

**Prop K/AA Allocation Request Forms
October 2021 Board Action
Table of Contents**

No.	Fund Source	Project Sponsor ¹	Expenditure Plan Line Item/ Category Description	Project Name	Phase	Funds Requested	Page No.
1	PROP K	SFMTA	Traffic Calming	14th Street Road Diet [NTIP Capital]	Construction	\$ 60,700	1
2	PROP K	SFMTA	Traffic Calming	Schools Engineering Program FY21/22 Cycle	Planning, Design, Construction	\$ 925,000	13
3	PROP K	SFCTA	Bicycle Circulation/ Safety Transportation/ Land Use Coordination	Treasure Island Supplemental Transportation Study [NTIP Planning]	Planning	\$ 100,000	33
4	PROP AA	SFPW	Pedestrian Safety	Potrero Gateway Loop Pedestrian Safety Improvements	Construction	\$ 220,000	43
Total Requested						\$ 1,305,700	

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

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San Francisco
County Transportation
Authority

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	14th Street Road Diet [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Traffic Calming
Current PROP K Request:	\$60,700
Supervisory District	District 08

REQUEST

Brief Project Description

Implementation of a "road diet" on 14th Street between Castro Street and Sanchez Street, in response to neighborhood concerns regarding traffic and pedestrian safety. Improvements will include elimination of an eastbound lane on 14th Street between Castro and Sanchez Streets, a left-turn-only lane, and red zones to daylight intersection. Benefits will include improved pedestrian visibility and safer turning movements. The proposal was developed in coordination with Supervisor Mandelman's office, the Duboce Triangle Neighborhood Association and other members of the local community.

Detailed Scope, Project Benefits and Community Outreach

Scope

The proposed project will eliminate one eastbound lane on 14th Street, between Castro Street and Sanchez Street, while converting one of the eastbound lanes approaching Castro Street to left turn only. Daylighting red zones will also be added or extended at intersections within the project limits. The current parallel parking on the north side of 14th Street will be changed to back-in angled parking, which will increase the availability of on-street parking by approximately six spaces. The centerline along 14th Street will be shifted south to accommodate angled parking on the north side and one lane in each direction. No new bus zones, bike lanes, bike boxes, raised pavement markers, concrete work, or other structural elements are planned. The lane removal will provide a wider lane for transit in the eastbound direction and is not expected to significantly affect travel times. The project is also expected to improve the pedestrian experience by reducing the number of lanes traversed when crossing 14th Street. See attached design drawings with current and proposed striping for details.

The Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) is intended to strengthen project pipelines and advance the delivery of community supported neighborhood-scale projects, especially in Communities of Concern and other neighborhoods with high unmet needs. Commissioner Mandelman has expressed support for using the \$60,700 in District 8 NTIP funds included in this request.

Planned Outreach

The public will have opportunities to make comments to the SFMTA Board at two public hearings in

E6-2

Fall 2021. Flyers with information on joining the hearings will be posted along the project limits.

Previous Outreach

- August 11, 2021: SFMTA (Eddie Tsui) met virtually with Duboce Triangle Neighborhood Association. Request for Painted Safety Zones rescinded due to geometric conflict with turning vehicles.
- July 29, 2021: SFMTA (Eddie Tsui) met virtually with Supervisor Mandelman's office (Jacob Bintliff) and Duboce Triangle Neighborhood Association to review updated design. Received continued support for the proposal and request for Painted Safety Zones.
- March 11, 2021: SFMTA (Bryant Woo) met virtually with Supervisor Mandelman's office (Jacob Bintliff) and Duboce Triangle Neighborhood Association to discuss proposed 14th Street road diet between Castro Street and Sanchez Street and review draft design. Received strong support for the proposal.

Project Location

14th Street from Castro to Sanchez

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$60,700

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	14th Street Road Diet [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2021	Jul-Aug-Sep	2021
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2021	Jan-Feb-Mar	2022
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2022		
Operations (OP)				
Open for Use			Apr-May-Jun	2022
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2022

SCHEDULE DETAILS

This project requires approval of traffic and parking by the SFMTA Board of Directors, and is expected to be scheduled for a Board meeting date by the end of 2021.

Outreach:

- (Tentative) November/December 2021: Proposal to be scheduled for final approval at a SFMTA Board of Directors meeting. The public will have an opportunity to make comments at this meeting.
- (Tentative) October 2021: Proposal to be scheduled for Public Hearing to hear comments. Flyers with information on joining the Public Hearing will be posted along the project limits.

E6-4

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	14th Street Road Diet [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-138: Traffic Calming	\$0	\$60,700	\$0	\$60,700
Phases In Current Request Total:	\$0	\$60,700	\$0	\$60,700

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$60,700	\$0	\$60,700
SFMTA Operating	\$0	\$0	\$16,250	\$16,250
Funding Plan for Entire Project Total:	\$0	\$60,700	\$16,250	\$76,950

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$4,520		Actual
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$11,730		Actual
Construction	\$60,700	\$60,700	Engineer cost estimate based on similar work
Operations	\$0		
Total:	\$76,950	\$60,700	

% Complete of Design:	100.0%
As of Date:	08/25/2021
Expected Useful Life:	15 Years

STRIPING RESTORATION COST ESTIMATE (PAGE 1 OF 3)

14th Street Road Diet (Castro Street to Sanchez Street)

DATE: 8/23/2021

SPEC: N/A

DEPT CODE: 207965

Computed by: J. Tom

Checked by: E. Tsui

Item No.	Description	Quantity	Unit	Unit Price	Extension
1	12" Crosswalk Lines / Stop Bars	380	Lin Ft	\$8.57	\$3,255
2	4" Broken White or Yellow	1320	Lin Ft	\$2.44	\$3,220
3	4" Solid White or Yellow	802	Lin Ft	\$4.29	\$3,439
4	6" Broken White	0	Lin Ft	\$3.53	\$0
5	6" Solid White	0	Lin Ft	\$5.36	\$0
6	8" Broken White or Yellow	100	Lin Ft	\$4.83	\$483
7	8" Solid White or Yellow	100	Lin Ft	\$6.29	\$629
8	Double Yellow	2240	Lin Ft	\$8.40	\$18,826
9	Two Way Left Turn Lanes (ea line)	0	Lin Ft	\$5.59	\$0
10	Raised Pavement Markers (White or Yellow)	287	Each	\$19.65	\$5,634
11	Per Block Fees*	0	Each	\$1,358.95	\$0
12	Messages** (see page 2)	228	Sq Ft	\$16.30	\$3,716
13	Parking Stalls (Angle Stalls or "T"s)	0	Each	\$47.25	\$0
14	Bus Zones	0	Lin Ft	\$10.40	\$0
15	a. Ped Ramp Painting (inside Metro Dist.)	0	Int.	\$513.28	\$0
16	b. Ped Ramp Painting (outside Metro Dist.)	0	Int.	\$343.81	\$0
17	Color Curb Painting	100	Lin Ft	\$13.69	\$1,369
18	Staggered Yellow/White Continental Crosswalks (see page 3)		Lump Sum	-	\$11,955
19	Green Sharrow Backing - thermoplastic	0	Sq Ft	\$21.45	\$0
20	Green/Red Lane - thermoplastic	0	Sq Ft	\$21.45	\$0
21	Bike box	0	Sq Ft	\$21.45	\$0
22	Khaki paint	0	Sq Ft	\$21.45	\$0
23		0		\$0.00	\$0

Labor: \$46,240

Mat'ls: \$11,560

Total: \$52,525

Added 10% Contingency = \$57,800

Labor: 80%, Materials: 20%

CALCULATION FOR RAISED PAVEMENT MARKERS

	Spacing,ft	Qty/Spacing	Total Qty
for 4" Broken White/Yellow	48	2	55
for 4" Solid White	24	1	33
for 8" Broken White	30	1	3
for 8" Solid White	24	2	8
for Double Yellow	24	2	187
for 2-Way Left Turn Lanes (ea line)	48	3	0
Total:			287

*Per Block Fees = Normalized Striping Costs per block for a project with limited striping painted at several scattered locations.

**Note: For Methacrylate spray material messages please see table below. Formula is already embedded to take into account this table.

STRIPING RESTORATION COST ESTIMATE (PAGE 2 OF 3)

14th Street Road Diet (Castro Street to Sanchez Street)

DATE: 8/23/2021

SPEC: N/A

DEPT CODE: 207965

Computed by: J. Tom
Checked by: E. Tsui

Item No.	Message or Arrow	Quantity	Sq Ft for Ea.	Total Area
1	Type I Straight Arrow (10')	0	14	0
2	Type IV Left/Right Arrow (8')	2	15	30
3	Type III Left/Right Arrow (24')	0	42	0
4	Type VII Straight+Lt/Rt Arrow (13')	0	27	0
5	Type V Straight Arrow (24')	0	33	0
6	Type VI Merge Arrow (10')	0	24	0
7	HOV (Diamond) Symbol (12')	0	11	0
8	Handicap Parking Symbol (4')	0	4	0
9	Bike Lane Symbol (78")	0	14	0
10	STOP (8')	9	22	198
11	LANE (8')	0	24	0
12	NO	0	5	0
13	LEFT	0	19	0
14	RIGHT	0	26	0
15	TURN	0	24	0
16	SIGNAL	0	32	0
17	DO / coach (muni, black letters on yellow)	0	5	0
18	NOT	0	18	0
19	ENTER	0	31	0
20	YIELD	0	24	0
21	ONE	0	20	0
22	WAY	0	20	0
23	AHEAD	0	31	0
24	KEEP	0	24	0
25	CLEAR	0	27	0
26	Bike SHARROW Symbol	0	14	0
27	SLOW	0	23	0
28	SCHOOL	0	35	0
29	XING	0	21	0
30	PED	0	18	0
31	BUS	0	20	0
32	ONLY	0	22	0
33	STREET	0	35	0
34	Yield Teeth (Typically 3 per lane)	0	3	0
35	BUS STOP (5')	0	23	0
36	MISCELLENIOUS MESSAGES	0	0	0

Total Area of Messages (in square feet)

---->

228
sq ft

Methacrylate Spray Material Messages

1	Less than 100 sq ft	\$16.30 / sq ft
2	Between 100 and 200 sq ft	\$11.41 / sq ft
3	More than 200 sq ft	\$8.15 / sq ft

STRIPING RESTORATION COST ESTIMATE (PAGE 3 OF 3)

14th Street Road Diet (Castro Street to Sanchez Street)

DATE: 8/23/2021

SPEC: N/A

DEPT CODE: 207965

Computed by:	J. Tom
Checked by:	E. Tsui

Cost per LF of 24" Solid Yellow or White:

\$8.74

No.	Location.	Width	Length of One Leg (ft)	No. of Crosswalks	Total
1	14th Street and Noe Street	19.00	46.00	4	5977.71
2	14th Street and Sanchez Street	19.00	46.00	4	5977.71
3		0.00	0.00	0	0.00
4		0.00	0.00	0	0.00
5		0.00	0.00	0	0.00
6		0.00	0.00	0	0.00
7		0.00	0.00	0	0.00
8		0.00	0.00	0	0.00
9		0.00	0.00	0	0.00
10		0.00	0.00	0	0.00
11		0.00	0.00	0	0.00
12		0.00	0.00	0	0.00
13		0.00	0.00	0	0.00
14		0.00	0.00	0	0.00
15		0.00	0.00	0	0.00
16		0.00	0.00	0	0.00
17		0.00	0.00	0	0.00
18		0.00	0.00	0	0.00
19		0.00	0.00	0	0.00
20		0.00	0.00	0	0.00
21		0.00	0.00	0	0.00
22		0.00	0.00	0	0.00
23		0.00	0.00	0	0.00
24		0.00	0.00	0	0.00
25		0.00	0.00	0	0.00
Total:					\$11,955

SIGN SHOP SUPPORT ESTIMATE

14th Street Road Diet (Castro Street to Sanchez Street)

DATE: 8/23/2021
SPEC: N/A
DEPT CODE: 207965

SIGN INSTALLATION (Labor and Materials)

No.	Description	Estimated Signs	Unit	Unit Price	Extension
1	BACK-IN ANGLE PARKING	8	Each	\$200.00	\$1,600.00
2	PARK PARALLEL	3	Each	\$200.00	\$600.00
3	LEFT LANE MUST TURNLEFT	2	Each	\$200.00	\$400.00
4		0	Each	\$200.00	\$0.00

Sub-total

\$2,600.00

OTHER INSTALLATION (Labor and Materials)

No.	Description	Quantity	Unit	Unit Price	Extension
1	Wheel Stops (4" x 6" x 48" - Rubber)	0	Each	\$415.51	\$0.00
2	3.5" x 5.5" x 18" Pavement Bars (concrete)	0	Bar ft	\$83.10	\$0.00
3	Quick Curb*		LF		\$0.00
4					

Sub-total

\$0.00

Total Cost:	\$2,600
+10% Contingency:	\$260
TOTAL:	\$2,900

* Need estimate from SSD Livable Streets (J Chimento)

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	14th Street Road Diet [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$60,700	Total PROP K Recommended	\$60,700

SGA Project Number:		Name:	14th Street Road Diet [NTIP Capital]
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2023
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	Total
PROP K EP-138	\$30,000	\$30,700	\$0	\$0	\$0	\$60,700

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. With the first QPR (due January 2022) Sponsor shall provide 2-3 photos of typical before conditions; on completion of the project Sponsor shall provide 2-3 photos of completed work.

