakeholder and community feedback on treatment recommendations).
6. Prior to Board adoption, (anticipated June 2017), staff will present a draft final report, including key findings, recommendations, next steps, implementation, and funding strategy to the Plans and Programs Committee. Upon project completion the Board will accept or approve the final report.

**Special Conditions**

1.
2.

**Notes:**

1.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	82.41%
Prop AA proportion of expenditures - this phase:	NA

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

SFCTA Project Reviewer:

Project # from SGA:

MAPS AND DRAWINGS



**SoMa Youth & Family Special Use District**  
 Proposed New Boundaries

- District 6 Boundary
- Special Use District (SUD) Boundary
- Bus Route
- Rapid Bus Route
- Pedestrian High Injury Corridor
- Bicycle Lane
- Single Room Occupancy (SRO) Hotel (6)
- Single Room Occupancy (SRO) Hotel (1)
- Senior Center
- Community/Recreation Center
- School
- After School Program



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

FY of Allocation Action: 2015/16      Current Prop K Request: \$ 52,000  
 Current Prop AA Request: \$ -

Project Name: Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning]

Implementing Agency: San Francisco County Transportation Authority

**Project Manager**

**Grants Section Contact**

Name (typed): Ryan Greene-Roesel

Anna LaForte

Title: Senior Transportation Planner

Programming

Phone: 415-522-4808

415-522-4805

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

\_\_\_\_\_

Email: [ryan@sfcta.org](mailto:ryan@sfcta.org)

[Anna.LaForte@sfcta.org](mailto:Anna.LaForte@sfcta.org)

Address: 1455 Market Street, 22nd Floor,  
San Francisco

1455 Market Street, 22nd Floor,  
San Francisco

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

\_\_\_\_\_

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

\_\_\_\_\_



**This Page Intentionally Left Blank**

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

FY of Allocation Action: 2015/16

Project Name: Bulb-outs at WalkFirst Locations

Implementing Agency: San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:

Prop K EP Line Number (Primary): #N/A Current Prop K Request:

Prop K Other EP Line Numbers:

Prop AA Category: Pedestrian Safety

Current Prop AA Request: \$ 491,757

Supervisorial District(s): citywide

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.

If a project is not already name 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 following page for Scope.



**San Francisco County Transportation Authority**  
**Proposition K Transportation Sales Tax Allocation Request Form**  
**Bulb-outs at WalkFirst Locations**

The San Francisco Municipal Transportation Agency (SFMTA) is requesting \$491,757 in Proposition AA funding for the Bulb-outs at WalkFirst Locations project. Proposition AA will fund the design phase to evaluate and design the most cost-effective bulb-outs which will be upgraded from painted-safety zones to permanent concrete bulb-outs on Pedestrian High Injury Corridors throughout the city.

### **Scope**

Over 36 intersections have 69 concrete bulb-outs planned and legislated, which are currently constructed as painted-safety zones. Planning phase work has been complete. Now SFMTA is seeking funding for detailed design of up to 25 painted-safety zones for upgrade to permanent bulb-outs. Painted-safety zones with the highest-priority collision patterns that warrant permanent bulb-outs will be considered for upgrade.

To identify specific locations to be addressed through this request, SFMTA staff will first filter out any painted safety zones that might have a bulb-out delivery plan through other projects. Next, staff will look at factors like the WalkFirst Intersection ranking (which incorporates number of collisions), collision patterns, and possibly feasibility with respect to drainage and high pressure valves.

These bulb-outs will improve pedestrian safety at intersections by reducing the crossing distance, providing increased visibility for pedestrians, and reducing the speed of turning vehicles through crosswalks. All of the potential bulb-outs emerged out of the WalkFirst planning process. WalkFirst is a data-driven planning process that identified the six percent of San Francisco's streets that account for 60 percent of pedestrian collisions. To improve pedestrian safety on these high injury corridors, the WalkFirst Investment Strategy identified a suite of countermeasures that comprise quick, inexpensive, and effective tools, including the countermeasures proposed in this project. The installation of these improvements will also work toward City and County of San Francisco's Vision Zero goal.

This project is ready to begin the detailed design phase immediately upon receiving funding from SFCTA. The construction phase will start shortly thereafter and will leverage time-sensitive 2014 Transportation Bond funding.

**San Francisco County Transportation Authority  
Proposition K Transportation Sales Tax Allocation Request Form  
Bulb-outs at WalkFirst Locations**

**Prioritization**

This project has completed planning and legislation through the San Francisco Planning's WalkFirst process, adopted March 5, 2014, and through the Painted-Safety Zone legislation. WalkFirst has provided San Francisco with a roadmap of urgently needed pedestrian safety projects and programs over the next five years and the toolbox of measures that can be leveraged to reduce serious pedestrian injuries and fatalities, all of which are directly addressed by this project. This project is also consistent with the Metropolitan Transportation Commission's (MTC) Plan Bay Area, adopted in July 2013. It works directly towards Targets 4 and 9:

- Target 4: Reduce by 50 percent the number of injuries and fatalities from all collisions (including bike and pedestrian)
- Target 9: Increase non-auto mode share by 10 percentage points (to 26 percent of trips) and decrease automobile vehicle miles traveled (VMT) per capita by 10 percent

In addition, the proposed pedestrian safety improvements will help to achieve SFMTA Strategic Plan Goal 1: Create a safer transportation experience for everyone, by working towards SFMTA Objective 1.3: Improve the safety of the transportation system.

