

Prop K Grouped Allocation Requests
October 2018 Board Action

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| 1 | Prop K | GGBHTD | Ferry | Gangway and Piers - State of Good Repair | Construction | \$ 150,000 | 1 |
| 2 | Prop K | SFMTA | Upgrades to Major Arterials | 45th and Lincoln Intersection Improvements [NTIP Capital] | Construction | \$ 100,000 | 15 |
| 3 | Prop K | SFCTA, SFMTA | Bicycle Circulation/ Safety | Yerba Buena Island Hillcrest Road/Treasure Island Road Bike Path | Planning | \$ 250,000 | 25 |
| 4 | Prop K | BART | Bicycle Circulation/ Safety | BART Station Bicycle Parking and Access Improvements | Construction | \$ 550,000 | 37 |
| 5 | Prop K | SFMTA | Bicycle Circulation/ Safety | Bicycle Safety Education and Outreach | Construction | \$ 90,529 | 55 |
| 6 | Prop K | SFMTA | Bicycle Circulation/ Safety | Youth Bicycle Safety Education | Construction | \$ 90,000 | 67 |
| 7 | Prop K | SFCTA | TDM/ Parking Management | Streets and Freeways Study | Planning | \$ 150,000 | 79 |
| 8 | Prop K | SFMTA, SFCTA | Transportation/ Land Use Coordination | San Francisco Transit Corridors Study | Planning | \$ 420,000 | 101 |
| 9 | Prop K | SF Planning | Transportation/ Land Use Coordination | 22nd Street Station Study | Planning | \$ 160,000 | 111 |
| Total Requested | | | | | | \$ 1,960,529 | |

¹ Acronyms: BART (Bay Area Rapid Transit District); GGBHTD (Golden Gate Bridge Highway and Transportation District); SFCTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); SF Planning (San Francisco Planning Department).



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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | Gangway and Piers - State of Good Repair |
| Grant Recipient: | Golden Gate Bridge, Highway, and Transit District |

EXPENDITURE PLAN INFORMATION

| | |
|---------------------------------|-------------|
| Prop K EP categories: | Ferry |
| Current Prop K Request: | \$150,000 |
| Supervisory District(s): | District 03 |

REQUEST

Brief Project Description

Project will replace the hydraulic ramps and repair the floats at the San Francisco Ferry Terminal. Improvements will replace failing components and extend the service life of the docking/boarding facilities until they are reconstructed in 2024.

Detailed Scope, Project Benefits and Community Outreach

The docking/boarding facilities at the San Francisco Ferry Terminal require reconstruction. To date, many components have reached their useful life. The State of Good Repair Project will replace failing components to extend the terminal's service life until 2024 when the facility will undergo full reconstruction. The Director of Engineering and Maintenance in the Ferry Division has identified the greatest needs as replacement of corroded camels, worn-out piling pads, failing cathodic protection rods, and the main hydraulic cylinders in the ramps. See the attached "Condition Assessment" conducted in March 2017 for photos of the existing conditions at the San Francisco Ferry Terminal. The facility has been ranked a "1-Poor Condition" within FTA's State of Good Repair TERM Scale out of a maximum score of 5.

This project will extend the service life of Gates C and D to ensure uninterrupted ferry service until the reconstruction in early 2024.

Project Location

San Francisco Ferry Terminal

Project Phase(s)

Construction

5YPP/STRATEGIC PLAN INFORMATION

| | |
|--|-------------|
| Type of Project in the Prop K 5YPP/Prop AA Strategic Plan? | New Project |
| Justification for Necessary Amendment | |
| This request requires an amendment to the Ferry 5YPP to reprogram \$150,000 in FY2014/15 funds from the GGBHTD Gangways and Piers Project (full reconstruction) to the subject project. The full reconstruction project will advance in the 2019 5YPP. | |

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | Gangway and Piers - State of Good Repair |
| Grant Recipient: | Golden Gate Bridge, Highway, and Transit District |

ENVIRONMENTAL CLEARANCE

| | |
|----------------------------|----------------------|
| Environmental Type: | Categorically Exempt |
|----------------------------|----------------------|

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

COMMUNITY OUTREACH: Notification to ferry riders 3 months prior to construction (San Francisco Fisherman's Wharf Merchant Association and sferryriders.com).

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | Gangway and Piers - State of Good Repair |
| Grant Recipient: | Golden Gate Bridge, Highway, and Transit District |

FUNDING PLAN - FOR CURRENT REQUEST

| Fund Source | Planned | Programmed | Allocated | Project Total |
|---|------------------|--------------------|------------|--------------------|
| PROP K: Ferry | \$150,000 | \$0 | \$0 | \$150,000 |
| FTA | \$0 | \$1,092,001 | \$0 | \$1,092,001 |
| GGBHTD | \$0 | \$197,999 | \$0 | \$197,999 |
| Phases in Current Request Total: | \$150,000 | \$1,290,000 | \$0 | \$1,440,000 |

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

| Fund Source | Planned | Programmed | Allocated | Project Total |
|---|------------------|--------------------|------------------|--------------------|
| PROP K | \$150,000 | \$0 | \$0 | \$150,000 |
| GGBHTD | \$0 | \$197,999 | \$60,000 | \$257,999 |
| FTA | \$0 | \$1,092,001 | \$240,000 | \$1,332,001 |
| Funding Plan for Entire Project Total: | \$150,000 | \$1,290,000 | \$300,000 | \$1,740,000 |

COST SUMMARY

| Phase | Total Cost | Prop K - Current Request | Source of Cost Estimate |
|---------------------------------|-------------|--------------------------------|---|
| Planning/Conceptual Engineering | \$50,000 | \$0 | Engineering Department and Ferry Division |
| Environmental Studies (PA&ED) | \$0 | \$0 | |
| Right of Way | \$0 | \$0 | |
| Design Engineering (PS&E) | \$250,000 | \$0 | Engineering Department and Ferry Division |
| Construction | \$1,440,000 | \$150,000 | Engineering Department and Ferry Division |
| Operations | \$0 | \$0 | |
| Total: | \$1,740,000 | \$150,000 | |

| | |
|------------------------------|------------|
| % Complete of Design: | 10.0% |
| As of Date: | 09/17/2018 |
| Expected Useful Life: | 7 Years |

MAJOR LINE ITEM BUDGET

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

| Budget Line Item | Totals | % of contract | GGBHTD | Contractor |
|--|---------------------|---------------|-------------------|---------------------|
| 3.0 Construction Management Support | | | | |
| 3.1 Project Management | \$ 30,000 | | \$ 30,000 | |
| 3.1.1 Coordination with regulatory agencies for review approval and inter-agency costs** | \$ 75,000 | | \$ 75,000 | |
| DPW | | | | |
| Port of SF | | | | |
| SFFD | | | | |
| SFPUC | | | | |
| SFMTA | | | | |
| San Francisco Bay Conservation and Development Commission | | | | |
| Coast Guard | | | | |
| 3.1.2 Public Notification Outreach | \$ 35,000 | | \$ 35,000 | |
| 3.1.3 Traffic routing plan | \$ 25,000 | | \$ 25,000 | |
| 3.2 Construction Engineering Design Support | \$ 40,000 | | \$ 40,000 | |
| 3.3 Construction Inspection* | \$ 80,000 | | \$ 45,000 | \$ 35,000 |
| Subtotal | \$ 285,000 | 20% | | |
| 4.0 Construction Contract | | | | |
| Notice to Proceed | | | | |
| 4.1 Mobilization | \$ 65,000 | | | \$ 65,000 |
| 4.1.1 Traffic Control | | | | |
| 4.2 Demolition of failed components | \$ 50,000 | | | \$ 50,000 |
| 4.2.1 Disposal of material | | | | |
| 4.3 Procure construction materials | \$ 70,000 | | | \$ 70,000 |
| 4.3.1 Pre-fabrication of iron works for camels | \$ 200,000 | | | \$ 200,000 |
| 4.3.2 Hydraulic cylinders for ramps | \$ 100,000 | | | \$ 100,000 |
| 4.3.3 Fender Pads | \$ 75,000 | | | \$ 75,000 |
| 4.3.4 Cathodic Protection Rods | \$ 75,000 | | | \$ 75,000 |
| 4.3.5 Skid resistance tape for ramps | \$ 40,000 | | | \$ 40,000 |
| 4.4 Installation of ramp, camel and fender components | \$ 100,000 | | | \$ 100,000 |
| 4.5 Resurface and paint | \$ 100,000 | | | \$ 100,000 |
| 4.6 Cothodic Protection Installation and Testing | \$ 55,000 | | | \$ 55,000 |
| 4.7 Construction Control and Reports | \$ 20,000 | | | \$ 20,000 |
| Subtotal | \$ 950,000 | | | \$ 950,000 |
| 4.8 Contingency | \$ 205,000 | 22% | \$ 77,000 | \$ 128,000 |
| Construction | \$ 1,440,000 | 77% | \$ 327,000 | \$ 1,113,000 |