Notes

1. Progress reports will be shared with the Commissioner of the relevant supervisorial district for this NTIP project.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	0.0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	21.12%	No TNC TAX	No PROP AA

E6-10

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	14th Street Road Diet [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$60,700
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

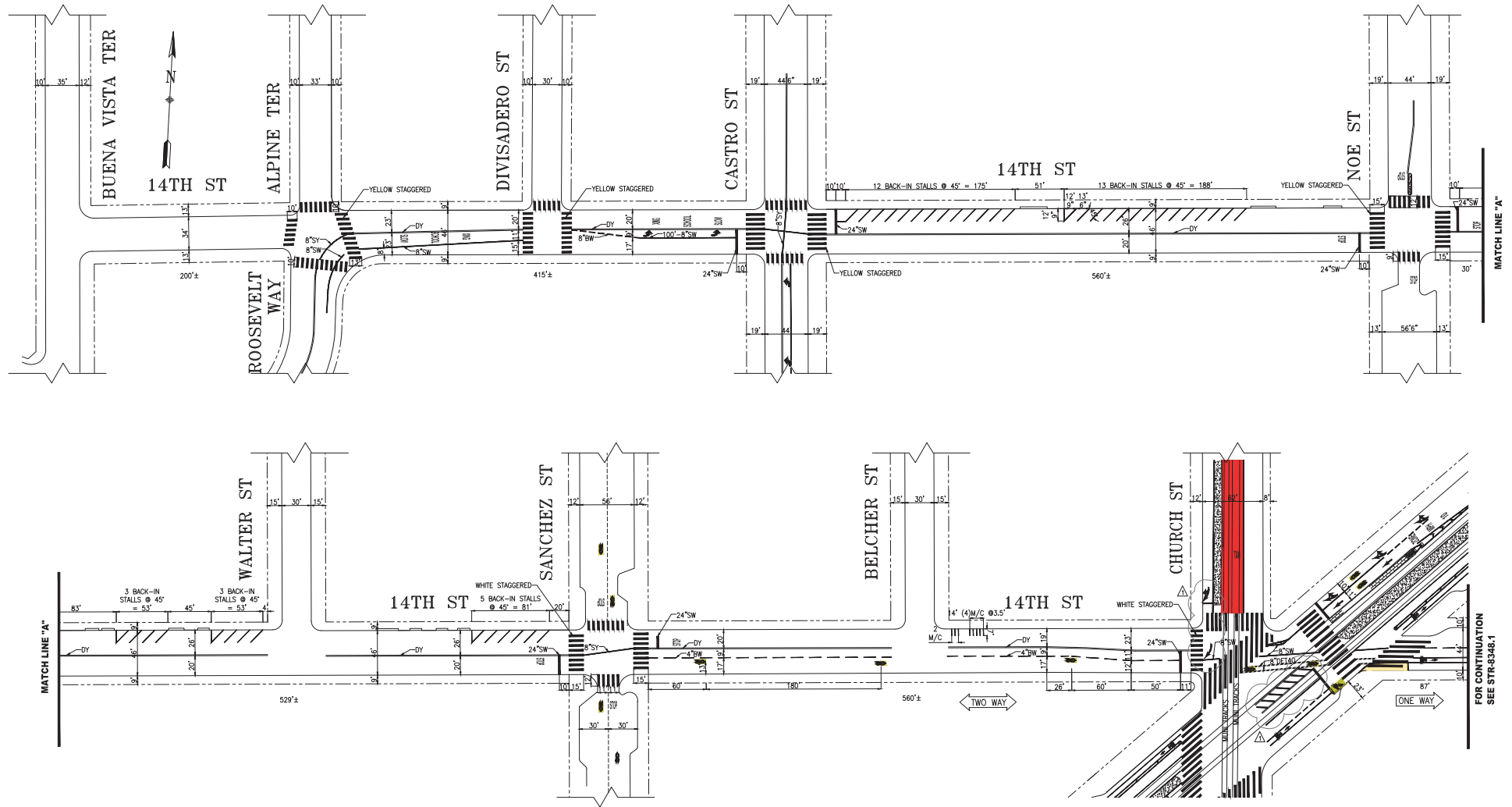
MJ

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Jeffrey Tom	Joel C Goldberg
Title:	Engineer	Grants Procurement Manager
Phone:	(415) 646-4315	(415) 646-2520
Email:	jeffrey.tom@sfmta.com	joel.goldberg@sfmta.com

DRAFT — ROAD DIET

Proposed Striping



NO.	DATE	DESCRIPTION	BY	APP
1	04/16/2020	REMOVED EB LANE, ADDED BACK-IN STALLS FROM CASTRO TO SANCHEZ	D. ALABA	B. TANNER
2	04/16/2020	ADDED RT ARROW SB, WIDENED ARROWS SB @ 14TH & REMOVED LT POCKET		

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



SFMTA



SUPERSEDES: STR-2262.1 REV27	APPROVED
DRAWN: T. ABDALLAH	THOMAS P. POLKS 04/29/2020
CHECKED: B. WOO	DATE: 04/16/2020
	DATE: 04/16/2020

SCALE: 1" = 50'	SHEET/SHEETS: 1 OF 2
DATE: 04/16/2020	DATE: 04/16/2020

TRAFFIC STRIPING	CONTRACT NO. XXXXX
14TH STREET	DRAWING NO. STR-8348
BUENA VISTA AVENUE TO MARKET STREET	FILE NO. XXXXX
	REV. NO. 2

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Schools Engineering Program FY21/22 Cycle
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Traffic Calming
Current PROP K Request:	\$925,000
Supervisory District	Citywide

REQUEST

Brief Project Description

Schools engineering is an annual program within San Francisco's Safe Routes to School program. Scope of work includes the planning, design and construction of signage and pavement marking upgrades and traffic calming measures at various school sites citywide. This program cycle consists of two sub-programs: 1) School Traffic Operations Signage and Markings at up to 35 schools citywide; and 2) School Loading Zone Traffic Calming on up to 15 residential streets where school loading zones exist. SFMTA also will complete 6 delayed Walk Audits from previous cycles (funded by prior allocations).

Detailed Scope, Project Benefits and Community Outreach

See attached scope description.

Project Location

K-12 schools citywide

Project Phase(s)

Planning/Conceptual Engineering (PLAN), Design Engineering (PS&E), Construction (CON)

Justification for Multi-phase Request

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

5YPP/STRATEGIC PLAN INFORMATION

E6-14

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$925,000

The San Francisco Municipal Transportation Agency (SFMTA) requests an allocation of \$925,000 in Prop K funds for the Schools Engineering Program FY21/22 Cycle. This allocation will fund planning, design and construction of:

- **School Traffic Operations Signage and Markings Sub-Program:** New and upgraded signage and pavement/curb markings at up to 35 school sites citywide; and
- **School Loading Zone Traffic Calming Sub-Program:** Traffic calming measures on loading zone streets at up to fifteen K-12 schools in San Francisco.

Note the following for the **School Walk Audits Sub-Program:** This sub-program was included in the two previous allocations; however, the SFMTA does not recommend including a new round of Walk Audits as part of this allocation request to allow time for staff to complete six Walk Audits from the FY19 and FY20 program cycles that have been delayed by the COVID-19 pandemic and associated school closures. SFMTA anticipates resuming this sub-program on an annual basis in the FY22/23 program cycle, when five new school sites will be selected.

San Francisco Safe Routes to School Program (SF-SRTS)

In July 2019, the SFMTA transitioned into the role of program lead for the SF-SRTS Non-Infrastructure Program, which was intended to strengthen the connection between the city's various engineering and non-infrastructure efforts.

The overall City SF-SRTS Program is delivered through a partnership composed of four City Agencies (SF Environment, SFMTA, San Francisco Department of Public Health (DPH), and SFUSD) and four local non-profit partners (San Francisco Bicycle Coalition, Walk San Francisco, Tenderloin Safe Passage, and the YMCA's Y-bike program).

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

Schools Engineering Program

For the purposes of SF-SRTS, “Engineering” is used to describe planning work and physical engineering. The scope of this FY21/22 Schools Engineering program cycle fund request includes all K-12 schools in San Francisco (public and private) and is focused on two distinct areas of work (the School Traffic Operations Signage and Markings Sub-Program and the School Loading Zone Traffic Calming Sub-Program) to create a safer on-street environment. Work in this program is both proactive and responsive. Proactive work will identify potential problem areas to address while engaging communities for added input and review, including students and families. The responsive work will follow a more traditional approach of responding to community concerns as they are raised.

Under the management of the SFMTA’s Livable Streets subdivision, this program has reintroduced school-area walk audits (not included in this allocation request), where school communities can walk the neighborhood around a school with SFMTA staff, to collaboratively identify safety and traffic operations issues. Once issues are identified, a plan will be put into place for mitigations that can be implemented relatively quickly to address these concerns.

School Traffic Operations Signage and Markings Sub-Program

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

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

Based on the above analysis, the SFMTA will design upgraded or new pavement/curb markings and signage. For the FY18/19 cycle, the first year of the Schools Engineering program, the SFMTA evaluated 33 school sites and issued approximately 43 work orders for improvements. For the FY19/20 program cycle, which is still ongoing, SFMTA estimates up to 41 school sites will be improved through signage and/or markings. See attachment for the list of locations and status of implementation for the FY18/19 and FY19/20 program cycles.

For the current FY21/22 cycle request the SFMTA will also review and implement new/upgraded markings and signage at the school sites along with traffic calming

measures, implemented as part of the School Loading Zone Traffic Calming Sub-Program, as further detailed below.

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

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

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

School Loading Zone Traffic Calming Sub-Program

For the FY18/19 cycle, which was the first year of the Schools Engineering program, the SFMTA evaluated 20 school sites and constructed 31 traffic calming measures. For the FY 19/20 program cycle the SFMTA evaluated 21 school sites and has recommended 30 traffic calming measures for implementation – at the time of this writing, those measures are being legislated, after which they will be handed off to Public Works or an as-needed private contractor for construction. See attachment for the list of locations and status of implementation for the FY18/19 and FY19/20 program cycles.

For the current FY21/22 cycle request the SFMTA will again establish a citywide list of school sites in priority order for traffic calming measure improvements (see below for evaluation factors). The School Loading Zone Traffic Calming sub-program will allow the SFMTA to refine and verify this list annually, coordinate efforts with the School Walk Audits sub-program, develop a subset of school site priorities with appropriate traffic calming measures, and ultimately deliver those measures.

Prioritized school sites on the citywide list will be identified based on collision and enrollment data as well as observed traffic speeds. Collision data is from TransBASE, a collision database developed by the Department of Public Health in collaboration with SFMTA, the San Francisco Police Department, and the Office of the Controller. Enrollment data is gathered from SFUSD for public schools, and from schools directly or from the California Department of Education for private schools. The SFMTA will ensure geographic equity by prioritizing measures at the highest-ranking school site in each of the 11 supervisorial districts first, then installing measures at the next highest-ranking sites citywide.

Outreach: During the planning phase, SFMTA will outreach to residents near the school site (residents of blocks where traffic calming measures are being proposed) to inform them of the project, as well as school staff and SFUSD more generally. The SFMTA will

also perform outreach to other stakeholders, including the San Francisco Fire Department, Muni, and SFMTA Accessible Services.

Design: Once the project list is established as part of the planning phase, SFMTA staff will complete design for each of the proposed traffic calming measures and carry each measure through the SFMTA legislation review and approval process, which includes the Transportation Advisory Staff Committee (TASC) and an SFMTA Engineering Public Hearing for final approval and environmental clearance. Outreach during the design phase will consist of targeted communication with fronting property owners where necessary and the standard public notification process associated with Engineering Public Hearings.

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

School Walk Audits Sub-Program

As stated above, the SFMTA does not recommend including a new round of Walk Audits as part of this allocation request, which will allow time for staff to complete six Walk Audits from the FY19 and FY20 program cycles that have been delayed by the COVID-19 pandemic and associated school closures. SFMTA anticipates resuming this sub-program on an annual basis in the FY22/23 program cycle, when five new school sites will be selected. See attachment for the list of locations and status of implementation for the FY18/19 program cycle. SFMTA is currently developing the FY19/20 Walk Audit school list.