Moreover, the project has also been prioritized in the 2014/15 SFMTA Capital Improvement Plan (CIP). The CIP is managed by the Transportation Capital Committee (TCC), a group of SFMTA staff, from all levels of the organization that meets to review and update the Capital Program.

**San Francisco County Transportation Authority  
Proposition K Transportation Sales Tax Allocation Request Form  
Bulb-outs at WalkFirst Locations**

**Potential Locations**

<b>Location#</b>	<b>Intersection</b>	<b>District</b>
1	Franklin and Pine	2
2	Bush and Polk	3
3	Jackson/Stockton	3
4	Columbus and Grant	3
5	Columbus and Kearny	3
6	Hyde and Sutter	3
7	McAllister and Webster	5
8	9th and Howard	6
9	Geary and Polk	6
10	Jones and O'Farrell	6
11	Geary and Leavenworth	6
12	Leavenworth and Turk	6
13	Taylor and Turk	6
14	Eddy and Leavenworth	6
15	Geary and Larkin	6
16	19th Ave and Taraval	7
17	Laguna and Market and Guerrero	8
18	16th and Market and Noe	8
19	14th and Church and Market	8
20	17th St and South Van Ness	9
21	19th and South Van Ness	9
22	20th and South Van Ness	9
23	22nd St and South Van Ness	9
24	18th St and Mission	9
25	Mission and Virginia	9

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

FY 2015/16

**Project Name:** Bulb-outs at WalkFirst Locations

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

**ENVIRONMENTAL CLEARANCE**

**Type :** Categorically Exempt

**Status:** Completed

**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	FY 2015/16	2	FY 2016/17
Prepare Bid Documents				
Advertise Construction				
Start Construction (e.g., Award Contract)	4	FY 2017/18		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			4	FY 2019/20
Project Closeout (i.e., final expenses incurred)			1	FY 2020/21

**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.

Planning/Conceptual Engineering - Completed June 2015  
Environmental Studies (PA&ED) - Completed June 2015

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

FY 2015/16

**Project Name:** Bulb-outs at WalkFirst Locations

**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	\$491,757		\$491,757
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$491,757	\$0	\$491,757

**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)	\$ 491,757	Staff Estimate
R/W Activities/Acquisition		
Construction	\$ 5,000,000	Staff Estimate
Procurement (e.g. rolling stock)		
<b>Total:</b>	<b>\$ 5,491,757</b>	

**% Complete of Design:** 30 as of 6/30/15

**Expected Useful Life:** 25 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.

**Budget Summary by Task**

**Overhead Rate: 0.901**

Task	Salary Per FTE FY17	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	FTE Ratio	Hours	Total
<b>Planning &amp; Design</b>								
<b>Labor</b>								
5241 Engineer	\$142,118	\$73,143	\$215,261	\$193,950	\$409,211	0.087	180	\$35,412
5288 Transportation Planner II	\$93,848	\$53,470	\$147,318	\$132,733	\$280,051	0.069	144	\$19,400
<b>Planning &amp; Design Subtotal</b>						<b>0.156</b>	<b>324</b>	<b>\$54,813</b>

Task	Unit Cost	# of Units	Unit Type	Total
<b>Other budget items</b>				
DPW Detailed Design	\$ 20,000	7	LS	\$ 140,000
DPW JOC Contracting	\$ 20,000	7	LS	\$ 140,000
CP&C JOC	\$ 20,000	7	LS	\$ 140,000
<b>Other Budget Subtotal</b>				<b>\$ 420,000</b>
<b>Design Subtotal</b>				<b>\$54,813</b>
<b>Contingency (15%)</b>				<b>\$ 16,444</b>
<b>City Attorney Review (2 Hours \$250/Hour)</b>				<b>\$ 500</b>
<b>TOTAL</b>				<b>\$ 491,757</b>

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

FY 2015/16

**Project Name:** Bulb-outs at WalkFirst Locations

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

Prop K Funds Requested: \$0

5-Year Prioritization Program Amount: \$0 (enter if appropriate)

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

Prop AA Funds Requested: \$491,757

5-Year Prioritization Program Amount: \$491,757 (enter if appropriate)

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.

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 AA	\$491,757			\$491,757
				\$0
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>	\$491,757	\$0	\$0	\$491,757

Actual Prop K Leveraging - This Phase: #N/A

\$491,757

Expected Prop K Leveraging per Expenditure Plan: #N/A

Total from Cost worksheet

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

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

<b>FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)</b>				
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.				
<b>Fund Source</b>	<b>Planned</b>	<b>Programmed</b>	<b>Allocated</b>	<b>Total</b>
Prop AA	\$491,757			\$491,757
SFMTA Revenue Bonds	\$5,000,000			\$5,000,000
				\$0
				\$0
<b>Total:</b>	\$5,491,757	\$0	\$5,491,757	\$ 5,491,757

Actual Prop K Leveraging - Entire Project:	#N/A	\$ 5,491,757
Expected Prop K Leveraging per Expenditure Plan:	#N/A	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	91.05%	

<b>FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST</b>
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: \$0

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

Prop AA Funds Requested: \$491,757

<b>Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule</b>			
<b>Fiscal Year</b>	<b>Cash Flow</b>	<b>% Reimbursed Annually</b>	<b>Balance</b>
FY 2015/16	\$91,757	19.00%	\$400,000
FY 2016/17	\$400,000	81.00%	\$0
		0.00%	\$0
<b>Total:</b>	<b>\$491,757</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 AA Allocation	\$491,757	Design Engineering (PS&E)
<b>Total:</b>	<b>\$491,757</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 AA - Ped	FY 2015/16	\$91,757	19.00%	\$400,000
Prop AA - Ped	FY 2016/17	\$400,000	81.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
<b>Total:</b>		<b>\$491,757</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 AA - Ped	FY 2015/16	Design Engineering (PS&E)	\$91,757	19%	\$400,000
Prop AA - Ped	FY 2016/17	Design Engineering (PS&E)	\$400,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$491,757</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.
2.
3.