Notes:

* Material testing and other inspection related laboratory services

** The number of Inter-agency coordination is to be determined.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | Gangway and Piers - State of Good Repair |
| Grant Recipient: | Golden Gate Bridge, Highway, and Transit District |

SFCTA RECOMMENDATION

| | | | |
|---------------------------|-----------|----------------------------|-----|
| Resolution Number: | | Resolution Date: | |
| Total Prop K Requested: | \$150,000 | Total Prop AA Requested: | \$0 |
| Total Prop K Recommended: | \$150,000 | Total Prop AA Recommended: | \$0 |

| | | | |
|----------------------------|---|-------------------------|--|
| SGA Project Number: | 109-909005 | Name: | Gangway and Piers - State of Good Repair |
| Sponsor: | Golden Gate Bridge, Highway, and Transit District | Expiration Date: | 06/30/2021 |
| Phase: | Construction | Fundshare: | 8.62 |

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | FY 2022/23 | Total |
|---------------|------------|------------|------------|------------|------------|-----------|
| PROP K EP-109 | \$50,000 | \$100,000 | \$0 | \$0 | \$0 | \$150,000 |

Deliverables

- Quarterly progress reports should include 2-3 digital photos of work in progress and/or of completed work.

Special Conditions

- Recommendation is contingent upon approval of the comprehensive 2014 5YPP amendment to the Ferry category concurrent with 2019 5YPP adoption, which is a separate item on this meeting agenda.

| Metric | Prop K | Prop AA |
|--|--------|------------|
| Actual Leveraging - Current Request | 89.58% | No Prop AA |
| Actual Leveraging - This Project | 91.38% | No Prop AA |

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | Gangway and Piers - State of Good Repair |
| Grant Recipient: | Golden Gate Bridge, Highway, and Transit District |

EXPENDITURE PLAN INFORMATION

| | |
|--------------------------------|-----------|
| Current Prop K Request: | \$150,000 |
|--------------------------------|-----------|

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

| |
|--|
| Initials of sponsor staff member verifying the above statement |
| CC |

CONTACT INFORMATION

| | Project Manager | Grants Manager |
|---------------|--------------------------|--|
| Name: | John Eberle | Amy Frye |
| Title: | Deputy District Engineer | Director of Capital and Grant Programs |
| Phone: | (415) 923-2003 | (415) 923-2062 |
| Email: | jeberle@goldengate.org | afrye@goldengate.org |

Table 3 - Prioritization Criteria and Scoring Table
Ferry (EP 9)

| | PROP K PROGRAM-WIDE CRITERIA | | | CATEGORY SPECIFIC CRITERIA | | | Total |
|--|------------------------------|-------------------|------------------------|----------------------------|------------|-------------------------------------|-------|
| | Project Readiness | Community Support | Time Sensitive Urgency | Safety | Leveraging | Provides Benefits to Multiple Users | |
| Total Possible Score | 4 | 3 | 3 | 4 | 4 | 2 | 20 |
| Gangway and Piers - State of Good Repair | 3 | 0 | 3 | 2 | 4 | 2 | 14 |
| Downtown Ferry Terminal - Passenger Circulation Improvements | 4 | 2 | 3 | 4 | 0 | 2 | 15 |

Prioritization Criteria Definitions:

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

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

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

Safety: (Two points for each): Addresses documented safety issue and increases security.

Leveraging: Project leverages non-Prop K funds.

Provides Benefits to Multiple Users: Project provides multi-modal benefits (e.g., safety improvements for pedestrians or people on bikes) in addition to improvements in ferry safety. Projects receives one point each for addressing the needs of pedestrians or bicyclists.

Prop K 5-Year Project List (FY 2014/15 - FY 2018/19)
Ferry (EP 9)

Programming and Allocations to Date

Pending October 23, 2018 Board

| Agency | Project Name | Phase(s) | Status | Fiscal Year | | | | | Total |
|--------|---|----------|--|-------------|-------------|-------------|-------------|-----------|-------------|
| | | | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | |
| PortSF | Downtown Ferry Terminal - South Basin Improvements | CON | Allocated | | | \$1,100,000 | | | \$1,100,000 |
| GGBHTD | GGBHTD Gangways and Piers Project ¹ | CON | Programmed | \$0 | | | | | \$0 |
| GGBHTD | Gangways and Piers - State of Good Repair ¹ | CON | Pending | | | | | \$150,000 | \$150,000 |
| PortSF | Downtown Ferry Terminal - Passenger Circulation Improvements ¹ | PS&E | Planned | | | | | \$60,000 | \$60,000 |
| | | | | | | | | | |
| | | | Total Programmed in 5YPP | \$0 | \$0 | \$1,100,000 | \$0 | \$210,000 | \$1,310,000 |
| | | | | | | | | | |
| | | | Total Allocated and Pending in 5YPP | \$0 | \$0 | \$1,100,000 | \$0 | \$150,000 | \$1,250,000 |
| | | | Total Deobligated in 5YPP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | Total Unallocated in 5YPP | \$0 | \$0 | \$0 | \$0 | \$60,000 | \$60,000 |
| | | | | | | | | | |
| | | | Total Programmed in 2014 Strategic Plan | \$2,200,000 | \$0 | \$0 | \$0 | \$0 | \$2,200,000 |
| | | | Total Deobligated from Prior 5YPP Cycles ** | \$0 | | | | | \$0 |
| | | | Cumulative Remaining Programming Capacity | \$2,200,000 | \$2,200,000 | \$1,100,000 | \$1,100,000 | \$890,000 | \$890,000 |

** Deobligated from prior 5YPP cycles¹ includes deobligations from allocations approved prior to the current 5YPP period.

| |
|---|
| Programmed |
| Pending Allocation/Appropriation |
| Board Approved Allocation/Appropriation |

FOOTNOTES:

- 1 Comprehensive 2014 5YPP amendment concurrent with 2019 5YPP adoption (resolution XX, approved YY). GGBHTD Gangways and Piers Project: Reduced from \$1.1 million to \$0 in FY 14/15. Project will advance in 2019 5YPP. Gangways and Piers - State of Good Repair: Added project with \$150,000 in FY 18/19 for construction. Downtown Ferry Terminal - Passenger Circulation Improvements: Added project with \$60,000 in FY 18/19 for design.

**Prop K 5-Year Project List (FY 2014/15 - FY 2018/19)
Ferry (EP 9)**

Cash Flow (\$) Maximum Annual Reimbursement

Pending October 23, 2018 Board

| Project Name | Phase | Fiscal Year | | | | | | Total |
|--|-------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | |
| Downtown Ferry Terminal - South Basin Improvements | CON | | | | \$440,000 | \$440,000 | \$220,000 | \$1,100,000 |
| GGBHTD Gangways and Piers Project1 | CON | | \$0 | | | | | \$0 |
| Gangways and Piers - State of Good Repair1 | CON | | | | | \$50,000 | \$100,000 | \$150,000 |
| | | | | | | | \$60,000 | \$60,000 |
| Total Cash Flow in 5YPP | | \$0 | \$0 | \$0 | \$440,000 | \$440,000 | \$220,000 | \$1,100,000 |
| Total Cash Flow Allocated | | \$0 | \$0 | \$0 | \$440,000 | \$490,000 | \$320,000 | \$1,250,000 |
| Total Cash Flow Deobligated | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Cash Flow Unallocated | | \$0 | \$0 | \$0 | \$0 | (\$50,000) | (\$100,000) | (\$150,000) |
| Total Cash Flow in 2014 Strategic Plan | | \$1,100,000 | \$660,000 | \$440,000 | \$0 | \$0 | \$0 | \$2,200,000 |
| Total Deobligated from Prior 5YPP Cycles ** | | \$0 | | | | | | \$0 |
| Cumulative Remaining Cash Flow Capacity | | \$1,100,000 | \$1,760,000 | \$2,200,000 | \$1,760,000 | \$1,320,000 | \$1,100,000 | \$1,100,000 |

| |
|---|
| Programmed |
| Pending Allocation/Appropriation |
| Board Approved Allocation/Appropriation |