Schools Engineering Program Summary

The following table summarizes the approximate number of sites to be evaluated and the approximate number of engineering measures to be constructed as part of the FY21/22 program cycle:

Schools Engineering Program Sub-Program	# School Sites Evaluated (approximately)	# Measures Constructed (approximately)
School Traffic Operations Signage & Markings	35	105
School Loading Zone Traffic Calming	15 ⁽¹⁾	35 ⁽²⁾
School Walk Audits Sub-Program will resume with the FY22/23 program cycle.		

⁽¹⁾ Assumes ten schools with one block each and five with two blocks each.

⁽²⁾ Assumes fifteen blocks with two measures each and five with one measure each.

Of the total amount requested:

- **Planning/Preliminary Engineering:** \$82,500 will fund planning efforts, including:
 - Site visits and data collection efforts, including up to 25 speed surveys
 - Develop preliminary designs for signage/markings upgrades and traffic calming devices
- **Design:** \$82,500 will fund design efforts, including:
 - Targeted community outreach and ongoing communication
 - Finalize recommended signage/markings upgrades and traffic calming measures
 - Review and approval process including environmental clearance (legislation)
 - Prepare and update striping drawings
 - Prepare and submit work orders
- **Construction:** \$760,000 will fund construction efforts, including:
 - Pre-mark devices in the field
 - Construction by SFPW and/or private contractor where needed to supplement SFPW's capacity

E6-20

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Schools Engineering Program FY21/22 Cycle
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2022	Oct-Nov-Dec	2022
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2022	Jan-Feb-Mar	2023
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2022		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2024
Project Completion (means last eligible expenditure)			Apr-May-Jun	2024

SCHEDULE DETAILS

No specific outreach events are planned or anticipated, however, targeted outreach for each sub-program will occur as described in the project scope.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Schools Engineering Program FY21/22 Cycle
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-138: Traffic Calming	\$0	\$925,000	\$0	\$925,000
Phases In Current Request Total:	\$0	\$925,000	\$0	\$925,000

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$82,500	\$82,500	Based on prior similar work
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$82,500	\$82,500	Based on prior similar work
Construction	\$760,000	\$760,000	Based on prior similar work
Operations	\$0		
Total:	\$925,000	\$925,000	

% Complete of Design:	0.0%
As of Date:	08/20/2021
Expected Useful Life:	30 Years

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

Project Name: Schools Engineering Program - FY21/22 Cycle

MAJOR LINE ITEM BUDGET

I. BUDGET SUMMARY BY PHASE

	SFMTA STAFF LABOR	CONTRACTS & SERVICES	CONSTRUCTION COSTS	TOTAL PROJECT COSTS	CURRENT REQUEST
A. PLANNING & PRELIMINARY ENGINEERING	\$ 75,000	\$ 7,500	\$ -	\$ 82,500	\$ 82,500
B. DETAILED DESIGN	\$ 82,500	\$ -	\$ -	\$ 82,500	\$ 82,500
C. CONSTRUCTION & CONSTRUCTION SUPPORT	\$ 163,000	\$ -	\$ 597,000	\$ 760,000	\$ 760,000
GRAND TOTALS	\$ 320,500	\$ 7,500	\$ 597,000	\$ 925,000	\$ 925,000

FTE = Full Time Equivalent; MFB = Mandatory Fringe Benefits

A. PLANNING & PRELIMINARY ENGINEERING

Position	FY22 Hourly Rate	FY22 Annual Salary	FY22 MFB Per FTE	FY22 Salary + MFB	FY22 Overhead Cost	FY22 Fully Burdened Labor Cost	FY22 Fully Burdened Hourly Rate	Hours	FTE	Cost
Sr. Engineer (5211)	\$ 96.2750	\$ 200,252	\$ 72,075	\$ 272,327	\$ 206,789	\$ 512,237	\$ 246.27	4	0.002	\$ 985
Engineer (5241)	\$ 83.2000	\$ 173,056	\$ 64,520	\$ 237,576	\$ 180,217	\$ 446,416	\$ 214.62	40	0.019	\$ 8,512
Associate Engineer (5207)	\$ 71.8500	\$ 149,448	\$ 57,962	\$ 207,410	\$ 157,151	\$ 389,279	\$ 187.15	330	0.158	\$ 61,667
Engineering Associate (5366)	\$ 57.9750	\$ 120,588	\$ 50,535	\$ 171,123	\$ 129,353	\$ 320,422	\$ 154.05	25	0.012	\$ 3,836
								398	0.191	
A. Planning/Preliminary Engineering LABOR SUBTOTAL										\$ 75,000

Contracts & Services	Unit Cost	# Units	Total
Speed Surveys	\$ 300	25	\$ 7,500
Outreach Materials	\$ 2,500	0	\$ -
SERVICE CONTRACT SUBTOTAL			\$ 7,500

B. DETAILED DESIGN

Position	FY22 Hourly Rate	FY22 Annual Salary	FY22 MFB Per FTE	FY22 Salary + MFB	FY22 Overhead Cost	FY22 Fully Burdened Labor Cost	FY22 Fully Burdened Hourly Rate	Hours	FTE	Cost
Sr. Engineer (5211)	\$ 96.2750	\$ 200,252	\$ 72,075	\$ 272,327	\$ 206,789	\$ 512,237	\$ 246.27	5	0.002	\$ 1,231
Engineer (5241)	\$ 83.2000	\$ 173,056	\$ 64,520	\$ 237,576	\$ 180,217	\$ 446,416	\$ 214.62	34	0.016	\$ 7,234
Associate Engineer (5207)	\$ 71.8500	\$ 149,448	\$ 57,962	\$ 207,410	\$ 157,151	\$ 389,279	\$ 187.15	375	0.180	\$ 70,183
Engineering Associate (5366)	\$ 57.9750	\$ 120,588	\$ 50,535	\$ 171,123	\$ 129,353	\$ 320,422	\$ 154.05	25	0.012	\$ 3,851
								439	0.211	
B. Detailed Design LABOR SUBTOTAL										\$ 82,500

C. CONSTRUCTION & CONSTRUCTION SUPPORT

Position	FY22 Hourly Rate	FY22 Annual Salary	FY22 MFB Per FTE	FY22 Salary + MFB	FY22 Overhead Cost	FY22 Fully Burdened Labor Cost	FY22 Fully Burdened Hourly Rate	Hours	FTE	Cost
Sr. Engineer (5211)	\$ 96.2750	\$ 200,252	\$ 72,075	\$ 272,327	\$ 206,789	\$ 512,237	\$ 246.27	25	0.012	\$ 6,157
Engineer (5241)	\$ 83.2000	\$ 173,056	\$ 64,520	\$ 237,576	\$ 180,217	\$ 446,416	\$ 214.62	75	0.036	\$ 16,097
Associate Engineer (5207)	\$ 71.8500	\$ 149,448	\$ 57,962	\$ 207,410	\$ 157,151	\$ 389,279	\$ 187.15	625	0.301	\$ 117,020
Assistant Engineer (5203)	\$ 61.7375	\$ 128,414	\$ 52,748	\$ 181,162	\$ 137,026	\$ 339,427	\$ 163.19	145	0.070	\$ 23,726
								871	0.419	
C. Construction Support LABOR SUBTOTAL										\$ 163,000

Construction	Unit Cost	# Units	Total	Notes
Asphalt Raised Crosswalk	\$ 15,500.00	2	\$ 31,000	Engineer's estimate based on prior similar work
Speed Table	\$ 14,500.00	1	\$ 14,500	Engineer's estimate based on prior similar work
Speed Hump/Cushion	\$ 12,500.00	30	\$ 375,000	Engineer's estimate based on prior similar work
Traffic Island	\$ 9,500.00	2	\$ 19,000	Engineer's estimate based on prior similar work
Traffic Sign/Striping/Curb Paint	\$ 1,500.00	105	\$ 157,500	Engineer's estimate based on prior similar work
CONSTRUCTION SUBTOTAL			\$ 597,000	

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Schools Engineering Program FY21/22 Cycle
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$925,000	Total PROP K Recommended	\$925,000

SGA Project Number:		Name:	Schools Engineering Program FY21/22 - Planning
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2023
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	Total
PROP K EP-138	\$0	\$82,500	\$0	\$0	\$0	\$82,500

Deliverables

1. Quarterly progress reports (QPRs) shall: provide the percent complete for planning; provide updated draft lists of ranked locations and recommended improvements for each of the two engineering focus areas: Traffic Operations Signage and Markings and Loading Zone Traffic Calming; describe outreach performed the prior quarter and planned for the upcoming quarter (e.g. list of schools contacted, schools with surrounding neighbors contacted, etc); describe the results of site visit evaluations; and describe the project development activities performed in the prior quarter in addition to the standard requirements for QPRs (see Standard Grant Agreement for details).

2. On completion of the planning phase (anticipated December 2022), SFMTA will provide the citywide prioritized list of schools with recommended treatments (e.g. list of improvements by school) for each of the two engineering focus areas: Traffic Operations Signage and Markings and Loading Zone Traffic Calming.

SGA Project Number:		Name:	Schools Engineering Program FY21/22 Cycle - Design
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2023
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	Total
PROP K EP-138	\$0	\$60,000	\$22,500	\$0	\$0	\$82,500

Deliverables

E6-24

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

2. Upon completion of design (anticipated March 2023), provide evidence of 100% design (e.g. signed work orders) for all locations.

SGA Project Number:		Name:	Schools Engineering Program FY21/22 Cycle - Construction
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	03/31/2025
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	Total
PROP K EP-138	\$0	\$160,000	\$500,000	\$100,000	\$0	\$760,000

Deliverables

1. Quarterly progress reports will provide the percent complete for construction, include a list of locations with improvements completed in the previous quarter, including the types of improvements at each location and 2 - 3 digital photos of work in progress or completed work, and a list of locations and improvements anticipated to be constructed in the upcoming quarter, in addition to the standard requirements for QPRs (see Standard Grant Agreement for details).

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	0.0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	0.0%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Schools Engineering Program FY21/22 Cycle
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$925,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

MJ

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Damon Curtis	Joel C Goldberg
Title:	Project Manager	Grants Procurement Manager
Phone:	(415) 701-4674	(415) 646-2520
Email:	damon.curtis@sfmta.com	joel.goldberg@sfmta.com

E6-26

19-011 138-907119-21 Schools Engineering Program (SFMTA-070)

Sub-Program: Traffic Operations - New and Upgraded Signage and Markings

No	School Name	Supv. Dist.	Work Order Number	Date	Sign shop	Curb Paint	Paint Shop
1	Longfellow ES	11	19-7188	02/01/2019	1		
2	Epiphany ES	11	19-7216	02/08/2019	1		
3	Edwin and Anita Lee Newcomer	3	19-7279	02/22/2019	1		
4	Spring Valley Science ES	3	19-7296	02/25/2019	1	1	1
5	Garfield ES	3	19-7298	02/27/2019	1	1	
6	Jefferson ES	4	19-7315	03/04/2019	1		
7	Hillcrest ES	9	19-7350	03/08/2019		1	
8	Jean Parker ES	3	19-7362	03/12/2019	1	1	
9	Alta Vista School	9	19-7382	03/14/2019	1		
10	Grattan ES	5	19-7420	03/18/2019	1	1	1
11	Leadership HS	11	19-7539	04/10/2019	1	1	
12	Rooftop Burnett Campus	8	19-7540	04/12/2019	1	1	
13	Jefferson CDC	4	19-7584	04/19/2019	1	1	
14	Dolores Huerta ES	8	19-7596	04/23/2019	1	1	1
15	Sherman ES	2	19-7590	04/23/2019	1		
16	Archbishop Riordan HS	7	19-7601	04/24/2019	1		1
17	Starr King ES	10	19-7609	04/25/2019	1		
18	Longfellow ES	11	19-7636	05/01/2019	1		
19	Longfellow ES	11	19-7637	05/01/2019	1		
20	Longfellow ES	11	19-7647	05/02/2019	1		
21	Spring Valley ES	3	19-7706	05/16/2019			1
22	visitacion valley ms	10	19-7707	05/16/2019			1
23	Epiphany ES	11	19-7918	06/13/2019	1		1
24	Town School for Boys	2	19-7924	06/14/2019		1	
25	Hamlin School	2	19-8094	07/16/2019		1	
26	Hamlin School	2	19-8097	07/16/2019	1	1	
27	Monroe ES	11	19-8103	07/17/2019	1		
28	Mission HS	8	19-7964	07/30/2019	1		1
29	Commodore Sloat ES	7	19-8262	08/13/2019			1
30	Clarendon ES	7	19-8263	08/14/2019	1		
31	Balboa HS	11	19-7970	08/15/2019	1		1
32	James Denman MS	11	19-7970	08/15/2019	1		1
33	Leadership HS	11	19-7970	08/15/2019	1		1
34	Paul Revere School	9	19-7756	08/20/2019	1	1	
35	Jefferson ES	4	19-7911	08/21/2019	1		
36	Jefferson ES	4	19-8270	08/21/2019	1		
37	n/a-44th Ave/Lawton St	n/a	19-8368	09/09/2019		1	
38	Harvey Milk Civil Rights Academic ES	6	19-8388	09/12/2019	1	1	
39	Kittredge School	1	19-8140	09/13/2019		1	
40	E.R. Taylor ES	9	19-8491	10/01/2019	1	1	
41	George Peabody ES	1	19-8494	10/01/2019	1		
42	De Marillac Academy	6	19-8519	10/05/2019	1		1
43	Spring Valley ES	3	19-8518	10/05/2019	1		
44	John O'Connell HS	9	19-8591	10/21/2019	1		1
45	Brandeis Hillel School	7	19-8650	11/04/2019	1		1

