



# AGENDA

## PLANS AND PROGRAMS COMMITTEE Meeting Notice

**Date:** Tuesday, November 15, 2016; 10:00 a.m.  
**Location:** Chamber Room 250, City Hall  
**Commissioners:** Tang (Chair), Farrell (Vice Chair), Avalos, Breed, Peskin and Wiener (Ex Officio)

**Clerk: Steve Stamos**

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4.	<b>Recommend Allocation of \$3,149,000 in Prop K Funds, with Conditions, for Three Requests and Appropriation of \$100,000 in Prop K Funds for One Request, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules, and a Commitment to Allocate \$325,000 in Prop K Funds – ACTION*</b>	17

As summarized in Attachments 1 and 2, we have four requests totaling \$3,249,000 in Prop K funds to present to the Plans and Programs Committee. The San Francisco Municipal Transportation Agency (SFMTA) has requested \$1.28 million to overhaul the propulsion gearboxes that deliver power to the City's cable car system. The gearboxes have been in use since 1984 and have reached the end of their useful lives. The SFMTA has also requested \$1.79 million for the planning, design and construction phases for traffic calming measures recommended in eleven area-wide traffic calming plans which would complete implementation of the traffic calming "backlog". The SFMTA has requested \$80,000 for the design of pedestrian improvements at the intersection of Elk and Sussex Streets, adjacent to Glen Canyon Park, with a commitment to allocate \$325,000 for the construction phase of the project when design is complete in June 2017. Finally, we are requesting \$100,000 for the Vision Zero Ramp Intersection Study Phase 2, which will recommend short-, medium-, and long-term safety improvements at up to ten freeway ramp intersections in the South of Market area.

5.	<b>Update on the Subway Master Plan – INFORMATION*</b>	85
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In fall 2015, the San Francisco Board of Supervisors unanimously passed an ordinance drafted by Supervisor Wiener requiring the City to create a framework for subway expansion throughout San Francisco. The Subway Vision responds to this ordinance and is one of the components of Connect SF, a multi-agency collaboration process to build an effective, equitable and sustainable transportation system for our future. It will develop a long-range transportation vision, informed by land use, to guide the future of the city. The Transportation Authority has been collaborating with the San Francisco Municipal Transportation Agency and the Planning Department to develop a Subway Vision to expand the city's subway network, and from August to September solicited the public's ideas on where new subways should be built. We received over 2,600 submissions from the interactive online tool and 150 submissions at three pop-up events, and will present initial findings and concepts at the Committee meeting.

6.	<b>Introduction of New Items – INFORMATION</b>	
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## Plans and Programs Committee Meeting Agenda

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.

**7. Public Comment****8. Adjournment****\* Additional materials**

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# DRAFT MINUTES

## CITIZENS ADVISORY COMMITTEE

Wednesday, October 26, 2016 Meeting

### 1. Committee Meeting Call to Order

Chair Waddling called the meeting to order at 6:04 p.m.

CAC members present were Myla Ablog, John Larson, Santiago Lerma, Jacqualine Sachs, Peter Tannen, Chris Waddling, Shannon Wells-Mongiovi and Bradley Wiedmaier.

Transportation Authority staff members present were Andrew Heidel, Jeff Hobson, Seon Joo Kim, Anna LaForte, Maria Lombardo, Mike Pickford, Michael Schwartz and Steve Stamos.

### 2. Chair's Report – INFORMATION

Chair Waddling reported that at the special September CAC meeting, Myla Ablog had requested an update on the results of the California Road Charge Pilot Program but that the results would not be available until spring 2017. He said that in response to Peter Tannen's request at the May CAC meeting for a presentation on Muni bus and train bunching and potential solutions, San Francisco Municipal Transportation Agency staff would give a presentation at the November 30 CAC meeting, in addition to anticipated presentations by others on the draft The Other 9-to-5 Study, Central Subway, the Geary Bus Rapid Transit Environment Impact Report, and the Commuter Shuttle Hub Study.

Chair Waddling stated that the CAC would also hold its annual nominations for Chair and Vice Chair for the 2017 calendar year at the November 30 CAC meeting. Lastly, he noted that staff was still in the process of organizing a tour of the Transbay Transit Center likely in early December and would reach out to CAC members regarding their availability.

There was no public comment.

### Consent Calendar

- 3. **Approve the Minutes of the September 28, 2016 Meeting – ACTION**
- 4. **Adopt a Motion of Support for Acceptance of the Audit Report for the Fiscal Year Ended June 30, 2016 – ACTION**
- 5. **Internal Accounting and Investment Report for the Three Months Ending September 30, 2016 – INFORMATION**
- 6. **State and Federal Legislative Update – INFORMATION**
- 7. **San Francisco Input on the Plan Bay Area 2040 Draft Preferred Scenario – INFORMATION**
- 8. **Progress Report for the Van Ness Avenue Buss Rapid Transit Project – INFORMATION**

During public comment, Edward Mason asked regarding Item 7 how different perspectives held

by other jurisdictions would impact San Francisco's position as expressed in the joint letter to the Metropolitan Transportation Commission currently being developed in collaboration with Oakland and San Jose. He continued by noting that it was difficult to get a clear understanding of some of the issues given the way the materials were presented.

John Larson moved to approve the Consent Calendar, seconded by Peter Tannen.

The Consent Calendar was approved by the following vote:

Ayes: CAC Members Ablog, Larson, Lerma, J. Sachs, Tannen, Waddling and Wells-Mongiovi.

Absent: CAC Members Hogue, Larkin, P. Sachs and Wiedmaier

### **End of Consent Calendar**

**9. Adopt a Motion of Support for the Allocation of \$3,149,000 in Prop K Funds, with Conditions, for Three Requests and Appropriation of \$100,000 in Prop K Funds for One Request, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules, and a Commitment to Allocate \$325,000 in Prop K Funds – ACTION**

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

Chair Waddling asked what outreach would be done when the cable cars were shutdown. Ms. LaForte responded that a preliminary communications plan was included in the allocation request. Craig Raphael, Senior Transportation Planner at the San Francisco Municipal Transportation Agency (SFMTA), said that the outreach plan included website and social media posts.

Shannon Wells-Mongiovi asked whether there would be revenue loss as a result of shutting down the cable cars and whether this was reflected in the allocation request. Ms. LaForte said that safety and reliability improvements would help preserve the system to the benefit of long-term revenue generation and that any change in revenues due to service disruption would be reflected in SFMTA's operating budget rather than the allocation request form.

John Larson said he was happy to see traffic calming at the intersection of Elk and Sussex Streets and asked what a speed cushion was. Ms. LaForte explained that, as distinct from speed humps, speed cushions had cuts in them that allowed buses and fire trucks to pass through more easily.

Jacqueline Sachs asked what the rationale was for proposing traffic islands on streets carrying major bus lines, such as California Street and Euclid Avenue. Becca Homa, Transportation Planner at SFMTA, responded that traffic islands generally reduced vehicle speeds and provided pedestrian refuges for crossing. She said that on Euclid Avenue, the traffic islands were proposed in response to high vehicle speeds and supported by the community in the area. She said the proposed traffic islands were actually on the cross streets rather than on California Street and would not interfere with transit.

Myla Ablog expressed her support for the Vision Zero Ramps Study Phase 2. She said that Bessie Carmichael Elementary School, which was located near freeway ramps in the South of Market area, was very supportive of improving safety in the area.

Chair Waddling asked about SFMTA's plan once the traffic calming "backlog" was complete. Ms. Homa replied that the projects in this request came from prior plans that had covered the entire area and took a long time to be implemented. She said that SFMTA had developed

neighborhood traffic calming projects in smaller groups via the application-based traffic calming system and also pursued speed reduction in school zones and arterials in separate tracks. Chair Waddling asked about the application process. Ms. Homa replied that the application was a few pages and involved gathering signatures from neighboring residents, and that SFMTA analyzed and ranked the submitted applications based on multiple criteria, such as collision history and land use. She said that compared to 25-30 applications in previous years, SFMTA had received 85 applications this year, indicating a growing desire for traffic calming.

Santiago Lerma asked about the difference between a traffic island and traffic circle. Ms. Homa replied that a traffic island was smaller and often used in lieu of stop signs and could offer pedestrian refuge, where as a traffic circle was more elaborate and often included landscaping.

During public comment, Edward Mason asked whether there was a maintenance plan for the cable car equipment in place to ensure the City would not face the same situation in 15 to 30 years. He wondered how much more the City may be paying due to the lack of an ongoing (preventative) maintenance program as opposed to letting assets deteriorate so much that they need full replacement.

Ms. Sachs said that she thought cable car repairs had been rushed into service in advance of the 1984 Democratic National Convention at the Moscone Center.

Mr. Lerma asked why the cable car equipment was being overhauled rather than replaced. Ms. LaForte said that it was likely because cable cars were historic and replacement equipment was not available to procure but that staff would follow up with SFMTA.

John Larson moved to approve the item, seconded by Ms. Ablog.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larson, Lerma, J. Sachs, Tannen, Waddling and Wells-Mongiovi

Absent: CAC Members Hogue, Larkin, P. Sachs and Wiedmaier

## 10. **Update on Freeway Corridor Management Study – INFORMATION**

Andrew Heidel, Senior Transportation Planner, and Liz Rutman, Senior Engineer at the Alameda County Transportation Commission, presented the item per the staff presentation.

Chair Waddling asked whether not having to perform major construction, such as building a new lane, was the reason why San Francisco could expect a more truncated timeline than Alameda County experienced. Mr. Heidel responded that this was one of a number of reasons for the proposed timeline and added that San Francisco also had the advantage of lessons learned from other counties to expedite the process. Shannon Wells-Mongiovi expressed a concern that U.S. 101 might not be wide enough to accommodate an additional lane within the existing roadway.

Ms. Wells-Mongiovi asked whether the Waze application had an impact on how people diverged from freeways to local roads. Mr. Heidel responded that the application caused perceptible impacts on neighborhoods and that while the city could not prevent the public from utilizing it, it could plan to minimize the impacts to neighborhoods. He said that fortunately, there were fewer opportunities in San Francisco for drivers to diverge to straight stretches on local streets that would form attractive alternate routes for congested freeway segments.

Ms. Wells-Mongiovi asked how the study defined peak traffic. Mr. Heidel responded that the study defined the peak by reviewing an entire 24 hours of data for Tuesdays, Wednesdays, and

Thursdays during the spring and measured when the average speed on freeway segments was under 45 mph.

Santiago Lerma asked how much time was saved on the average trip for paid and non-paid lanes, and whether there were benefits for the general purpose lanes. Ms. Rutman said that in Alameda County the average savings was on the order of a few minutes over the 12-mile stretch. She also noted that on an express lane with continuous access, large speed differentials were not desirable because of safety concerns. She noted that some places with physically separated express lanes, such as Highway 237 in Santa Clara County, yielded larger travel time savings. She added that on Highway 680, both the general purpose and express lanes resulted in time savings, but that that after seven years some of the travel time benefits had dwindled compared to pre-construction. She also noted that over time, people had tended to explore other alternatives, including forming carpools and trying new transit options.

Chair Waddling asked if tolls were assessed on a distance basis. Ms. Rutman responded that most express lanes used a distance-based zone setup for people who traveled further to pay more. She stated that exactly how to set up that pricing should depend on the access type. She added that for a continuous access system, pricing could be based on zones of travel, whereas for a closed access system, end-to-end or entrance-to-exit pricing could be applied, though the latter could also incorporate a function of distance travelled.

Chair Waddling asked how Alameda County dealt with income inequality and if there was a low-income entry point. Ms. Rutman responded that for this type of project, an environmental justice assessment was required, and that for Alameda County those assessments had found that both low-income and high-income drivers were willing to pay additional fees to use the lane. She added that low-income travelers tended to form carpools at higher rates, so it tended to even out. She stated that one place that had identified an equity issue was in Southern California. Mr. Heidel stated that there would need to be an equity analysis. He said that most people didn't use the lanes all the time, but rather as a reliable option in the event they had a time-critical destination, such as arriving on time to work or picking up a child from day care. He added that some of the facilities in other locations allowed people to earn toll credit by riding transit.

During public comment, Edward Mason asked what the overall goal of the project was and if it included reducing greenhouse gases. He asserted that this approach would not achieve significant greenhouse gas reduction and therefore other approaches should be considered, for example installing a CO2 monitor at the San Francisco-Oakland Bay Bridge entry to help people make the connection between their actions and CO2 emissions. Chair Waddling asked what types of analysis could be undertaken to determine the greenhouse gas reduction. Mr. Heidel replied that a major factor in reducing greenhouse gas emissions was to move more people in fewer vehicles. He noted that the travel demand model would help inform those impacts at this stage of the project, while a full air quality analysis would be completed as part of the environmental review process.

Mr. Mason asked whether the commuter shuttles would be allowed to use these lanes for free, and whether the city would be undertaking a study to develop a regional public bus system that could use these facilities. Chair Waddling asked whether Samtrans was conducting a study on express buses. Mr. Heidel replied that there was a strong interest in developing an express bus system, and that these lanes would provide a platform to give those express buses a time advantage to make them more competitive.

## **11. Update on the Subway Master Plan – INFORMATION**

Michael Schwartz, Principal Transportation Planner, and Graham Satterwhite, Principal

Transportation Planner at the SFMTA, presented the item.

Chair Waddling asked, in the event of additional subways being built, if BART would be the main subway operator rather than the SFMTA. Mr. Satterwhite responded that governance would be one of the questions to be figured out in the next phase of ConnectSF, the inter-agency long range transportation planning program. He noted that governance was not being considered for the Subway Vision but would need to be part of future decisions. Mr. Schwartz added that one of the issues this study did not try to address was transbay service, and that overall the study was meant to be operator neutral in its analysis.

Chair Waddling asked whether the subway approach would consider underground buses as well as underground rail. Mr. Satterwhite responded that the precise technology question was beyond the scope of the Subway Vision. Mr. Schwartz noted that creative thinking of that nature was needed for visioning exercises that the city was currently undertaking.

John Larson asked whether the two concepts presented, i.e. Concepts A and B, were just for illustrative purposes, or if they were actually screened alternatives. Mr. Schwartz responded that the two networks presented were entirely for illustrative purposes and were not intended to be sample concepts of what a new subway system might look like. He added that the public should not get attached to a full network concept and that the study was primarily seeking feedback on aspects of each network.

Mr. Larson commented that Concept A appeared to place a lot of existing surface rail underground, while Concept B appeared to connect existing subways with new lines, and that Concept B seemed more attractive for that reason. Mr. Larson asked whether tunneling was still one of the most significant challenges of construction, or whether tunneling could be done faster than in the past and therefore other parts of construction would be more challenging. Mr. Satterwhite responded that all phases of subway construction would be difficult and challenging. He said there had been improvements in tunneling, but that construction approaches were not dramatically different than what had been the approach of the recent past.

Jacqueline Sachs recounted her history in being involved in decisions about Geary Boulevard, and noted that Commissioners London Breed and Eric Mar had supported to filling in the underpasses at Fillmore and Masonic Streets. She said she recently went on a site trip which highlighted three alternatives, which included an all surface line, an all subway, or a mix involving a subway line from Market to Laguna Streets and a surface line from Laguna Street all the way to Ocean Beach. She said due to politics at City Hall, the mixed subway and surface line did not get built. Ms. Sachs said that the Muni Short Range Transit Plan concluded that the only way to relieve congestion on Geary Boulevard would be through light-rail service. She recounted the history of the B-line along Geary Boulevard that existed from 1912 to 1956, until the corridor was replaced with bus service. She asked staff to look at the final reports to see that the public wanted lightrail and not bus rapid transit. She noted that Geary light-rail was the only project from the 1989 Prop B transportation sales tax that wasn't included in the 2003 Prop K sales tax. Mr. Schwartz responded that many members of the public were interested in the Geary corridor and encouraged people to participate in the ConnectSF process to ensure their input was documented. Shannon Wells-Mongiovi noted that she located a copy of the final report online that Ms. Sachs referenced and would forward it for distribution to CAC members and staff.

Bradley Wiedmaier asked whether the study looked how to connect other parts of the city independent of existing infrastructure versus following existing routes. Mr. Schwartz responded that the study used the three points of input, including previous studies, public input, and model analysis, to think outside the box of the existing system. He said that for example the

Fillmore/Divisadero to Bayview line performed well in part because it did not have existing service. Mr. Schwartz added that the goal of new subways would also be to provide travel time savings to existing riders in addition to new riders.

Mr. Wiedmaier asked whether the boring equipment from the Central Subway was owned by the SFMTA and whether it could be used widely throughout the city or had been calibrated to the specific soils as part of the Central Subway construction. Mr. Schwartz responded that the SFMTA did not own the tunnel boring machines as part of Central Subway construction and that new ones would need to be obtained to construct new subways.

Ms. Wells-Mongiovi asked whether the study considered trips to recreation centers like the Presidio. Mr. Schwartz said that the model represented destination centers like the Presidio but that it simulated a standard weekday as opposed to weekends where a destination like the Presidio would have a different trip making pattern.

Mr. Larson noted that the only areas that seemed to have higher travel times under Concept B were at San Francisco State University and Park Merced. He said that given the greatest concentration of the middle-income population and seniors, he thought that the study should look at it due to the high reliance on transit. Mr. Schwartz responded by explaining that with subways, people would make tradeoffs in that some people would end up needing to walk farther to get to a faster service when taking the subway versus surface transit.

Mr. Wiedmaier asked whether the study looked at any projected new concentrations of housing. Mr. Schwartz responded that all of the Subway Vision analysis assumed 2040 land use projections. He added that if the study were to move forward with subways, it would take a more careful look at where land use could change in response to higher-levels of transit service.

Santiago Lerma commented that he appreciated the pop-up outreach effort. He said the study did not conduct enough of them, but that he thought they were great and asked that his comments be shared with SFMTA staff.

During public comment, Edward Mason said transportation was really a real estate development project. He said that the city was nearly at one million people and asked if the Subway Vision would increase the population to two million, and said that the study should look at elevated transit in addition to subways. He added that a proposal to put a tunnel under 19<sup>th</sup> Avenue had previously been considered but that California Assemblyman Tom Ammiano actively worked to make sure the concept was not further developed.

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

Bradley Wiedmaier asked for information on the impact of the ride sourcing industry and whether 30-Stockton and 45-Union/Stockton Muni stops near the 4th and King Caltrain station had been relocated possibly to give more space to ride sourcing vehicles. Santiago Lerma added that he was also interested in the impact of the increased delivery made by ride sourcing vehicles.

There was no public comment.

## **13. Public Comment**

During public comment, Edward Mason commented that shuttles operated by various companies, including San Francisco Airporter and Genetech, continued to violate their agreement with SFMTA to use designated locations.

## **14. Adjournment**

The meeting was adjourned at 8:15 p.m.





# DRAFT MINUTES

## PLANS AND PROGRAMS COMMITTEE

Tuesday, October 11, 2016

### 1. Roll Call

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

**Present at Roll Call:** Commissioners Avalos, Peskin and Tang (3)

**Absent at Roll Call:** Commissioners Breed (entered during Item 6) and Farrell (entered during Item 5) (2)

### 2. Citizens Advisory Committee Report – INFORMATION

Chris Waddling, Chair of the Citizens Advisory Committee (CAC), reported that at the September 28 meeting, the CAC unanimously approved Item 4 but noted that several members expressed concern over the high cost of the Fall Protection improvements, including the Construction Management and Support line item. He said the CAC also unanimously approved Item 5, and provided a brief summarization of the updates to the Prop AA prioritization criteria.

There was no public comment.

### 3. Approve the Minutes of the September 20, 2016 Meeting – ACTION

There was no public comment.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Avalos, Peskin and Tang (3)

Absent: Commissioners Breed and Farrell (2)

### 4. Recommend Allocation of \$12,713,969 in Prop K Funds, with Conditions, for Two Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

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

Chair Tang asked about the high cost of the San Francisco Municipal Transportation Agency's Fall Protection request as noted in the earlier CAC Chair's Report, and how the new systems would differ from existing systems. Ms. LaForte responded that the request was for specialized systems at seven facilities that had different needs. She said that existing systems varied by facility, and noted that there was an existing elevated platform at Muni Metro East that had gaps at the edges and missing guardrails, while the Cameron Beach facility needed structural upgrades.

Commissioner Avalos asked how often workers were falling at these facilities and whether there had been any injuries. Commissioner Peskin said that the city had just built the Muni Metro East facility and asked why the safety systems would be deficient at a new facility. He said he

supported worker safety but questioned why this was suddenly an issue when maintenance had been conducted on the roofs of cable cars for almost 150 years. He asked if this request was driven by these facilities being out of compliance with Occupational Safety and Health Administration (OSHA) regulations. Ms. LaForte responded that safety regulations were updated over time and that she would follow up with the requesting agencies.

**Chair Tang continued Item 4 until later in the agenda. The item was resumed after Item 8.**

Chair Tang reiterated Commissioner Peskin's question about whether the request was due to a mandate from OSHA. Doug Ullman, Architect at San Francisco Public Works, stated that the facilities in question were not currently OSHA compliant and that fines had been levied in the past. He said that if these facilities were not upgraded city workers would not be allowed to perform maintenance on the roofs of vehicles. He added that there was a separate portable platform being purchased to work on the cable cars.