**Special Conditions:**

1.
2.
3.

**Notes:**

1.
2.

Supervisorial District(s):

Prop K proportion of expenditures - this phase:	#N/A
Prop AA proportion of expenditures - this phase:	100%

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

SFCTA Project Reviewer:

Project # from SGA:

MAPS AND DRAWINGS



Figure 1. Conceptual drawing of Painted Safety Zones (PSZ) before conversion to permanent concrete bulb-outs.



Figure 2. Conceptual drawing of Painted Safety Zones (PSZ) after conversion to permanent concrete bulb-outs.

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



Figure 3. Example of a Painted Safety Zone (PSZ) at Howard Street in San Francisco.

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

FY of Allocation Action: 2015/16      Current Prop K Request: \$ -  
Current Prop AA Request: \$ 491,757

Project Name: Bulb-outs at WalkFirst Locations

Implementing Agency: San Francisco Municipal Transportation Agency

**Project Manager**

**Grants Section Contact**

Name (typed): Adrian Leung

Joel C. Goldberg

Title: Transportation Planner

Manager, Capital Procurement  
and Management

Phone: (415) 749-2538

(415) 701-4499

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

\_\_\_\_\_

Email: [Adrian.Leung@sfmta.com](mailto:Adrian.Leung@sfmta.com)

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

Address: 1 South Van Ness Ave., 7th Fl.  
San Francisco, CA 94103

1 South Van Ness Ave., 8th Fl.  
San Francisco, CA 94103

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**

**Prop K EP Project/Program:**

**Prop K EP Line Number (Primary):**  **Current Prop K Request:**

**Prop K Other EP Line Numbers:**

**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.

If a project is not already name 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 attached.



### **Project Benefits and Scope**

Broadway is a major four-lane arterial road that provides an important east-west connection for buses, bicyclists, pedestrians, and cars. Primary land uses along the corridor include neighborhood-serving retail, large-scale housing developments, including Ping Yuen public housing complex and Bayside Elderly Housing, and educational facilities including Jean Parker Elementary School and Wu Yee Child Infant Care Center.

The goal of the Street Design is to build on the community's vision to improve conditions along Broadway from Columbus Avenue to the Robert C. Levy Tunnel. This work will complement the streetscape improvements already installed by San Francisco Public Works that run to the east along Broadway from the Columbus Avenue intersection.

Numerous residents, merchants and community members have participated in the Planning Department's planning process to envision a new design for Broadway. Given the heavy foot traffic and proximity of schools and senior centers along a major arterial road, pedestrian safety was the top community concern. The final conceptual design is the result of collaboration among city agencies and the community. This design includes:

**Roadway Configuration:** Two lanes of travel in each direction, with curb-side parking/ loading lanes on both sides of the street.

**Roadway Paving and Sidewalks:** New roadway paving and new concrete sidewalks.

**Pedestrian Crossings:** Bulb-outs at all intersections with new curb ramps. Raised crosswalks at Cordelia Street. Special paving at the intersections to improve visibility of the intersection.

**Bus Stop Improvements:** Two new bus bulbs at existing Muni stops. Improvements to bus stops including shelters, seating and signage.

**Trees & Landscaping:** Sixty-two new street trees along the existing sidewalk. Trees and plantings along the new medians from the Charles C. Levy Tunnel to Powell Street.

**Bike Facilities:** Bike sharrows along the corridor to improve visibility of cyclists.

**Sidewalk Seating:** Seating designed by a local artist along the corridor.

**Street Lighting:** Forty-two new street lights along the corridor.

### **A focus on Jean Parker Elementary**

The San Francisco Municipal Transportation Agency has received a state Safe Routes to Schools grant to improve pedestrian conditions around Jean Parker Elementary School. This grant includes both infrastructure and non-infrastructure work. The non-infrastructure work entails education, encouragement, and enforcement activities.

The existing grant covers the installation of three curb bulb-outs and eight curb ramps at the Broadway and Powell intersection, all of which are part of the Broadway Chinatown Streetscape Improvements. The bulb-outs will reduce the crossing distance for school children and the elderly using the intersection to go to school, nearby park or grocery shopping on Stockton Street.

Because of size limits on the state grant, additional enhancements, including more bulb-outs and special crosswalks, are needed to complete the vision for a safe Jean Parker Elementary. Design and construction of the remaining improvements are part of a One Bay Area Grant (OBAG) and other

local funding.

### **Agency Priority**

This project has been a top priority for Prop AA, Prop K, and OBAG funding, as demonstrated by previous allocations, because it is the key complement to Public Works' three prior streetscape projects on Broadway. The San Francisco Planning Department completed the planning process for the project. This project was prioritized for additional Prop AA funding because of the unexpected increase in the construction cost (see Request for Additional Funds section below for more detail). The additional Prop AA allocation will enable this project to move along swiftly and deliver the community's vision in a timely fashion.