NOTES:

1. All work is complete

19-011 138-907119-21 Schools Engineering Program (SFMTA-070)

Sub-Program: School Loading Zone Traffic Calming

No	School Name	Supv. Dist.	Zone	Primary Street	Cross Street 1	Cross Street 2	Street Width	Traffic Calming Device Type	Number of Devices	Completion Date
1	Tenderloin Community	5	–	Hickory St	Gough St	Franklin St	21'	Raised Crosswalk	1	4/14/2021
2	Francisco MS	3	SBLZ	Francisco St	Powell St	Stockton St	38'	Speed Hump	2	3/30/2021
3	Mission HS	7	–	Eucalyptus Dr	Forest View Dr	Inverness Dr	40'	Raised Crosswalk	1	3/2/2021
4	Spring Valley ES	3	–	Washington St	Hyde St	Larkin St	29'	Speed Cushion	2	7/31/2020
5	A.P. Giannini MS	4	SBLZ/PLZ	Ortega St	38th Ave	39th Ave	50'	Speed Hump	1	7/30/2020
6	Sacred Heart Cathedral Prep	4	SBLZ/PLZ	Ortega St	37th Ave	38th Ave	50'	Speed Hump	1	7/30/2020
7	James Lick MS	8	–	18th St	Church St	Dolores St	40'	Speed Cushion	2	7/29/2020
8	Buena Vista Horace Mann	8	SBLZ	Noe St	25th St	Clipper St	45'	Speed Hump	1	7/28/2020
9	Hillcrest ES	9	–	Bartlett St	23rd St	24th St	30'	Speed Hump	2	7/28/2020
10	Balboa HS	10	–	Missouri St	19th St	20th St	50'	Speed Hump	2	7/27/2020
11	Balboa High	11	SBLZ	Otsego Ave	Oneida Ave	Onondaga Ave	40'	Speed Hump	2	7/27/2020
12	Lakeshore Alternative ES	6	SBLZ	Elm St	Van Ness Ave	Polk St	21'	Speed Hump	2	7/23/2020
13	Galileo High	2	SBLZ	Francisco St	Polk St	Van Ness Ave	39'	Speed Hump	2	7/22/2020
14	French American Int'l School	5	–	Ellis St	Franklin St	Gough St	44'	Speed Hump	2	7/22/2020
15	Marina MS	2	ADA	Fillmore St	Chestnut St	Bay St	28'	Speed Cushion	2	7/21/2020
16	Abraham Lincoln HS	4	–	24th Ave	Quintara St	Rivera St	40'	Speed Hump	2	7/17/2020
17	Lowell HS	7	–	Middlefield Dr	Eucalyptus Dr	Lake Merced Bl	35'	Speed Hump	1	7/17/2020
18	George Washington HS	1	–	32nd Ave	Balboa St	Anza St	40'	Speed Cushion	2	7/16/2020
19	Visitacion Valley ES	9	–	Yale St	Silver Ave	Silliman St	40'	Speed Hump	1	6/30/2020
20	Daniel Webster ES	10	SBLZ	Visitacion Ave	Cora St	Schwerin St	36'	Speed Cushion	2	6/19/2020
Total									33	

NOTES:

1) All work is complete

E6-28

19-011 138-907119-21 Schools Engineering Program (SFMTA-070)

Sub-Program: School Walk Audits

No	School Name	Supervisor District	Notes/Updates
1	Rosa Parks	5	Walk audits completed; draft final report prepared and distributed to participants and school representatives for review and comment
2	Tenderloin ES	6	Walk audits completed; draft final report prepared and distributed to participants and school representatives for review and comment
3	Martin Luther King Jr MS	9	Walk audits completed; draft final report prepared and distributed to participants and school representatives for review and comment
4	Mission HS	8	Walk audits completed; draft final report prepared and distributed to participants and school representatives for review and comment
5	Galileo HS	2	Walk audit will be scheduled in the fall when schools resumes fulltime in-person instruction

NOTES:

1) Walk Audits are effectively on hold until fall 2021 when we expect SFUSD schools to resume fulltime in-person instruction

20-033 138-907144-46 Schools Engineering Program (SFMTA-097)**Sub-Program: Traffic Operations - New and Upgraded Signage and Markings**

No	Date	School Name	Supervisor District	Work Order Number	Sign Shop	Curb Paint	Paint Shop
1	tbd	Argonne ES	1	tbd	X	X	—
2	tbd	George Peabody ES	1	tbd	X	X	—
3	tbd	Lafayette ES	1	tbd	X	X	—
4	tbd	Frank McCoppin ES	1	tbd	X	X	—
5	tbd	Presidio MS	1	tbd	X	X	—
6	tbd	Claire Lilienthal ES - Scott Campus	2	tbd	X	X	—
7	tbd	Roosevelt MS	2	tbd	X	X	—
8	tbd	Redding ES	3	tbd	X	X	—
9	tbd	Dianne Feinstein ES	4	tbd	X	X	—
10	tbd	Jefferson ES	4	tbd	X	X	—
11	tbd	Robert Louis Stevenson ES	4	tbd	X	X	—
12	tbd	AP Giannini MS	4	tbd	X	X	—
13	tbd	Chinese Immersion School at DeAvila ES	5	tbd	X	X	—
14	tbd	Sherman ES	6	tbd	X	X	—
15	tbd	Miraloma ES	7	tbd	X	X	—
16	tbd	West Portal ES	7	tbd	X	X	—
17	tbd	Alice Fong Yu Alternative School (K-8)	7	tbd	X	X	—
18	tbd	Sunnyside ES	7	tbd	X	X	—
19	tbd	Aptos MS	7	tbd	X	X	—
20	tbd	Herbert Hoover MS	7	tbd	X	X	—
21	tbd	Rooftop ES & MS - Mayeda Campus	8	tbd	X	X	—
22	tbd	Sanchez ES	8	tbd	X	X	—
23	tbd	Dolores Huerta ES	8	tbd	X	X	—
24	tbd	Everett MS	8	tbd	X	X	—
25	tbd	James Lick MS	8	tbd	X	X	—
26	tbd	Mission HS	8	tbd	X	X	—
27	tbd	E.R. Taylor ES	9	tbd	X	X	—
28	tbd	Hillcrest ES	9	tbd	X	X	—
29	tbd	Leonard R. Flynn ES	9	tbd	X	X	—
30	tbd	Starr King ES	9	tbd	X	X	—
31	tbd	Cesar Chavez ES	9	tbd	X	X	—
32	tbd	George Moscone ES	9	tbd	X	X	—
33	tbd	Junipero Serra ES	9	tbd	X	X	—
34	tbd	Paul Revere ES	9	tbd	X	X	—
35	tbd	Daniel Webster ES	10	tbd	X	X	—
36	tbd	Dr. Charles R. Drew College Preparatory Academy ES	10	tbd	X	X	—
37	tbd	El Dorado ES	10	tbd	X	X	—
38	tbd	Dr. George Washington Carver ES	10	tbd	X	X	—
39	tbd	Visitation Valley ES	10	tbd	X	X	—
40	tbd	Thurgood Marshall Academic HS	10	tbd	X	X	—
41	tbd	Longfellow ES	11	tbd	X	X	—

NOTES:

- 1) Field observations were performed in Q4-FY21 to gather as much preliminary information as possible even though schools were only partially reopened.
- 2) Work orders are considered submitted on the date listed; work is typically completed within 2-3 months.

E6-30

20-033 138-907144-46 Schools Engineering Program (SFMTA-097)

Sub-Program: School Loading Zone Traffic Calming

No	School Name	Supervisor District	Loading Zone Type	Primary Street	Cross Street 1	Cross Street 2	Street Width	Traffic Calming Device Type	Quantity	Notes
1	George Peabody ES	1		6th Ave	California St	Clement St		Speed Cushion	2	
2	Presidio MS	1	SBLZ	30th Ave	Clement St	Geary Blvd		Speed Hump	2	
3	Drew School	2		Broderick St	Pine St	California St		Speed Hump	1	
4	Roosevelt MS	2		Palm Ave	Euclid Ave	Geary Blvd		Speed Hump	1	
5	Sherman ES	2		Green St	Gough St	Franklin St		Speed Hump	2	
6	Town School for Boys	2		Jackson St	Divisadero St	Scott St		Speed Hump	1	
7	Jean Parker ES	3	SBLZ	Broadway	Mason St	Powell St		Speed Hump	1	or Raised Crosswalk
8	St. Ignatius College Preparatory HS	4		37th Ave	Rivera St	Quintara St		Speed Hump	2	
9	Sunset ES	4	SBLZ	41st Ave	Ortega St	Pacheco St		Speed Hump	2	
10	Gateway HS/KIPP San Francisco Bay Academy	5		Scott St	O'Farrell St	Geary Blvd		Speed Hump	1	
11	John Muir ES	5	ADA	Webster St	Oak St	Page St		Speed Hump	1	
12	San Francisco Day School (K-8)	5		Golden Gate Ave	Masonic Ave	Central Ave		Speed Hump	1	
13	Herbert Hoover MS	7	SBLZ/PLZ	14th Ave	Rivera St	Taraval St		Speed Hump	1	
14	Dolores Huerta ES	8		Randall St	Chenery St	San Jose Ave		Speed Hump	1	
15	Sanchez ES	8	DPZ	Sanchez St	16th St	17th St		Speed Hump	2	
16	Cornerstone Academy - Cambridge Campus	9		Cambridge St	Burrows St	Bacon St		Speed Hump	1	
17	Edward R. Taylor ES	9		Bacon St	Goettingen St	Somerset St		Speed Cushion	1	
18	John O'Connell HS	9	SBLZ	20th St	Treat Ave	Harrison St		Speed Hump	2	
19	Martin Luther King Jr. Academic MS	9		Girard St	Burrows St	Bacon St		Speed Hump	1	
20	St. Peter's School	9		Alabama St	24th St	25th St		Speed Hump	2	
21	Cleveland ES	11	SBLZ	Moscow St	Persia Ave	Brazil Ave		Speed Hump	2	
Total:									30	

NOTES:

1) List is preliminary and subject to change; recommended locations and improvements must be vetted with Muni and SFFD before deigns are finalized and devices can be legislated.

20-033 138-907144-46 Schools Engineering Program (SFMTA-097)**Sub-Program: School Walk Audits**

No	School Name	Supervisor District	Notes/Updates
1	tbd	tbd	tbd
2	tbd	tbd	tbd
3	tbd	tbd	tbd
4	tbd	tbd	tbd
5	tbd	tbd	tbd

NOTES:

1) In Q1-FY21 the prioritization methodology will be refreshed to develop a preliminary list of five recommended schools.

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San Francisco
County Transportation
Authority

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Treasure Island Supplemental Transportation Study [NTIP Planning]
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Transportation/Land Use Coordination
Current PROP K Request:	\$100,000
Supervisory District	District 06

REQUEST

Brief Project Description

Study including stakeholder engagement and data analysis to understand Treasure Island resident and worker transportation needs, outline recommended short-term public transit improvements and plan for supplemental transportation options to fill identified gaps in service. This could take the form of an on-demand shuttle, shared van, and/or ride-share subsidy. Each option requires more conversations with residents, workers and service providers to understand new realities after the pandemic, potential barriers to use and how to overcome those barriers.

Detailed Scope, Project Benefits and Community Outreach

Purpose:

To understand Treasure Island resident and worker transportation needs, outline recommended short-term public transit improvements and plan for supplemental transportation options to fill identified gaps in service.