Chair Tang stated that the last bond measure included funding for renovating facilities and asked how that funding related to the current request. Mr. Ullman replied that there was no overlap between what would be funded under the Prop A bond and this request. He noted that at the Muni Metro East facility there was an eight inch gap between the elevated platform and vehicle roof and that this request would extend the platform to close that gap.

Commissioner Peskin asked why handrails were not installed at the Muni Metro East facility when it was built in 2008. Mr. Ullman replied that there was an existing fall protection system with guardrails and a fall arrest system. Commissioner Peskin stated that the construction management costs seemed high. Mr. Ullman said that the costs were higher because the project was split between seven facilities and there was a high degree of coordination necessary to upgrade the facilities without interrupting operations, but that they were considered to be within an acceptable range.

There was no public comment.

The item was approved without objection by the following vote:

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

**5. Recommend Approval of the 2017 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria – ACTION**

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

Commissioner Avalos asked what the recommended revisions to the Prop AA Policies and Screening and Prioritization Criteria were. Mr. Pickford responded that language had been streamlined citing, for example, specifying that procurement was part of the construction phase and eliminating duplicative language. He said another revision was to clarify that unexpended funds would now be returned to the overall Prop AA program, rather than an individual project, if that project had completed all Prop AA funded phases. With respect to the screening criteria, Mr. Pickford said changes were intended to allow broader eligibility for projects adopted in agency plans, rather than only citywide, board-adopted plans. He added that time sensitivity had been broken out from safety as a general criterion with safety addressed in category specific criteria.

There was no public comment.

The item was approved without objection by the following vote:

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

Absent: Commissioner Breed (1)

**6. Recommend Approval of San Francisco Input on the Plan Bay Area 2040 Draft Preferred Scenario – ACTION**

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

Commissioner Avalos stated that he spent several years as a member of the Association of Bay Area Governments and noted that it was a great deal of effort to secure One Bay Area Grant Funds for transit-oriented development in District 11. He said a challenge in regional planning was that other cities and municipalities in the region were not considering the region's needs in terms of housing. He said he wanted to ensure that San Francisco was being a leader in achieving the goals of the Sustainable Community Strategy and putting adequate investments in housing and transportation, and noted the importance of San Francisco adopting strong priorities so that other cities and municipalities would follow suit. Ms. Crabbe responded that the transportation investment strategy was strong but that using the Plan to effect significant changes to land use, housing and jobs was an incredible challenge without additional resources. She said that San Francisco was leading the region in terms of policies, creation and funding of housing that that there were limitations at the regional level without significant additional investment and a new fund source.

Commissioner Avalos asked if San Francisco's input called for more regional funds for housing and more equity in housing regarding transportation, which Ms. Crabbe confirmed.

There was no public comment.

The item was approved without objection by the following vote:

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

**7. Update on the Railyard Alternatives and I-280 Boulevard Feasibility (RAB) Study – INFORMATION**

Susan Gygi, Study Manager at the San Francisco Planning, Department presented the item.

Chair Tang asked how the 22 members of the Citizen Working Group (CWG) were selected. Ms. Gygi responded that the Planning Department issued a request for interest for people to apply, and that it included seats for representatives of Districts 6 and 10, community advisory committee/neighborhood representatives, as well as representatives of citywide interest.

Commissioner Peskin asked if the \$4 billion cost estimate for the current alignment included grade separations. Ms. Gygi responded that the cost estimate did not include the grade separations at 16<sup>th</sup> Street and Mission Bay Drive. Commissioner Peskin asked what the cost estimate for the grade separations would be. Ms. Gygi responded that the study was in the process of preparing those estimates for each alternative and would have them toward the end of the year. Commissioner Peskin noted that the rendering of the 16<sup>th</sup> Street grade separation appeared to be a massive undertaking and asked if \$500 million was an accurate cost estimate. Ms. Gygi replied that it would likely cost more than that, as there were utilities at that location and a deep trench was needed for it to go under the freeway and Caltrain tracks, in addition to leveling intersecting streets.

Commissioner Peskin asked if the \$4 billion cost estimate included environmental clearance, and if the current Downtown Rail Extension (DTX) alignment was environmentally cleared. Ms. Gygi responded that the current alignment was cleared, but that the Planning Department conducted a supplemental Environmental Impact Statement that was released in December 2015 and was expecting the Record of Decision to be issued in early 2017. She noted that the current alignment along Pennsylvania Avenue would be the same as DTX, but the portion outside of the DTX would need to be environmentally cleared and would be a separate endeavor. She said the alternative Mission Bay Alignment was different than DTX and would need to be environmentally cleared, though tunnel boring environmental clearance was somewhat easier than the cut-and-cover and sequential mining construction method of the Pennsylvania alignment.

Commissioner Peskin noted that the RAB Study appeared to be wrapping up in June 2017 and asked if at that point the city would be preparing a new environmental document. He noted that the Board had withheld design funds for DTX at its September meeting and asked whether a few months' delay in design would matter if there would be a delay from additional environmental clearance. Ms. Gygi responded that she could not say definitively as the study was currently considering schedule implications and would have more information regarding the costs and benefits of the different alignments at its next public meeting. She added that the goal was to complete the DTX by the time high-speed rail trains come to San Francisco in 2029, if not before. She noted that 2029 was the original completion date for DTX, but that in February the California High-Speed Rail Authority (CHSRA) had switched the initial operating segment from the Central Valley to San Francisco, so they were now planning to have trains come to San Francisco sooner.

Commissioner Peskin noted that at the September Plans and Programs Committee meeting there was discussion about the widening of the throat structure going into the Transbay Transit Center (TTC) and asked if new information was available regarding if the throat structure still had to be widened. Ms. Gygi replied that most of the planning and engineering work around the DTX had been completed by the Transbay Joint Powers Authority (TJPA), as it was there legislative directive to provide access from the 4<sup>th</sup> and King Station to the TTC, and therefore she was not the best person to respond. Commissioner Peskin asked if there were recent discussions by the CHSRA to have shorter trains. Ms. Gygi responded that CHSRA originally planned on having 1400-foot train lengths but that a few weeks' prior the agency sent a letter to its engineers that they would be shortening the trains to 800 feet, or half of a train set. She noted that the TTC train box could only accommodate 800-foot trains so it was planning to extend the train box to accommodate the 1400-foot trains, but it had not been communicated by the CHSRA or TJPA if that extension of DTX was still being considered.

Commissioner Peskin asked about the funding plan for the \$4 billion cost estimate. Ms. Gygi replied that the TJPA Board had approved a new funding strategy in June with anticipated new funding sources, including a new sales tax measure, but noted that TJPA staff in attendance could provide a more detailed response. Mark Zabaneh, Interim Executive Director with the TJPA, responded that the funding plan including monies currently available through Plan Bay Area 2013, \$650 million in New Starts which was expected to increase in Plan Bay Area 2040, \$350 million from the Transportation Authority, \$557 million from the CHSRA, and \$300 million from bridge tolls, all of which was committed to DTX. He said there was an additional \$83 million in existing San Francisco sales tax, \$19 million in San Mateo County sales tax, \$7 million in existing bridge tolls, \$275-375 million in Mello Roos funds remaining from Phase 1 of

the project, \$45 million from the sale of Block 4 which was currently the temporary Transbay Terminal, and between \$896 million to \$1.9 billion in passenger facility charges (PFCs) based on a 2004 approved environmental document. Mr. Zabaneh said that PFCs were estimated at \$2-3 dollars for Caltrain riders to travel from the 4<sup>th</sup> and King Station to the TTC, since riders currently had to take Muni to get to the financial district or Transbay Terminal, which in 2026 dollars would be roughly the same cost. He said there would be an \$8-10 PFC for high-speed rail passengers off-boarding at the TTC, and that if high-speed rail passengers were to exit at the 4<sup>th</sup> and King Station they would have to take a taxi which would be a similar cost. He said there would not be any out of pocket cost for riders as they currently paid for it through other systems, but would allow them to remain on the trains and not need to switch transportation systems.

Chair Tang asked if only San Francisco would be implementing the PFCs. Mr. Zabaneh responded that both the Caltrain Board and CHSRA Board would have to approve the PFCs which would only apply to passengers on those systems.

Commissioner Peskin asked what the ridership at the 4<sup>th</sup> and King Station was. Ms. Gygi responded that the 2016 ridership was 15,000 Caltrain riders on weekdays, and that when Caltrain reached the TTC it was estimated to be 30,000 on weekdays. She said the CHSRA estimated that by 2040 an additional 32,000 riders would travel to the TTC on weekdays, so approximately 60-70,000 riders in total once DTX was completed. Commissioner Peskin noted that on weekends ridership was lower, and estimated that overall the PFCs would only amount to \$15 million per year. Mr. Zabaneh replied that TJPA's financial analysts had prepared these estimates based on ridership numbers from Caltrain and the CHSRA and that TJPA's request to the Board at its September meeting was to conduct a ridership study and confirm these numbers and that a robust study was needed.

Commissioner Peskin said there were two issues with the ridership estimates provided by the CHSRA, the first being that they were optimistic and used for their own funding strategy, and the second that the estimates were predicated on the train ticket between Los Angeles and San Francisco being less expensive than an airplane ticket. He added that if other cities started adding PFC fees than it would lead to the train ticket being more expensive. Mr. Zabaneh replied that if DTX was not built people would disembark at the 4<sup>th</sup> and King Caltrain station and pay other transportation networks to reach their final destination, but that DTX was giving riders a choice to stay on the train. He said the funding plan was a starting point to fully fund the project and that since the proposed PFCs would not be available until 2026 they would need to borrow against those funds through TIFIA and RIF loans. He said that even without the PFCs there was significant funding available but that the project needed the region's support in order to be successful.

Chair Tang asked why the \$4 billion estimated cost did not include the potential grade separation at 16<sup>th</sup> Avenue. Mr. Zabaneh replied that the environmental document did not extend to that area and therefore did not include the grade separation improvements. He said that Ms. Gygi had presented the two alignment alternatives between the DTX project and the 22<sup>nd</sup> Street Caltrain Station which were not included in the scope of the DTX project and were considered a follow-on project. Chair Tang said it was somewhat part of the project and that eventually funding would need to be secured and asked what funding sources would be available. Megan Murphy, Phase 2 Project Manager at TJPA, replied that the grade separations were not included as part of the scope as they were not being environmentally cleared by the CHSRA because they

were not currently required by the California Public Utilities Commission due to the anticipated level of service.

Commissioner Peskin commented that there was a hospital with an emergency facility on the other side of the train tracks and that people would need to be able to access the University of California San Francisco (UCSF) medical center.

Tilly Chang, Executive Director, responded that a funding plan for a project of this magnitude would always be a challenge but that the first and foremost task was to confirm what the preferred alignment was. She said that the grade separation would be an additional significant cost but would not just be a San Francisco issue, as it would be a regional investment and a state facility. She said the city would need to bring in traditional federal, state, regional and local revenue sources but also potentially non-traditional revenue sources that had been used on prior phases. Ms. Chang said these could include land-based sources such as facilities districts or tax increments which were considered value capture type of approaches because the investment would bring value to adjacent areas, and that she believed the Planning Department was considering these.

Chair Tang reiterated that deciding on an alignment was the first and foremost challenge, and asked if there would be clarity around that by the winter. Ms. Gygi responded that there were five components with five different options, and that they would be combining those into full alternatives, including cost/benefit analyses and schedule implications, all of which would be presented to the public, to the Plans and Programs Committee, and the Board of Supervisors in the winter. She said after that they would come back to the Committee in June 2017 with a presentation on how the city should look in the future.

Chair Tang agreed that there should be a follow-up presentation to the Committee with the various options in the winter, and also wanted to ensure that there was comprehensive representation on the CWG. Ms. Gygi noted that the CWG was meeting on a monthly basis and that meetings were open to the public and presentations were posted afterwards.

During public comment, Chris Waddling stated that there should be a representative from the Transportation Authority's Citizens Advisory Committee on the CWG. He said that regarding funding, the grade separation at 16<sup>th</sup> Street should be a part of the project scope as \$1 billion was going to be spent one way or another. He said that he worked at UCSF and traveled through the area in question on a daily basis and noted that new homes were being built in that area and that the proposed grade separation would damage the vibrancy of the community. Mr. Waddling added that when the alignments were presented to the public there should be some consistency in the visuals to help people's understanding.

Jim Haas commented that he was a member of the CWG since he was also a member of a citizens group for housing being built next to the TTC as well as a member of the public affairs committee for the Chamber of Commerce. He said the CWG was a very distinguished group of individuals chaired by Ron Miguel and that there was substantial representation. He noted that the RAB study was misnamed because it included the I-280 in its title when the tearing down of the freeway was a vague option in the future and that the primary purpose of the group was to extend the trains to downtown. Lastly he said that the DTX environmental document was approved nearly 15 years ago prior to Mission Bay's development and that the trenches proposed for the 16<sup>th</sup> Street grade separation would no longer work and that UCSF agreed with that.

**8. Update on Freeway Corridor Management Study – INFORMATION**

Andrew Heidel, Senior Transportation Planner, and Liz Rutman, Senior Engineer with the Alameda County Transportation Commission, presented the item per the staff presentation.

Commissioner Avalos stated that he was supportive of high-occupancy vehicle lane management on the city's freeways but noted that there were many residents that used the freeway on a daily basis, especially in the southern part of the city. He requested that staff take into consideration the differences in neighborhoods throughout the city in terms of transportation options when conducting outreach and developing the program.

There was no public comment.

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

There was no public comment.

**10. Public Comment**

During public comment, Andrew Yip spoke about social problems that resulted from departures from good character.

**11. Adjournment**

The meeting was adjourned at 11:58 a.m.



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# Memorandum

**Date:** 11.09.16 **RE:** Plans and Programs Committee  
November 15, 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 *TTC*

**Subject:** **ACTION** – Recommend Allocation of \$3,149,000 in Prop K Funds, with Conditions, for Three Requests and Appropriation of \$100,000 in Prop K Funds for One Request, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules, and a Commitment to Allocate \$325,000 in Prop K Funds

## Summary

As summarized in Attachments 1 and 2, we have four requests totaling \$3,249,000 in Prop K funds to present to the Plans and Programs Committee. The San Francisco Municipal Transportation Agency (SFMTA) has requested \$1.28 million to overhaul the propulsion gearboxes that deliver power to the City's cable car system. The gearboxes have been in use since 1984 and have reached the end of their useful lives. The SFMTA has also requested \$1.79 million for the planning, design and construction phases for traffic calming measures recommended in eleven area-wide traffic calming plans which would complete implementation of the traffic calming "backlog". The SFMTA has requested \$80,000 for the design of pedestrian improvements at the intersection of Elk and Sussex Streets, adjacent to Glen Canyon Park, with a commitment to allocate \$325,000 for the construction phase of the project when design is complete in June 2017. Finally, we are requesting \$100,000 for the Vision Zero Ramp Intersection Study Phase 2, which will recommend short-, medium-, and long-term safety improvements at up to ten freeway ramp intersections in the South of Market area.

## BACKGROUND

We have received four requests for a total of \$3,249,000 in Prop K funds to present to the Plans and Programs Committee at its November 15, 2016 meeting, for potential Board approval on November 29, 2016. As shown in Attachment 1, the requests come from the following Prop K categories:

- Guideways–Muni
- Traffic Calming
- Pedestrian Circulation/ Safety
- Transportation/ Land use Coordination

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

## DISCUSSION

The purpose of this memorandum is to present four Prop K requests totaling \$3,249,000 to the Plans and Programs Committee and to seek a recommendation to allocate or appropriate the funds as requested. Attachment 1 summarizes the requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project are included in the attached Allocation Request Forms.

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

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

## ALTERNATIVES

1. Recommend allocation of \$3,149,000 in Prop K funds, with conditions, for three requests and appropriation of \$100,000 in Prop K funds for one request, subject to the attached Fiscal Year Cash Flow Distribution Schedules, and a commitment to allocate \$325,000 in Prop K funds, as requested.
2. Recommend allocation of \$3,149,000 in Prop K funds, with conditions, for three requests and appropriation of \$100,000 in Prop K funds for one request, subject to the attached Fiscal Year Cash Flow Distribution Schedules, and a commitment to allocate \$325,000 in Prop K funds, with modifications.
3. Defer action, pending additional information or further staff analysis.

## CAC POSITION

The CAC was briefed on this item at its October 26, 2016 meeting and unanimously adopted a motion of support for the staff recommendation.

## FINANCIAL IMPACTS

This action would allocate \$3,149,000 and appropriate \$100,000 in Fiscal Year (FY) 2016/17 Prop K sales tax funds, with conditions, for four requests. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4, Prop K Allocation Summary – FY 2016/17, shows the total approved FY 2016/17 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations and cash flows that are the subject of this memorandum.

Sufficient funds are included in the proposed FY 2016/17 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

**RECOMMENDATION**

Recommend allocation of \$3,149,000 in Prop K funds, with conditions, for three requests and appropriation of \$100,000 in Prop K funds for one request, subject to the attached Fiscal Year Cash Flow Distribution Schedules, and a commitment to allocate \$325,000 in Prop K funds.

## Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2016/17
5. Prop K/Prop AA Allocation Request Forms (4)

## Attachment 1: Summary of Applications Received

Source	EP Line No./Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		District	
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	22M	SFMTA	Cable Car Propulsion Gearboxes	\$ 1,280,000	\$ 6,400,000	78%	80%	3	
Prop K	38	SFMTA	Traffic Calming Implementation (Prior Area-wide Plans)	\$ 1,789,000	\$ 1,789,000	51%	0%	Citwide	
Prop K	40	SFMTA	Elk Street at Sussex Street Pedestrian Safety Improvements [N'TIP capital]	\$ 80,000	\$ 80,000	25%	0%	8	
Prop K	44	SFCTA	Vision Zero Ramp Intersection Study Phase 2	\$ 100,000	\$ 348,683	40%	71%	6	
<b>TOTAL</b>					<b>\$ 3,249,000</b>	<b>\$ 8,617,683</b>	<b>70%</b>	<b>62%</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).

<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	Project Description
22M	SFMTA	Cable Car Propulsion Gearboxes	\$ 1,280,000	<p>Funds will leverage \$5.1 million in Federal Transit Administration funds to overhaul five gearboxes critical to the function of San Francisco's cable car system. San Francisco's cable car system uses four cables to deliver power from the Cable Car Barn to the City's three cable car lines. The gearboxes transmitting power to the cables have been in use since 1984 without a major overhaul, resulting in a decline in performance and reliability. The SFMTA will overhaul one gearbox at a time and evaluate performance for three to six months before overhauling the next one. Each overhaul will require a ten consecutive day shutdown per cable car line, except the gearbox for the Hyde Street line, for which the entire system will be shut down for ten days. Diesel buses will provide interim service during the shutdowns. See pages 3-5 of the attached allocation request form for details on the schedule for service impacts during construction and the public communications plan for the project. Work will begin in Spring 2017 and be complete by December 2019.</p>
38	SFMTA	Traffic Calming Implementation (Prior Areawide Plans)	\$ 1,789,000	<p>Requested funds will be used to plan, design and construct traffic calming measures recommended in eleven areawide traffic calming plans, including traffic islands, speed humps, speed cushions, striping and signage, and traffic circles. See pages 3-5 of the attached allocation request form for the list of areawide plans, proposed measures, and preliminary locations. The proposed measures are in various stages of development, and some measures will proceed to construction sooner than others. SFMTA anticipates that all measures will be open for use by December 2019. This project will complete the implementation of the traffic calming backlog from prior areawide plans.</p>

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
40	SFMTA	Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP capital]	\$ 80,000	Neighborhood Transportation Improvement (NTIP) funds will be used to design pedestrian improvements at the intersection of Elk Street and Sussex Street to improve safety and access to Glen Canyon Park. The scope includes up to three curb bulbouts, rectangular flashing beacons, and pedestrian crossing signage. Design is anticipated to be complete by June 2017 with the project open for use by September 2018.
44	SFCTA	Vision Zero Ramp Intersection Study Phase 2	\$ 100,000	Funds will leverage a Caltrans Planning Grant to develop a prioritized set of short-, medium-, and long-term safety improvements at up to ten ramp intersections in the South of Market area with some of the highest rates of injury collisions in the city. The Vision Zero Ramp Intersection Study Phase 1, funded by a District 6 NTIP planning grant, is developing low-cost, easy to implement improvements for five intersections near the SoMA Youth and Family Zone. Phase 2 will expand upon the work of Phase 1 and include a robust community outreach process to propose solutions to improve safety at a larger set of ramp intersections. We anticipate starting community outreach in June 2017 and completing the study by the end of 2018.
<b>TOTAL</b>			<b>\$ 3,249,000</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	Recommendation
22M	SFMTA	Cable Car Propulsion Gearboxes	\$ 1,280,000	
38	SFMTA	Traffic Calming Implementation (Prior Area-wide Plans)	\$ 1,789,000	We are recommending a <b>multi-phase allocation</b> for planning, design and construction phases given that the traffic calming measures are in various stages of development, and multiple phases will be underway simultaneously.  <b>5-Year Prioritization Program (5YPP) Amendment:</b> The recommended allocation is contingent upon a 5YPP amendment to the Traffic Calming category to program \$847,877 in deobligated funds from completed projects to the subject project. See attached 5YPP amendment for details.
40	SFMTA	Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP capital]	\$ 80,000	Our recommendation includes a <b>commitment to allocate \$325,000</b> in District 8 NTIP capital funds for the construction phase of the project, contingent upon completion of design.
44	SFCTA	Vision Zero Ramp Intersection Study Phase 2	\$ 100,000	
<b>TOTAL</b>			<b>\$ 3,249,000</b>	

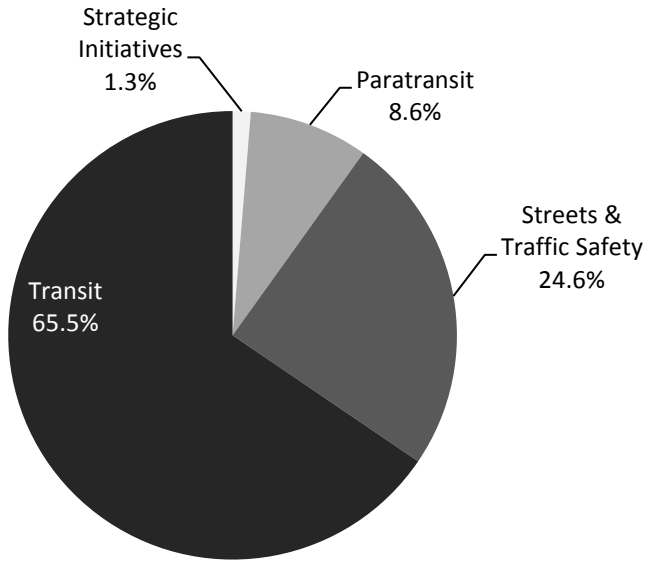
<sup>1</sup> See Attachment 1 for footnotes.