FERRY DIVISION

CONDITION ASSESSMENT | TERMINALS
SAN FRANCISCO | LARKSPUR

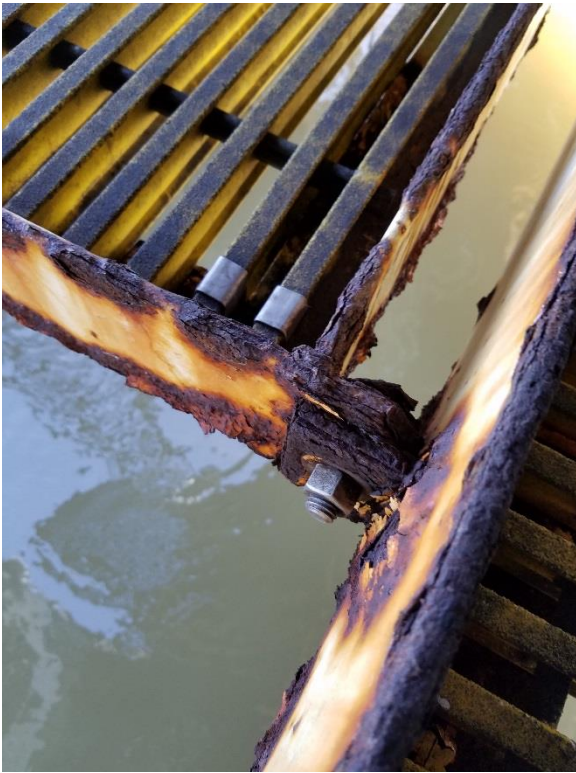
CONDITION ASSESSMENT • MARCH 2017

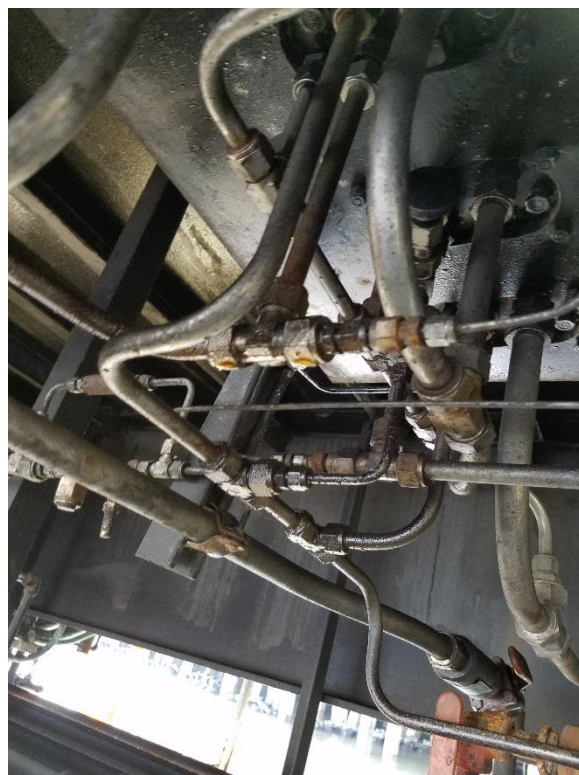
Report Summary,

Report visually documents existing conditions at the Larkspur Ferry Terminal and San Francisco Ferry Terminal.

Sincerely,
Ferry Division

SAN FRANCISCO TERMINAL







San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | 45th and Lincoln Intersection Improvements [NTIP Capital] |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

EXPENDITURE PLAN INFORMATION

| | |
|---------------------------------|-----------------------------------|
| Prop K EP categories: | Other Upgrades to Major Arterials |
| Current Prop K Request: | \$100,000 |
| Supervisory District(s): | District 04 |

REQUEST

Brief Project Description

Improve pedestrian safety and accessibility into Golden Gate Park by converting a painted safety zone on the north side of the intersection of 45th Avenue and Lincoln Way into a raised concrete curb extension/bulbout, which would also involve constructing 3 new curb ramps and relocating 1 catch basin. Once these features are in place, a new crosswalk will be installed on the east leg of the intersection, increasing access to the Golden Gate Park Boat Playground.

Detailed Scope, Project Benefits and Community Outreach

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 Tang has requested that this project advance with District 4 NTIP Capital funds. NTIP funds would leverage District 4 General Funds available from the SFMTA's Community Response Implementation project funds.

This project would make improvements at the intersection of 45th Avenue and Lincoln Way to improve pedestrian safety and accessibility to and from Golden Gate Park. This intersection serves as a gateway to the popular Boat Playground. A sidewalk partially exists on the north side of Lincoln Way to facilitate an existing crosswalk on the west leg of the intersection, but there is no sidewalk or marked crosswalk serving the east leg of the intersection. In March 2018, as near-term pedestrian safety improvements, SFMTA installed high visibility crosswalks, painted safety zones, a marked continental crosswalk on the south leg, and an extended painted median. This proposed long-term improvement project (the subject request) would convert the painted safety zone into a raised bulbout, taking on a similar footprint. The bulbout would provide sidewalk space where there is currently limited pedestrian right-of-way on the park edge. In addition, 3 curb ramps would be constructed (northwest corner, northeast corner, and southeast corner) and 1 catch basin would be relocated. Once the bulbout and curb ramps are in place, SFMTA can pursue legislation to mark a continental crosswalk on the east leg.

Project Location

45th Avenue and Lincoln Way

Project Phase(s)

Construction

5YPP/STRATEGIC PLAN INFORMATION

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

5YPP/STRATEGIC PLAN INFORMATION

| | |
|---|---|
| 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 |

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | 45th and Lincoln Intersection Improvements [NTIP Capital] |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

ENVIRONMENTAL CLEARANCE

| | |
|----------------------------|----------------------|
| Environmental Type: | Categorically Exempt |
|----------------------------|----------------------|

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

SFMTA staff have regular and continuous contact with the Commissioner Tang's District 4 Office, who is requesting this community-driven improvement to create a more safe and inviting entrance into Golden Gate Park. This project has been communicated to the public through the District 4 mailing list as well as open house events for nearby SFMTA projects. SFMTA staff is also in contact with Recreation & Park staff regarding this project, which supports the SF Planning Park Edges Study.

A categorical exemption has been issued by the SFMTA and SF Planning Department under case No. 2018-011184ENV in August 2018.

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

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | 45th and Lincoln Intersection Improvements [NTIP Capital] |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

FUNDING PLAN - FOR CURRENT REQUEST

| Fund Source | Planned | Programmed | Allocated | Project Total |
|---|------------------|------------|------------------|------------------|
| PROP K: Other Upgrades to Major Arterials | \$100,000 | \$0 | \$0 | \$100,000 |
| COMMUNITY RESPONSE IMPLEMENTATION (CCSF GENERAL FUND) | \$0 | \$0 | \$100,000 | \$100,000 |
| PROP B GENERAL FUND | \$0 | \$0 | \$13,938 | \$13,938 |
| Phases in Current Request Total: | \$100,000 | \$0 | \$113,938 | \$213,938 |

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

| Fund Source | Planned | Programmed | Allocated | Project Total |
|---|------------------|------------|------------------|------------------|
| PROP K | \$100,000 | \$0 | \$0 | \$100,000 |
| PROP B GENERAL FUND | \$0 | \$0 | \$13,938 | \$13,938 |
| COMMUNITY RESPONSE IMPLEMENTATION (CCSF GENERAL FUND) | \$0 | \$0 | \$150,000 | \$150,000 |
| Funding Plan for Entire Project Total: | \$100,000 | \$0 | \$163,938 | \$263,938 |

COST SUMMARY

| Phase | Total Cost | Prop K - Current Request | Source of Cost Estimate |
|---------------------------------|------------------|--------------------------|--|
| Planning/Conceptual Engineering | \$7,597 | \$0 | Phase complete |
| Environmental Studies (PA&ED) | \$0 | \$0 | |
| Right of Way | \$0 | \$0 | |
| Design Engineering (PS&E) | \$42,403 | \$0 | SFPW Streets and Highways Design Fee Estimate (including Engineering Hydraulics Drainage Design) |
| Construction | \$213,938 | \$100,000 | Assumes construction by city forces (SFPW Bureau of Urban Forestry) |
| Operations | \$0 | \$0 | |
| Total: | \$263,938 | \$100,000 | |

| | |
|------------------------------|------------|
| % Complete of Design: | 15.0% |
| As of Date: | 08/07/2018 |
| Expected Useful Life: | 30 Years |