Proposed Project Leads:

This project will be a partnership between SFCTA/TIMMA (the Prop K sponsor) and One Treasure Island (One TI), a non-profit community-based organization. One TI's mission is to create a vibrant, inclusive community on Treasure Island that provides pathways for economic advancement for lower-income San Franciscans, including those who have experienced homelessness (onetreasureisland.org). One TI was established in 1994, and is the umbrella organization for all of the non-profit and supportive housing providers on the Island. One TI has been TIMMA's lead partner for community outreach, engagement and communications.

Background:

Treasure Island is a unique San Francisco neighborhood where residents are reliant on travel over the Bay Bridge to access resources on the mainland. The island was identified by SFCTA as a Community of Concern where 33.7% have no access to a vehicle for off-island trips (Census Bureau American Community Survey 2019 5yr Estimates). Currently, the only public transportation option is the Muni 25 bus, which has only one stop in Downtown San Francisco.

The Island is undergoing a major redevelopment which will grow the population from approximately

E6-34

2,000 residents up to 20,000. Planned transportation improvements include a new ferry service to and from the San Francisco ferry terminal; new AC Transit bus service to and from downtown Oakland BART stations; and expanded Muni service. These transit improvements are planned to be phased in over time. In the interim prior to full project build-out, improvements to public transportation services and supplemental transportation options are needed to better serve low-income residents and workers without access or with limited access to a vehicle.

An initial survey of supportive housing providers conducted by One Treasure Island in 2019 noted limited access for lower-income residents to several key destinations such as grocery stores/shopping, recreation, schools and healthcare. The need to transfer sometimes multiple times is particularly cumbersome for those with children or carrying items such as groceries. This daily reality for Treasure Island residents signals the need for direct, on-demand service options to destinations within a designated service area in San Francisco including discount stores, major healthcare centers and schools serving island youth. This could take the form of an on-demand shuttle, shared van, and/or ride-share subsidy. Each option requires more conversations with residents, workers and service providers to understand new realities after the pandemic, potential barriers to use and how to overcome those barriers.

Schedule:

The project is anticipated to be a 6-month process beginning in Fall 2021 and concluding in Summer 2022.

Proposed Project Scope:

Task 1: Project Management

The project will be managed in partnership between SFCTA/TIMMA and One TI. Consultant procurement may include the use of one or more of the Authority's on-call consultant teams.

Task 1 Deliverables:

- *Consultant Contract(s)*
- *Refined Workplan*
- *Bi-weekly project management meetings between SFCTA/TIMMA, One TI, and selected consultant.*

Task 2: Stakeholder Engagement

The project team will engage residents and workers to understand their current travel patterns, public transit use and concerns, and supplemental transportation preferences and barriers. A transportation needs questionnaire will be developed and focus groups will be conducted with residents and workers. The questionnaire and focus groups will be offered in English, Spanish, and Chinese, with another language as optional. SFMTA will be included as a stakeholder agency regarding Muni 25 service improvements. Interested participants from stakeholder focus groups will be invited to form a working group to help review and refine preliminary recommendations.

One TI will lead this task, including stakeholder outreach, oversight of any consultants used to design the questionnaire and the focus groups, as well as oversight of questionnaire and focus group execution. The questionnaire will be distributed by various means including online and hard-copy distribution, and through intercept surveys at multiple locations on-Island. One TI will consult SFCTA for input on the questionnaire and focus group methodology and questions.

Task 2 Deliverables:

- *Stakeholder Engagement Strategy*
- *Transportation Needs Questionnaire and Results Memo*
- *Stakeholder Focus Group Meetings and Summary Memo*
- *Stakeholder Working Group Formation*

Task 3: Updated Data Collection

Treasure Island community transportation data was last collected by SFCTA in 2015. The project team will update data on resident and worker travel patterns and mode share based on the results of the questionnaire and additional research. This scope anticipates summarizing existing data (e.g., SFMTA transit ridership data, Census American Community Survey Data, and SF CHAMP travel diaries), as well as summarizing new data collected through the community questionnaire in Task 2.

SFCTA will lead this task, including oversight of any consultants used to design the data collection approach, as well as oversight of consultant data collection and summarizing. SFCTA will consult One TI for input on the data collection methodology and results.

Task 3 Deliverables:

- *Community transportation raw data and summary tables*
- *Data summary memo*

Task 4: Preliminary Findings and Recommendations

The project team will research best practices, develop recommendations for short-term improvements to public transportation, and evaluate potential supplemental transportation options to help fill gaps in public transit service. The team will present research, preliminary findings and recommendations to the stakeholder working group, TIMMA Board, TIDA Board and Citizens Advisory Board.

SFCTA will lead this task, including oversight of a consultant to provide evaluation and recommendations, with consultation and input from One TI. One TI will coordinate the stakeholder working group meeting(s).

Task 4 Deliverables:

- *Stakeholder Working Group Meeting(s)*
- *Preliminary Recommendations PowerPoint Presentation*
- *Presentations to TIMMA Board, TIDA Board and Citizens Advisory Board*

Task 5: Needs Assessment Report

The project team will create a needs assessment report including stakeholder input, updated community transportation data, and finalized recommendations for public transit improvements and supplemental transportation. The team will present a public review draft of the report to the stakeholder working group, TIMMA Board, TIDA Board and Citizens Advisory Board. The needs assessment report will be updated and finalized based on this guidance.

SFCTA will lead this task, including oversight of a consultant to prepare a Draft and Final Report, with consultation, input and review from One TI. One TI will coordinate the stakeholder working group meeting(s).

Task 5 Deliverables:

- *Administrative Draft Report*
- *Public Review Draft Report*
- *Needs Assessment PowerPoint Presentation*
- *Stakeholder Working Group Meeting*
- *Presentations to TIMMA Board, TIDA Board and Citizens Advisory Board*
- *Final Needs Assessment Report*

E6-36

Task 6: Supplementation Transportation Implementation Plan

Based on Tasks 1-5, SFCTA will complete an implementation plan that will include the cost and funding strategy to implement the preferred supplemental transportation option.

SFCTA will lead this task, including oversight of a consultant to prepare the Plan, with consultation, input and review from One TI.

Task 6 Deliverable:

- *Implementation and Funding Plan*

The Transportation Authority's Neighborhood Program (NTIP) is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other neighborhoods with high unmet needs.

Project Location

Treasure Island, SF

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$100,000
Prop AA Strategic Plan Amount:	\$0

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Treasure Island Supplemental Transportation Study [NTIP Planning]
Grant Recipient:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Nov-Dec	2021	Jul-Aug-Sep	2022
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)				

SCHEDULE DETAILS

Outreach will take place throughout the study timeframe of approximately 6 months. Outreach will be coordinated with other TIMMA activities, including toll policy adoption, ferry service planning, and AV Shuttle demonstration planning.

Schedule by Task:

Task 1, Project Management - Jan 2022 - July 2022

Task 2, Stakeholder Engagement

- Stakeholder Engagement Strategy - February 2022

- Questionnaire - March-April 2022

- Focus Groups - March-April 2022

Task 3, Data Collection - April-May 2022

Task 4, Findings and Recommendations - June 2022

Task 5, Report - July 2022

Task 6, Implementation Plan - July 2022

E6-38

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Treasure Island Supplemental Transportation Study [NTIP Planning]
Grant Recipient:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-144: Transportation/Land Use Coordination	\$0	\$100,000	\$0	\$100,000
TIDA Funds	\$0	\$0	\$100,000	\$100,000
Phases In Current Request Total:	\$0	\$100,000	\$100,000	\$200,000

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$200,000	\$100,000	previous similar project actuals
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$200,000	\$100,000	

% Complete of Design:	N/A
As of Date:	N/A
Expected Useful Life:	N/A

E6-40

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Treasure Island Supplemental Transportation Study [NTIP Planning]
Grant Recipient:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$100,000	Total PROP K Recommended	\$100,000

SGA Project Number:		Name:	
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	12/31/2022
Phase:	Planning/Conceptual Engineering	Fundshare:	50.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	Total
PROP K EP-144	\$75,000	\$25,000	\$0	\$0	\$0	\$100,000

Deliverables

1. Monthly progress reports shall include % complete of the funded phase, % complete by task, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. Task 2: Provide stakeholder engagement strategy prior to commencing stakeholder engagement (anticipated March 2022).
3. Task 2: Upon completion, provide Transportation Needs Questionnaire and Results Memo, and Stakeholder Focus Group Summary Memo
4. Task 3: Upon completion, provide Data summary memo
5. Task 4: Upon completion, provide Preliminary Recommendations PowerPoint Presentation.
6. Task 5: Upon completion, provide draft Final Report
7. Task 6: Upon completion (anticipated July 2022), provide final report, including recommendations, and a funding and implementation plan. Final report shall be presented to the CAC and Board for approval.

Notes

1. Progress reports will be shared with the Transportation Authority Board.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	50.0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	50.0%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Treasure Island Supplemental Transportation Study [NTIP Planning]
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$100,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

RH

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Rachel Hiatt	Mike Pickford
Title:	Principle Transportation Planner	Senior Transportation Planner
Phone:	(415) 522-4809	(415) 522-4822
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San Francisco
County Transportation
Authority

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Potrero Gateway Loop Pedestrian Safety Improvements
Grant Recipient:	Department of Public Works

EXPENDITURE PLAN INFORMATION

PROP AA Expenditure Plans	Prop AA Pedestrian Projects
Current PROP AA Request:	\$220,000
Supervisory District	District 10

REQUEST

Brief Project Description

Revitalize and reconnect the Potrero Hill neighborhood separated by US 101 by creating a gateway and providing a safe passageway under the freeway overpass along 17th St from Vermont St to San Bruno Ave and along Vermont St and San Bruno Ave between 17th and Mariposa Streets, locations on San Francisco's Vision Zero High Injury Network. The project will improve pedestrian, bicyclist, and motorist safety and promote public health by widening sidewalks, constructing corner bulbouts, enhancing bike lanes, installing new street trees and rain gardens, and with roadway and parking modifications.

Detailed Scope, Project Benefits and Community Outreach

Public Works seeks Prop AA funds for the construction of pedestrian, bicyclist, and motorist safety improvements along 17th Street, Vermont Street, and San Bruno Avenue in District 10. This request follows the Prop AA funded design phase work for the project, approved by the Board in May 2020. Construction improvements are as follows:

Beneath the Freeway/17th Street

The project will reconnect the neighborhood separated by the US 101 freeway by creating a gateway along 17th Street, a corridor on San Francisco's Vision Zero High Injury Network. The gateway will provide an attractive, safe passageway under a freeway overpass with the following project elements:

- Widened sidewalk & retaining wall
- Parking lane removal
- Protected bicycle lane

Vermont Street

The Vermont Street project area, with great views of the city, offers significant open space. The project will remove a lane of traffic and install wider sidewalks increasing safety along Vermont Street and at the intersection with 17th Street, a location on San Francisco's Vision Zero High Injury Network. Project elements include:

- Widened sidewalk
- Pedestrian bulb-out

E6-44

- Retaining walls and planted terraces
- Flat plaza at the corner of 17th and Vermont Streets
- Sidewalk landscaping elements
- Roadway diet (3 to 2 lanes)

San Bruno Avenue

The project will build an inviting neighborhood connection with open space and enhanced pedestrian safety at the San Bruno Avenue and 17th Street intersection, a location on San Francisco's Vision Zero High Injury Network, with a new bulb-out at the southeast corner. Project elements include:

- Pedestrian bulb-out
- Retaining walls and planted terraces
- Flat plaza at the corner of San Bruno Avenue and 17th Street
- Sidewalk landscaping elements
- Parking modifications

See attachment showing current plan set for proposed improvements.

The project was initiated by the community organization, the Potrero Gateway Loop Steering Committee, which engaged a landscape architecture firm to lead a 6-month community planning process. In 2013, the neighborhood formed the committee to create a park out of public right-of-way. A neighborhood church opened its auditorium for the neighborhood to hold four design meetings in 2014, attended by over 100 people. After the conceptual design was completed in 2015, the community held a fundraiser, the proceeds of which were used to hire a firm to provide an initial construction cost estimate. The community engaged the D10 Supervisor and Public Works assigned a Project Manager to assist the Steering Committee. Project sponsors have met with Caltrans engineers five times to provide a high-level review of the conceptual design and to determine which parts of the project would be approved by Caltrans.

SFPW has met with the Potrero Gateway Steering Committee (community organization championing improvements in the area) and Dogpatch & NW Potrero Hill Green Benefit District (special assessment district local non-profit organization) monthly throughout the planning and design phases.

Prop AA funds for the construction phase will leverage Eastern Neighborhood developer impact fees and a grant from the state Affordable Housing and Sustainable Communities (AHSC) program.