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

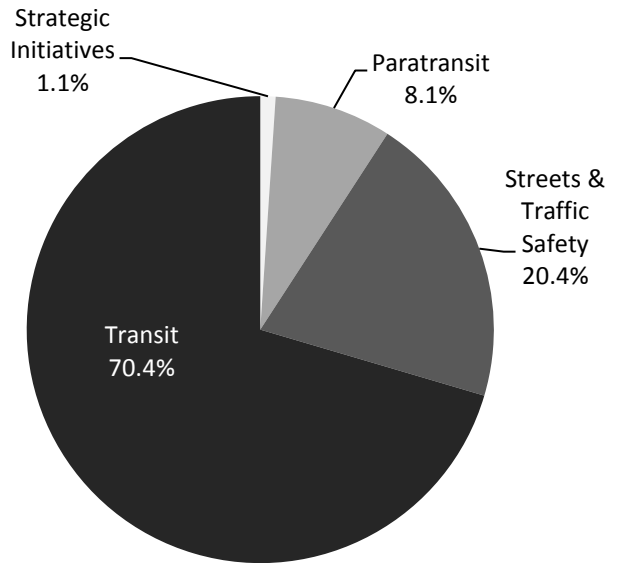
<b>PROP K SALES TAX</b>						
		<b>CASH FLOW</b>				
	<b>Total</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21</b>
Prior Allocations	\$ 65,611,207	\$ 39,091,305	\$ 17,373,926	\$ 9,145,976	\$ -	\$ -
Current Request(s)	\$ 3,249,000	\$ 737,484	\$ 1,152,217	\$ 914,199	\$ 445,100	\$ -
New Total Allocations	\$ 68,860,207	\$ 39,828,789	\$ 18,526,143	\$ 10,060,175	\$ 445,100	\$ -

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

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



**Prop K Investments To Date**





**Attachment 5**  
**Prop K Grouped Allocation Requests**  
**November 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	SFMTA	Guideways - Muni	Cable Car Propulsion Gearboxes	Construction	\$ 1,280,000
2	Prop K	SFMTA	Traffic Calming	Traffic Calming Implementation (Prior Areawide Plans)	Planning, Design, Construction	\$ 1,789,000
3	Prop K	SFMTA	Pedestrian Circulation/ Safety	Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP capital]	Design	\$ 80,000
4	Prop K	SFCTA	Transportation/ Land Use Coordination	Vision Zero Ramp Intersection Study Phase 2	Planning	\$ 100,000
<b>Total Requested</b>						<b>\$ 3,249,000</b>

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



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

FY of Allocation Action: 2016/17

Project Name: Cable Car Propulsion Gearboxes

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

EXPENDITURE PLAN INFORMATION

Prop K EP category: Guideways: (EP-22)

Prop K EP Line Number (Primary): 22 Current Prop K Request: \$ 1,280,000

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

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

Current Prop AA Request: \$ -

Supervisory District(s): District 03

REQUEST

**Brief Project Description (type below)**

This project will overhaul five cable car drive reduction gearboxes used to reduce the speed of the moving cables that operate the cable car system at the optimum operational level. The timely rehabilitation of the gearboxes will eliminate system failure, extend the service life of the cable car system, avoid costly repair work and provide for a safe and reliable cable car service to the residents of the city and its vital tourist sector.

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

The SFMTA operates three cable car lines in San Francisco. All of the lines operate out of the Cable Car Barn at Washington and Mason Streets, where four of the gearboxes are currently in use. The fifth gearbox is stored as a spare at the SFMTA's central storage facility on Burke Avenue. The four gearboxes targeted for overhaul have been operating at the Cable Car Barn since 1984 without a major overhaul. As a result, the performance of these gearboxes has gradually declined, posing reliability and safety issues. This project will replace all parts, bearings, seals and gaskets that are subject to wear and tear. Additional inspection to gears, shafts, and other parts will also be performed during the gearbox rehabilitation process to ensure that all defective parts are replaced.

The work will be performed by a contractor at the Cable Car Barn. To ensure high quality work, each of the newly rehabbed gearboxes will be evaluated for a period of three to six months before work is approved on the remaining gearboxes. During construction, regular cable car service will be replaced by diesel buses for about 10 consecutive days per gearbox. Community outreach will be conducted in accordance with SFMTA's public outreach guidelines.

**Project Location (type below)**

1580 Mason St, San Francisco

**Project Phase (select dropdown below)**

Construction (CON)

Map or Drawings Attached?  Yes

Other Items Attached?  Yes

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

5YPP/STRATEGIC PLAN INFORMATION

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

Is the requested amount greater  
than the amount programmed in  
the relevant 5YPP or Strategic  
Plan? | Less than or Equal to Programmed Amount  
\_\_\_\_\_

Prop K 5YPP Amount: \$ 1,280,000 | Prop AA  
Strategic Plan Amount: \_\_\_\_\_

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

**Project Name:** Cable Car Propulsion Gearboxes

**ENVIRONMENTAL CLEARANCE**

**Environmental Type:** Categorically Exempt

**PROJECT DELIVERY MILESTONES**

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Dec	2014	Jul-Sep	2015
Environmental Studies (PA&ED)			Oct-Dec	2016
Right-of-Way				
Design Engineering (PS&E)	Jan-Mar	2016	Oct-Dec	2016
Advertise Construction	Jan-Mar	2017		
Start Construction (e.g. Award Contract)	Apr-Jun	2017		
Operations (i.e., paratransit)				
Open for Use			Oct-Dec	2019
Project Completion (means last eligible expenditure)			Apr-Jun	2020

**SCHEDULE DETAILS**

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

Categorical Exemption was issued on 10/14/2016.

Community Outreach: November 2016 and January 2017. Each cable car gearbox rehabilitation requires a 10 consecutive day cable car service shutdown to one or more cable car lines. Each rehabilitated gearbox unit will be tested, under normal operating condition, for a six-month period prior to authorization to rehabilitate the next gearbox.

> See attached Table 1: Service Impact Summary during Cable Car Service Shutdowns, showing the anticipated shutdown schedule and the service impacts to the line(s) affected by each shutdown.

> See also the attached Preliminary Communications Plan, identifying outreach audience, stakeholders and deliverables.

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

Preliminary Communications Plan  
Cable Car Gearbox Rehabilitation Project

**Table 1: Service Impact Summary during Cable Car Service Shutdowns**

<b>Cable Line In Order of Priority</b>	<b>Anticipated Shutdown Period</b>	<b>Service Impact to Cable Line under Reconstruction</b>	<b>Service Impact to other Cable Car Service</b>
California	10 consecutive days of shutdown during April 2017	Motor coaches will provide service along the California route	Mason, Powell and Hyde cable car lines will continue to provide regular service.
Mason	10 consecutive days of shutdown during October 2017	Motor coaches will provide service along the Mason route	California, Powell and Hyde cable car lines will continue to provide regular service.
Powell	10 consecutive days of shutdown during April 2018	Motor coaches will provide service along the Powell route	California, Mason, and Hyde cable car lines will continue to provide regular service.
Hyde *	10 consecutive days of shutdown during October 2018	Motor coaches will provide service along Hyde route	California, Mason and Powell cable car lines will also be shut down. Motor coaches will provide service along these routes

\*Note: The Hyde street cable line is used to move the cable cars in and out of the cable car barn. As a result, when the Hyde cable line is shutdown, service to the remaining cable car lines has to be interrupted.

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

**Preliminary Communications Plan  
Cable Car Gearbox Rehabilitation Project**

Target Audience

- Cable car regular riders
- Tourists
- Hotels
- Tourist centers and travel agencies
- Merchants and neighborhoods associations in District 3
- Schools and Churches

Stakeholders

- District 3 Supervisor Aaron Peskin
- BOS, MONS and MOD
- SFMTA Board
- CAC and MAAC
- Hotel Council of San Francisco
- Union Square Merchants Association
- SF Chamber of Commerce
- Chinatown CDC
- Self-help for the Elderly
- North Beach Merchants Association
- Nob Hill Neighbors
- Russian Hill Community Association
- North Beach Chamber of Commerce
- Late Night Transportation Working Group
- SF Travel Association
- Golden Gate Restaurant Association
- Transit Riders Union
- SF Entertainment Commission

Outreach Deliverables

- Hold open houses and presentations to communication groups, schools and churches
- Use direct mailers to update the neighborhoods along cable car lines
- Collaborate with Hotel Council and tourist center to distribute information to hotels
- Use Ambassadors to distribute flyers to hotels
- Post customer alerts at cable car stops
- Deploy Ambassadors at critical stops
- E blast project updates to cable car customers
- Notify 311, 511, MAAC, CAC, BOS, MOD and MONS
- Create and update the webpage
- Post on social media – Twitter, Facebook and blog
- Send Digital Muni Alerts
- Email notice to advocacy groups for people with disabilities (work with Accessible Services)

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

**Project Name:** Cable Car Propulsion Gearboxes

**FUNDING PLAN - FOR CURRENT REQUEST**

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

<b>Fund Source</b>	<b>Planned</b>	<b>Programmed</b>	<b>Allocated</b>	<b>Total</b>	<b>% of Total</b>
Prop K	\$ -	\$ 1,280,000	\$ -	\$ 1,280,000	20%
Prop AA	\$ -	\$ -	\$ -	\$ -	
FTA FY17	\$ 5,120,000		\$ -	\$ 5,120,000	80%
	\$ -	\$ -	\$ -	\$ -	
	\$ -	\$ -	\$ -	\$ -	
	\$ -	\$ -	\$ -	\$ -	
<b>Total:</b>	<b>\$ 5,120,000</b>	<b>\$ 1,280,000</b>	<b>\$ -</b>	<b>\$ 6,400,000</b>	

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

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

<b>Fund Source</b>	<b>Planned</b>	<b>Programmed</b>	<b>Allocated</b>	<b>Total</b>	<b>% of Total</b>
Prop K	\$ -	\$ 1,280,000	\$ -	\$ 1,280,000	18%
Prop AA	\$ -	\$ -	\$ -	\$ -	
FTA FY 17	\$ 5,689,691		\$ -	\$ 5,689,691	82%
	\$ -	\$ -	\$ -	\$ -	
	\$ -	\$ -	\$ -	\$ -	
	\$ -	\$ -	\$ -	\$ -	
	\$ -	\$ -	\$ -	\$ -	
<b>Total:</b>	<b>\$ 5,689,691</b>	<b>\$ 1,280,000</b>	<b>\$ -</b>	<b>\$ 6,969,691</b>	



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

**COST SUMMARY**

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 113,939	\$ -		Actual cost
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 455,752	\$ -	\$ -	Actual costs and engineer's estimate of cost to complete
Construction (CON)	\$ 6,400,000	\$ 1,280,000	\$ -	Engineer's estimate
Operations (Paratransit)	\$ -	\$ -		
<b>Total:</b>	<b>\$ 6,969,691</b>	<b>\$ 1,280,000</b>	<b>\$ -</b>	

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 117,000	\$ 465,000	\$ 465,000	\$ 233,000	\$ -	\$ 1,280,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Project Name: Cable Car Propulsion Gearboxes

MAJOR LINE ITEM BUDGET

PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)						
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor	
1. Contract <sup>1</sup>	\$ 3,600,000				\$ 3,600,000	
2. Construction Management/Support	\$ 306,000	8.5%	\$ -	\$ 306,000		
3. SFMTA Engineering + PM Support	\$ 224,000	6%		\$ 224,000		
4. SFMTA Operations & Maintenance Support <sup>2</sup>	\$ 1,300,000	36%		\$ 1,300,000		
5. Other Direct Costs <sup>3</sup>	\$ 390,000	11%	\$ -	\$ 390,000		
6. Contingency	\$ 580,000	16%	\$ -	\$ 580,000		
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 6,400,000</b>		<b>\$ -</b>	<b>\$ 2,800,000</b>	<b>\$ 3,600,000</b>	

<sup>1</sup> See next page for contract major line item budget.

<sup>2</sup> The SFMTA Operations and Maintenance Support line item includes funding for temporary bus substitutions, transit inspectors and operators costs.

<sup>3</sup> Cable Car Bam crane operation and inspection supports

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

Cable Car Barn Propulsion Gearbox  
Contract Major Line Item Budget

<i>Note:</i>	LS = Lump Sum, EA = Each, AL = Allowance					
<b>Ref. No.</b>	<b>Bid Item No.</b>	<b>Bid Item Description</b>	<b>Estimated Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Total Amount</b>
G	1	Mobilization and Demobilization				\$107,000
	1	Spare Gearbox	1	EA	300,000	\$336,000
	2	California Gearbox	1	EA	650,000	\$728,000
	3	Powell Gearbox	1	EA	300,000	\$336,000
	4	Mason Gearbox	1	EA	300,000	\$336,000
	5	Hyde Gearbox	1	EA	300,000	\$336,000
	6	Temporary Barriers	4	EA	2,000	\$8,960
	7	Maintenance Service	1	LS	60,000	\$67,200
A	1	Allowance to Furnish and Install Additional Gearset	---	AL	---	\$392,000
A	2	Allowance to Furnish and Install Additional shafts	---	AL	---	\$67,200
A	3	Allowance for Housing Repairs	---	AL	---	\$22,400
A	4	Allowance for Differing Site Conditions	---	AL	---	\$824,040
A	5	Agency's Share of Partnering Cost	---	AL	---	\$11,200
A	6	Allowance for Reimbursable Expenses	---	AL	---	\$28,000
		<b>TOTAL</b>				<b>\$3,600,000</b>

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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

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

**Last Updated:** 10/18/2016      **Res. No:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Cable Car Propulsion Gearboxes

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

		<b>Action</b>	<b>Amount</b>	<b>Phase</b>
<b>Funding Recommended:</b>		Prop K Allocation	\$ 1,280,000	Construction (CON)
		<b>Total:</b>	<b>\$ 1,280,000</b>	

**Total Prop K Funds:** \$ 1,280,000                      **Total Prop AA Funds:** \$ -

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

\_\_\_\_\_

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

		<b>Action</b>	<b>Amount</b>	<b>Fiscal Year</b>	<b>Phase</b>
<b>Future Commitment:</b>					

Trigger:

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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

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

**Last Updated:** 10/18/2016      **Res. No:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Cable Car Propulsion Gearboxes

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

**Deliverables:**

1. Over the course of the project quarterly progress reports should include 2-3 photos of work in progress for recent activities.
2. Upon project completion, provide 2-3 digital photos of completed work.
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_

**Special Conditions:**

1. SFMTA may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$1,280,000) pending receipt of evidence of completion of design (e.g. copy of certifications page).
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
3. \_\_\_\_\_

**Notes:**

1. \_\_\_\_\_
2. \_\_\_\_\_

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	80.00%	No Prop AA
Actual Leveraging - This Project	81.63%	No Prop AA

**SFCTA Project**

**Reviewer:** P&PD

**SGA PROJECT NUMBER**

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

**SGA Project Number:** 122-910xxx      **Name:** Cable Car Propulsion Gearboxes

**Phase:** \_\_\_\_\_      **Fund Share:** 20.00%

**Cash Flow Distribution Schedule by Fiscal Year**

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$117,000	\$465,000	\$ 465,000	\$ 233,000		<b>\$1,280,000</b>

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

**FY of Allocation Action:** 2016/17

**Current Prop K Request:** \$ 1,280,000

**Current Prop AA Request:** \$ -

**Project Name:** Cable Car Propulsion Gearboxes

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

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

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

**CONTACT INFORMATION**

**Project Manager**

**Grants Section Contact**

Name: Robert Mau

Elias Girma

Title: Project Manager

Principal Analyst

Phone: 415-701-4509

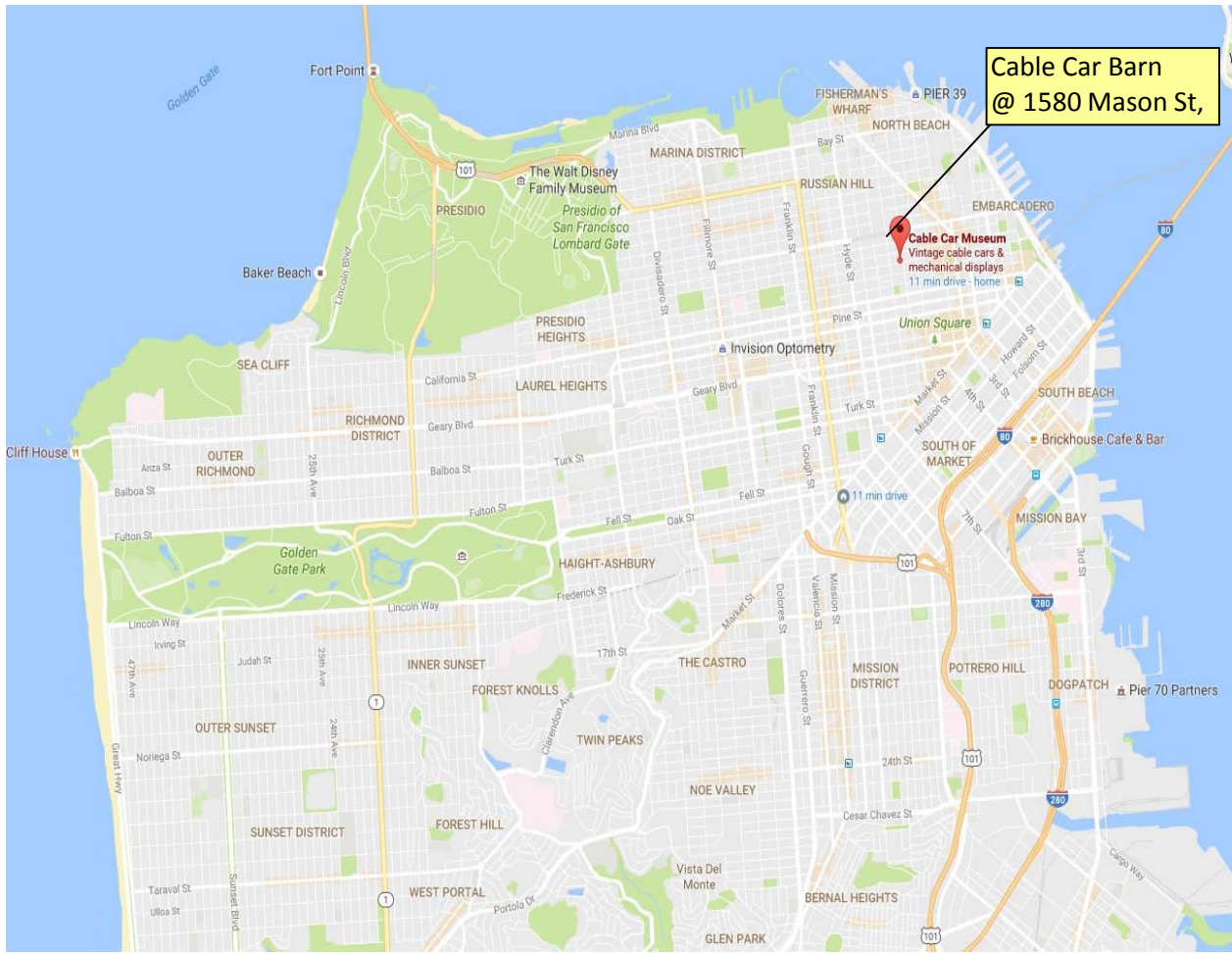
401-701-4634

Email: [robert.mau@sfmta.com](mailto:robert.mau@sfmta.com)

[elias.girma@sfmta.com](mailto:elias.girma@sfmta.com)

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

Map of Project Facility







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

FY of Allocation Action: 2016/17

Project Name: Traffic Calming Implementation (Prior Areawide Plans)

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

EXPENDITURE PLAN INFORMATION

Prop K EP category: Traffic Calming: (EP-38)

Prop K EP Line Number (Primary): 38 Current Prop K Request: \$1,789,000

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

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

Current Prop AA Request: \$ \_\_\_\_\_ -

Supervisorial District(s): Citywide

REQUEST

Brief Project Description (type below)

Plan, design and construct traffic calming measures recommended in various areawide traffic calming plans, including traffic islands, speed humps, speed cushions, striping and signage, and traffic circles.