### **Public Input into the Prioritization Process**

With funding from a Caltrans Environmental Justice Transportation Planning grant, the Planning Department, in partnership with the Chinatown Community Development Center, led an intensive community engagement process in 2011 and 2012. Three community workshops were held, all with translation, to engage the community in the planning process: May 4, August 16, and November 16, 2011. A fourth public meeting, the final Open House, was held June 6, 2012 at the International Hotel (848 Kearney St). More than 70 people attended this event. In addition, concept design materials from the project were on display in the lobby and windows of the East West Bank at the corner on Stockton and Broadway in July 2012.

### **Adopted Plans**

This project is consistent with the Chinatown Area Plan, Objective 7 and Policy 7.1. Broadway is identified as a pedestrian safety corridor in the Chinatown Community Development Center's Pedestrian Safety Needs Assessment.

### **Request for Additional Funds**

\$1,029,839 in additional Prop AA funds are being requested in anticipation of a funding shortfall when the project is re-advertised for bid. The project was initially advertised for bid on September 16, 2015. Only one bid was received in the amount of \$5,917,100, which was \$1,378,593 (30%) above the engineer's estimate and available funding of \$4,538,507. Due to lack of funds and interest in attracting additional bidders, Public Works did not accept this bid.

Public Works has reworked the bid package by reducing the Water Department's requested scope of work by \$111,225 and identifying alternate bid items, including sidewalk waterproofing, bronze alleyway name plaques, street tree irrigation, and 24 months of plant establishment. Public Works hopes to award the full contract, including all alternates, with the additional Prop AA funding. Public Works also hopes to receive more competitive bids, but know this may not occur due to the current bidding climate.



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

FY 2015/16

**Project Name:** Chinatown Broadway Phase IV

**Implementing Agency:** Department of Public Works

**ENVIRONMENTAL CLEARANCE**

**Type :** Categorically Exempt

**Status:** Completed

**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	2010/11	4	2012/13
Environmental Studies (PA&ED)	2	2012/13	2	2014/15
R/W Activities/Acquisition				
Design Engineering (PS&E)	3	2013/14	2	2014/15
Prepare Bid Documents	3	2014/15	2	2015/16
Advertise Construction	3	2015/16	3	2015/16
Start Construction (e.g., Award Contract)	4	2015/16		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			4	2016/17
Project Closeout (i.e., final expenses incurred)			4	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.

Start Construction (e.g. Award Contract) - June 2016  
Open for Use - April 2017

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

FY 2015/16

**Project Name:** Chinatown Broadway Phase IV

**Implementing Agency:** Department of Public Works

**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	\$ 7,275,558		\$ 1,029,839
Procurement (e.g. rolling stock)				
		\$7,275,558	\$0	\$1,029,839

**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)	\$ 13,182	Actual
Design Engineering (PS&E)	\$ 910,851	Actual
R/W Activities/Acquisition		
Construction	\$ 7,275,558	Engineer's 100% Cost Estimate
Procurement (e.g. rolling stock)		
<b>Total:</b>	<b>\$ 8,199,591</b>	

**% Complete of Design:** 100 as of 12/1/2015

**Expected Useful Life:** 20-30 Years

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

<b>MAJOR LINE ITEM BUDGET</b>	
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.	

<b>Environmental</b>	<b>\$13,182</b>			
<b>Design</b>	<b>\$910,851</b>			
<b>Construction Total [1]+[2]</b>	<b>\$7,275,558</b>			
<b>[1] Construction Hard Costs</b>	<b>\$6,471,867</b>			
<b>Item</b>	<b>Unit</b>	<b>Quantity</b>	<b>Unit Price</b>	<b>Cost</b>
Full Depth Planing 2" Depth	SF	77,610	\$1	\$77,610
Asphaltic Concrete	TON	1,568	\$170	\$266,560
10" Thick Concrete Base	SF	97,320	\$14	\$1,362,480
Combined 6" Curb and Gutter at Bulbs	LF	2,200	\$70	\$154,000
Combined 6" Curb and Gutter	LF	1,500	\$70	\$105,000
Combined 6" Curb and Gutter at Median	LF	1,200	\$50	\$60,000
8" Wide Concrete Band at Parking Strip	LF	1,475	\$15	\$22,125
8" Thick Concrete Parking Strip	SF	9,101	\$16	\$145,616
8" Thick Concrete Raised Crosswalk	SF	595	\$13	\$7,735
Special Paving at Crosswalks	SF	9,322	\$25	\$233,050
Concrete Curb Ramp w/ Detectable Surface Tiles	EA	24	\$3,000	\$72,000
Detectable Surface Tiles	SF	195	\$65	\$12,675
Sidewalk Paving w/ Special Finish	SF	44,000	\$15	\$660,000
Install Street Trees, 36" Box	EA	70	\$1,800	\$126,000
Irrigation	LS	1	\$220,000	\$220,000
Site Furnishings: Trash Receptacles	EA	12	\$2,500	\$30,000
Site Furnishings: Benches	EA	32	\$2,500	\$80,000
Site Furnishings: Tree Grates	EA	19	\$2,700	\$51,300
DG at Treewells	SF	840	\$7	\$5,880
3 Year Maintenance	EA	86	\$550	\$47,300
Install Median Trees, 36" Box	EA	16	\$1,800	\$28,800
Planting (5 gallon plants at 3'-0" o.c.)	EA	200	\$60	\$12,000
Weed Barrier Fabric (Median)	SF	1,450	\$1.50	\$2,175
Amended Backfill (Median) 18" Depth	CY	80.56	\$100	\$8,056
Gravel Mulch (Median)	CY	14.5	\$200	\$2,900
Unit Paver Maintenance Strip (Median)	SF	1,345	\$25	\$33,625
Tunnel Entrance/Exit Bollards @ 6' o.c.	EA	20	\$1,500	\$30,000
New Pedestrian Street Lighting	EA	54	\$15,000	\$810,000
Relocate Fire Alarm	EA	2	\$3,000	\$6,000
Relocate Traffic Signal Box	EA	3	\$15,000	\$45,000
Concrete Catch Basin w/ Frame Grating and MH	EA	12	\$15,000	\$180,000
Relocate Sewer Vents	EA	9	\$2,000	\$18,000
Relocate Low Pressure Fire Hydrant	EA	2	\$20,000	\$40,000
Adjust SFWD Valves	EA	3	\$1,500	\$4,500
Roadway Striping	LS	1	\$95,000	\$95,000
<b>Sub-total</b>				<b>\$5,055,387</b>
Arts Commission	LS	1	\$135,990	\$135,990
OCS De-energization	LS	1	\$289,279	\$289,279
Mobilization @ 5%	LS	1	\$252,769	\$252,769
Traffic Control @ 5%	LS	1	\$252,769	\$252,769
<b>Sub-total</b>				<b>\$5,986,195</b>
Contingency (8%)				\$485,672
<b>[2] Construction Management and Support (12.4% of Hard Costs)</b>				<b>\$803,691</b>
SF Public Works				\$799,611
SFMTA				\$4,080
<b>GRAND TOTAL</b>				<b>\$8,199,591</b>