MAJOR LINE ITEM BUDGET

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

| Budget Line Item | Totals | % of Construction | SFPW | SFMTA |
|---------------------------------|-------------------|-------------------|-------------------|------------------|
| SFPW | \$ 183,275 | 86% | \$ 183,275 | |
| SFMTA | \$ 13,938 | 7% | | \$ 13,938 |
| Contingency | \$ 16,725 | 8% | \$ 16,725 | |
| TOTAL CONSTRUCTION PHASE | \$ 213,937 | 100% | \$ 200,000 | \$ 13,938 |

| SFPW | Unit Cost | # Units | Total |
|------------------------|------------|---------|-------------------|
| Bulbout | \$ 113,275 | 1 | \$ 113,275 |
| Curb Ramp | \$ 20,000 | 3 | \$ 60,000 |
| Catch Basin Relocation | \$ 10,000 | 1 | \$ 10,000 |
| | | | \$ 183,275 |

| SFMTA Livable Streets | Salary Per FTE | MFB for FTE | Salary + MFB | Overhead = (Salary+MFB) x Approved Rate | (Fully Burdened) Salary + MFB + Overhead | Hours | FTE | Cost |
|----------------------------------|----------------|-------------|--------------|---|--|-------------|---------------|-----------------|
| Engineer (5241) | \$ 171,044 | \$ 88,985 | \$ 260,029 | \$ 182,020 | \$ 442,049 | 2.0 | 0.0010 | \$ 425 |
| Assistant Engineer (5362) | \$ 81,840 | \$ 50,503 | \$ 132,342 | \$ 146,503 | \$ 278,845 | 6.0 | 0.0029 | \$ 804 |
| Transportation Planner II (5288) | \$ 97,560 | \$ 57,429 | \$ 154,988 | \$ 108,492 | \$ 263,480 | 32.0 | 0.0154 | \$ 4,054 |
| | | | | | | 40.0 | 0.0192 | \$ 5,283 |

| SFMTA Shops | Unit Cost | Unit Type | Quantity | Total Cost |
|-------------|-----------|-----------|----------|------------|
| Crosswalk | \$ 8,655 | LS | 1 | \$ 8,655 |

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | 45th and Lincoln Intersection Improvements [NTIP Capital] |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

SFCTA RECOMMENDATION

| | | | |
|---------------------------|-----------|----------------------------|-----|
| Resolution Number: | | Resolution Date: | |
| Total Prop K Requested: | \$100,000 | Total Prop AA Requested: | \$0 |
| Total Prop K Recommended: | \$100,000 | Total Prop AA Recommended: | \$0 |

| | | | |
|----------------------------|---|-------------------------|---|
| SGA Project Number: | 130-xxx-xxx | Name: | 45th and Lincoln Intersection Improvements [NTIP Capital] |
| Sponsor: | San Francisco Municipal Transportation Agency | Expiration Date: | 03/31/2020 |
| Phase: | Construction | Fundshare: | 46.74 |

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | FY 2022/23 | Total |
|---------------|------------|------------|------------|------------|------------|-----------|
| PROP K EP-130 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 |

Deliverables

- Quarterly progress reports shall contain percent complete of the project, a summary of activities performed the quarter prior, a list of activities planned for the quarter ahead, and anticipated dates of upcoming project milestones (e.g. ribbon-cutting), in addition to all other requirements described in the Standard Grant Agreement (SGA). See SGA for definitions.
- Over the course of the project quarterly progress reports should include 2-3 photos of work in progress for recent activities. Upon project completion, provide 2-3 digital photos of the completed project.

Special Conditions

- Reimbursement is conditioned upon receipt of evidence of completion of design (e.g. copy of certifications page).

Notes

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

| Metric | Prop K | Prop AA |
|--|--------|------------|
| Actual Leveraging - Current Request | 53.26% | No Prop AA |
| Actual Leveraging - This Project | 62.11% | No Prop AA |

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

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | 45th and Lincoln Intersection Improvements [NTIP Capital] |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

EXPENDITURE PLAN INFORMATION

| | |
|--------------------------------|-----------|
| Current Prop K Request: | \$100,000 |
|--------------------------------|-----------|

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

Initials of sponsor staff member verifying the above statement

ER

CONTACT INFORMATION

| | Project Manager | Grants Manager |
|---------------|-------------------------|-------------------------------|
| Name: | Jennifer Wong | Timothy Manglicmot |
| Title: | Transportation Planner | Senior Administrative Analyst |
| Phone: | (415) 701-4551 | (415) 646-2517 |
| Email: | jennifer.wong@sfmta.com | timothy.manglicmot@sfmta.com |

45th and Lincoln Intersection Improvements [NTIP Capital]
September 2018

Image 1: Near-Term Improvements

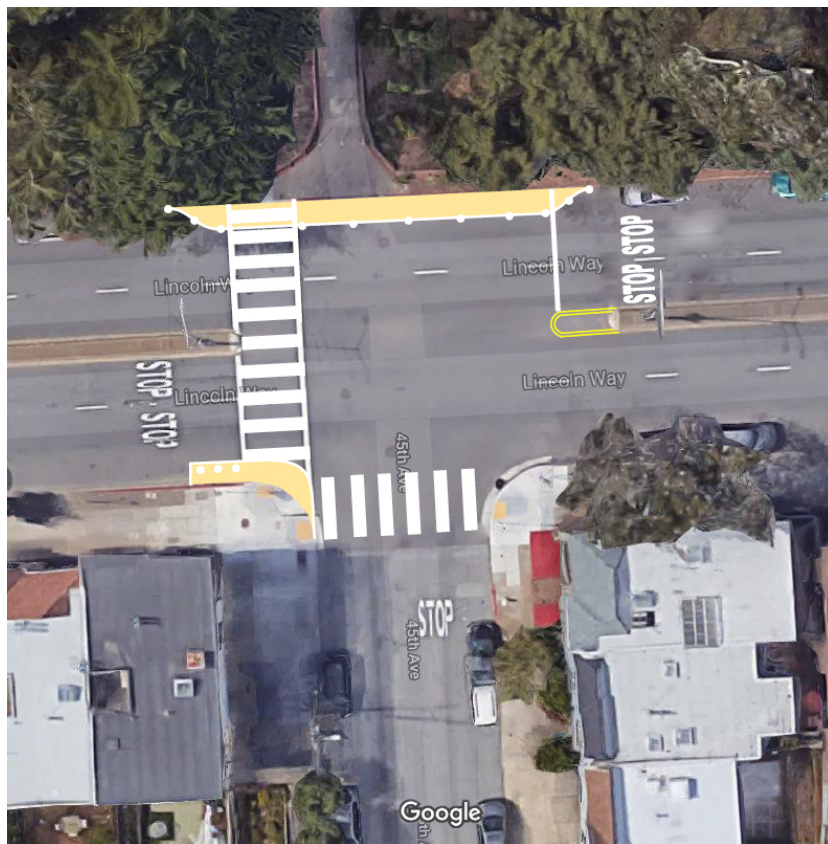


Image 2: Long-Term Improvements





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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | YBI Hillcrest Road/Treasure Island Road Bike Path |
| Grant Recipient: | San Francisco County Transportation Authority |

EXPENDITURE PLAN INFORMATION

| | |
|---------------------------------|----------------------------|
| Prop K EP categories: | Bicycle Circulation/Safety |
| Current Prop K Request: | \$250,000 |
| Supervisory District(s): | District 06 |

REQUEST

Brief Project Description

The Yerba Buena Island (YBI) Bike Path Project would provide a new bicycle/pedestrian facility that extends from the existing San Francisco-Oakland Bay Bridge East Span bicycle/pedestrian path landing on YBI to the planned new west side Treasure Island Ferry Terminal. The requested funds would be used to prepare a Project Concept Plan, enabling the project to move forward with environmental planning and approval.

Detailed Scope, Project Benefits and Community Outreach

The Yerba Buena Island (YBI) Bike Path Project (project) would provide contiguous bicycle and pedestrian facilities on YBI and Treasure Island that will connect the San Francisco-Oakland Bay Bridge (SFOBB) East Span, SFOBB West Span and Treasure Island Ferry Terminal. In combination with other planned projects, this Project will ultimately enable bike/ped commuters and recreational users the opportunity to travel between the East Bay and San Francisco, and it will also allow Treasure Island residents, employees, ferry passengers, and recreational travelers continuous access between Treasure Island and the SFOBB East and West spans.