Detailed Scope, Project Benefits and Community Outreach (type below) See separate scope.

Please see attached Word document.

Project Location (type below)

Various locations citywide

Project Phase (select dropdown below)

Multiple Phases

Map or Drawings Attached?  No

Other Items Attached?  Yes

5YPP/STRATEGIC PLAN INFORMATION

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

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

Prop K 5YPP Amount: \$ 941,123 Prop AA Strategic Plan Amount: \_\_\_\_\_

Please describe and justify the necessary amendment:

The SFMTA proposes to fund this request by programming \$847,877 in deobligated funds from projects completed under budget in the Traffic Calming 5-Year Prioritization Program to this project.

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

The San Francisco Municipal Transportation Agency (SFMTA) requests an allocation of \$1,789,196 in Prop K funds for the Backlog of Areawide Traffic Calming Improvements. This allocation will cover citywide planning recommendations for traffic calming devices, project development including balloting and targeted community outreach where needed, conceptual engineering and detailed design of traffic calming measures, as required. This allocation will also cover the construction phase of the projects. The SFMTA is requesting planning, design and construction simultaneously because of the unique nature of this program.

**Project Background**

The list of remaining ‘backlog’ traffic calming projects to be implemented have already been determined through planning processes described below. Currently the projects are in various stages of development. Planning phases for the traffic calming devices will have various lengths depending on neighborhood needs and type of traffic calming device. Therefore, some devices will be construction-ready much earlier than others. The SFMTA requests the ability to use funds for multiple phases simultaneously in order to increase efficiency with project delivery.

The Livable Streets Subdivision of the SFMTA completed 16 separate Areawide Traffic Calming Projects between 2003 and 2015. These plans involved extensive community input including community walkthroughs, site visits, public meetings and outreach to local businesses and other stakeholders. The following neighborhoods participated in this process:

- Bayview
- Bernal/Precita
- Buena Vista
- Central Richmond
- Clayton
- Dewey
- Excelsior
- Fillmore
- Inner Sunset
- Laurel Heights/Jordan Park
- Potrero Hill
- Randolph/Broad
- San Jose
- Silver Terrace
- St. Francis Wood
- Sunnyside
- Visitation Valley

This current allocation requests funding for projects that were identified in eleven of these studies and will complete implementation of all remaining backlog measures.

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

**Scope**

The following deliverables will result from this allocation request:

<b>Areawide Plan</b>	<b>Preliminary Location</b>	<b>Measure</b>	<b>Quantity</b>
Bayview	Jerrold Avenue from Quint Street to Phelps Street	Speed Cushion	2
Buena Vista	Roosevelt Way from Museum Way to 15 <sup>th</sup> Street	Speed Cushion	2
Buena Vista	Buena Vista Terrace and Buena Vista Avenue	Traffic Island	1
Buena Vista	Roosevelt Way and 17 <sup>th</sup> Street	Traffic Island	1
Central Richmond	15 <sup>th</sup> Avenue and California Street	Traffic Island	2
Central Richmond	21 <sup>st</sup> Avenue and Lake Street	Traffic Island	2
Central Richmond	24 <sup>th</sup> Avenue and Anza Street	Traffic Island	5
Central Richmond	24 <sup>th</sup> Avenue and Lake Street	Traffic Island	2
Dewey	Pacheco Street and Castenada Avenue	Traffic Island	1
Dewey	Pacheco Street and Dewey Boulevard	Traffic Island	1
Dewey	Pacheco Street and Sola	Traffic Island	1
Dewey	Taraval Street and Forest Side Avenue	Traffic Island	1
Dewey	Taraval Street and Wawona Street	Traffic Island	1
Dewey	10 <sup>th</sup> Avenue from Quintara Street to Pacheco Street	Speed Cushion	2
Dewey	9 <sup>th</sup> Avenue from Moraga Street to Noriega Street	Speed Cushion	2
Dewey	9 <sup>th</sup> Avenue from Noriega Street to Ortega Street	Speed Cushion	2
Dewey	8 <sup>th</sup> Avenue from Noriega Street to Ortega Street	Speed Hump	2
Dewey	Magellan Avenue from 12 <sup>th</sup> Avenue to Cortes Avenue	Speed Hump	1
Dewey	Magellan Avenue from Cortes Avenue to Montalvo Avenue	Speed Hump	1
Dewey	Magellan Avenue from Montalvo Avenue to Dorantes Avenue	Speed Hump	2
Dewey	Magellan Avenue from Pacheco Street to Sola Avenue	Speed Hump	1
Dewey	Merced Avenue from Garcia Avenue to Laguna Honda Boulevard	Speed Hump	1
Dewey	Pacheco Street from Alton Avenue to Lopez Avenue	Speed Hump	1
Dewey	Pacheco Street from Marcela Avenue to Magellan Avenue	Speed Hump	1
Dewey	Magellan Avenue and Montalvo Avenue	Striping and Signage	1
Dewey	Pacheco Street and Dewey Boulevard	Striping and Signage	1
Dewey	Final location to be determined	Infrastructure Project*	1

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

<b>Areawide Plan</b>	<b>Preliminary Location</b>	<b>Measure</b>	<b>Quantity</b>
Jordan Park/Laurel Heights	Euclid Avenue and Heather Avenue	Traffic Island	2
Jordan Park/Laurel Heights	Euclid Avenue and Iris Avenue	Traffic Island	2
Jordan Park/Laurel Heights	Euclid Avenue and Laurel Street	Traffic Island	2
Jordan Park/Laurel Heights	Euclid Avenue and Spruce Street	Traffic Island	2
Jordan Park/Laurel Heights	Euclid Avenue and Manzanita Avenue	Traffic Island	2
Jordan Park/Laurel Heights	Parker Avenue and California Street	Traffic Island	1
Jordan Park/Laurel Heights	Euclid Avenue and Collins Street	Traffic Circle	1
Jordan Park/Laurel Heights	Euclid Avenue and Parker Avenue	Traffic Circle	1
Jordan Park/Laurel Heights	Final location to be determined	Striping and Signage	1
Jordan Park/Laurel Heights	Final locations to be determined	Speed Hump	5
Potrero Hill	Mariposa Street and Mississippi Street	Traffic Island	1
Potrero Hill	Vermont Avenue from Mariposa Street to 17 <sup>th</sup> Street	Striping and Signage	1
Randolph/Broad	19 <sup>th</sup> Avenue from Randolph Street to Broad Street	Striping and Signage	1
San Jose	Final locations to be determined	Speed Cushion	4
San Jose	Final locations to be determined	Speed Hump	2
Sunnyside	Joost Avenue and Acadia Street	Traffic Island	1
Teresita	Teresita from Fowler to Foerster	Speed Cushion	4
West Portal	Final locations to be determined	Traffic Island	5
West Portal	14 <sup>th</sup> Avenue from Vicente Street to Ulloa Street	Striping and Signage	1
Visitation Valley	Final locations to be determined	Infrastructure Project*	1

Summary by the Areawide Plan:

<b>Areawide Plan (District)</b>	<b>Traffic Calming Measure</b>	<b>Number of Measure(s)</b>
Bayview (D10)	Speed Cushion	2
Buena Vista (D8)	Speed Cushion	2
	Traffic Island	2
Central Richmond (D1)	Traffic Island	11
Dewey (D7)	Traffic Island	6
	Speed Cushion	6
	Speed Hump	11
	Striping and Signage	2

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

<b>Areawide Plan (District)</b>	<b>Traffic Calming Measure</b>	<b>Number of Measure(s)</b>
	Infrastructure Project*	1
Jordan Park/Laurel Heights (D1, 2, 5)	Traffic Island	11
	Speed Hump	5
	Traffic Circle	2
	Striping and Signage	1
Potrero Hill (D10)	Traffic Island	1
	Striping and Signage	1
Randolph/Broad (D11)	Striping and Signage	1
San Jose (D8)	Speed Cushion	4
	Speed Hump	2
Sunnyside (D7)	Traffic Island	1
Teresita (D7)	Speed Cushion	4
Visitacion Valley (D10)	Infrastructure Project*	1
West Portal (D7)	Traffic Island	5
	Striping and Signage	1

\* Infrastructure Projects planned for Dewey and Visitacion Valley do not yet have finalized measures. The complex nature of the projects requires substantial planning and may include measures such as sidewalk bulbs, traffic circles and/or traffic islands.

Tasks associated with each of the phases include:

#### Planning (SFMTA)

- Review project background and confirm location.
- Send ballots and notification letters to the affected area for each proposed speed hump and speed cushion.
- Following a majority of support in ballot results, complete legislative requirements and attend public hearing.
- Communicate with neighborhood stakeholders and elected officials regarding plans for implementation.
- If necessary, hold community meetings to discuss project.

#### Design

- Identify preferred location and design for all traffic calming devices.
- Update striping drawings.
- Coordinate with San Francisco Public Works (SFPW) to conduct detailed design, which is required for some of the measures such as traffic circles.

#### Construction

- Coordinate with SFPW to conduct the construction work.

#### **Environmental**

As a condition of this allocation, the SFMTA acknowledges that environmental review has not been done. Prior to approval of the project, SFMTA will conduct review under the California Environmental Protection Act (CEQA). SFMTA shall not proceed with the approval of the project until there has been complete compliance with CEQA. Prior to billing for any construction funds, if requested by the Transportation Authority, the SFMTA will provide the Transportation Authority with documentation confirming that CEQA review has been completed.

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

**Project Name:** Traffic Calming Implementation (Prior Areawide Plans)

**ENVIRONMENTAL CLEARANCE**

**Environmental Type:** Categorically Exempt

**PROJECT DELIVERY MILESTONES**

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Dec	2016	Oct-Dec	2017
Environmental Studies (PA&ED)	Oct-Dec	2016	Jan-Mar	2018
Right-of-Way				
Design Engineering (PS&E)	Jan-Mar	2017	Jan-Mar	2018
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Mar	2017		
Operations (i.e., paratransit)				
Open for Use			Oct-Dec	2019
Project Completion (means last eligible expenditure)			Apr-Jun	2020

**SCHEDULE DETAILS**

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

Given the prior areawide planning efforts and the implementation focus of this project, general community outreach will be minimal. Each speed hump will be ballotted by residents in the affected area prior to an Engineering Public Hearing, and stakeholders will be engaged in advance of design for 'larger' traffic calming measures such as traffic circles.

Construction for all traffic calming projects are coordinated with other citywide efforts.

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

**Project Name:** Traffic Calming Implementation (Prior Areawide Plans)

**FUNDING PLAN - FOR CURRENT REQUEST**

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 847,877	\$ 941,123	\$ -	\$ 1,789,000
Prop AA	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ 847,877</b>	<b>\$ 941,123</b>	<b>\$ -</b>	<b>\$ 1,789,000</b>

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

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

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

**COST SUMMARY**

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 180,733	\$ 180,733		Based on prior similar work
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 335,670	\$ 335,670	\$ -	Based on prior similar work
Construction (CON)	\$ 1,272,598	\$ 1,272,598	\$ -	Based on prior similar work
Operations (Paratransit)	\$ -	\$ -		
<b>Total:</b>	<b>\$ 1,789,000</b>	<b>\$ 1,789,000</b>	<b>\$ -</b>	

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

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

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

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

<b>Phase:</b>	Planning/Conceptual Engineering (PLAN)					
<b>Fund Source</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21+</b>	<b>Total</b>
Prop K	\$ 180,733	\$ -	\$ -	\$ -	\$ -	\$ 180,733
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

<b>Phase:</b>	Design Engineering (PS&E)					
<b>Fund Source</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21+</b>	<b>Total</b>
Prop K	\$ -	\$ 335,670	\$ -	\$ -	\$ -	\$ 335,670
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

<b>Phase:</b>	Construction (CON)					
<b>Fund Source</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21+</b>	<b>Total</b>
Prop K	\$ -	\$ 636,299	\$ 636,298	\$ -	\$ -	\$ 1,272,597
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



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

**Project Name:** Traffic Calming Implementation (Prior Area-wide Plans)

**MAJOR LINE ITEM BUDGET**

**BUDGET SUMMARY BY PHASE**

	TOTAL SFMTA (Planning, Design, and Construction Support)	TOTAL SFPW (Construction Materials & Labor)	TOTAL PROJECT COSTS (current request)	% of CONSTRUCTION
A. Planning	\$ 180,733		\$ 180,733	14%
B. Design	\$ 335,670		\$ 335,670	26%
C. Construction	\$ 60,848	\$ 1,211,750	\$ 1,272,598	
<b>TOTAL</b>	<b>\$ 577,250</b>	<b>\$ 1,211,750</b>	<b>\$ 1,789,000</b>	

MFB=Mandatory Fringe Benefits FTE=Full Time Equivalent

<b>A. Planning</b>									
Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE	Cost	
Manager VIII 9182	\$ 191,321	\$ 97,616	\$ 288,937	\$ 260,332	\$ 549,269	6	0.003	\$ 1,488	
Sr. Engineer (5211)	\$ 164,495	\$ 82,472	\$ 246,967	\$ 222,517	\$ 469,484	35	0.017	\$ 7,888	
Engineer (5241)/Transit Planner IV (5290)	\$ 142,117	\$ 73,142	\$ 215,259	\$ 193,948	\$ 409,207	169	0.081	\$ 33,267	
Associate Engineer (5207)/Transit Planner III (5289)	\$ 122,760	\$ 65,072	\$ 187,832	\$ 169,237	\$ 357,069	225	0.108	\$ 38,704	
Assistant Engineer (5203)/ Transit Planner II (5288)	\$ 105,545	\$ 58,402	\$ 163,947	\$ 147,716	\$ 311,663	479	0.230	\$ 71,788	
Engineering Associate II (5366)	\$ 101,015	\$ 56,492	\$ 157,507	\$ 141,914	\$ 299,421	3	0.002	\$ 487	
Senior Clerk (1406)	\$ 58,396	\$ 38,366	\$ 96,762	\$ 87,183	\$ 183,945	135	0.065	\$ 11,963	
Intern (5381)	\$ 59,169	\$ 38,845	\$ 98,014	\$ 88,311	\$ 186,325	169	0.081	\$ 15,147	
					<b>PLANNING LABOR SUBTOTAL</b>	<b>1,222</b>	<b>0.587</b>	<b>\$ 180,733</b>	

**B. DESIGN**

Budget Line Item	Totals
Total Labor (SFMTA)	\$ 335,670
<b>TOTAL PHASE</b>	<b>\$ 335,670</b>

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

<b>C. CONSTRUCTION</b>				
Budget Line Item	Totals	% of contract	SFMTA	SFPW
1. Construction Materials & Labor	\$ 1,102,000			\$ 1,102,000 *
2. Construction Management/Support	\$ 60,848	6%	\$ 60,848	
3. Contingency	\$ 109,750	10%	\$ 109,750	
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 1,272,598</b>		<b>\$ 60,848</b>	<b>\$ 1,211,750</b>

* Construction Materials & Labor (includes SFPW labor & materials and SFMTA materials)	Unit Cost	# Units	Total
Chicanes or Islands	\$ 15,000	37	\$ 555,000
Speed Humps	\$ 5,500	18	\$ 99,000
Speed Cushions	\$ 6,000	18	\$ 108,000
Striping and Signage	\$ 19,000	6	\$ 114,000
Traffic Circles	\$ 40,000	2	\$ 80,000
Infrastructure Projects	\$ 73,000	2	\$ 146,000
<b>CONSTRUCTION MATERIALS &amp; LABOR SUBTOTAL</b>			<b>\$ 1,102,000</b>

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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

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

**Last Updated:** 10.18.16      **Res. No.:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Traffic Calming Implementation (Prior Areawide Plans)

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

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$ 180,733	Planning/Conceptual Engineering (PLAN)
	Prop K Allocation	\$ 335,670	Design Engineering (PS&E)
	Prop K Allocation	\$ 1,272,598	Construction (CON)
	<b>Total:</b>	<b>\$ 1,789,000</b>	

**Total Prop K Funds:** \$ 1,789,000      **Total Prop AA Funds:** \$ -

**Justification for multi-phase recommendations and notes for multi-sponsor recommendations:** Multi-phase allocation is recommended given concurrent phases.

**Fund Expiration Date:** 6/30/2020      **Eligible expenses must be incurred prior to this date.**

**Future Commitment:**

Action	Amount	Fiscal Year	Phase

Trigger:

**Deliverables:**

1. Quarterly progress reports shall provide the status of traffic calming measure(s) (e.g. in design, work order issued, construction complete).
2. With each quarterly progress report, provide 2-3 digital photos of different locations where work was completed that quarter.

**Special Conditions:**

1. The recommended allocation is contingent upon a concurrent Traffic Calming 5YPP amendment. See attached 5YPP amendment for details.
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

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

**Last Updated:** 10.18.16      **Res. No:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Traffic Calming Implementation (Prior Areawide Plans)

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

**Notes:**

1. Regarding the Fiscal Year Cash Flow Distribution by Phase, cash flow can exceed what is listed below for a given phase as long as the total cash flow for the fiscal year does not exceed \$515,484 in FY 2016/17, \$637,217 in FY 2017/18, \$424,199 in FY 2018/19, and \$212,100 in FY 2019/20.

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

**SFCTA Project**    P&PD  
**Reviewer:** \_\_\_\_\_

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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

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

**Last Updated:** 10.18.16      **Res. No.:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Traffic Calming Implementation (Prior Areawide Plans)

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

**SGA PROJECT NUMBER**

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

**SGA Project Number:** 138-xxxx      **Name:** Traffic Calming Implementation (Prior Areawide Plans) - Planning

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

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$135,550	\$45,183				<b>\$180,733</b>

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

**SGA Project Number:** 138-xxxx      **Name:** Traffic Calming Implementation (Prior Areawide Plans) - Design

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

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$167,835	\$167,835				<b>\$335,670</b>

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

**SGA Project Number:** 138-xxxx      **Name:** Traffic Calming Implementation (Prior Areawide Plans) - Construction

**Phase:** Construction (CON)      **Fund Share:** 100.00%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$212,100	\$424,199	\$424,199	\$212,100		<b>\$1,272,597</b>

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

**FY of Allocation Action:** 2016/17

**Current Prop K Request:** \$ 1,789,000  
**Current Prop AA Request:** \$ -

**Project Name:** Traffic Calming Implementation (Prior Areawide Plans)

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

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

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

**CONTACT INFORMATION**

**Project Manager**

**Grants Section Contact**

Name: Becca Homa

Joel C. Goldberg

Title: Transportation Planner

Manager, Capital Procurement and Management

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415-701-4499

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

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Traffic Calming and Allocations to Date**

**Programming and Allocations to Date**

Pending 11/29/16 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
<b>Local/Neighborhood Track</b>									
SFMTA	Local Track Application-Based Traffic Calming	CON	Programmed	\$364,000					\$364,000
SFMTA	Local Track Application-Based Traffic Calming <sup>3,8</sup>	PLAN/ CER	Programmed	\$0					\$0
SFMTA	Local Track Application-Based Traffic Calming <sup>3</sup>	PLAN/ CER	Allocated		\$203,400				\$203,400
SFMTA	Local Track Application-Based Traffic Calming	PS&E	Programmed	\$41,000					\$41,000
SFMTA	Local Track Application-Based Traffic Calming <sup>8</sup>	Any	Programmed		\$503,075				\$503,075
SFMTA	Local Track Application-Based Traffic Calming <sup>8</sup>	PLAN/ CER	Allocated			\$213,525			\$213,525
SFMTA	Local Track Application-Based Traffic Calming	Any	Programmed			\$600,000			\$600,000
SFMTA	Local Track Application-Based Traffic Calming	Any	Programmed				\$600,000		\$600,000
SFMTA	Local Track Application-Based Traffic Calming	Any	Programmed					\$600,000	\$600,000
SFMTA	Local Track Application-Based Traffic Calming	Any	Programmed					\$600,000	\$600,000
SFMTA	Proactive Residential Traffic Calming Improvements	PLAN/ CER	Programmed	\$125,000					\$125,000
SFMTA	Proactive Residential Traffic Calming Improvements	Any	Programmed		\$978,651				\$978,651
SFMTA	Proactive Residential Traffic Calming Improvements	Any	Programmed			\$903,651			\$903,651
SFMTA	Proactive Residential Traffic Calming Improvements	PS&E, CON	Programmed				\$853,651		\$853,651
SFMTA	Proactive Residential Traffic Calming Improvements	PS&E, CON	Programmed					\$853,654	\$853,654
SFMTA	Traffic Calming Implementation (Prior Areawide Plans) <sup>2,5,9,11</sup>	PLAN, PS&E, CON	Pending	\$0		\$1,789,000			\$1,789,000
SFMTA	Traffic Calming Implementation (Prior Areawide Plans) <sup>9</sup>	CON	Allocated			\$1,500,000			\$1,500,000
SFMTA	Traffic Calming Implementation (Prior Areawide Plans) <sup>2</sup>	PS&E	Allocated	\$25,000					\$25,000
SFPW	Sloat Boulevard Pedestrian Improvements <sup>5</sup>	CON	Allocated		\$122,477				\$122,477
SFMTA, other eligible	Neighborhood Transportation Improvement Program (NTIP) <sup>6,12</sup>	PS&E, CON	Programmed		\$970,000				\$970,000
SFPW	South Park Traffic Calming [NTIP Capital] <sup>6</sup>	CON	Allocated			\$30,000			\$30,000