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

FY 2015/16

**Project Name:** Chinatown Broadway Phase IV

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

Prop AA Funds Requested: \$1,029,839

5-Year Prioritization Program Amount: \$0 (enter if appropriate)

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.

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
OBAG			\$3,273,810	\$3,273,810
MTA Revenue Bonds			\$1,910,000	\$1,910,000
Prop AA	\$1,029,839			\$1,029,839
Prop K			\$737,986	\$737,986
State Safe Routes to Schools			\$323,923	\$323,923
<b>Total:</b>	\$1,029,839	\$0	\$6,245,719	\$7,275,558

Actual Prop K Leveraging - This Phase: 55.00% \$7,275,558  
 Expected Prop K Leveraging per Expenditure Plan: #N/A Total from Cost worksheet

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

Fund Source	\$ Amount	Required Local Match	
		%	\$
OBAG	\$3,206,545	11.47%	\$375,506.00

**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
OBAG			\$3,477,801	\$3,477,801
MTA Revenue Bonds			\$1,910,000	\$1,910,000
Prop AA		\$1,029,839	\$650,000	\$1,679,839
Prop K			\$744,951	\$744,951
State Safe Routes to Schools			\$387,000	\$387,000
<b>Total:</b>		\$1,029,839	\$7,169,752	\$8,199,591

Actual Prop K Leveraging - Entire Project: 90.91% \$ 8,199,591  
 Expected Prop K Leveraging per Expenditure Plan: #N/A Total from Cost worksheet  
 Actual Prop AA Leveraging - Entire Project: 79.51%

**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 AA Funds Requested: \$1,029,839

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2016/17	\$1,029,839	100.00%	\$0
<b>Total:</b>	\$1,029,839		

**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 AA Allocation	\$1,029,839	Construction
	<b>Total:</b>	<b>\$1,029,839</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 AA - Ped	FY 2015/16	\$0	0.00%	\$1,029,839
Prop AA - Ped	FY 2016/17	\$1,029,839	100.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
	<b>Total:</b>	<b>\$1,029,839</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 AA - Ped	FY 2015/16	Construction	\$0	0%	\$1,029,839
Prop AA - Ped	FY 2016/17	Construction	\$1,029,839	100%	\$0
		<b>Total:</b>	<b>\$1,029,839</b>		

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

Future Commitment to:	Action	Amount	Fiscal Year	Phase

**Deliverables:**

- With a quarterly progress report submitted during construction, provide 2-3 digital photos of construction work in progress.
- Upon project completion (anticipated April 2017), provide 2-3 digital photos of after conditions.

**Special Conditions:**

- On March 22, 2016, at Commissioner Peskin's request, the Board unanimously approved a motion amending the staff recommendation for the 2016 Prop AA Call for Projects to add a condition to this project requiring that SFPW meet with his office and the Chinatown Community Development Center to address some minor concerns about the scope prior to the contract being awarded. The SFPW and SFMTA are working with Commissioner Peskin and key stakeholders but have not yet reached resolution. Thus we are forwarding this request with a tentative recommendation in case resolution is reached by the April 26 Board meeting. We will provide an update at the committee meeting.