BACKGROUND /COORDINATION

At present, bike/ped facilities on YBI are limited to the SFOBB East Span landing and adjacent Vista Point. However, agency stakeholders for YBI and Treasure Island have been coordinating extensively to prepare a comprehensive bike/ped circulation plan. Stakeholders include the Transportation Authority, the San Francisco Municipal Transportation Agency, San Francisco Public Works, the Metropolitan Transportation Commission/Bay Area Toll Authority (MTC/BATA), Treasure Island Development Authority (TIDA), Treasure Island Community Development (TICD), Caltrans and the U.S. Coast Guard.

Some of the stakeholder agencies have projects that include bike/ped facilities within the Project limits along Treasure Island Road and Hillcrest Road (see attached map for project limits); these projects are in various stages of project development and include:

- Treasure Island Road (Causeway) from the Macalla Road Intersection to the Ferry Terminal: This portion is under construction as part of the TICD development project.
- SFOBB West Span: MTC/BATA is planning for this facility
- Hillcrest Road from SFOBB East Span Landing to SFOBB West Span: MTC/BATA has performed some preliminary planning for portions of this segment

In general, the major segments of the Project are anticipated to be as follows:

- Treasure Island Causeway (Treasure Island Road from Macalla Intersection to the Ferry Building): Bicycle and pedestrian facilities on each side of the Causeway
- Treasure Island Road from Macalla Road Intersection to SFOBB West Span: 16' wide 2-way bicycle/pedestrian facility
- Hillcrest Road/Treasure Island Road Connection to SFOBB West Span Bike/Ped path: 16' wide bridge structure Tee-intersection
- Hillcrest Road from SFOBB West Span to the SFOBB East Span Landing: 16' wide 2-way bicycle/pedestrian facility

PROPOSED SCOPE

The objective of the proposed scope is to prepare a cohesive Project Concept Plan for bike/ped facilities within the Project limits. An initial evaluation will be performed to identify the segments within the Project limits that are already planned and/or underway, and to identify the gaps. In coordination with the stakeholder agencies, preliminary bike/ped concepts will be developed for portions of the project that have not previously been addressed. The various segments will be evaluated and adjusted as appropriate for consistency. All of the segments within the Project limits will be combined into a composite Project Concept Plan. This Concept Plan will enable the Project to move forward into the environmental planning and approval phase. The Concept Plan will include preliminary cost estimates for the preferred design and a plan for coordinating with adjacent projects to implement a cohesive bicycle/pedestrian facility. SFMTA staff will review and assess the Project Concept to inform the Concept Plan.

The Project is considered a high priority because it will facilitate alternate modes of travel to the very congested SFOBB. Traffic queues on YBI are expected to be extensive due to vehicles waiting to enter the SFOBB on-ramps. This Project will serve bicycle and pedestrian commuters and recreational users.

OUTREACH

In addition to outreach conducted through the individual projects of the partner agencies, the Project team has sought input from the San Francisco Bike Coalition and Bike East Bay and will continue to reach out to these groups, as well as the San Francisco Bicycle Advisory Committee and the broader community as the project develops.

Project Location

YBI and Treasure Island - along Hillcrest Road and Treasure Island Road from SFOBB East Span Bicycle landing on YBI to the proposed new Ferry Terminal on Treasure Island.

Project Phase(s)

Planning/Conceptual Engineering

5YPP/STRATEGIC PLAN INFORMATION

| | |
|---|---|
| Type of Project in the Prop K 5YPP/Prop AA Strategic Plan? | Project Drawn from Placeholder |
| Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan? | Less than or Equal to Programmed Amount |
| Prop K 5YPP Amount: | \$1,481,453 |

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | YBI Hillcrest Road/Treasure Island Road Bike Path |
| Grant Recipient: | San Francisco County Transportation Authority |

ENVIRONMENTAL CLEARANCE

| | |
|----------------------------|----------------------|
| Environmental Type: | Categorically Exempt |
|----------------------------|----------------------|

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

The YBI Hillcrest Road/Treasure Island Road Bike Path project will coordinate with various projects on YBI and Treasure Island. These include Treasure Island Road (Causeway) from the Macalla Road Intersection to the Ferry Terminal, SFOBB West Span bike path planning, Hillcrest Road from SFOBB East Span Landing to SFOBB West Span, West Side Bridges project, and East Side Ramps project.

Preliminary schedule:

Fall 2018 - Early 2019 - Evaluation to identify the segments within the Project limits that are already planned and/or underway, and to identify the gaps

Early 2019 - Spring 2019 - Bike/Ped concepts will be developed for portions of the project that have not previously been addressed

Spring 2019 - Fall 2019 - All of the segments within the Project limits will be combined into a composite Project Concept Plan

Design and Construction schedule depends on coordination with adjacent projects.

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

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | YBI Hillcrest Road/Treasure Island Road Bike Path |
| Grant Recipient: | San Francisco County Transportation Authority |

FUNDING PLAN - FOR CURRENT REQUEST

| Fund Source | Planned | Programmed | Allocated | Project Total |
|---|-----------|------------|-----------|---------------|
| PROP K: Bicycle Circulation/Safety | \$250,000 | \$0 | \$0 | \$250,000 |
| Phases in Current Request Total: | \$250,000 | \$0 | \$0 | \$250,000 |

COST SUMMARY

| Phase | Total Cost | Prop K - Current Request | Source of Cost Estimate |
|---------------------------------|------------|--------------------------|--|
| Planning/Conceptual Engineering | \$250,000 | \$250,000 | Engineer's estimate based previous YBI projects with similar scope and site conditions |
| Environmental Studies (PA&ED) | \$0 | \$0 | |
| Right of Way | \$0 | \$0 | |
| Design Engineering (PS&E) | \$0 | \$0 | |
| Construction | \$0 | \$0 | |
| Operations | \$0 | \$0 | |
| Total: | \$250,000 | \$250,000 | |

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

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY

| Agency | Task 1 - Evaluation of Projects and Gaps | Task 2 - Develop Recommendations | Task 3 - Project Management | Total |
|--------------|--|----------------------------------|-----------------------------|-------------------|
| SFMTA | \$ - | \$ - | \$ 10,000 | \$ 10,000 |
| SFCTA | \$ - | \$ - | \$ 30,000 | \$ 30,000 |
| Consultant | \$ 155,140 | \$ 35,340 | \$ 19,520 | \$ 210,000 |
| Total | \$ 155,140 | \$ 35,340 | \$ 59,520 | \$ 250,000 |

DETAILED LABOR COST ESTIMATE - BY AGENCY

| SFMTA | Hours | Base Hourly Rate | Overhead Multiplier | Fully Burdened Hourly Cost | FTE | Total |
|--------------------|-----------|------------------|---------------------|----------------------------|---------|-----------|
| Associate Engineer | 30 | \$ 61.36 | 2.60 | \$ 161.58 | 0.0144 | \$ 4,847 |
| Senior Engineer | 24 | \$ 82.23 | 2.60 | \$ 212.52 | 0.0115 | \$ 5,100 |
| Total | 54 | | | | 0.026 | \$ 9,948 |
| | | | | | Rounded | \$ 10,000 |

| SFCTA | Hours | Base Hourly Rate | Overhead Multiplier | Fully Burdened Hourly Cost | FTE | Total |
|-------------------------|------------|------------------|---------------------|----------------------------|-------------|------------------|
| Deputy Director | 47 | \$ 103.00 | 2.50 | \$ 258.00 | 0.023 | \$ 12,126 |
| Principal Planner | 30 | \$ 73.00 | 2.50 | \$ 183.00 | 0.014 | \$ 5,490 |
| Senior Planner | 30 | \$ 63.00 | 2.50 | \$ 158.00 | 0.014 | \$ 4,740 |
| Administrative Engineer | 47 | \$ 65.00 | 2.50 | \$ 162.00 | 0.023 | \$ 7,614 |
| Total | 154 | | | | 0.07 | \$ 29,970 |
| | | | | | Rounded | \$ 30,000 |

| Consultant | Hours | Fully Burdened Hourly Cost | Total |
|---------------------------|-------------|----------------------------|-------------------|
| Structural Technician | 44 | \$ 139.00 | \$ 6,116 |
| Bridge Engineer | 128 | \$ 188.00 | \$ 24,064 |
| Structural Engineer | 76 | \$ 260.00 | \$ 19,760 |
| Planning Technician | 182 | \$ 106.00 | \$ 19,292 |
| Designer | 180 | \$ 145.00 | \$ 26,100 |
| Senior Engineer | 292 | \$ 192.00 | \$ 56,064 |
| Project Manager | 168 | \$ 222.00 | \$ 37,296 |
| Prinicpal | 60 | \$ 232.00 | \$ 13,920 |
| Project Nonlabor Expenses | | \$ 7,375 | \$ 7,375 |
| Total | 1130 | | \$ 209,987 |
| | | Rounded | \$ 210,000 |