**Programming and Allocations to Date**

Pending 11/29/16 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
<b>Schools Track</b>									
SEMTA	Schools Track Traffic Calming Program	PLAN/ CER	Programmed				\$44,000		\$44,000
SEMTA	Schools Track Traffic Calming Program	PS&E	Programmed				\$50,000		\$50,000
SEMTA	Schools Track Traffic Calming Program	CON	Programmed					\$110,000	\$110,000
SEMTA	Cesar Chavez Elementary Safe Routes to School	PS&E	Programmed		\$59,885				\$59,885
SEMTA	Cesar Chavez Elementary Safe Routes to School	CON	Programmed			\$37,365			\$37,365
SEMTA	Redding Elementary Safe Routes to School	PS&E	Programmed	\$18,352					\$18,352
SEMTA	Redding Elementary Safe Routes to School	CON	Programmed			\$91,760			\$91,760
SEMTA	Bessie Carmichael Safe Routes to School	PS&E	Programmed	\$115,000					\$115,000
SEMTA	Bessie Carmichael Safe Routes to School	CON	Programmed		\$68,820				\$68,820
SEMTA	John Yehall Chin Safe Routes to School <sup>1</sup>	PLAN/ CER	Allocated	\$40,433					\$40,433
SEMTA	John Yehall Chin Safe Routes to School <sup>1</sup>	PLAN/ CER	Deobligated	(\$4,433)					(\$4,433)
SEMTA	John Yehall Chin Safe Routes to School <sup>1</sup>	PS&E	Programmed	\$6,242					\$6,242
SEMTA	John Yehall Chin Safe Routes to School	CON	Programmed			\$20,646			\$20,646
<b>Arterials and Commercial Corridors Track</b>									
SEMTA	Columbus Avenue Corridor Improvements	PS&E	Programmed	\$150,000					\$150,000
SEMTA	Howard Street Streetscape <sup>7</sup>	PLAN/ CER	Programmed		\$0				\$0
SEMTA	Howard Street Streetscape <sup>7</sup>	PS&E	Programmed			\$120,000			\$120,000
SEMTA	Glen Park Phase 2 <sup>7</sup>	PLAN/ CER	Allocated			\$260,000			\$260,000
SEMTA	Howard Street Streetscape	CON	Programmed				\$590,000		\$590,000
SEMTA	8th Street Streetscape	PS&E	Programmed		\$645,960				\$645,960
SEMTA	WalkFirst Rectangular Rapid Flashing Beacons <sup>10</sup>	CON	Allocated			\$399,000			\$399,000
SEMTA	Arterials Track Traffic Calming Program <sup>4</sup>	PLAN/ CER	Programmed	\$0					\$0
SEMTA	Arterials Track Traffic Calming Program <sup>4</sup>	PLAN/ CER, PS&E	Programmed		\$77,557				\$77,557
SEMTA	Taylor Street Safety Project	PLAN	Allocated	\$220,000					\$220,000
SEMTA	Lombard Street US-101 Corridor [NTIP Capital] <sup>4</sup>	PS&E	Allocated	\$138,586					\$138,586
SEMTA	Lombard Street US-101 Corridor [NTIP Capital] <sup>4</sup>	CON	Allocated	\$33,000					\$33,000
SEMTA	Arterials Track Traffic Calming Program	PLAN/ CER, PS&E	Programmed			\$93,600			\$93,600



## Programming and Allocations to Date

Pending 11/29/16 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
<b>Follow-the-Paving</b>									
SEMFTA	Follow-the-Paving: Spot Improvements	CON	Programmed	\$100,000					\$100,000
SEMFTA	Follow-the-Paving: Spot Improvements	CON	Programmed			\$100,000			\$100,000
SEMFTA	Follow-the-Paving: Spot Improvements	CON	Programmed					\$100,000	\$100,000
SEMFTA	Follow-the-Paving: Traffic Calming Major Corridors	CON	Programmed	\$49,100					\$49,100
SFPW	San Jose Avenue Follow the Paving	CON	Allocated	<b>\$250,900</b>					\$250,900
SEMFTA	Follow-the-Paving: Traffic Calming Major Corridors	PS&E	Programmed		\$75,000				\$75,000
SEMFTA	Follow-the-Paving: Traffic Calming Major Corridors	CON	Programmed			\$100,000			\$100,000
SEMFTA	Follow-the-Paving: Traffic Calming Major Corridors	PS&E	Programmed				\$75,000		\$75,000
SEMFTA	Follow-the-Paving: Traffic Calming Major Corridors	CON	Programmed					\$33,600	\$33,600
<b>Total Programmed in 5YPP</b>				\$1,280,594	\$4,096,411	\$6,258,547	\$2,212,651	\$1,697,254	\$15,545,457

<b>Total Allocated and Pending in 5YPP</b>		\$316,333	\$717,463	\$4,191,525	\$0	\$0	\$5,225,321
<b>Total Deobligated from Prior 5YPP Cycles **</b>		<b>(\$4,433)</b>	\$0	\$0	\$0	\$0	<b>(\$4,433)</b>
<b>Total Unallocated in 5YPP</b>		\$968,694	\$3,378,948	\$2,067,022	\$2,212,651	\$1,697,254	\$10,324,569

<b>Total Programmed in 2014 Strategic Plan</b>		\$4,268,627	\$3,877,459	\$2,247,022	\$2,212,651	\$1,697,254	\$14,303,013
<b>Deobligated from Prior 5YPP Cycles **</b>		<b>\$1,374,461</b>					<b>\$1,374,461</b>
<b>Cumulative Remaining Programming Capacity</b>		\$4,362,494	\$4,143,542	\$132,017	\$132,017	\$132,017	\$132,017

Programmed
Pending Allocation / Appropriation
<b>Board Approved Allocation / Appropriation</b>

**Programming and Allocations to Date**

Pending 11/29/16 Board

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

**FOOTNOTES:**

- <sup>1</sup> 5YPP amendment to add \$28,758 for the planning/conceptual engineering phase of John Yehall Chin Safe Routes to School (Resolution 15-017, 11.25.14)  
John Yehall Chin Safe Routes to School: Reduced programming for the design phase in FY 2014/15 from \$35,000 to \$6,242 to fund the project's planning/conceptual engineering phase.
- <sup>2</sup> 5YPP amendment to reprogram \$25,000 in FY 14/15 funds currently programmed to the construction phase of "Traffic Calming Implementation (Prior Area-wide Plans)" to the design phase.
- <sup>3</sup> Local Track Application-Based Traffic Calming funds from Fiscal Year 2014/15 (\$203,476) were allocated to Local Track Application-Based Traffic Calming in Fiscal Year 2015/16.
- <sup>4</sup> 5YPP amendment to fund the Lombard Street US-101 Corridor [NTIP Capital] (Resolution 16-06, 7/28/15)  
Arterials Track Traffic Calming Program: Reduced programming for the planning/conceptual engineering phase in FY 2014/15 from \$100,000 to \$0 and in FY 2015/16 from \$369,143 to \$297,557.  
Lombard Street US-101 Corridor [NTIP Capital]: Added project with \$138,586 for the design phase and \$33,000 for the construction phase in FY 2015/16.
- <sup>5</sup> 5YPP amendment to fund Sloat Boulevard Pedestrian Improvements (Resolution 16-28, 12.15.15)  
Traffic Calming Implementation (Prior Area-wide Plans): Reduced programming for construction phase in FY 2014/15 from \$2,563,600 to \$2,441,123.  
Sloat Boulevard Pedestrian Improvements: Added project with \$122,477 for the construction phase in FY 2015/16.
- <sup>6</sup> 5YPP amendment to fund construction phase of South Park Traffic Calming (Resolution 17-002, 7/26/16)  
Neighborhood Transportation Improvement Program (NTIP) design or construction: Reduced placeholder from \$1,000,000 in FY 2016/17 to \$970,000.  
South Park Traffic Calming [NTIP Capital]: Added project with \$30,000 in FY 2016/17 construction funds.
- <sup>7</sup> 5YPP amendment to fund planning phase of Glen Park Phase 2 (Resolution 17-002, 7/26/16)  
Howard Streetscape Improvement: Reduced from \$80,000 to zero in FY 15/16 and from \$300,000 to \$120,000 in FY 16/17.  
Glen Park Phase 2: Added project with \$260,000 in FY 2016/17 planning funds.
- <sup>8</sup> Local Track Application-Based Traffic Calming funds from FY 2014/15 (\$116,600) and from FY 2015/16 (\$96,925) were allocated to Local Track Application-Based Traffic Calming in FY 2016/17.
- <sup>9</sup> Traffic Calming Implementation (Prior Area-wide Plans) funds from FY 2014/15 (\$1,500,000) were allocated to Traffic Calming Implementation (Prior Area-wide Plans) in FY 2016/17.
- <sup>10</sup> 5YPP amendment to fund WalkFirst Rectangular Rapid Flashing Beacons (Resolution 17-07, 9/27/16)  
Cumulative Remaining Programming Capacity: Reduced from \$1,378,894 to \$979,894. (Source: deobligated funds from previous 5YPP cycles)  
WalkFirst Rectangular Rapid Flashing Beacons: Added project with \$399,000 in FY2016/17 construction funds.
- <sup>11</sup> 5YPP amendment to fund Traffic Calming Implementation (Prior Area-wide Plans) (Resolution 17-xx, 10/25/16)  
Cumulative Remaining Programming Capacity: Reduced from \$979,894 to \$132,017. (Source: deobligated funds from previous 5YPP cycles)  
Traffic Calming Implementation (Prior Area-wide Plans): Fiscal Year 2014/15 funds (\$941,123) were allocated in Fiscal Year 2016/17, and the planning and design phases were added.

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

**FY of Allocation Action:** 2016/17

**Project Name:** Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital]

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

**EXPENDITURE PLAN INFORMATION**

**Prop K EP category:** Pedestrian Circulation/Safety: (EP-40)

**Prop K EP Line Number (Primary):** 40      **Current Prop K Request:** \$ 80,000

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

**Supervisorial District(s):** District 08

**REQUEST**

**Brief Project Description (type below)**

Pedestrian safety improvements at the intersection of Elk and Sussex Streets. Improvements may include up to three bulbouts, rectangular rapid flashing beacons, and pedestrian crossing signage to improve safety and access to Glen Canyon Park.

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

The intersection of Elk and Sussex Streets is adjacent to Glen Canyon Park and a stairway provides pedestrian access from the intersection into the park. Improvements have recently been completed to the park as part of the Glen Canyon Park Improvement Plan, and renovations are currently underway for the recreation center located within the park. As part of these plans, conceptual pedestrian improvements were proposed at the intersection of Elk and Sussex Streets. The community, through the Glen Park Neighborhood Association, have also submitted requests to the SFMTA and the district supervisor for pedestrian safety improvements to this intersection. This project will include preliminary design for the bulbouts to be completed by SFMTA Livable Streets, and 100% detailed design to be completed by SFPW.

This project is recommended by Supervisor Wiener as a District 8 Neighborhood Transportation Improvement Program (NTIP) capital project. The Transportation Authority's NTIP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other neighborhoods with high unmet needs.

**Project Location (type below)**

Elk Street at Sussex Street

**Project Phase (select dropdown below)**

Design Engineering (PS&E)

**Map or Drawings Attached?**  Yes  No

**Other Items Attached?**  Yes  No

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

5YPP/STRATEGIC PLAN INFORMATION

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

Is the requested amount greater  
than the amount programmed in  
the relevant 5YPP or Strategic  
Plan? Less than or Equal to Programmed Amount

Prop K 5YPP Amount: \$ 711,480 Prop AA  
Strategic Plan  
Amount:

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

**Project Name:** Elk Street at Sussex Street Pedestrian Safety Improvements [NTI]

**ENVIRONMENTAL CLEARANCE**

**Environmental Type:** Categorically Exempt

**PROJECT DELIVERY MILESTONES**

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)	Oct-Dec	2016	Oct-Dec	2016
Right-of-Way				
Design Engineering (PS&E)	Oct-Dec	2016	Apr-Jun	2017
Advertise Construction	Jul-Sep	2017		
Start Construction (e.g. Award Contract)	Oct-Dec	2017		
Operations (i.e., paratransit)				
Open for Use			Jul-Sep	2018
Project Completion (means last eligible expenditure)			Oct-Dec	2018

**SCHEDULE DETAILS**

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

Jan-Mar 2017: Identify Preferred Alternative / Environmental Clearance, including outreach to Glen Park Neighborhood Association and Engineering Public Hearing(s) for project legislation/approval

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

**Project Name:** Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital]

**FUNDING PLAN - FOR CURRENT REQUEST**

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 80,000		\$ -	\$ 80,000
<b>Total:</b>	<b>\$ 80,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 80,000</b>

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

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 405,000		\$ -	\$ 405,000
<b>Total:</b>	<b>\$ 405,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 405,000</b>

**COST SUMMARY**

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 80,000	\$ 80,000	\$ -	25% of Construction Cost Estimate
Construction (CON)	\$ 325,000	\$ -	\$ -	Preliminary Construction Estimates for Bulbouts and Flashing Beacon
Operations (Paratransit)	\$ -	\$ -		
<b>Total:</b>	<b>\$ 405,000</b>	<b>\$ 80,000</b>	<b>\$ -</b>	

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

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

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

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

<b>Fund Source</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21+</b>	<b>Total</b>
Prop K	\$ 80,000		\$ -	\$ -	\$ -	\$ 80,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Project Name: Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital]

MAJOR LINE ITEM BUDGET

ENVIRONMENTAL STUDIES, RIGHT-OF-WAY, DESIGN

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 75,000	
2. Consultant	\$ -	
3. Other Direct Costs	\$ -	
4. Contingency	\$ 5,000	7%
<b>TOTAL PHASE</b>	<b>\$ 80,000</b>	

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 10,000
SFPW	\$ 65,000
<b>TOTAL</b>	<b>\$ 75,000</b>



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

**CONSTRUCTION (Subject of future request/Commitment to Allocate)**

PRELIMINARY CONSTRUCTION ESTIMATE

Diamond Heights Blvd and Sussex St  
 Bulb-out Const. @ NE and SE Corners

Prepared By: CG  
 Checked By:  
 Date:

Assumptions: Substantial/Full intersection base repair, No Sewer or Water work

Bid Item	Bid Item Description	Estimated Quantity	Unit	Unit Price	Extension
R-1	Full Depth Planning Per 2" Depth of Cut	1,120	SF	\$2.00	\$2,240.00
R-2	Asphalt Concrete (Type a, 1/2 Inch Maximum With Medium Grading)	14	TON	\$200.00	\$2,800.00
R-3	8-Inch Thick Concrete Base	1,120	SF	\$13.00	\$14,560.00
R-4	10-Inch Thick Concrete Pavement	5,000	SF	\$19.00	\$95,000.00
R-5	3-1/2-Inch Thick Concrete Sidewalk	2,205	SF	\$13.00	\$28,665.00
R-6					
R-7	6-Inch Wide Concrete Curb	116	LF	\$32.00	\$3,712.00
R-8	Combined 6-Inch Concrete Curb and 12-Inch Wide Concrete Gutter		LF	\$50.00	\$0.00
R-9	Combined 6-Inch Concrete Curb and 2-Foot Wide Concrete Gutter	30	LF	\$60.00	\$1,800.00
R-10	Concrete Curb Ramp With Concrete Detectable Surface Tiles	4	E.A.	\$3,500.00	\$14,000.00
R-11	Cast-In-Place Concrete Detectable Surface Tiles		SF	\$40.00	\$0.00
R-12	Adjust City-Owned Manhole Frame And Casting To Grade	4	E.A.	\$300.00	\$1,200.00
R-13	Adjust City-Owned Hydrant And Water Main Valve Box Casting To Grade	2	E.A.	\$100.00	\$200.00
R-14	Mobilization (5% Maximum of sum of Bid Items Above)		LS		\$8,208.85

Construction \$172,385.85  
 Construction Contingency @ 30% \$51,715.76  
 Total Const. Cost \$224,102.00

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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

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

**Last Updated:** 10/20/2016      **Res. No:** 17-xx      **Res. Date:** 10/29/2016

**Project Name:** Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital]

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

<b>Funding Recommended:</b>	<b>Action</b>	<b>Amount</b>	<b>Phase</b>
	Prop K Allocation	\$ 80,000	Design Engineering (PS&E)
	<b>Total:</b>	<b>\$ 80,000</b>	

**Total Prop K Funds:** \$ 80,000

**Total Prop AA Funds:** \$ -

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

**Fund Expiration Date:** 12/31/2017      **Eligible expenses must be incurred prior to this date.**

<b>Future Commitment:</b>	<b>Action</b>	<b>Amount</b>	<b>Fiscal Year</b>	<b>Phase</b>
	Prop K Allocation	\$325,000	2016/17	Construction (CON)
<b>Trigger:</b>	Completion of design			

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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

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

**Last Updated:** 10/20/2016      **Res. No:** 17-xx      **Res. Date:** 10/29/2016

**Project Name:** Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital]

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

**Deliverables:**

1. With the first quarterly progress report, provide 1-2 digital photos of typical before conditions.
2. Provide confirmation of the scope with the quarterly progress report following selection of the preferred alternative.
3. Upon project completion, provide evidence of completion of 100% design (e.g. copy of certifications page).

**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. The Transportation Authority will work with SFMTA staff to advance the NTIP Capital funding request for the construction phase upon completion of design.
- 2.

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

**SFCTA Project**    P&PD  
**Reviewer:** \_\_\_\_\_

**SGA PROJECT NUMBER**

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

**SGA Project Number:** 140-9xxxxx      **Name:** Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital]

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

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$80,000					\$80,000

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

**FY of Allocation Action:** 2016/17

**Current Prop K Request:** \$ 80,000

**Current Prop AA Request:** \$ -

**Project Name:** Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital]

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

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

<p><b>Required for Allocation Request Form Submission</b> Initials of sponsor staff member verifying the above statement</p>
<p><b>KEL (Kimberly Leung)</b></p>

**CONTACT INFORMATION**

**Project Manager**

**Grants Section Contact**

Name: Kimberly Leung

Joel Goldberg

Title: Associate Engineer, SSD Livable Streets

Manager Capital Grants and Procurement

Phone: 415.701.4653

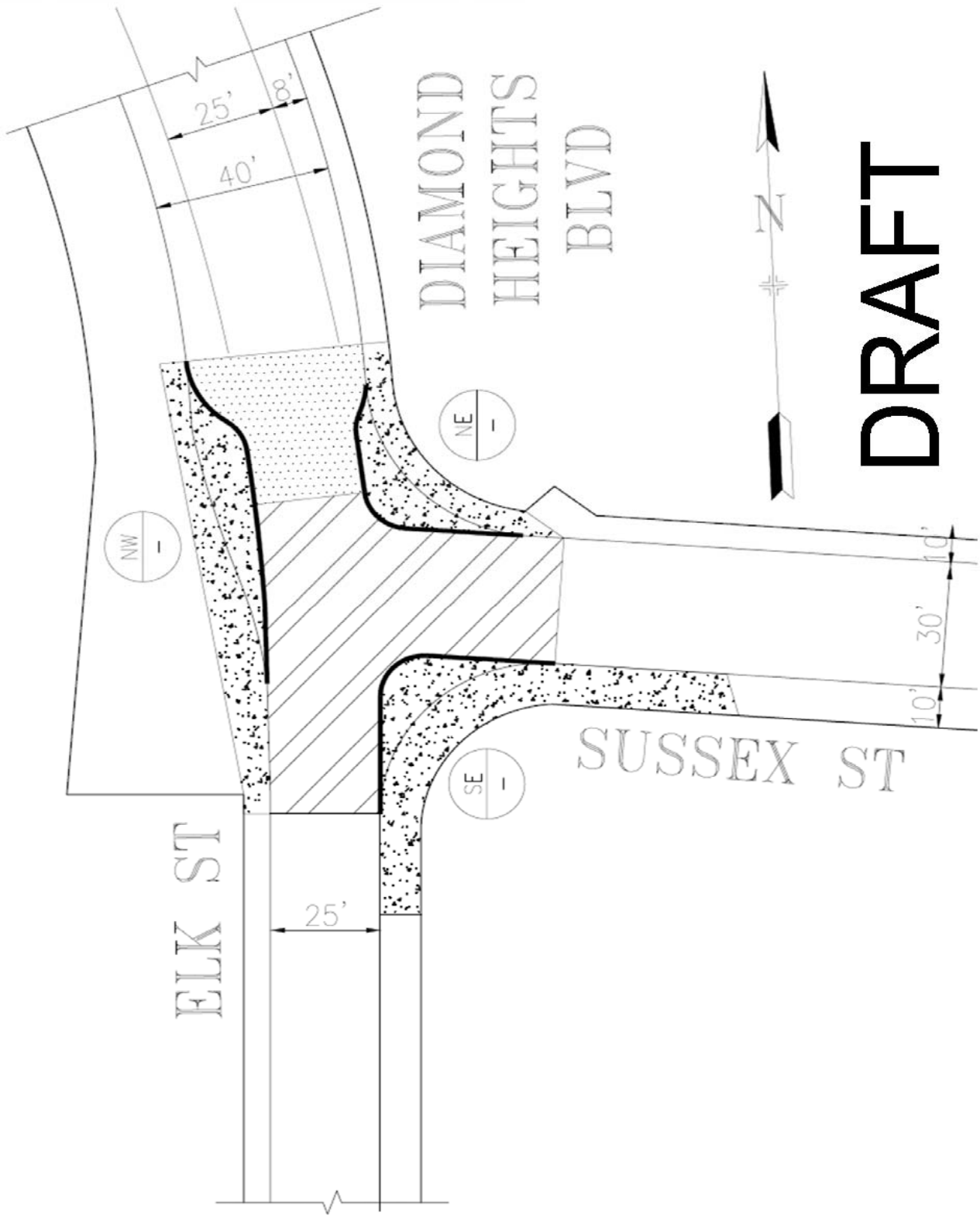
415.701.4499

Email: [kimberly.leung@sfmta.com](mailto:kimberly.leung@sfmta.com)

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

MAPS AND DRAWINGS

Proposed Bulbouts





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

FY of Allocation Action: 2016/17

Project Name: Vision Zero Ramp Intersection Study Phase 2

Grant Recipient: San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

Prop K EP category: Transportation/Land Use Coordination: (EP-44)

Prop K EP Line Number (Primary): 44      Current Prop K Request: \$ 100,000  
Prop K Other EP Line Numbers: \_\_\_\_\_

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

Current Prop AA Request: \$ -

Supervisorial District(s): District 06

REQUEST

**Brief Project Description (type below)**

Develop a prioritized set of short-, medium-, and long-term safety improvements at up to ten ramp intersections in the South of Market area. This planning project includes community outreach and a Technical Advisory Committee that will include Caltrans and the San Francisco Municipal Transportation Agency (SFMTA).