**Notes:**

- 

<b>Supervisory District(s):</b>	<input type="text" value="3"/>	Prop K proportion of expenditures - this phase:	45.00%
		Prop AA proportion of expenditures - this phase:	NA

**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

**MAPS AND DRAWINGS**

**Broadway Chinatown Typical Roadway Cross Section**



**Proposed Improvements at Powell Street and Broadway**





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

Proposed Improvements at Stockton Street and Broadway



Proposed Improvements on Broadway at Grant Avenue looking west



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

FY of Allocation Action:	2015/16	Current Prop K Request:	\$ -
		Current Prop AA Request:	\$ 1,029,839

Project Name: Chinatown Broadway Phase IV

Implementing Agency: Department of Public Works

**Project Manager**

**Grants Section Contact**

Name (typed): David Froehlich

Rachel Alonso

Title: Project Manager

Transportation Finance Analyst

Phone: 415-558-4041

415-558-4034

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

\_\_\_\_\_

Email: [David.Froehlich@sfdpw.org](mailto:David.Froehlich@sfdpw.org)

[Rachel.Alonso@sfdpw.org](mailto:Rachel.Alonso@sfdpw.org)

Address: 30 Van Ness Ave, 5th Floor  
San Francisco, CA 94102

30 Van Ness Ave, 5th Floor  
San Francisco, CA 94102

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

\_\_\_\_\_





**This Page Intentionally Left Blank**

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

FY of Allocation Action: 2015/16

Project Name: Mansell Corridor Improvement

Implementing Agency: San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:

Prop K EP Line Number (Primary): #N/A Current Prop K Request:

Prop K Other EP Line Numbers:

Prop AA Category: Pedestrian Safety

Current Prop AA Request: \$ 163,358

Supervisorial District(s): 9, 10, 11

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.

If a project is not already name 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 attached.

## Project Background

Mansell Street is a divided highway running through the middle of McLaren Park, which is the largest park in southeastern San Francisco. The park serves as both a regional and neighborhood recreation facility for this area of San Francisco. Mansell Street serves as a major connecting route linking two San Francisco Priority Development Areas (PDAs), the Bayview /Hunters Point Shipyard/Candlestick Point and the Mission – San Jose Corridor. The park also serves the Community Air Risk Evaluation (CARE) Community of Eastern San Francisco and the Outer Mission/Crocker Amazon/Oceanview Community of Concern. The park serves many adjacent low income communities, including areas of Visitacion Valley and neighborhoods along Sunnydale Avenue. The Planned Affordable Housing Development, as described in the Visitacion Valley/Schlage Lock Plan, will increase the number of residents served by Mansell Street and McLaren Park.

Mansell Street was constructed in the 1950's as part of a never-completed cross-town freeway. By design, Mansell Street primarily serves motorized vehicles. Speeding is encouraged due to the wide traffic lanes and three different posted speed limits. Although there are several trail systems and a large recreational facility adjacent to Mansell Street, there are no pedestrian, bicycle, or bus stop facilities included within the existing configuration. Pedestrians have to walk on the street or climb over a guard rail and walk along an overgrown informal path to access different park facilities or to commute between neighborhoods. Bicyclists share the road with vehicles travelling 45 MPH, and public transit users have to wait on the street for a bus. These non-ideal conditions encourage residents to drive into the park, between park facilities and adjacent neighborhoods rather than walk. Existing facilities do not support multimodal travel or foster community vitality.

Many of these concerns were brought to the attention of the San Francisco Recreation and Park Department (SFRPD) during its 2010 McLaren Park Needs Assessment workshops. In 2010, SFRPD completed three community workshops to gather information on the greater needs in McLaren Park. More than 300 residents attended those workshops and overwhelmingly voiced their concern for pedestrian and bicycle safety in the park.

During this public process, the community expressed a need for traffic calming and pedestrian safety measures along all park roads, and Mansell Street was identified as the most problematic street. The community later described the specific need for sidewalks or paths adjacent to the road, bicycle facilities, bulb-outs and crosswalks, and other traffic calming measures. The community also

mentioned the desire to reduce the number of lanes on Mansell from four to two with a reduction of the speed limits. Currently, the highest speed limit is 45 mph.

### **Project Scope and Benefits**

Additional community outreach was conducted in February and March of 2013, and resulted in development of the following scope. Pedestrian safety and bicycle access issues were addressed by reducing the number of vehicular lanes from four to two (one lane each way), separating vehicular traffic and moving it to the south side of the median between Visitacion Avenue and Brazil Avenue, and creating a multi-use path on the north side of the median. The multi-use path includes a Class I bike path with separate pedestrian and jogging paths. Safety improvements include a raised crosswalk at John F. Shelley Drive West, flashing beacons at all unimproved intersections, concrete bus stop pads at existing bus stops, and a corner bulb-out at the intersection of Mansell Street and Sunnydale Avenue. The entire roadway will be resurfaced and restriped with Class II and Class III bike paths painted between Brazil Avenue and Dublin Street, and a Class I bike path will be painted onto the closed section of Brazil Avenue from Mansell Street, north to where Brazil Avenue is open to traffic. Street-level lighting, trees and landscaping, bioswales, and site furnishings are also included to make this a complete streets project.

In addition to park users, these improvements will benefit residents of the adjacent communities and the region at large. Commuters who currently use Mansell Street to get to work or school will have more safe and efficient mode choices.

The project will improve the quality of life for residents within the two PDAs, the Eastern San Francisco CARE, and Southern San Francisco Community of Concern by providing multi-modal options that are safe and convenient. The Mansell Streetscape Improvement Project will provide improved connections between adjacent neighborhoods, park trail systems, recreational facilities and the three public schools located immediately adjacent to the Park. The addition of sidewalks and bicycle facilities will revitalize this portion of the park, which historically has become under-utilized due to access and isolation issues. Additional planned trail improvements adjacent to Mansell (that will be funded by the Land and Water Conservation Fund and in-kind volunteer labor) are expected to increase pedestrian volumes in the park once the pedestrian path and crosswalks are in place.