Project Location

17th Street, Vermont Street, San Bruno Avenue adjacent to the 101 freeway

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop AA Strategic Plan Amount:	\$220,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Potrero Gateway Loop Pedestrian Safety Improvements
Grant Recipient:	Department of Public Works

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Nov-Dec	2019	Apr-May-Jun	2020
Environmental Studies (PA&ED)	Jan-Feb-Mar	2017	Jan-Feb-Mar	2017
Right of Way	Jan-Feb-Mar	2020	Jul-Aug-Sep	2020
Design Engineering (PS&E)	Apr-May-Jun	2020	Oct-Nov-Dec	2021
Advertise Construction	Oct-Nov-Dec	2021		
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2022		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2022
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2022

SCHEDULE DETAILS

SFPW is currently working with Caltrans for review and approval of the project design through their Encroachment Permit process. Currently targeting 100% design milestone in October 2021. The requirements for the AHSC grant include that construction contract must be advertised prior to December 31, 2021 and funds must be expended by December 31, 2023.

Coordination and outreach with the Potrero Gateway Steering Committee (community organization championing improvements in the area) and Dogpatch & NW Potrero Hill Green Benefit District (special assessment district local non-profit organization) and the greater community will continue regularly throughout the project, in addition to SFPW creating a project website to provide updates.

The project seeks to make changes through two means:

- Streetscape Improvements: SFPW implementation and the subject of this allocation request.
- Caltrans Improvements: SFPW is coordinating with Caltrans and working with the community to develop a master plan for possible future work and helping the community plan and coordinate work for Caltrans to perform (landscaping along the embankment, fence replacement, soil stabilization under the freeway, cleaning and painting under the freeway).

Caltrans Improvements includes coordination with several upcoming Caltrans lead projects taking place including: Cleaning/Painting Freeway Underpass (planned Fall 2021 - pending confirmation from Caltrans) and Soil Stabilization (TBD). Schedules are pending continued discussions with Caltrans and will not impact the Streetscape Improvements.

E6-48

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Potrero Gateway Loop Pedestrian Safety Improvements
Grant Recipient:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-702: Prop AA Pedestrian Projects	\$0	\$220,000	\$0	\$220,000
AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC)	\$0	\$0	\$750,000	\$750,000
EASTERN NEIGHBORHOODS IMPACT FEES	\$0	\$0	\$699,530	\$699,530
GENERAL FUND	\$0	\$0	\$279,470	\$279,470
Phases In Current Request Total:	\$0	\$220,000	\$1,729,000	\$1,949,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA	\$0	\$220,000	\$80,000	\$300,000
AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC)	\$0	\$0	\$750,000	\$750,000
DISTRICT 10 ADDBACK	\$0	\$0	\$80,000	\$80,000
EASTERN NEIGHBORHOODS IMPACT FEES	\$0	\$0	\$1,291,030	\$1,291,030
GENERAL FUND	\$0	\$0	\$279,470	\$279,470
Funding Plan for Entire Project Total:	\$0	\$220,000	\$2,480,500	\$2,700,500

COST SUMMARY

Phase	Total Cost	PROP AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$156,500		Actual expense
Environmental Studies	\$45,000		Actual expense
Right of Way	\$0		
Design Engineering	\$550,000		Actual expense and cost to complete
Construction	\$1,949,000	\$220,000	90% engineer's estimate
Operations	\$0		
Total:	\$2,700,500	\$220,000	

% Complete of Design:	90.0%
As of Date:	09/15/2021
Expected Useful Life:	10 Years

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Operations Construction					
General Work Items (WI)	\$ 80,000				\$ 80,000
Roadway WI	\$ 360,000				\$ 360,000
Landscape WI	\$ 350,000				\$ 350,000
Electrical WI	\$ 30,000				\$ 30,000
Drainage WI	\$ 260,000				\$ 260,000
Structural WI	\$ 170,000				\$ 170,000
Mobilization WI	\$ 60,000				\$ 60,000
Traffic Routing	\$ 80,000				\$ 80,000
Subtotal	\$ 1,390,000				
2. Construction Management/Support ¹	\$ 400,000	29%	\$ 400,000		
3. Construction Management/Support (SFMTA) ^{1, 2}	\$ 20,000	1%		\$ 20,000	
4. Contingency	\$ 139,000	10%	\$ 139,000		
TOTAL CONSTRUCTION PHASE	\$ 1,949,000		\$ 539,000	\$ 20,000	\$ 1,390,000

¹ 30% Construction Management/Support includes SFPW Construction Management (Resident Engineer, Construction Inspection), as well as all Project Management and Engineering support services typical of SFPW projects. A further breakdown: 18% Construction Management and 12% PM/Engineering Support.

² SFMTA will provide support for Traffic Control - reviewing contractor submitted Traffic Control Plans, equipment staging, and possible support for Muni coordination.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Potrero Gateway Loop Pedestrian Safety Improvements
Grant Recipient:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP AA Requested:	\$220,000	Total PROP AA Recommended	\$220,000

SGA Project Number:		Name:	Potrero Gateway Loop Pedestrian Safety Improvements
Sponsor:	Department of Public Works	Expiration Date:	12/31/2023
Phase:	Construction	Fundshare:	10.95%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	Total
PROP AA EP-702	\$110,000	\$110,000	\$0	\$0	\$0	\$220,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, improvements in progress or completed by location, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement (SGA).

2. With the first QPR, Sponsor shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of work, Sponsor shall provide a photo documenting compliance with the Prop AA attribution requirements as described in the SGA; quarterly reports shall include photos of work being performed; and upon completion of the project, Sponsor shall provide 2-3 photos of completed work.

Special Conditions

1. SFPW may not incur expenses for the construction phase until Transportation Authority staff releases the funds pending receipt of evidence of completion of 100% design (e.g. copy of certifications page).

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	No PROP K	No TNC TAX	88.71%
Actual Leveraging - This Project	No PROP K	No TNC TAX	88.89%

E6-52

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Potrero Gateway Loop Pedestrian Safety Improvements
Grant Recipient:	Department of Public Works

EXPENDITURE PLAN SUMMARY

Current PROP AA Request:	\$220,000
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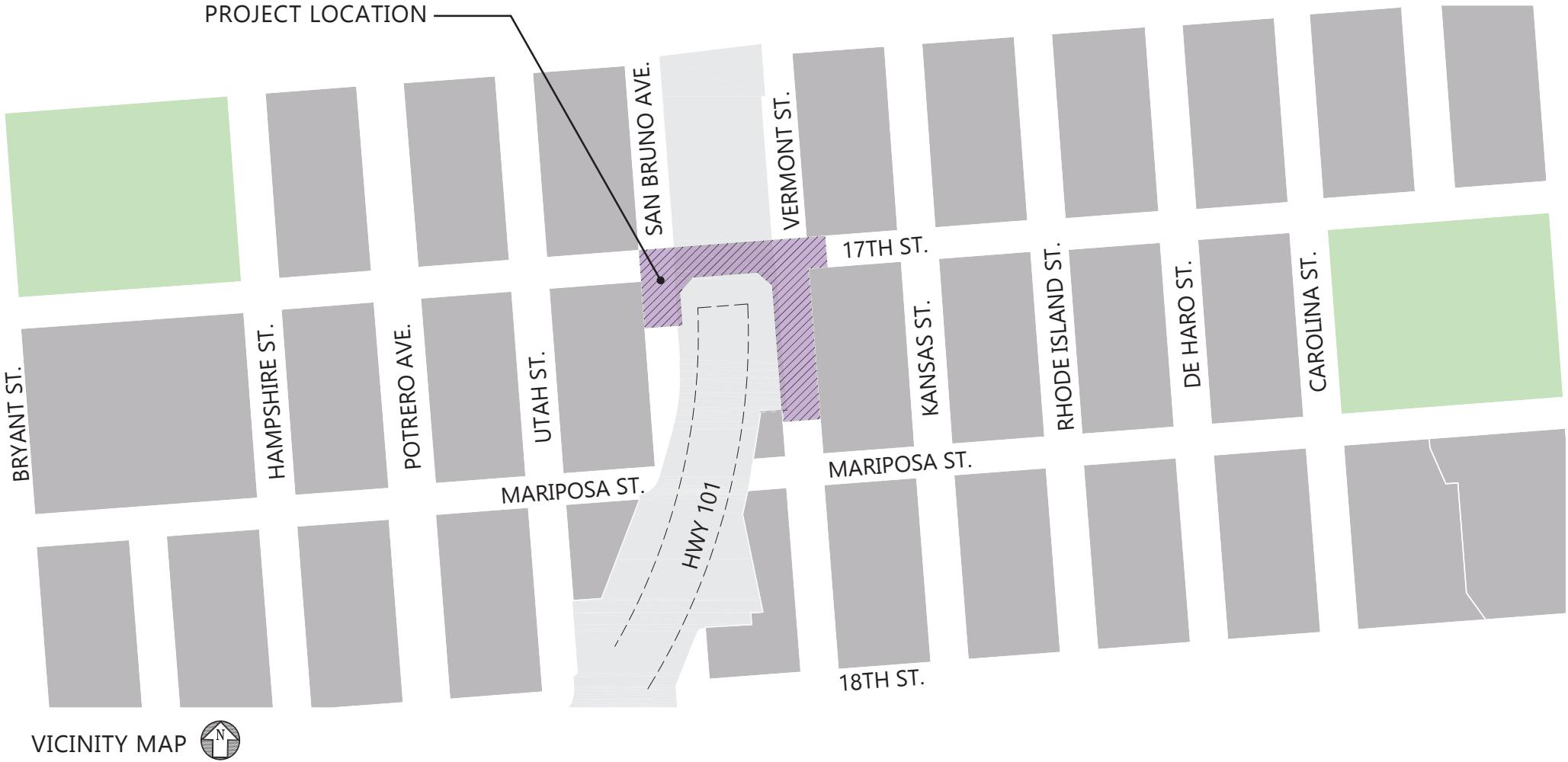
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Initials of sponsor staff member verifying the above statement:

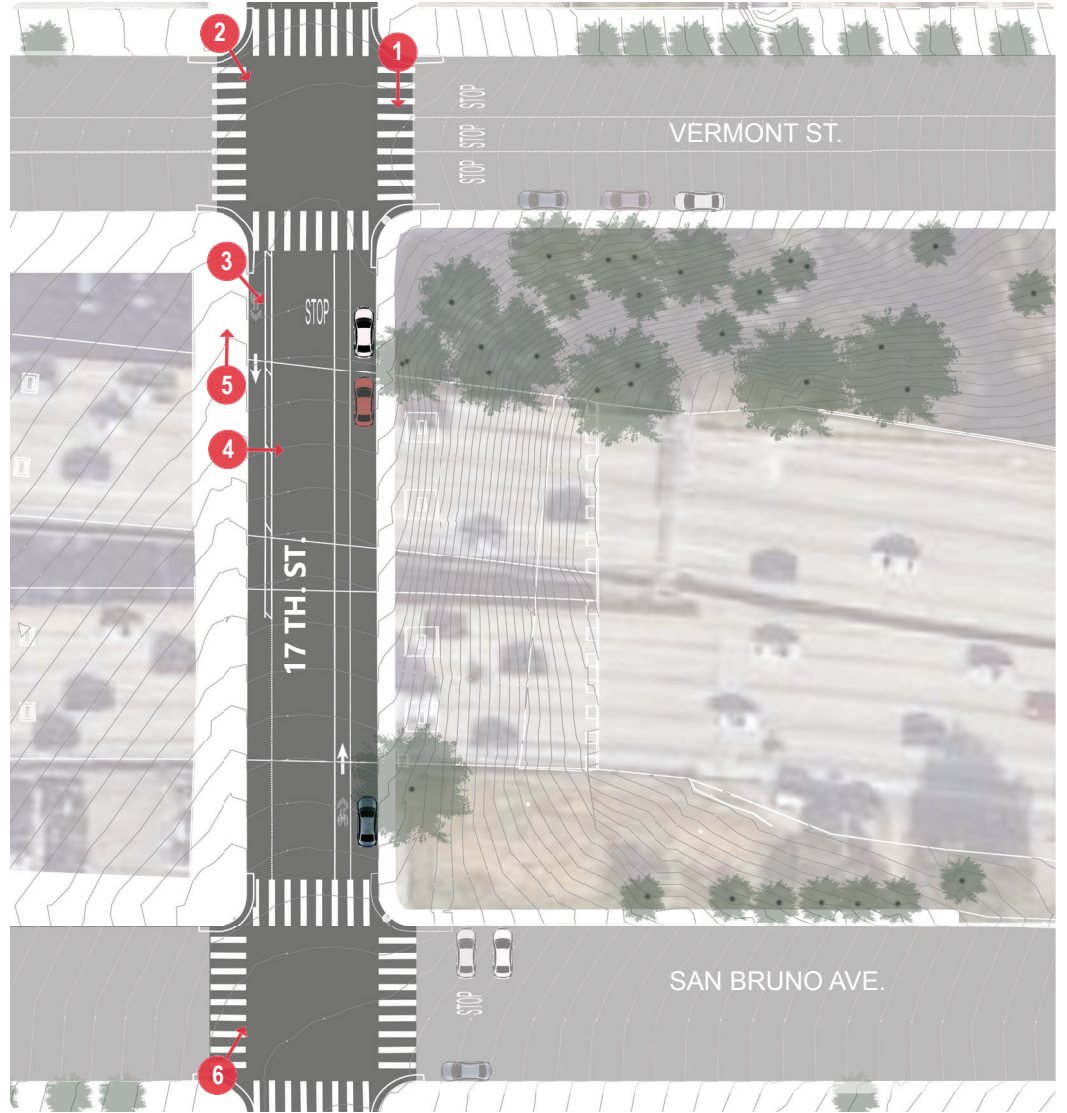
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CONTACT INFORMATION