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

See attached.

**Project Location (type below)**

Ramp intersections on US 101, I-280 and I-80 in the South of Market

**Project Phase (select dropdown below)**

Planning/Conceptual Engineering (PLAN)

Map or Drawings Attached?  Yes

Other Items Attached?  Yes

5YPP/STRATEGIC PLAN INFORMATION

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

Is the requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan? Less than or Equal to Programmed Amount

Prop K 5YPP Amount: \$ 150,000      Prop AA Strategic Plan Amount: \_\_\_\_\_

## SCOPE OF WORK: Vision Zero Ramp Intersection Study Phase 2

### INTRODUCTION

Improving safety is a top priority in San Francisco. Thirteen city agencies have passed “Vision Zero” resolutions committing to elimination of traffic injuries and fatalities by 2024 (see [www.visionzerosf.org](http://www.visionzerosf.org)). Efforts to achieve Vision Zero have so far focused primarily on safety improvements to local city streets, and have not systematically addressed improving safety for all users where city streets intersect freeway ramps. Freeway ramp intersections in San Francisco have 1.5 times more severity-weighted<sup>1</sup> injuries per intersection than non-ramp intersections and three of the top five intersections (ranked by the number of severity-weighted injuries) citywide were ramp intersections.

The problem is particularly acute in the South of Market (SoMa) area, home to eight of the top ten ramp intersections in the city between 2008 and 2012 for frequency of injury collisions.<sup>2</sup> The ramp intersections in this area (see attached map) experienced nearly 300 traffic injuries combined 2008-2012, or about one every five days on average. In 2014, one ramp intersection alone (5<sup>th</sup> and Harrison Street), saw four traffic fatalities. These injuries are occurring in close proximity to sensitive land uses, such as the Bessie Carmichael Elementary School at 7<sup>th</sup> and Harrison Streets, which has had more traffic injuries and fatalities within a half mile radius than any school in California.<sup>3</sup>

The Vision Zero Ramp Intersection Study Phase 2 will develop a prioritized set of safety improvements at up to ten ramp intersections, to be selected among the approximately twenty intersections contained in the proposed South of Market Area study area (see attached map).

Through the Pedestrian Safety in SoMa Phase 1 – Youth and Family Zone Study as part of the Neighborhood Transportation Improvement Program, the San Francisco County Transportation Authority (SFCTA) is already developing short-term improvements for five intersections within SoMa and Youth and Family Special Use District (SUD). The five identified intersections are:

- 5<sup>th</sup> Street and Harrison Street
- 5<sup>th</sup> Street and Bryant Street
- 8<sup>th</sup> Street and Harrison Street
- 9<sup>th</sup> Street and Bryant Street
- 10<sup>th</sup> Street and Bryant Street.

The Phase 1 study would propose low-cost, easy to implement and short-term improvements, including pedestrian and transit bulb-outs, high visibility crosswalk striping, signal upgrades, leading pedestrian signal timing, and wayfinding signage. The proposed improvements will be shared with key stakeholders including local community-based organizations in the SoMa area. For Phase 2, the additional funding would allow development of more systematic, permanent safety fixes at a larger set of intersections through a robust community outreach process.

A strong partnership with Caltrans, which owns and operates ramp facilities and also awarded \$248,683 in Caltrans Planning Grant to this Study, is critical to the success of the Study. The project team will coordinate with Caltrans staff throughout the Study on the approach to developing and evaluating improvement concepts. The team will also work closely with neighborhood groups and organizations in the study area through an extensive public outreach effort. The SoMA is a diverse community with high proportions of

<sup>1</sup> Based on SWITRS traffic injury data from 2008-2012. San Francisco agencies, following guidance from the Department of Public Health, weights (e.g. multiplies) fatal and severe injuries by three when prioritizing locations for safety improvement.

<sup>2</sup> Ranking based on the number of severity-weighted injuries.

<sup>3</sup> Source: University of California, Berkeley, Transportation Injury Mapping System, Summary Table of California Schools ranked by number of collisions 2007-2009. Marshall Elementary school, on 15<sup>th</sup> Street in San Francisco, tied with Bessie Carmichael for the top ranked school out of more than 10,000 California schools.



low-income populations – several study area intersections are within a regional Community of Concern and/or an area identified in the CalEnviroScreen tool as disadvantaged community (see attached map).

In summary, the proposed study would improve safety in a disadvantaged community suffering from very frequent traffic injuries and fatalities, and ultimately support progress towards the Vision Zero goal. It would also improve the livability of San Francisco’s fastest-growing residential neighborhood; support economic development by improving conditions in an area with rapidly growing employment; and enhance multimodal connectivity by promoting access for non-motorized users and the disabled.

### **RESPONSIBLE PARTIES**

The SFCTA will lead the study with consultant assistance. The San Francisco Municipal Transportation Agency (SFMTA), which operates San Francisco’s local street system and Muni, will also participate in the study. The SFCTA will provide overall project and consultant management, and will be primarily responsible for all project deliverables, including consultant procurement,. The SFMTA will participate as part of the project team, provide input into all deliverables, and approve conceptual design recommendations. Caltrans will serve as a technical advisor, participate in walking audits and design charrettes, and provide input into recommended solutions.

### **OVERALL PROJECT OBJECTIVES**

The Study objectives include:

- Improving the safety of all road users and help achieve progress towards the city’s overall goal of eliminating serious fatalities and injuries.
- Improving access for vulnerable road users, especially pedestrians, bicyclists, the elderly and disabled.
- Ensuring efficient public transit travel through ramp intersections, in line with the City’s Transit First Policy, and to support economic development in the study area.
- Anticipating growth areas and providing needed safety improvements to protect road users in advance of development.
- Balancing the need for regional and freeway-bound travel with the need for multimodal local travel.

### **STUDY TASKS**

#### **1. Administrative Start-Up and Project Management**

##### **Task 1.1: Project Kick-off, Scope Refinement, and Technical Advisory Committee formation**

The SFCTA will hold a kick-off meeting with Caltrans staff to discuss Caltrans Planning Grant procedures and project expectations. The SFCTA will also host a kickoff meeting with a project Technical Advisory Committee comprised of staff from Caltrans, the SFMTA, the Planning Department, and the San Francisco Public Works. The SFCTA will develop a project charter to establish agency roles and responsibilities.

##### **Task 1.2: Procure Consultant**

The SFCTA will procure a consultant to assist with study tasks and deliverables.

##### **Task 1.3: Project Reporting and Invoicing**

The SFCTA will manage the project and the consultant on an ongoing basis, including submitting quarterly project reports and invoices as required by Caltrans.

- **Responsible Party:** SFCTA

<b>Task</b>	<b>Deliverable</b>
1.1	<ul style="list-style-type: none"> <li>• <i>Kick-off meeting notes</i></li> </ul>

	<ul style="list-style-type: none"> <li>• <i>Finalized scope of work</i></li> <li>• <i>Project charter</i></li> <li>• <i>Technical Advisory Committee (TAC) roster</i></li> <li>• <i>TAC notes</i></li> </ul>
1.2	<i>Copy of executed consultant contract</i>
1.3	<i>Quarterly reports, invoices</i>

## 2. Community Outreach and Engagement

### Task 2.1 Community Engagement Plan

The project team will create an outreach plan describing how the project will engage study area travelers and the surrounding communities in the planning process. This engagement plan will include strategies to reach the diverse communities within and surrounding the study area and include multilingual outreach methods. The engagement plan will also identify the information we hope to obtain through outreach, including an understanding of how community members prioritize different objectives (e.g. safety versus traffic congestion), and a sense of which types of improvements they find most and least desirable.

We expect that the engagement plan will include presentations to the Vision Zero Task Force, a group representing organizations and elected officials working to eliminate traffic deaths, other pedestrian and bicycle safety advocacy groups, and presentations for community groups active in the South of Market Area including the South of Market Community Action Network, United Playaz, the San Francisco Chapter of the National Filipino Association, and the Bessie Carmichael Elementary School Parent Teacher Organization. The study will also include, at a minimum, two public workshops at key points during the planning process, for example the development of improvement concepts and the alternatives evaluation stages.

### Task 2.2 Community Outreach Events and Meetings

The project team will execute the engagement plan developed in Task 2.1, including at least two community meetings. The project team will seek participation via multiple methods such as reaching out to community groups and stakeholders, flyer, email, and direct outreach at community events.

Additional outreach meetings will be held throughout the study period with project stakeholders and community groups to refine the study goals and existing needs among other topic areas. The SFCTA will also maintain a project web page and other online presences.

- **Responsible Party:** SFCTA, with SFMTA and Consultant support

Task	Deliverables
2.1	<ul style="list-style-type: none"> <li>• <i>Memorandum 1: Community engagement plan</i></li> </ul>
2.2	<ul style="list-style-type: none"> <li>• <i>Memorandum 2: Summary of First Community Outreach Meeting</i></li> <li>• <i>Memorandum 3: Summary of Second Community Outreach Meeting and Additional Outreach Activities</i></li> </ul>

## 3. Study Goals, Framework, and Existing Conditions Summary

### Task 3.1 Study Goals and Framework

The Study will produce a set of planning goals to guide the prioritization of locations for improvement and the development of improvement concepts. The primary goal of the Plan is improving safety for all road users. Secondary goals are likely to include improving access for vulnerable road users (e.g. pedestrians, bicyclists, disabled), improving transit performance, improving vehicle circulation, and preparing for new

development. The Study will develop a framework to develop and evaluate concepts that meet the study goals. The framework will include identification of a set of performance measures for use in the evaluation. Performance measures will address all transportation modes, including pedestrian, bicycle, traffic, and transit. The framework will also be used to prioritize treatments for implementation, along with other considerations. The framework will be shared with community groups and the study TAC to seek their input, and a revised framework will be prepared.

### Task 3.2 Existing Conditions Summary

Following development of the framework, SFCTA will document the existing transportation network and land uses in and around the study area identified in the attached map, focusing on up to ten of the approximately twenty ramp intersections in the study area. Study intersections will be selected and prioritized based on the frequency and severity of traffic collisions, improvement need, risk of collision, and other factors.

This effort will include gathering information on existing conditions including roadway and sidewalk geometries, traffic volumes, collision data, transit ridership and performance, and pedestrian and bicycle volumes. Available data will be compiled from both internal sources and other agencies, and additional data will be collected as needed; this will include any relevant data being collected for the Freeway Corridor Management Study being undertaken simultaneously by the SFCTA.

The product of this task will be a description of the study goals, framework, and performance measures and an existing conditions summary of the proposed ten study intersections.

- **Responsible Party:** SFCTA, with SFMTA and Consultant support

Task	Deliverable
3.1	<i>Memorandum 4: Study Goals and Framework</i>
3.2	<i>Memorandum 5: Existing Conditions Summary</i>

## 4. Improvement Concept Development

The SFCTA and SFMTA will engage the TAC, including Caltrans, in identifying safety improvement concepts first by developing a potential toolkit of measures grouped by relative cost/time to implementation, such as:

- Short-term changes such as adjustments to signal timing or striping made within existing right of way and with existing signal infrastructure. SFMTA will be primarily responsible for confirming any short-term changes, and in some cases, may be able to share short-term improvement concepts developed prior to study inception.
- Medium-term changes such as changes to signal hardware or implementation of concrete bulbouts or median islands.
- Longer-term changes that could require reconfiguring the ramp geometry.

Several meetings (up to five) will be held to discuss the toolkit and identify early on and agree on the appropriate contexts for implementation. Following development of the toolkit, SFCTA and SFMTA will organize a workshop and walking audit to review conditions at study intersections and brainstorm improvement concepts. Attendees (including Caltrans, SFCTA, and SFMTA staff) would break into teams to propose possible concepts for each intersection, and teams would share results at the conclusion of the session. Following the charrette, the study team will refine proposed improvement concepts, including developing graphic sketches, and will expand to include additional concepts if needed. References to be used in identifying potential improvements include the Caltrans Complete Intersections guide and the NACTO Urban Street Design Guide.

- **Responsible Party:** SFCTA (medium and long term concepts), SFMTA (short term concepts), with Consultant support

Task	Deliverable
4	<i>Memorandum 6: Proposed Improvement Concepts</i>

## 5. Concept Evaluation, Selection, Refinement, and Cost Estimates

### Task 5.1: Evaluate improvement concepts

The Study will evaluate the improvement concept alternatives identified in Task 4 according to the evaluation framework and performance measures identified in Task 3, for up to ten intersections. The analysis will consider the performance of all modes, and will include a circulation analysis using the existing data and counts gathered in Task 4, as well as any relevant analysis developed through the Freeway Corridor Management Study. Potential evaluation tools to be used in the circulation analysis include Synchro and SimTraffic. Based on this evaluation, the SFCTA will recommend a preferred set of projects. A phased set of improvements (short, medium, and long-term) will be provided for each location.

### Task 5.2: Refine concepts, develop conceptual designs and cost estimates

Based on the evaluation in Task 5.1 and results of public outreach, the Study will refine the design concepts for the recommended improvements. Conceptual plan view drawings will be developed for these improvements in order to develop planning-level cost estimates. The Study will produce planning-level cost estimates for all recommended projects in the preferred alternative based on individual cost elements and their per-unit costs.

- **Responsible Party:** SFCTA, with Consultant and SFMTA support

Task	Deliverable
5	<i>Memorandum 7: Evaluation of Improvement Concepts and Proposed Conceptual Designs</i>

## 6. Funding and Implementation Strategies

The project team will develop cost estimates and generate a funding strategy for all recommended projects. The strategy will identify funding sources likely to be available for the selected projects, including competitive sources and discretionary sources that local agencies could prioritize.

The project team will also develop an implementation strategy with executable steps for each recommended project, including additional project development, environmental clearance, and other permitting or institutional process steps required. The Study will identify packages of projects for up to ten locations to support future Caltrans approvals.

- **Responsible Party:** SFCTA, with SFMTA and Consultant

Task	Deliverable
6	• <i>Memorandum 8: Funding and Implementation Strategy</i>

## 7. Final Report and Presentation

The Study will summarize previous interim deliverables in a final report, including an executive summary. In addition, the Study will develop a final slide presentation to accompany the final report for purposes of

community outreach and the approval process. The report will be presented to the Transportation Authority board for adoption.

- **Responsible Party:** SFCTA, with SFMTA and Consultant support

Task	Deliverable
7	<i>Final report and slide set</i>

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

**Project Name:** Vision Zero Ramp Intersection Study Phase 2

**ENVIRONMENTAL CLEARANCE**

**Environmental Type:** TBD

**PROJECT DELIVERY MILESTONES**

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

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

**SCHEDULE DETAILS**

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

See below. Final products must be submitted to Caltrans no later than February 28th, 2019. Final requests for reimbursement must be submitted by April 27th, 2019.

Tasks Number	Name	Start		End	
		Month	Calendar Year	Month	Calendar Year
<b>1</b>	<b>Administrative Start-Up and Project Management</b>				
1.1	Project Kick-off	Jan	2017	Feb	2017
1.2	Procure Consultant	Jan	2017	Feb	2017
1.3	Project Management	Jan	2017	Mar	2019
<b>2</b>	<b>Community Outreach and Engagement</b>				
2.1	Community Engagement Plan	Mar	2017	May	2017
2.2	Community Outreach Events and Meetings	June	2017	May	2018
<b>3</b>	<b>Study Goals, Framework, and Existing Conditions Summary</b>				
3.1	Study Goals, Framework	Jan	2017	Apr	2017
3.2	Existing Conditions Summary	Apr	2017	Aug	2017
<b>4</b>	<b>Improvement Concept Development</b>				
5	Concept Evaluation, Selection, Refinement, and Cost Estimates	Nov	2017	Aug	2018
<b>6</b>	<b>Funding and Implementation Strategies</b>				
6	Funding and Implementation Strategies	Sept	2018	Oct	2018
<b>7</b>	<b>Final Report and Presentation</b>				
7	Final Report and Presentation	Oct	2018	Nov	2018

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

**Project Name:** Vision Zero Ramp Intersection Study Phase 2

**FUNDING PLAN - FOR CURRENT REQUEST**

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 100,000	\$ -	\$ -	\$ 100,000
Prop AA	\$ -	\$ -	\$ -	\$ -
Caltrans Planning Grant	\$ -	\$ -	\$ 248,683	\$ 248,683
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ 100,000</b>	<b>\$ -</b>	<b>\$ 248,683</b>	<b>\$ 348,683</b>

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

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

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

**COST SUMMARY**

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$348,683	\$ 100,000		based on estimated cost
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction (CON)	\$ -	\$ -	\$ -	
Operations (Paratransit)	\$ -	\$ -		
<b>Total:</b>	<b>\$348,683</b>	<b>\$ 100,000</b>	<b>\$ -</b>	

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 25,000	\$ 50,000	\$ 25,000	\$ -	\$ -	\$ 100,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Project Name: Vision Zero Ramp Intersection Study Phase 2

MAJOR LINE ITEM BUDGET

PROJECT BUDGET - PLANNING

BUDGET SUMMARY								
Agency	Task 1 - Project Initiation and Project Management	Task 2 - Agency Coordination and Community Outreach	Task 3 - Study Goals, Framework, and Existing Conditions	Task 4 - Improvement Concept Development	Task 5 -Concept Evaluation, Selection, Refinement, and Cost Estimates	Task 6 -Funding and Implementation Strategies	Task 7 -Final Report and Presentation	Total
SFMTA	\$ 2,166	\$ 4,308	\$ 5,744	\$ 8,268	\$ 11,140	\$ 10,770	\$ 7,921	\$ 50,317
SFCTA	\$ 15,745	\$ 17,692	\$ 14,452	\$ 16,047	\$ 32,396	\$ 13,630	\$ 21,049	\$ 131,012
Consultant	\$ 9,839	\$ 52,710	\$ 18,278	\$ 21,210	\$ 47,047	\$ 7,350	\$ 10,920	\$ 167,354
<b>Total</b>	<b>\$ 27,750</b>	<b>\$ 74,710</b>	<b>\$ 38,474</b>	<b>\$ 45,525</b>	<b>\$ 90,583</b>	<b>\$ 31,750</b>	<b>\$ 39,890</b>	<b>\$ 348,683</b>

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	Full-Time Equivalent (FTE)	Total
Principal Engineer	20	\$ 92.46	2.80	\$ 259	0.01	\$ 5,178
Associate Engineer	250	\$ 59.47	2.88	\$ 171	0.12	\$ 42,744
Contingency (5%)						\$ 2,396
<b>Total</b>	<b>270</b>				<b>0.13</b>	<b>\$ 50,317</b>

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Deputy Director	124	\$ 94.31	2.50	\$ 235.78	0.06	\$ 29,237
Senior Planner	664	\$ 57.55	2.50	\$ 143.88	0.32	\$ 95,536
Contingency (5%)						\$ 6,239
<b>Total</b>	<b>788</b>				<b>0.38</b>	<b>\$ 131,012</b>



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

**TRANSPORTATION AUTHORITY RECOMMENDATION**  
**This section is to be completed by Transportation Authority Staff**

**Last Updated:** 10.20.16      **Res. No:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Vision Zero Ramp Intersection Study Phase 2

**Grant Recipient:** San Francisco County Transportation Authority

	<b>Action</b>	<b>Amount</b>	<b>Phase</b>
<b>Funding Recommended:</b>	Prop K Appropriation	\$ 100,000	Planning/Conceptual Engineering (PLAN)
	<b>Total:</b>	<b>\$ 100,000</b>	

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

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

**Fund Expiration Date:** 06/30/2019      **Eligible expenses must be incurred prior to this date.**

	<b>Action</b>	<b>Amount</b>	<b>Fiscal Year</b>	<b>Phase</b>
<b>Future Commitment:</b>				

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

**Deliverables:**

1. Quarterly progress reports shall contain a percent complete by task in addition to the requirements in the Standard Grant Agreement.
2. With the quarterly progress report submitted following the completion of elements of Task 2, provide a copy of the community engagement plan (June 2017) and memorandums summarizing outreach meetings and additional outreach activities (June 2017 - May 2018).
3. With the quarterly progress report submitted following the completion of Task 3 (anticipated by August 2017), provide memorandums on the Study goals and framework, and existing conditions.
4. With the quarterly progress report submitted following the completion of Task 4 (anticipated by November 2017), provide a memorandum on the proposed improvement concepts.
5. With the quarterly progress report submitted following the completion of Task 5 (anticipated by August 2018), provide a memorandum on the evaluation and proposed conceptual designs.
6. With the quarterly progress report submitted following the completion of Task 6 (anticipated by October 2018), provide a memorandum on the funding and implementation strategies for all recommended projects.
6. Prior to SFCTA Board adoption, staff will present a draft final report, including key findings, recommendations, and funding/implementation strategy to the Plans and Programs Committee. Upon project completion (anticipated by November 2018) the Board will accept or approve the final report.