The Rec and Park Department strongly believes in induced demand: “if you build it, they will come.” Similar capital improvement projects and bicycle facility projects in the other San Francisco

parks have shown that renovation to park facilities results in higher usage and can instill a sense of pride and stewardship in the community.

The proposed facilities on Mansell Street will provide opportunities for increased physical activity by encouraging residents and park users to walk, stroll, skate, or bike. These activities have proven health benefits. Moreover, greater use of lower carbon-emission transportation modes will have a positive impact on the environment.

### **Prioritization and Previous Allocations**

The Mansell Streetscape Improvement Project has been included as a line item under the Prop AA Strategic Plan under Street Repair and Reconstruction for \$2,325,624 and in the Prop K 5 Year Prioritization Plan under Expenditure Plan category for Transportation Land Use Coordination for \$888,903, as well as \$260,983 from the Bicycle and Pedestrian Circulation/Safety Categories for pre-design phases. This previous allocation required a partial deobligation of the prior design Prop K allocation in the amount of \$14,691 to be used to fund construction, for a total Prop K allocation of \$572,754. The total Prop K amount programmed to the project will not change.

The reduction of \$14,691 in the design budget occurred during the negotiation of the interdepartmental memorandum of understanding among SFMTA, DPW, and SFRPD to account for the fact that SFRPD could not charge for overhead costs for the phases of the project that were federally funded because it does not have a Caltrans Master Agreement. A similar reduction related to SFRPD costs was also applied to the construction phase.

### **Request for Additional Funds**

Bids were received for the Mansell Streetscape Improvement Project on August 19, 2015, with a low bid of \$4,366,678.80. This bid is \$120,000 above the available funding for the base bid amount of the project. Without additional funding, eight (8) proposed street lights will be deleted from the project. We are requesting an additional \$163,358 to cover the \$120,000 for the street lights, along with \$22,050 for an alternate bid item of repairing existing damaged guardrails, and \$21,308 for construction management and inspection services for these items.

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

FY 2015/16

**Project Name:** Mansell Corridor Improvement

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

**ENVIRONMENTAL CLEARANCE**

**Type :** Categorically Exempt

**Status:** Completed

**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	2009/10	4	2012/13
Environmental Studies (PA&ED)	4	2012/13	3	2014/15
R/W Activities/Acquisition				
Design Engineering (PS&E)	4	2013/14	4	2014/15
Prepare Bid Documents	4	2014/15	4	2014/15
Advertise Construction	4	2014/15	1	2015/16
Start Construction (e.g., Award Contract)	2	2015/16		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			1	2016/17
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.

Start Construction (e.g. Award Contract) - November 2015  
Open for Use - August 2016

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

FY 2015/16

**Project Name:** Mansell Corridor Improvement

**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	\$ 5,826,409		\$ 163,358
Procurement (e.g. rolling stock)				
		\$5,826,409	\$0	\$163,358

**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	\$ 311,471	Actual
Environmental Studies (PA&ED)	\$ 88,824	Actual
Design Engineering (PS&E)	\$ 729,002	Actual
R/W Activities/Acquisition		
Construction	\$ 5,826,409	Construction Contract
Procurement (e.g. rolling stock)		
<b>Total:</b>	<b>\$ 6,955,706</b>	

**% Complete of Design:** 100 as of 6/5/2015

**Expected Useful Life:** 20-30 Years

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

MAJOR LINE ITEM BUDGET				
Planning & Conceptual Engineering				\$311,471
Environmental				\$88,824
Design				\$729,002
<b>Construction Total [1]+[2]</b>				<b>\$5,826,409</b>
<b>[1] Construction Hard Costs</b>				<b>\$5,087,540</b>
Item	Unit	Quantity	Unit Price	Cost
Demolition	LS	1	\$340,062	\$340,062
Asphaltic Concrete 2" Overlay	SF	265,000	\$4	\$1,113,000
Asphalt Paving (sidewalk and bus stops)	SF	37,800	\$14	\$515,970
Speed Tables at Crosswalks	SF	4,300	\$26	\$112,875
Roadway Re-Striping/Rumble Strips	LS	1	\$73,500	\$73,500
6" Asphalt Curb	LF	4,300	\$21	\$90,300
6" Concrete Curb (at adjusted medians)	LF	1,475	\$32	\$46,463
Concrete Curb Ramps	EA	10	\$3,675	\$36,750
Rumble Strips	LF	4,760	\$1	\$2,999
Stabilized Decomposed Granite	SF	10,000	\$5	\$52,500
2'-4' High Concrete Wall at Brazil Bus Stop	LF	75	\$289	\$21,656
Re-Grade Roadway/Misc. Hardscape	SF	15,000	\$2	\$31,500
Drop Inlet	EA	10	\$10,500	\$105,000
Grading	SF	41,375	\$2	\$65,166
Bioswale/Retention Areas	SF	41,375	\$3	\$130,331
Bioswale Native Grass Planting	SF	41,375	\$1	\$43,444
Native Low Water Use Shrub Planting	SF	32,625	\$3	\$102,769
15 Gallon Tree Planting	EA	75	\$315	\$23,625
24" Box Tree Planting	EA	75	\$1,260	\$94,500
Irrigation System	SF	50,000	\$3	\$157,500
Benches	EA	12	\$2,625	\$31,500
Bike Racks	EA	18	\$735	\$13,230
Vehicular Bollards	EA	30	\$735	\$22,050
Vehicular Gates	EA	4	\$10,500	\$42,000
Jersey Barrier	LF	775	\$105	\$81,375
Kiosk/Signage	EA	2	\$15,750	\$31,500
Safe Hit Posts	EA	10	\$42	\$420
Flashing Beacon at Crosswalks	EA	8	\$15,750	\$126,000
Public Art	LS	1	\$36,750	\$36,750
Misc Utility Work	LS	1	\$78,750	\$78,750
Solar Street Lighting	EA	15	\$12,600	\$189,000
Persia/Sunnydale Intersection Improv.	LS	1	\$17,178	\$17,178
<i>Sub-total</i>				<i>\$3,829,662</i>
Traffic Control (5%)	LS	1	\$191,483	\$191,483
Striping	LS	1	\$327,865	\$327,865
Signage	LS	1	\$62,493	\$62,493
Guardrail Repair	LS	1	\$22,050	\$22,050
Mobilization (5%)	LS	1	\$191,483	\$191,483
<i>Sub-total</i>				<i>\$4,625,036</i>
Construction Contingency (10%)				\$462,504
<b>[2] Construction Management and Support (14.5% of Hard Costs)</b>				<b>\$738,869</b>
SFMTA				\$40,800
SF Public Works				\$693,117
SFRPD				\$4,952
<b>GRAND TOTAL</b>				<b>\$6,955,706</b>