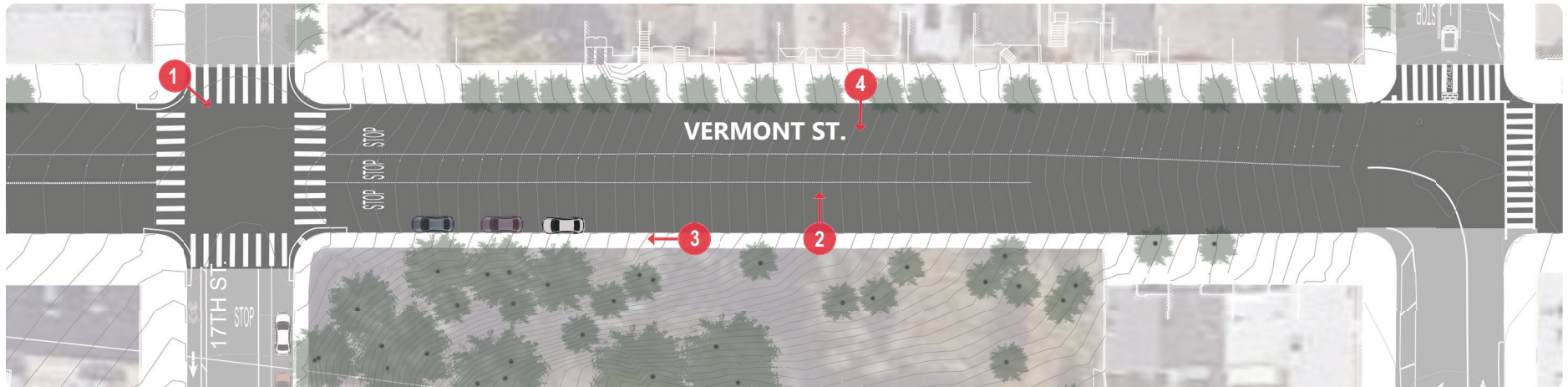
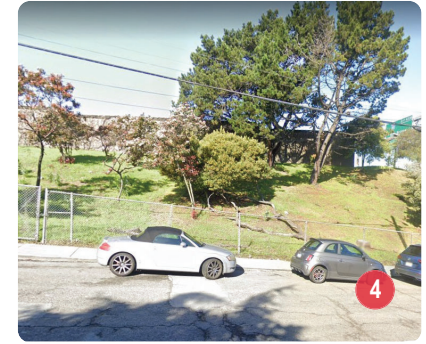
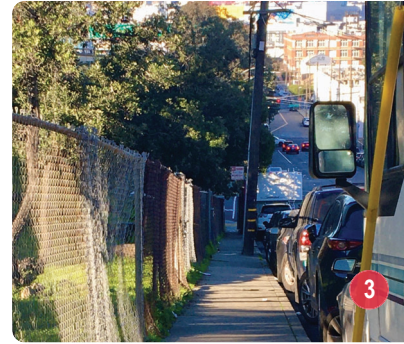
	Project Manager	Grants Manager
Name:	Trent Tieger	Oscar Quintanilla
Title:	Project Manager	Capital Budget Analyst
Phone:	(415) 558-4045	(415) 860-2054
Email:	trent.tieger@sfdpw.org	oscar.quintanilla@sfdpw.org



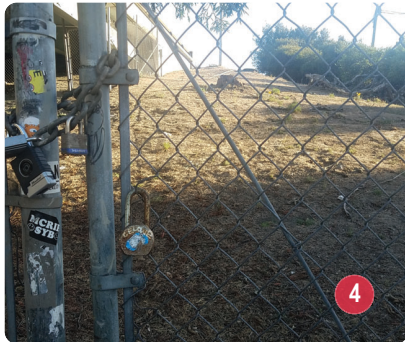
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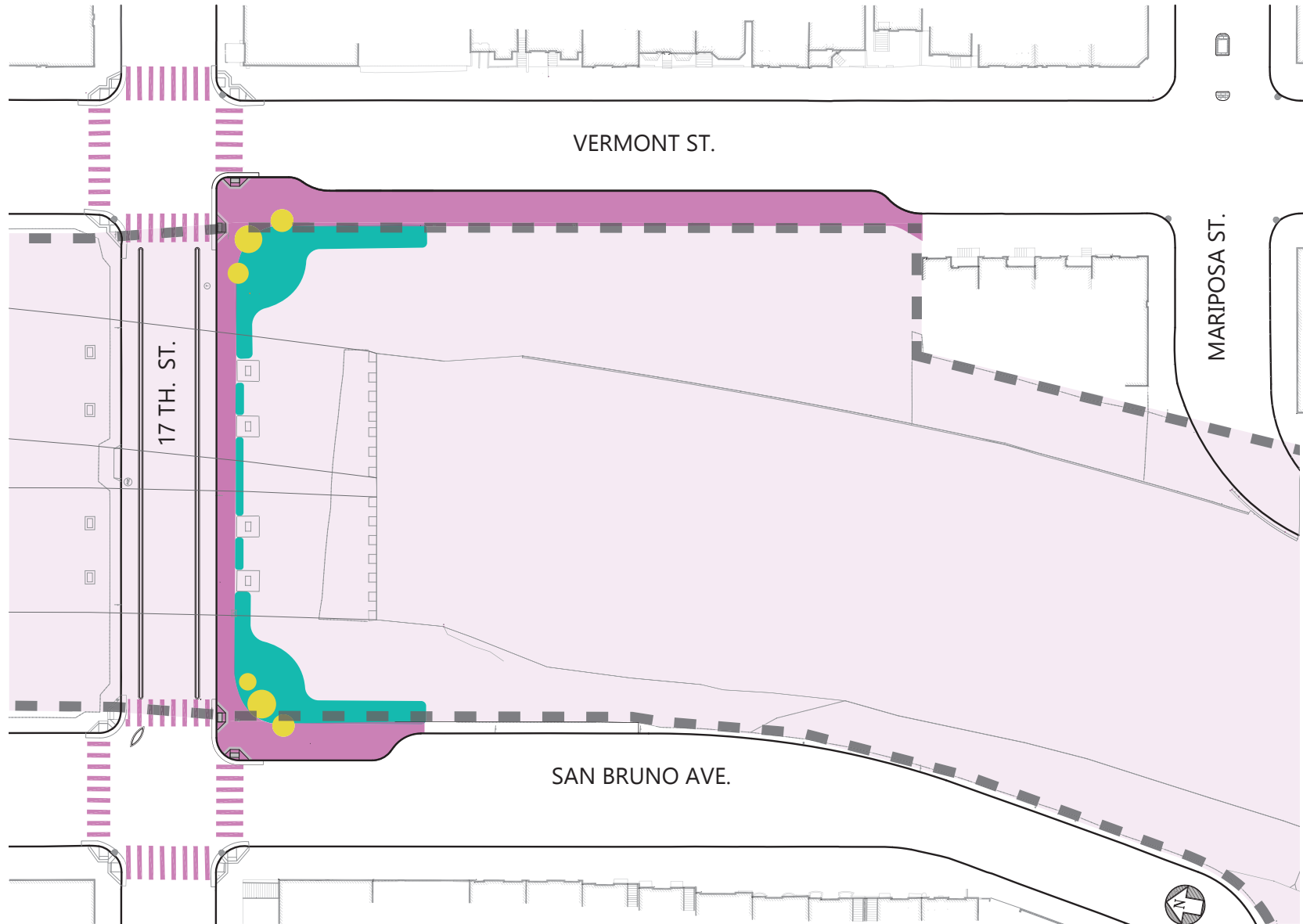
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**CALTRANS
PROPERTY**