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

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | YBI Hillcrest Road/Treasure Island Road Bike Path |
| Grant Recipient: | San Francisco County Transportation Authority |

SFCTA RECOMMENDATION

| | | | |
|---------------------------|-----------|----------------------------|-----|
| Resolution Number: | | Resolution Date: | |
| Total Prop K Requested: | \$250,000 | Total Prop AA Requested: | \$0 |
| Total Prop K Recommended: | \$250,000 | Total Prop AA Recommended: | \$0 |

| | | | |
|---------------------|---|------------------|--|
| SGA Project Number: | | Name: | Yerba Buena Island Hillcrest Road/Treasure Island Road Bike Path |
| Sponsor: | San Francisco County Transportation Authority | Expiration Date: | 06/30/2020 |
| Phase: | Planning/Conceptual Engineering | Fundshare: | 100.0 |

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | FY 2022/23 | Total |
|---------------|------------|------------|------------|------------|------------|-----------|
| PROP K EP-139 | \$180,000 | \$60,000 | \$0 | \$0 | \$0 | \$240,000 |

Deliverables

1. Upon completion, provide a copy of the Project Concept Plan.

| | | | |
|---------------------|---|------------------|--|
| SGA Project Number: | | Name: | Yerba Buena Island Hillcrest Road/Treasure Island Road Bike Path |
| Sponsor: | San Francisco Municipal Transportation Agency | Expiration Date: | 06/30/2020 |
| Phase: | Planning/Conceptual Engineering | Fundshare: | 100.0 |

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | FY 2022/23 | Total |
|---------------|------------|------------|------------|------------|------------|----------|
| PROP K EP-139 | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$10,000 |

Deliverables

1. Provide a memo documenting SFMTA assessment of Project Concept.

Special Conditions

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

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

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

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | YBI Hillcrest Road/Treasure Island Road Bike Path |
| Grant Recipient: | San Francisco County Transportation Authority |

EXPENDITURE PLAN INFORMATION

| | |
|--------------------------------|-----------|
| Current Prop K Request: | \$250,000 |
|--------------------------------|-----------|

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

| |
|--|
| Initials of sponsor staff member verifying the above statement |
| MT |

CONTACT INFORMATION

| | Project Manager | Grants Manager |
|---------------|-------------------------|-------------------------------|
| Name: | Mike Tan | Mike Pickford |
| Title: | Administrative Engineer | Senior Transportation Planner |
| Phone: | (415) 522-4826 | (415) 522-4822 |
| Email: | mike.tan@sfcta.org | mike.pickford@sfcta.org |