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

FY 2015/16

**Project Name:** Mansell Corridor Improvement

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

Prop AA Funds Requested: \$163,358

5-Year Prioritization Program Amount: \$163,358 (enter if appropriate)

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.

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
OBAG			\$1,551,614	\$1,551,614
Rec Park Funds			\$300,000	\$300,000
Prop AA	\$163,358		\$2,325,624	\$2,488,982
Prop K Sales Tax			\$572,754	\$572,754
Urban Greening Grant			\$848,059	\$848,059
Rec Park Forestry Funds			\$65,000	\$65,000
<b>Total:</b>	\$163,358	\$0	\$5,663,051	\$5,826,409

Actual Prop K Leveraging - This Phase: 73.37% \$5,826,409  
 Expected Prop K Leveraging per Expenditure Plan: #N/A Total from Cost worksheet

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

Fund Source	\$ Amount	Required Local Match	
		%	\$
OBAG	\$1,551,614	11.47%	\$177,970

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

**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
OBAG			\$1,762,239	\$1,762,239
Rec Park Funds			\$439,312	\$439,312
Prop AA	\$163,358		\$2,527,852	\$2,691,210
Prop K Sales Tax			\$1,149,886	\$1,149,886
Urban Greening Grant			\$848,059	\$848,059
Rec Park Forestry Funds			\$65,000	\$65,000
<b>Total:</b>		\$0	\$6,792,348	\$ 6,955,706

Actual Prop K Leveraging - Entire Project:	83.47%	Total from Cost worksheet
Expected Prop K Leveraging per Expenditure Plan:	#N/A	
Actual Prop AA Leveraging - Entire Project:	61.31%	

**\$ 6,955,706**

**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 AA Funds Requested: \$163,358

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$108,905	67.00%	\$54,453
FY 2016/17	\$54,453	33.00%	\$0
<b>Total:</b>	<b>\$163,358</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 AA Allocation	\$163,358	Construction
<b>Total:</b>	<b>\$163,358</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 AA - Ped	FY 2015/16	\$108,905	67.00%	\$54,453
Prop AA - Ped	FY 2016/17	\$54,453	33.00%	\$0
<b>Total:</b>		<b>\$163,358</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 AA - Ped	FY 2015/16	Construction	\$108,905	67%	\$54,453
Prop AA - Ped	FY 2016/17	Construction	\$54,453	100%	\$0
<b>Total:</b>			<b>\$163,358</b>		

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

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

**Deliverables:**

- With a quarterly progress report submitted during construction, provide 2-3 digital photos of construction work in progress.
- Upon project completion (anticipated August 2016), provide 2-3 digital photos of after conditions.

**Special Conditions:**

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

**Notes:**

- 

<b>Supervisorial District(s):</b> <input type="text" value="9, 10, 11"/>	Prop K proportion of expenditures - this phase:	26.63%
	Prop AA proportion of expenditures - this phase:	NA

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

**SFCTA Project Reviewer:**  **Project # from SGA:**

MAPS AND DRAWINGS

Mansell Location Map



Rendering of Design



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

FY of Allocation Action:

2015/16

Current Prop K Request:

\$ -

Current Prop AA Request:

\$ 163,358

Project Name:

Mansell Corridor Improvement

Implementing Agency:

San Francisco Municipal Transportation Agency

**Project Manager**

**Grants Section Contact**

Name (typed): David Froehlich

Joel C. Goldberg

Title: Project Manager

Capital Procurement & Mgmt

Phone: 415-558-4041

415-701-4499

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

\_\_\_\_\_

Email: [David.Froehlich@sfdpw.org](mailto:David.Froehlich@sfdpw.org)

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

Address: 30 Van Ness Ave, 5th Floor  
San Francisco, CA 94102

1 S. Van Ness Ave, 8th Floor San  
Francisco, CA 94103

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

\_\_\_\_\_