STREETSCAPE IMPROVEMENTS

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PEDESTRIAN BULB-OUTS
DECORATIVE PAVING
PROTECTED BIKE LANES

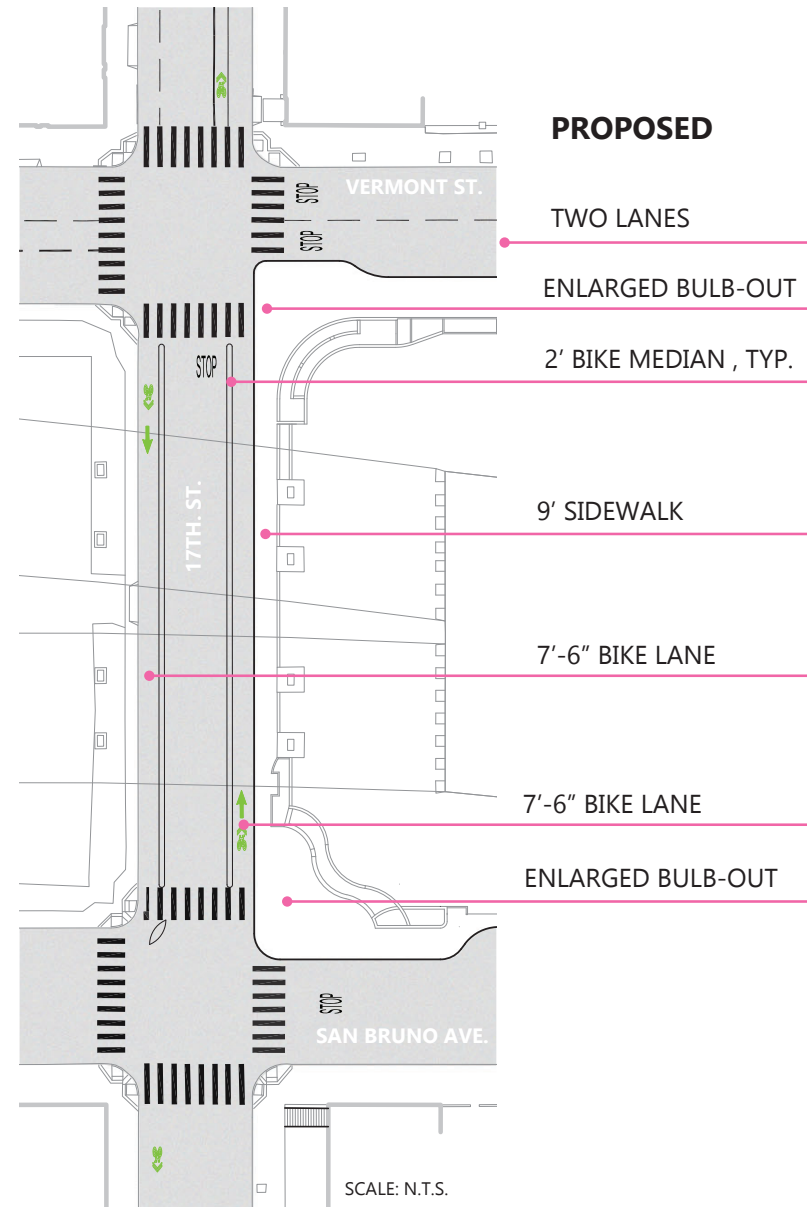
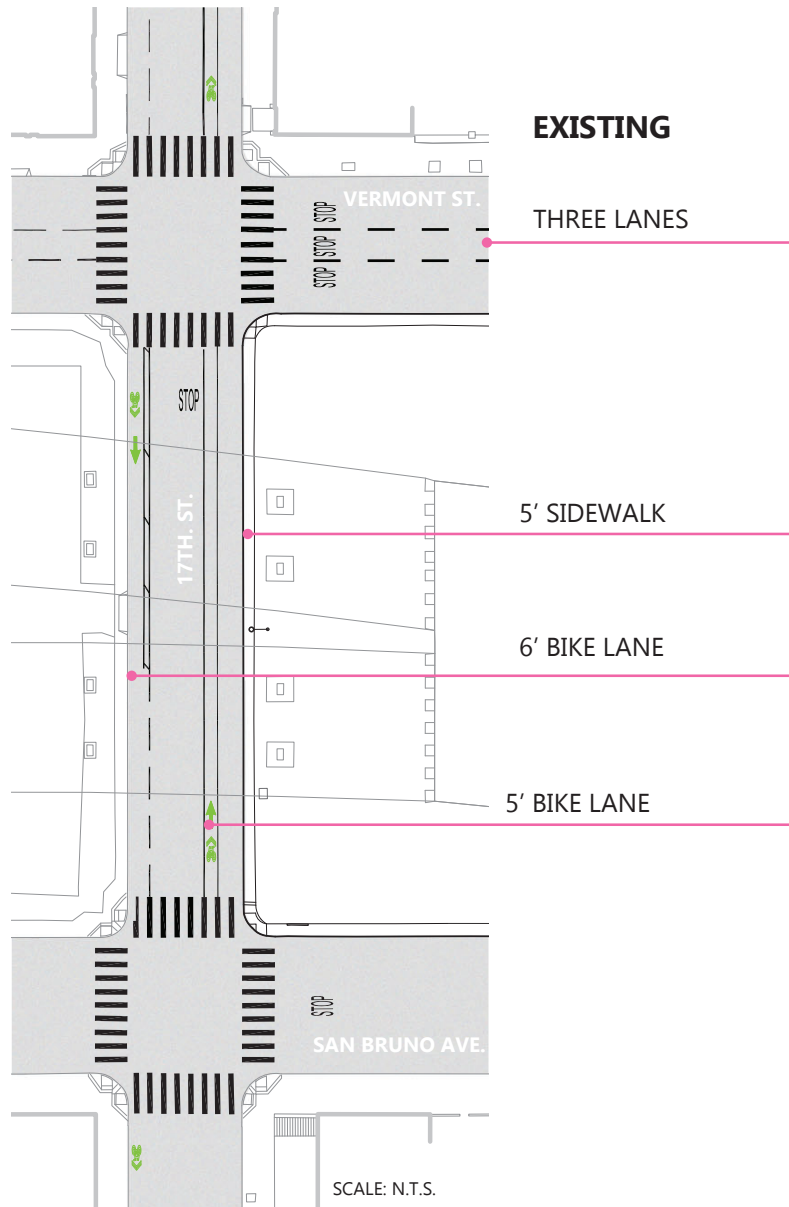
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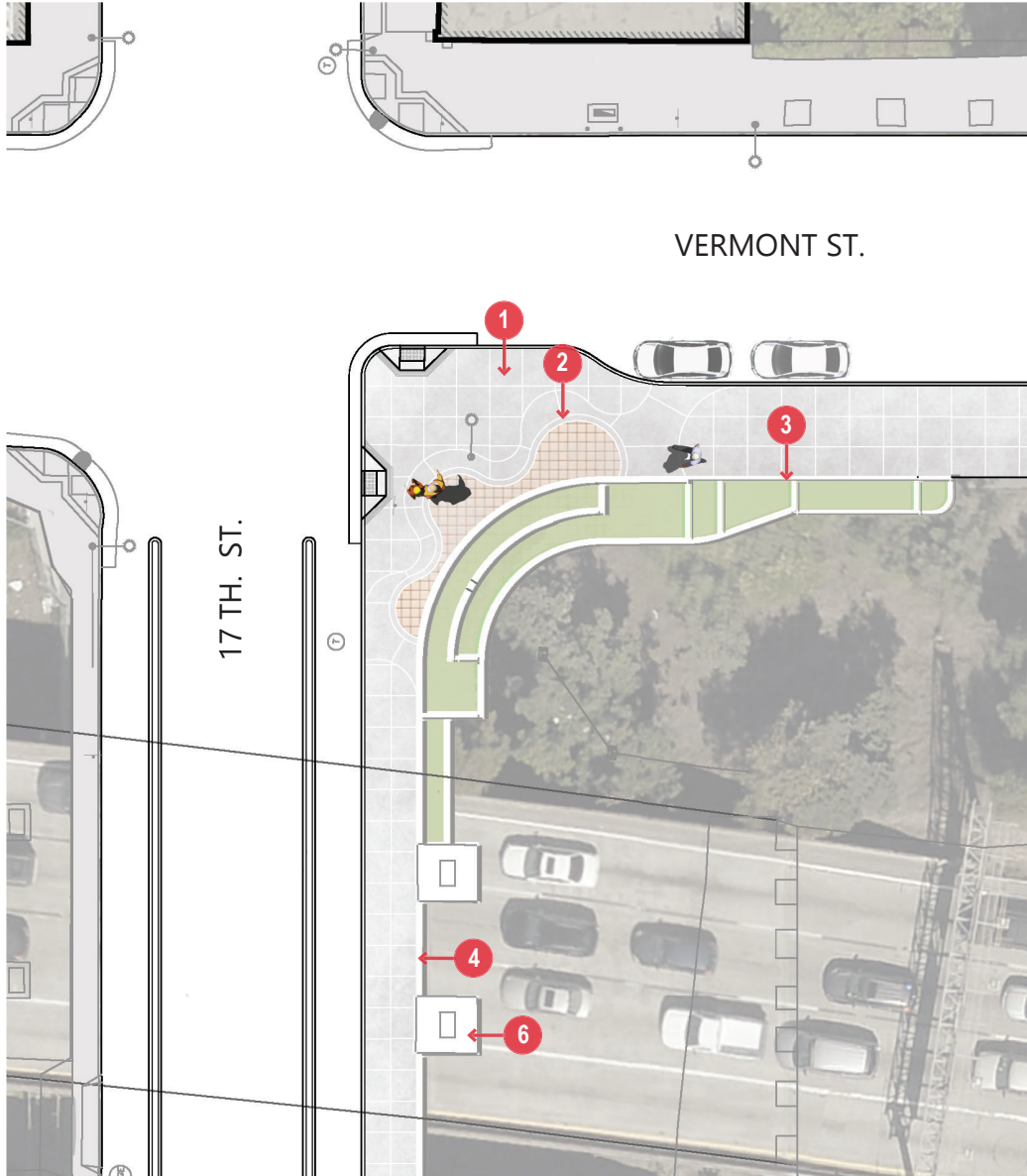
FENCING
PLANTING
SOIL STABILIZATION

PUBLIC ART SCULPTURE



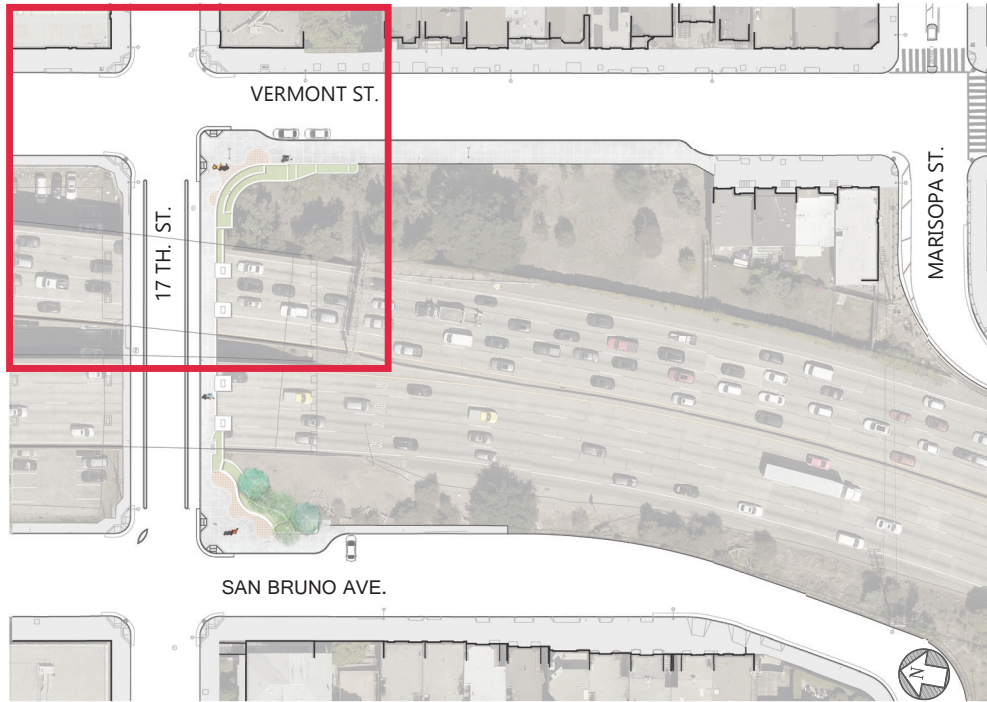
POTRERO GATEWAY
EXTENT OF WORK | JUNE 2021

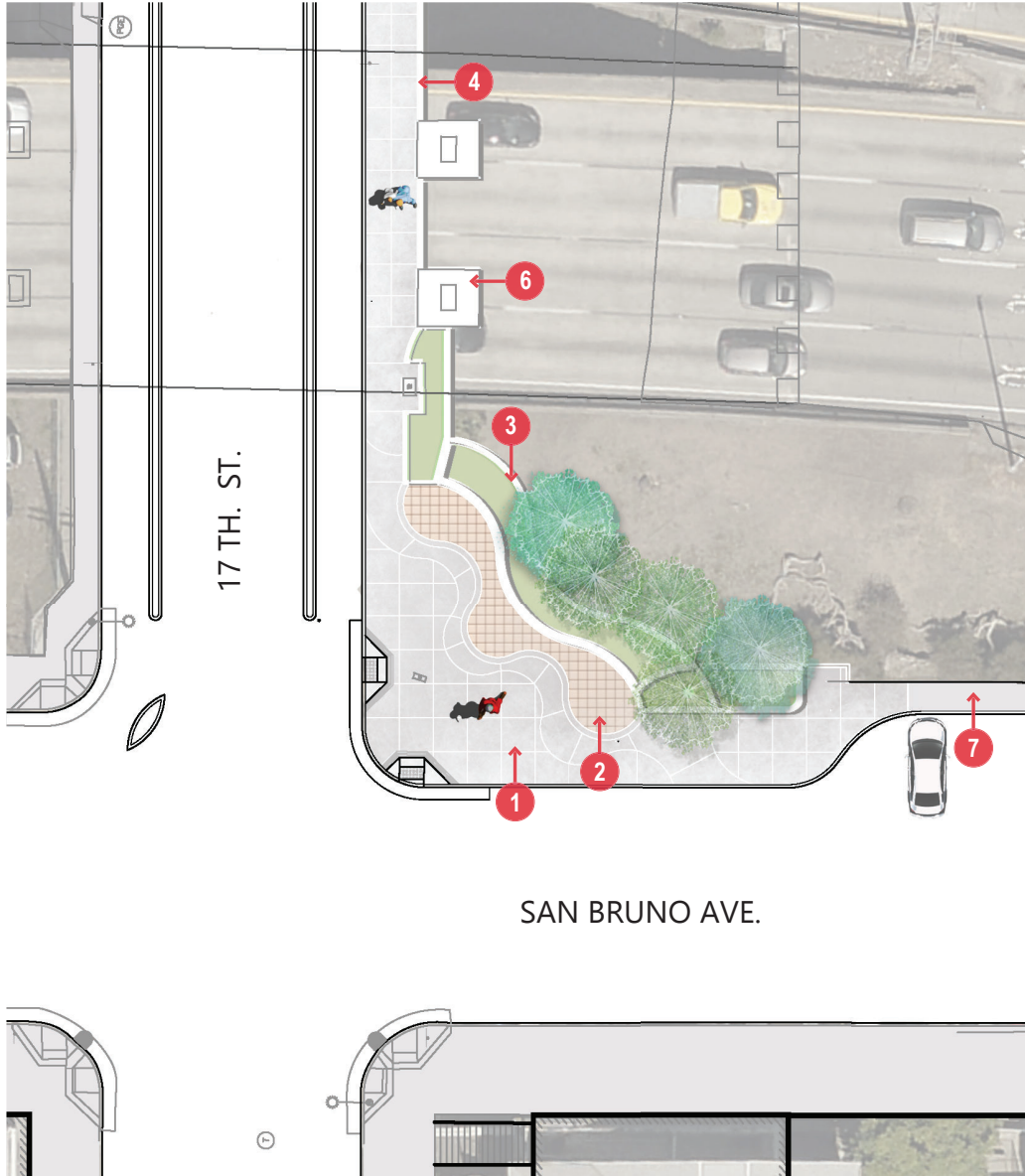




KEY

- 1 STANDARD PAVING
- 2 DECORATIVE PAVING
- 3 PLANTERS
- 4 FENCE ON TOP OF WALL
- 6 EXISTING FREEWAY OVERPASS COLUMN
- 7 EXISTING PAVING





KEY

- 1 STANDARD PAVING
- 2 DECORATIVE PAVING
- 3 PLANTERS
- 4 FENCE ON TOP OF WALL
- 6 EXISTING FREEWAY OVERPASS COLUMN
- 7 EXISTING PAVING