FERRY TERMINAL

EXISTING SFOBB EAST SPAN BIKE/PEP PATH

BIKE/PEP LANDING

VISTA POINT

HILLCREST ROAD

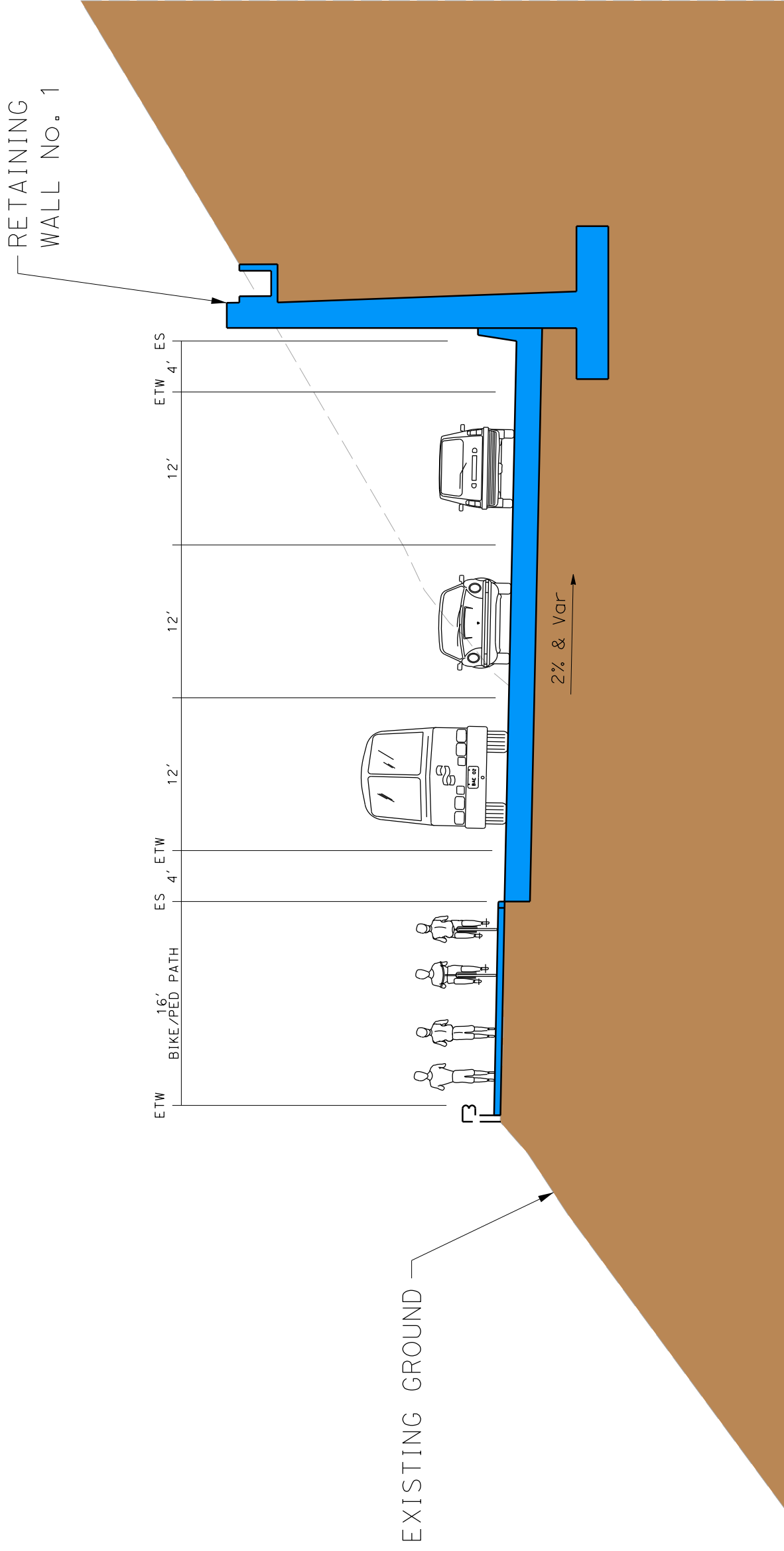
MACALLA ROAD

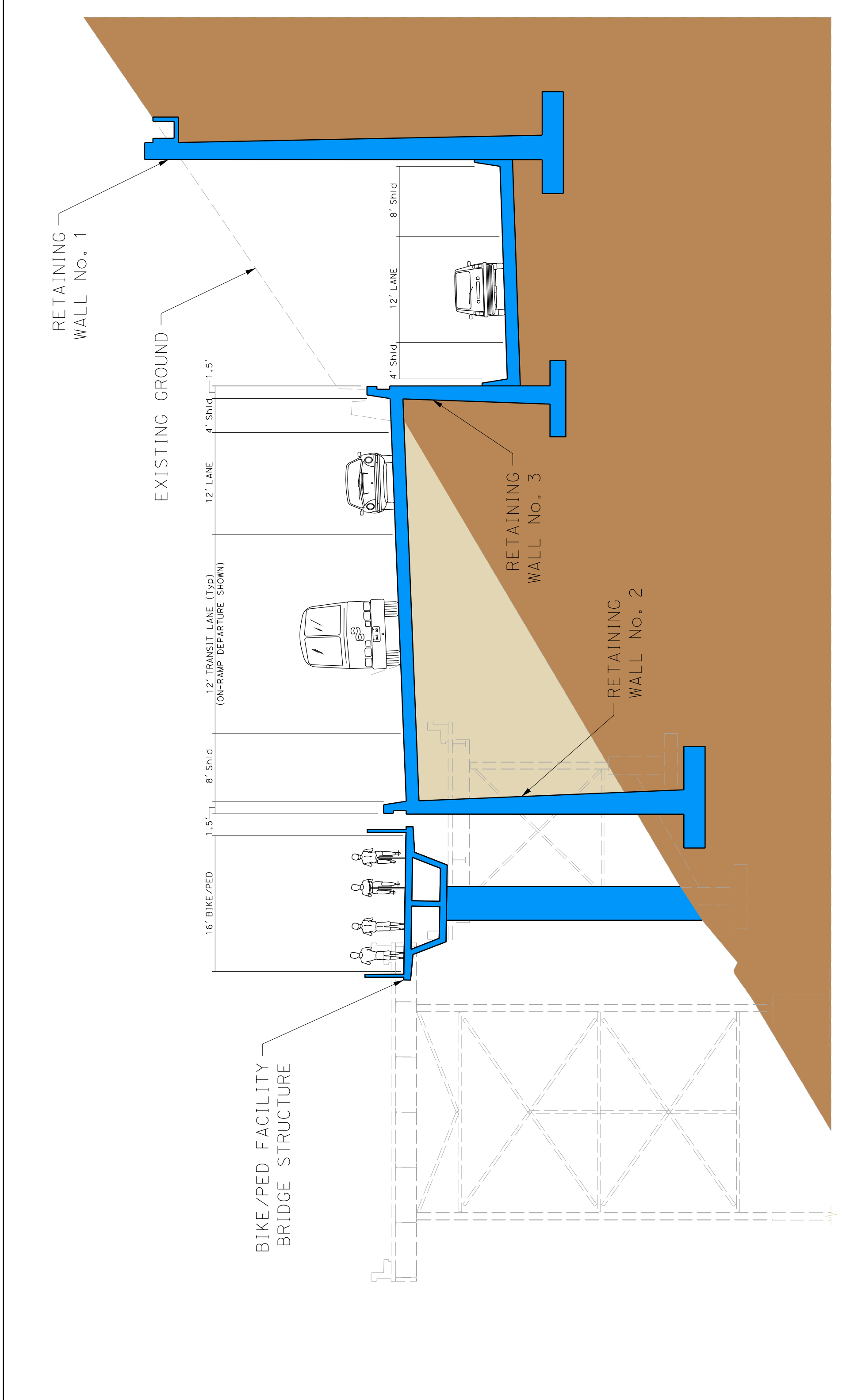
TREASURE ISLAND ROAD

PROPOSED SFOBB WEST SPAN BIKE/PEP PATH (MTC/BATA)

LEGEND

- BIKE/PEP FACILITY
- BIKE/PEP PATH
- BUS QUEUE JUMP
- MIXED FLOW LANES





RETAINING WALL NO. 1

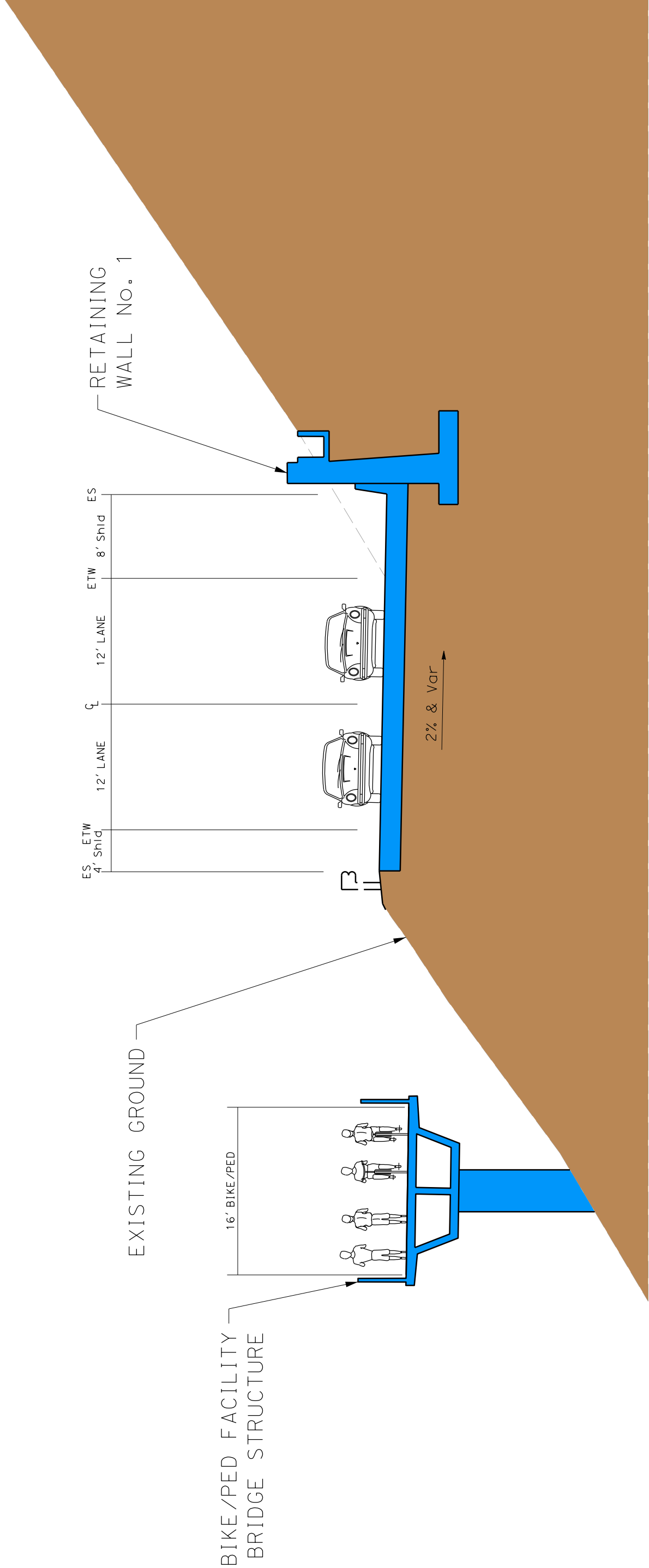
EXISTING GROUND

1.5' 8' Shld 12' TRANSIT LANE (TYP) (ON-RAMP DEPARTURE SHOWN) 4' Shld 12' LANE 4' Shld 12' LANE 8' Shld

BIKE/PED FACILITY BRIDGE STRUCTURE

RETAINING WALL NO. 3

RETAINING WALL NO. 2



San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|--|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | BART Station Bicycle Parking and Access Improvements |
| Grant Recipient: | Bay Area Rapid Transit District |

EXPENDITURE PLAN INFORMATION

| | |
|---------------------------------|--|
| Prop K EP categories: | Bicycle Circulation/Safety |
| Current Prop K Request: | \$550,000 |
| Supervisory District(s): | District 03, District 06, District 08, District 09 |

REQUEST

Brief Project Description

Improve bicycle parking and access at the 16th St Mission, 24th St Mission, Civic Center, and Embarcadero BART stations. Improvements include: 1) additional bicycle parking at the 16th St Mission and 24th St Mission BART stations, 2) stair channels at the 24th St Mission, Civic Center and Embarcadero BART stations, and 3) bike station modernization and reconfiguration at the Embarcadero and Civic Center BART stations.

Detailed Scope, Project Benefits and Community Outreach

This project will improve bicycle parking and access at four BART stations :16th St Mission, 24th St Mission, Civic Center, and Embarcadero BART stations. Improvements include: 1) additional bicycle parking at the 16th St Mission and 24th St Mission BART stations, 2) stair channels at the 24th St Mission, Civic Center and Embarcadero BART stations, and 3) bike station modernization and reconfiguration at the Embarcadero and Civic Center BART stations. These components are described in more details below. See attached fact sheet and station drawings for more details.

1) Ten Bikeep smart racks will be installed at the 16th St Mission BART Station and 20 Bikeep smart racks will be installed at the 24th St Mission BART Station. These will be installed on the concourse level of the stations, inside the paid area. This project will address ongoing bike theft problems at these two stations. Bikeep is a high-security smart rack system that's relatively new in the US and provides significantly greater locking protection than a traditional rack and U-lock. BART is one of the first public agencies to test this system in this country. Currently, three BART stations have Bikeep racks installed: 16th St Mission, Pleasant Hill and Hayward. There are currently 10 Bikeep racks at the 16th St Mission station. The system has been configured to operate with Clipper as a user's "key". The Bikeep rack system provides a unique solution that works well with the layout of these stations and updated BART bike parking demand projections. The dimensions of the station concourses are not well suited to bike stations, and there isn't space at the street level to install BikeLink shared use lockers. The Bikeep racks purchased with Prop K funds will be installed by BART forces and connected and configured by the manufacturer.