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

**TRANSPORTATION AUTHORITY RECOMMENDATION**  
**This section is to be completed by Transportation Authority Staff**

**Last Updated:** 10.20.16      **Res. No:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Vision Zero Ramp Intersection Study Phase 2

**Grant Recipient:** San Francisco County Transportation Authority

**Special Conditions:**

1. \_\_\_\_\_

**Notes:**

1. \_\_\_\_\_

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	71.32%	No Prop AA
Actual Leveraging - This Project	See Above	See Above

**SFCTA Project**    P&PD

**Reviewer:** \_\_\_\_\_

**SGA PROJECT NUMBER**

**Sponsor:** San Francisco County Transportation Authority

**SGA Project Number:** 144-xxxxxxx      **Name:** Vision Zero Ramp Intersection Study Phase 2

**Phase:** Planning/Conceptual Engineering (PLAN)      **Fund Share:** 28.68%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$25,000	\$50,000	\$ 25,000			<b>\$100,000</b>

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

**FY of Allocation Action:** 2016/17

**Current Prop K Request:** \$ 100,000  
**Current Prop AA Request:** \$ -

**Project Name:** Vision Zero Ramp Intersection Study Phase 2

**Grant Recipient:** San Francisco County Transportation Authority

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

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

**CONTACT INFORMATION**

**Project Manager**

**Grants Section Contact**

Name: Colin Dentel-Post

Seon Joo Kim

Title: Senior Transportation Planner

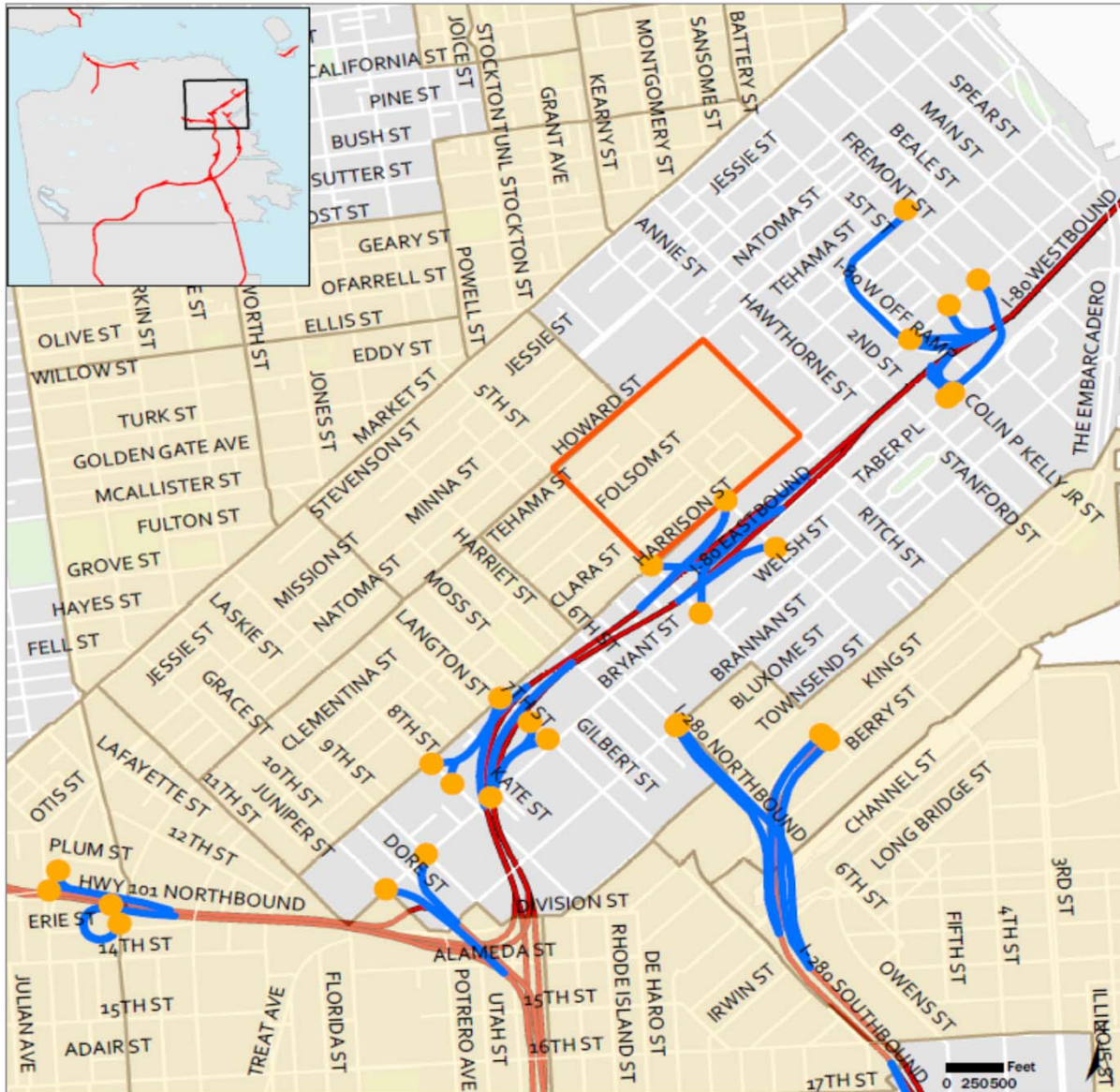
Senior Transportation Planner

Phone: 415-522-4863

415-522-4837

Email: [colin.dentel-post@sfcta.org](mailto:colin.dentel-post@sfcta.org)

[seonjoo.kim@sfcta.org](mailto:seonjoo.kim@sfcta.org)



**Freeway Ramps and Ramp Intersections for Safety Analysis in SoMa, San Francisco**

- Legend**
- Study
  - Study
  - CalEnviroScreen-Designated Disadvantaged Areas (2014)
  - Communities of Concern (2011)

Note: Entire map is within the Eastern Neighborhoods Priority Development Area.



# San Francisco Subway Vision

SFCTA Plans and Programs Committee

November 15, 2016



*Ordinance 202-15 amended transportation code such that San Francisco maintain a Subway Vision*

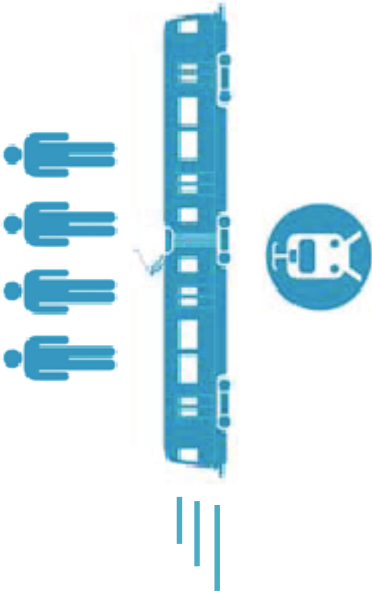
- Policy Guidance on Application of Subways
- Operator/Mode Neutral - Local and Regional Thinking
- List of Subway Candidate Corridors

Subway Vision will inform and be refined through ConnectSF Program

# Characteristics of Subways

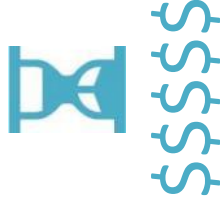
## *Features:*

- Capacity
- Speed
- Reliability

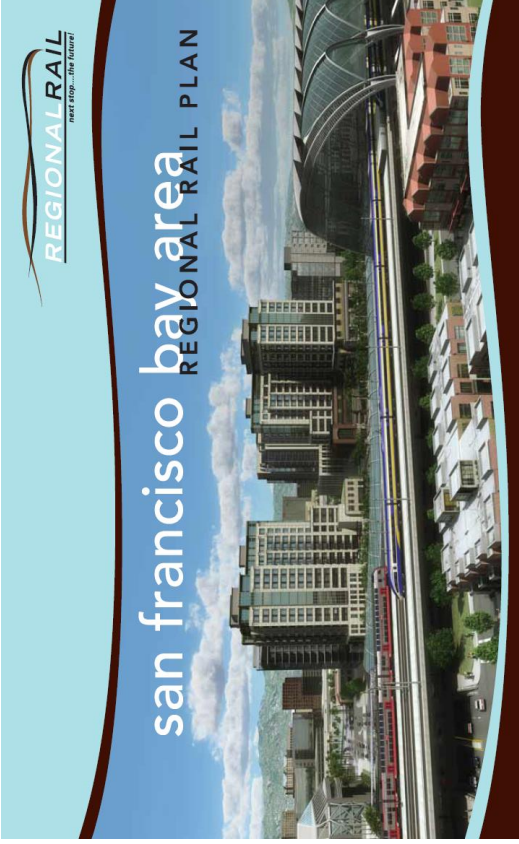
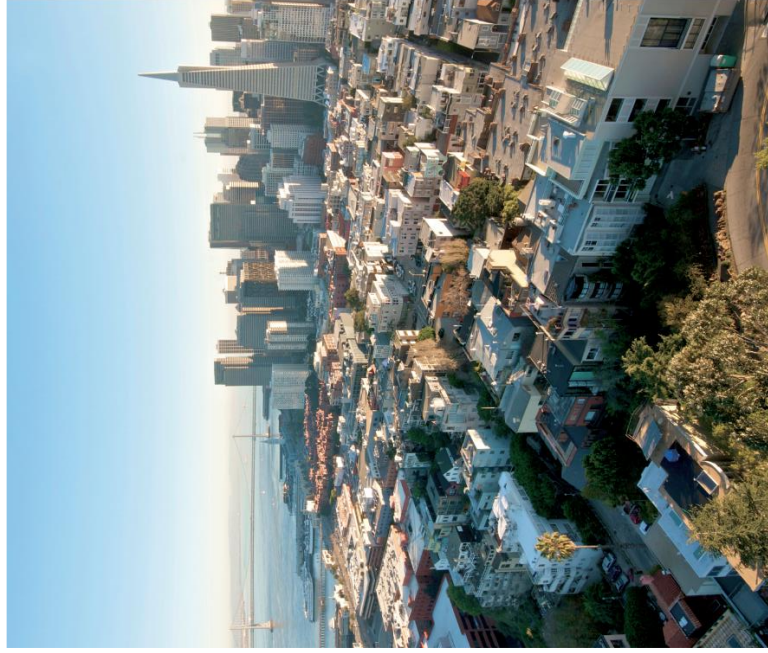
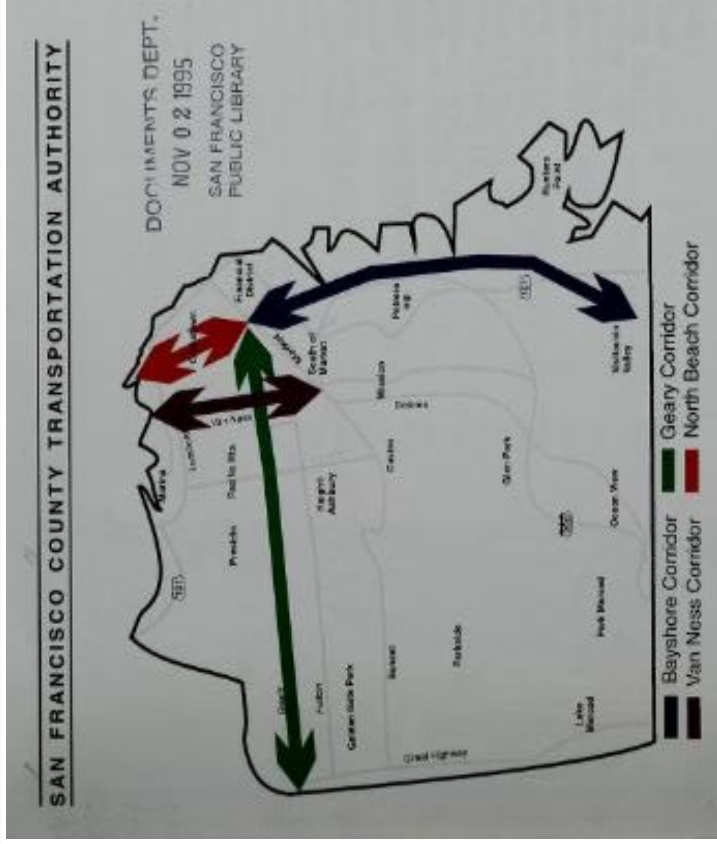


## *Tradeoffs:*

- Delivery Timeline
- Capital Cost
- Station Spacing & Access



# Prior Plan Review

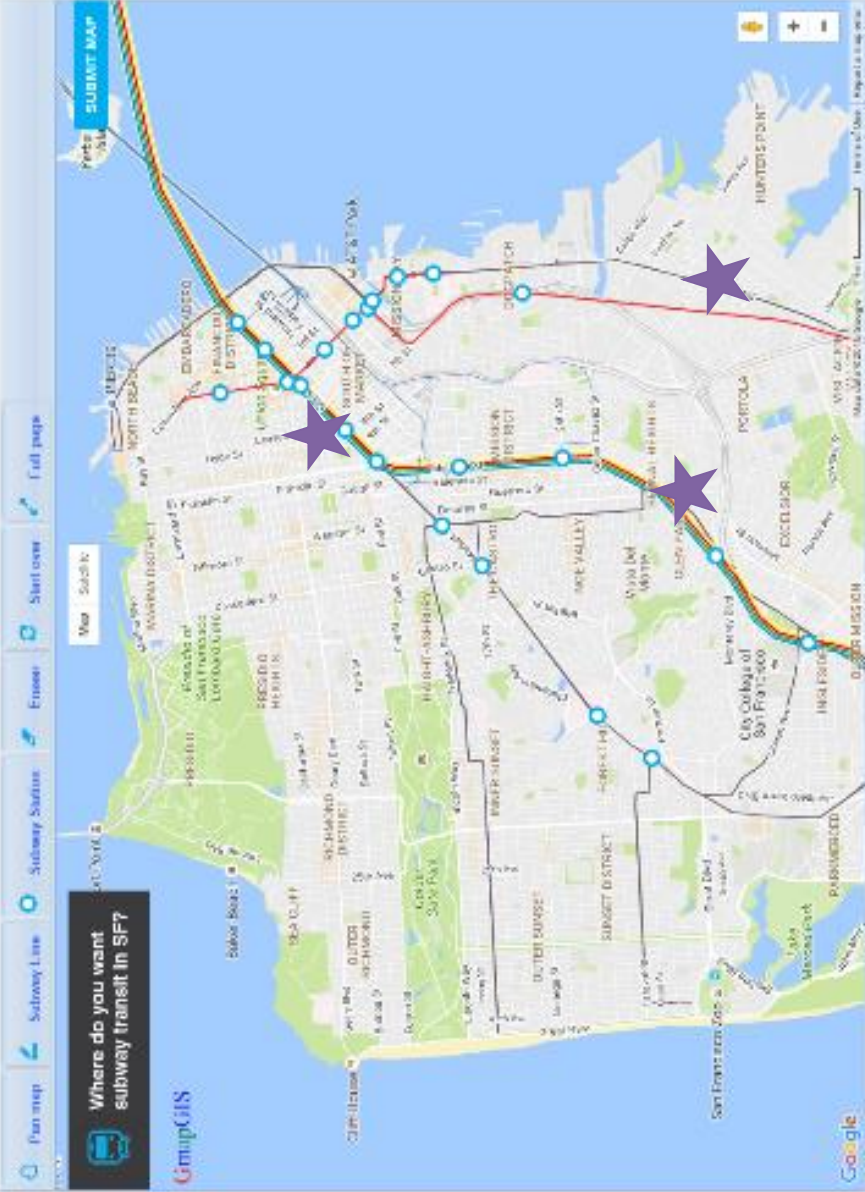


FINAL REPORT  
DECEMBER 2013



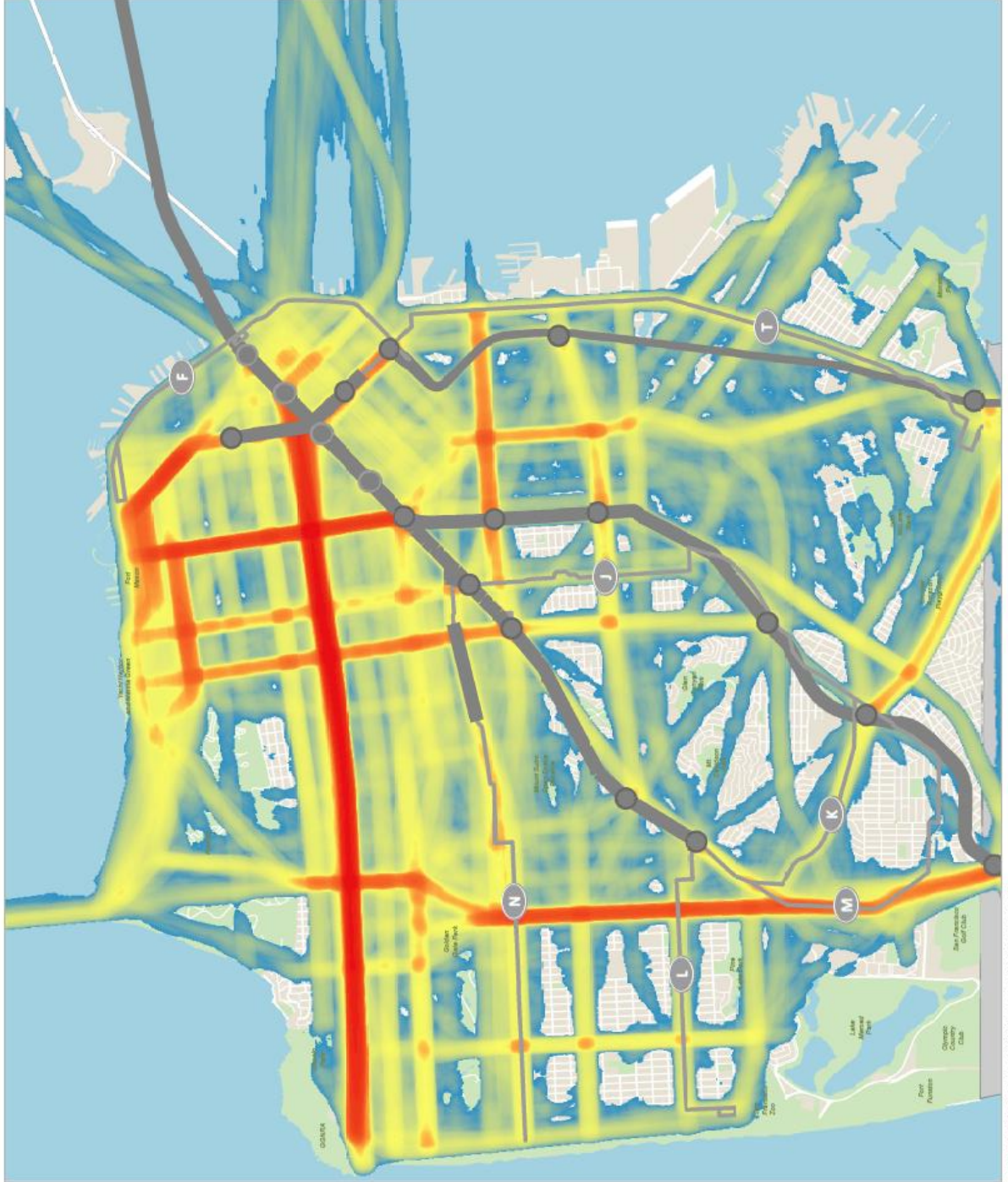
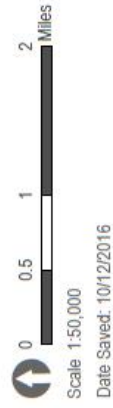


# Outreach



## Subway Vision Online Map Responses October 2016

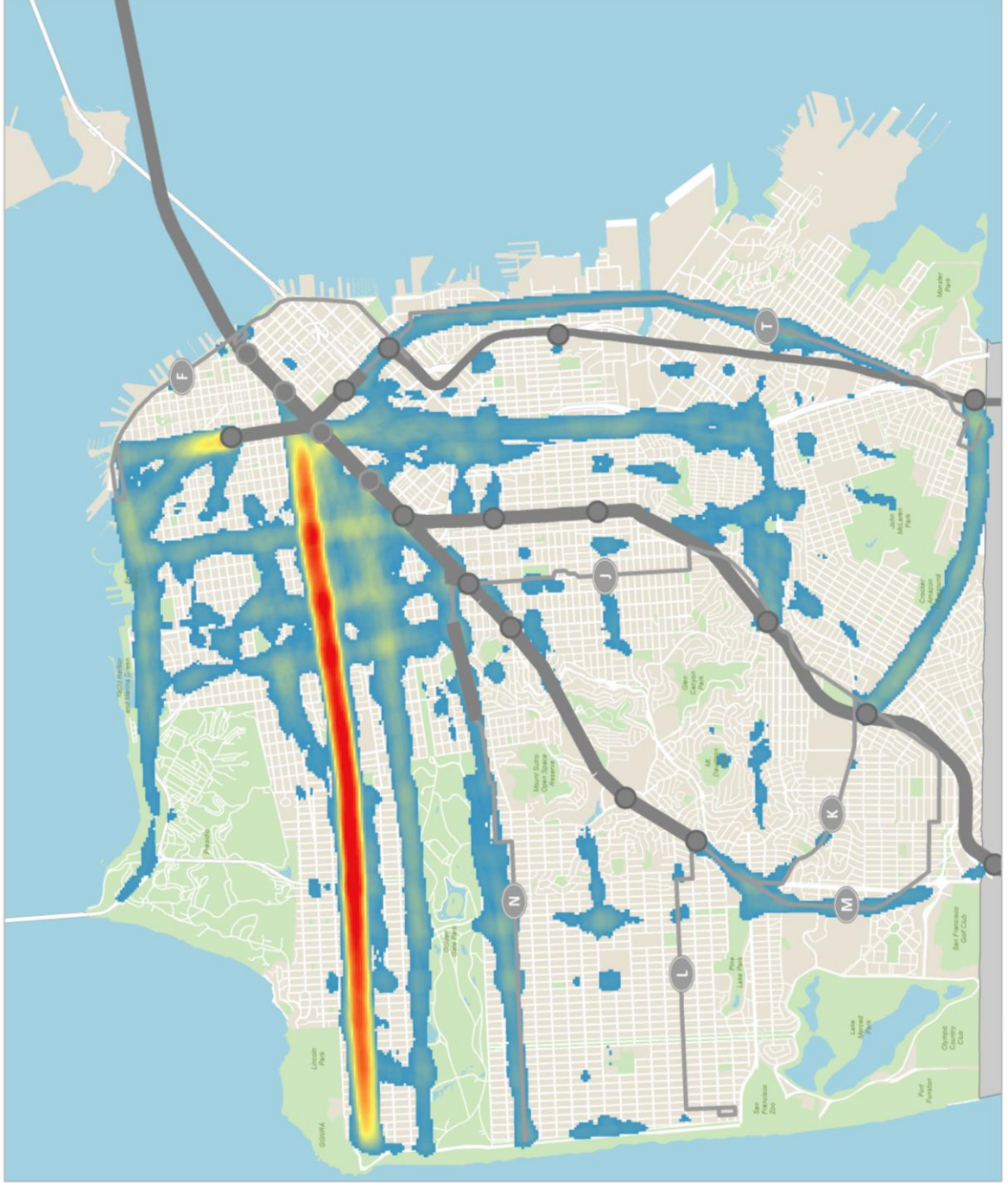
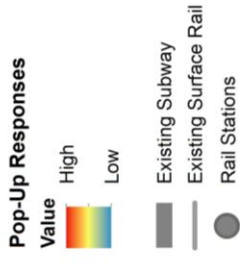
- Online Responses**
- Value
- High
  - Low
- Existing Subway
- Existing Surface Rail
- Rail Stations



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# Pop-Up Outreach Results

## Subway Vision Pop-Up Responses October 2016



Scale 1:50,000

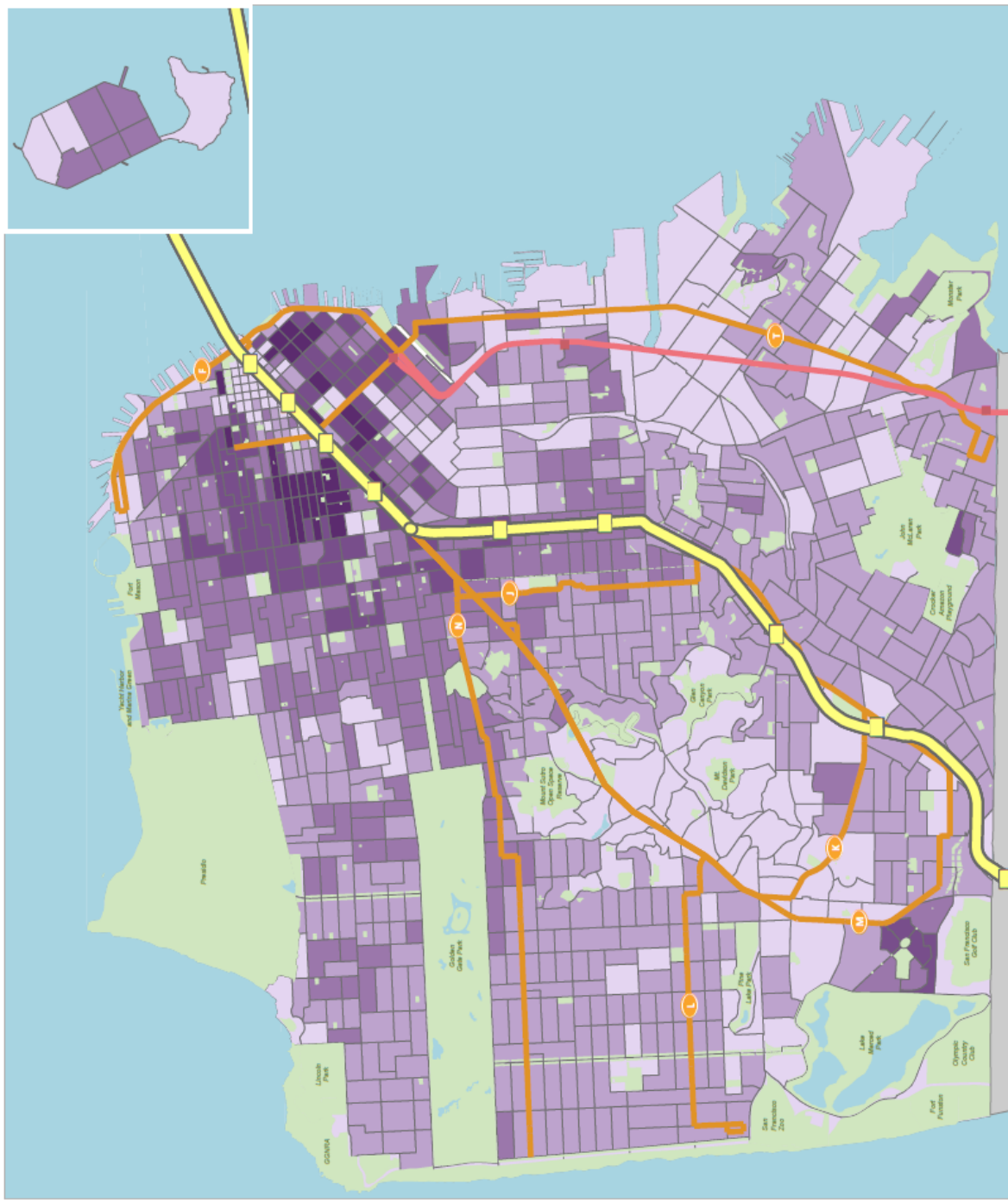
Date Saved: 10/14/2016

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## Projected Population Density

2040

- Caltrain Stations
- Caltrain
- < 20 Residents per Acre
- 20 - 50
- 50 - 100
- 100 - 200
- 200 < Residents per Acre
- BART Stations
- Existing BART
- Existing Muni Rail
- Water Bodies
- Parks



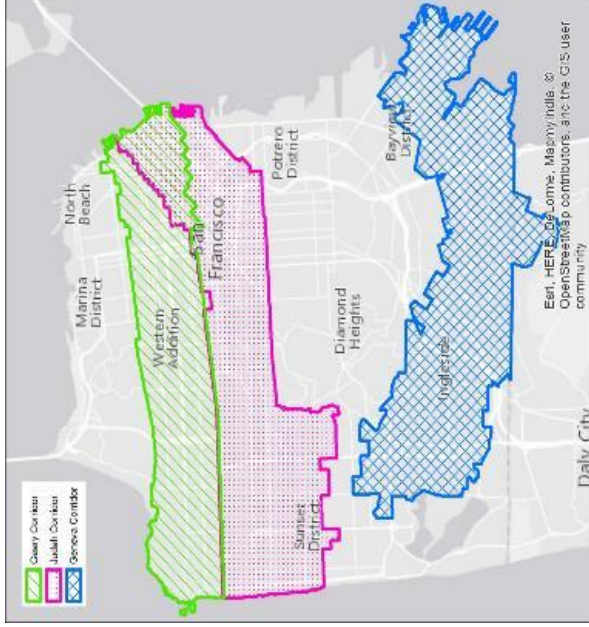
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Date Saved: 8/11/2016

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# Corridors for Evaluation

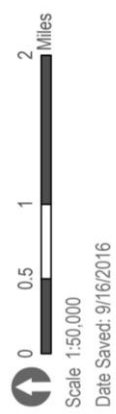


# Cross Town – Connectors – Demand Based

# Major Corridor Concepts

## Subway Vision Concept A October 2016

-  Corridor Concepts
-  Existing Rail
-  Muni Surface Rail
-  Muni Stations
-  BART
-  BART Stations
-  Caltrain
-  Caltrain Stations
-  Water Bodies



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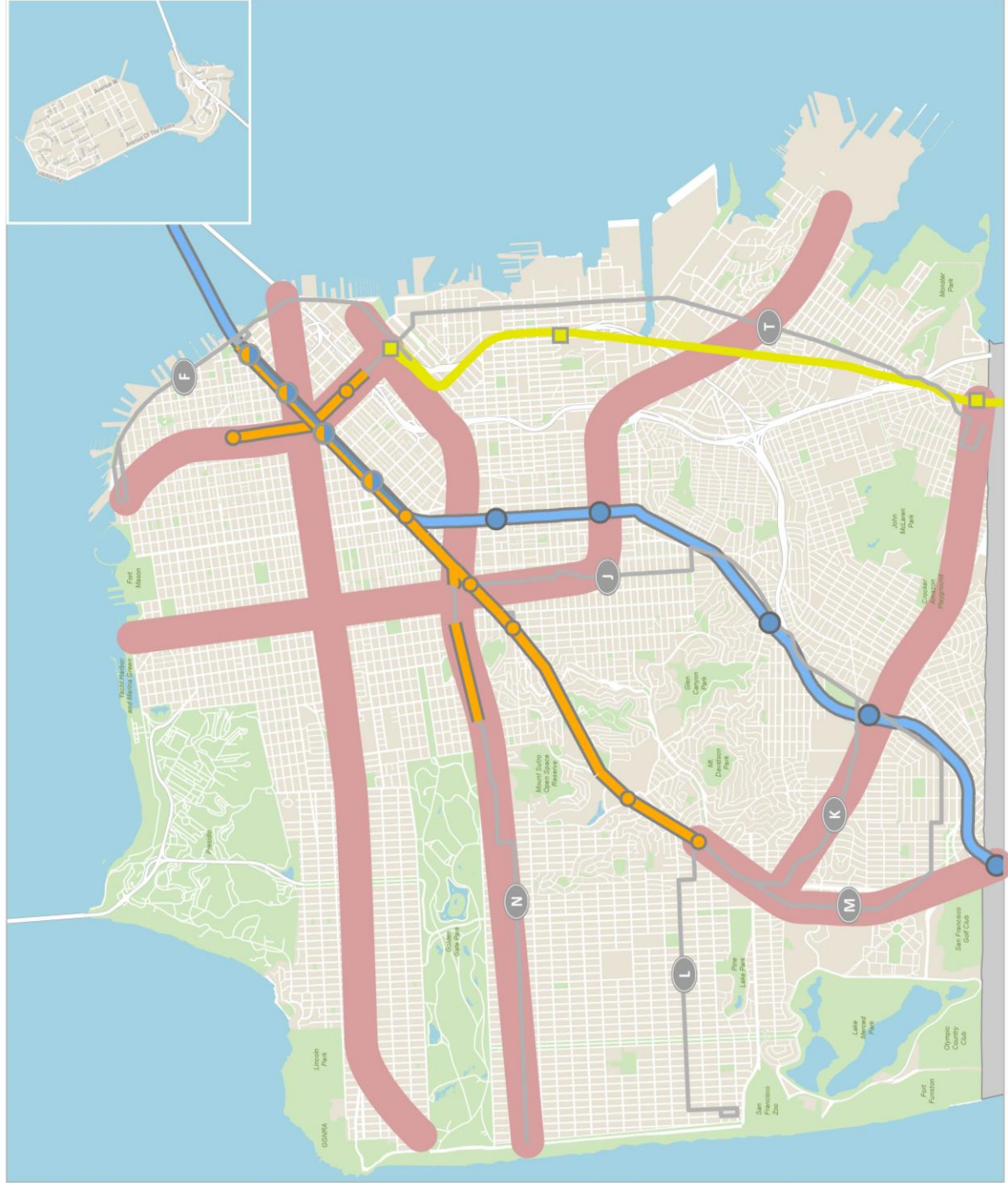


# Major Corridor Concepts

## Subway Vision

Concept B

September 2016



- Corridor Concepts
- Existing Rail
- Muni Subway
- Surface Rail
- Muni Stations
- BART
- BART Stations
- Caltrain
- Caltrain Stations
- Water Bodies
- Parks

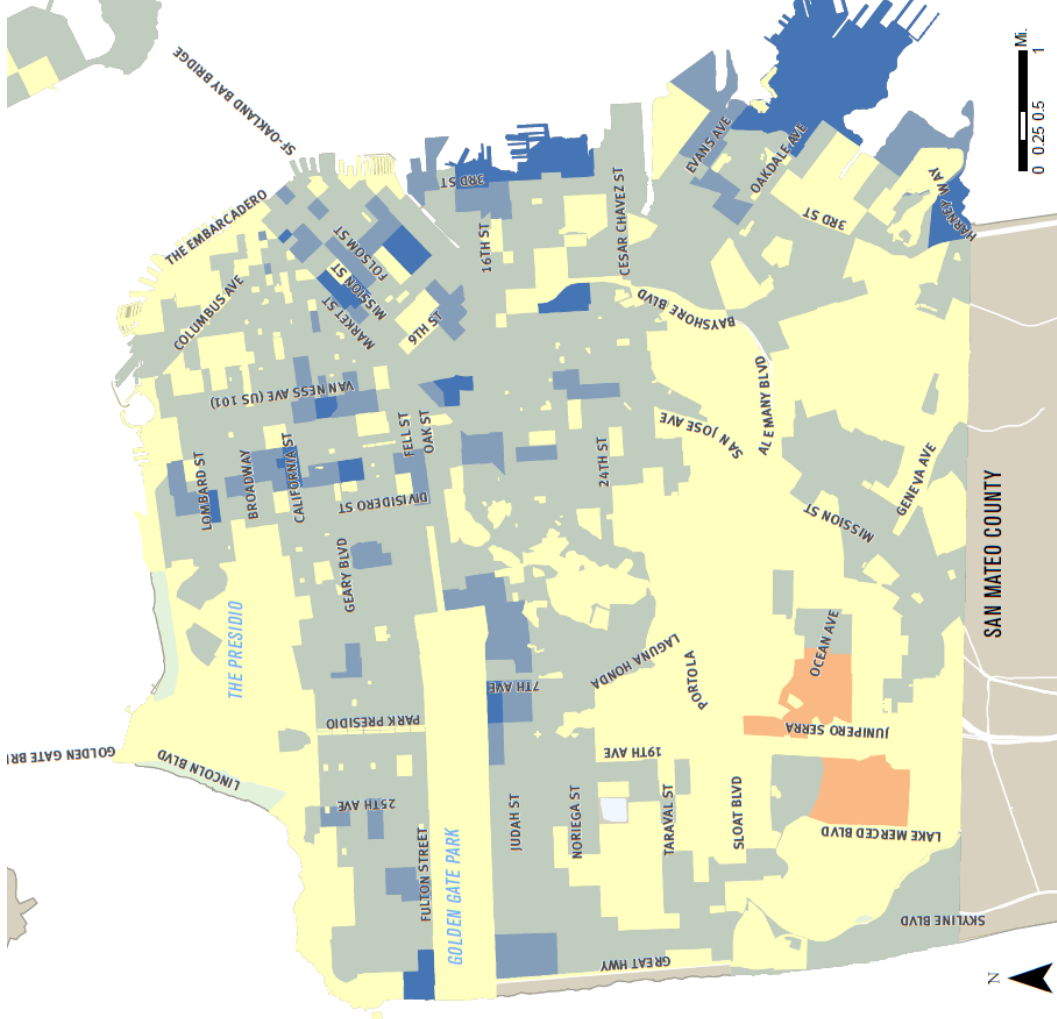


Scale 1:50,000

Date Saved: 9/16/2016

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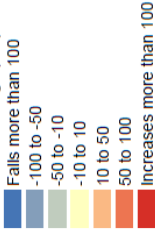
- Travel Time
- Savings
- Reliability
- Improvements
- Increased Ridership
- Enhanced Accessibility
- Low Income Riders Benefit



**Subway Vision**  
**Transit Travel Time**  
Total Difference for  
All Trips (hours)

Concept B v. 2040 Baseline

**Concept B v. 2040 Baseline**  
Travel time savings (hrs)





# Evaluation Metrics

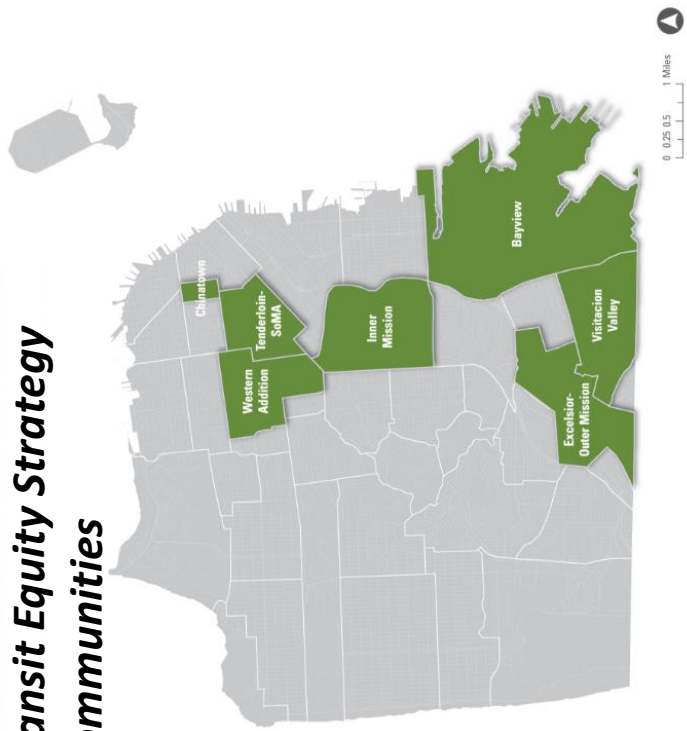


*Boardings*



*Travel Time*

## *Transit Equity Strategy Communities*



*System Integration*

# Developing the Subway Vision

- Vision
- Funding
- Land Use
- Inclusive & Thorough Outreach
- Enhanced Project Delivery
- Champions



# Next Steps

- Final Subway Vision End of 2016

# ConnectSF

[www.connectsf.org](http://www.connectsf.org)



EQUITY



SAFETY AND LIVABILITY



ENVIRONMENTAL  
SUSTAINABILITY



ECONOMIC VITALITY



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