2) Stair channels will be installed at the 24th St Mission, Civic Center and Embarcadero BART stations. Bicycle stair channels allow cyclists to push, rather than carry, their bikes up and down stairs to access BART stations and can offer a significant improvement to vertical circulation within stations. Elevators can be slow and challenging for people with bikes to use and bikes are not technically allowed on escalators. Stair channels can also serve as an incentive for people with bikes to use wider, less-congested stairways, potentially improving the experience of everyone entering and exiting BART stations. The 2012 BART Bicycle Plan identified five strategic initiatives to achieve the goal of doubling bike access by 2022 relevant to station circulation for passengers with bicycles—vertical circulation is a key component of this initiative. The June 2017 BART Bicycle Program Capital Plan further developed this initiative by developing a prioritization methodology for implementation of bicycle stair channels and a District-wide station prioritization list. Three key stations to improve vertical circulation are 24th Street, Civic Center and Embarcadero. The stair channels will provide an improved connection between the street level and concourse level where bike parking is available, focus cyclists in less congested entries/exits and provide an easier way to get to the platform level for passengers taking their bikes on trains. A bicycle stair channel code and site analysis study and draft BART Facility Standards chapter were developed in 2017 and comprise the design basis for the current project. This project will include the development of fully-engineered contract

documents for the three stations, procurement and construction/installation of the stair channels.

3) The bicycle facilities at both the Embarcadero Station and Civic Center Station need to be remodeled for user safety and overall improved user experience.

Embarcadero: At the Embarcadero bike station, this project will reconfigure the entry with a new steel structure glass wall and new door separating the secured bike area from the station concourse. The work also includes replacement of the BikeLink access control system at the entrance with a newer more reliable generation; installation of brighter, more energy efficient lighting; adding racks to accommodate increasingly popular oversized bikes; adding power to charge eBikes; and visual/branding enhancements. Following is a summary of the project goals for the Embarcadero improvements:

- 1) Improve transparency between the public concourse and the inside of the facility to enhance safety and station aesthetics;
- 2) Improve visibility of the facility to promote usage (this facility is unfortunately one of BART's best kept secrets as it currently just blends in with the station walls);
- 3) Make more efficient use of space to accommodate a new generation of larger, family-serving cargo bikes; and
- 4) Discourage loitering and other undesirable activities in the adjacent alcove.

Civic Center: The relatively new Civic Center Bike Station was designed with a cardkey-controlled access (BikeLink) area and an open area (i.e. without any access control). The intent was to provide options for users who prefer not to use the BikeLink system (and pay the 5 cents per hour fee). Unfortunately, the open access portion, even though constructed with transparent glass walls, became a magnet for unwanted activity and has been temporarily closed. This project will demolish a partition wall between the secured paid bike parking area and open unpaid parking area to create one continuous secured paid bicycle parking area. At Civic Center, this project also includes installation of a new door at the northeast end of the facility, steel structural members, and wire weave to close a gap above the existing glass wall where several unauthorized entries/bike thefts have occurred. Open and free bike parking will still be available at racks in the paid area of the station.

Project Location

Embarcadero, Civic Center, 16th St Mission, 24th St Mission BART stations

Project Phase(s)

Construction

5YPP/STRATEGIC PLAN INFORMATION

| | |
|---|-------------|
| Type of Project in the Prop K 5YPP/Prop AA Strategic Plan? | New Project |
| Justification for Necessary Amendment | |
| To fund this request BART is requesting an amendment to the Bicycle Circulation and Safety 5YPP. The proposed amendment would reprogram \$151,000 in FY2014/15 funds from the 16th/Mission Bike Station project, \$151,000 in FY2014/15 funds from the 24th/Mission Bike Station project, and \$248,000 in FY2014/15 funds from the Glen Park Bike Station project to the subject project. BART determined during the conceptual planning phase that the bike station projects were unfeasible in the space-constrained 16th/Mission and 24th/Mission stations, and that the anticipated demand for a bike station at Glen Park station has not materialized. | |

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|--|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | BART Station Bicycle Parking and Access Improvements |
| Grant Recipient: | Bay Area Rapid Transit District |

ENVIRONMENTAL CLEARANCE

| | |
|----------------------------|----------------------|
| Environmental Type: | Categorically Exempt |
|----------------------------|----------------------|

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

All the new proposed facilities are included in the 2017 BART Bicycle Program Capital Plan, which was reviewed by the BART Bicycle Advisory Task Force (BBATF) in February 2017 and received by the BART Board in early 2018. All the new proposed facilities are also consistent with key priorities identified in the strategic-level 2012 BART Bicycle Plan: increased secure bike parking and improved vertical circulation at stations for customers with bikes.

A news story on the BART website in 2017 about bicycle improvements underway featured details about BiKeep racks and stairway channels. Prior to the BiKeep installation, flyers were hung in the stations alerting cyclists that high security bike parking would be installed and referring people to the BART website bike page for more information. The BBATF provided extensive design input and user testing for BART's current stairway channels and subsequently participated in field tests at Warm Springs and 16th Street Mission before providing comments for further design improvements to be implemented as part of this project. Flyers and website updates will be used again, and BART Customer Access staff will continue to work with the BBATF.

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

| | |
|---------------------------------|--|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | BART Station Bicycle Parking and Access Improvements |
| Grant Recipient: | Bay Area Rapid Transit District |

FUNDING PLAN - FOR CURRENT REQUEST

| Fund Source | Planned | Programmed | Allocated | Project Total |
|---|------------------|------------------|------------|--------------------|
| PROP K: Bicycle Circulation/Safety | \$550,000 | \$0 | \$0 | \$550,000 |
| BART MEASURE RR | \$0 | \$530,820 | \$0 | \$530,820 |
| Phases in Current Request Total: | \$550,000 | \$530,820 | \$0 | \$1,080,820 |

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

| Fund Source | Planned | Programmed | Allocated | Project Total |
|---|------------------|------------------|------------------|--------------------|
| PROP K | \$550,000 | \$0 | \$0 | \$550,000 |
| MEASURE RR | \$0 | \$0 | \$86,850 | \$86,850 |
| BART PARKING REVENUE | \$0 | \$0 | \$76,000 | \$76,000 |
| BART MEASURE RR | \$0 | \$530,820 | \$0 | \$530,820 |
| Funding Plan for Entire Project Total: | \$550,000 | \$530,820 | \$162,850 | \$1,243,670 |

COST SUMMARY

| Phase | Total Cost | Prop K - Current Request | Source of Cost Estimate |
|---------------------------------|--------------------|--------------------------|---------------------------------|
| Planning/Conceptual Engineering | \$53,000 | \$0 | Actual costs |
| Environmental Studies (PA&ED) | \$0 | \$0 | |
| Right of Way | \$0 | \$0 | |
| Design Engineering (PS&E) | \$109,850 | \$0 | Actual costs |
| Construction | \$1,080,820 | \$550,000 | Based on Design phase documents |
| Operations | \$0 | \$0 | |
| Total: | \$1,243,670 | \$550,000 | |

| | |
|------------------------------|-------|
| % Complete of Design: | 85.0% |
|------------------------------|-------|

| | |
|------------------------------|------------|
| As of Date: | 08/14/2018 |
| Expected Useful Life: | 80 Years |

MAJOR LINE ITEM BUDGET

| SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK) | | | | | |
|---|---------------------|----------------------|-------------------|-------------------|-------------------|
| Budget Line Item | Totals | % of contract | BART | Contractor | |
| 1. Bikeeep Installation at 16th St and 24th St Stations | \$ 84,000 | 8% | \$ 15,000 | \$ | \$ 69,000 |
| 1a. Racks | \$ 39,000 | | | | |
| 1b. Software License | \$ 15,000 | | | | |
| 1c. Manufacturer Rep Installation | \$ 15,000 | | | | |
| 1d. BART Labor Installation | \$ 15,000 | | | | |
| 2. Bike Stair Channels at 24th St, Civic Center, Embarcadero | \$ 137,820 | 13% | \$ 16,795 | \$ | \$ 121,025 |
| 2a. Base construction costs | \$ 68,900 | | | \$ | \$ 68,900 |
| 2ai. Survey and layout of existing | \$ 6,000 | | | | |
| 2aii. Shop drawings | \$ 10,800 | | | | |
| 2aiii. New work and materials | \$ 47,900 | | | | |
| 2aiv. Touch up and restoration | \$ 4,200 | | | | |
| 2b. Construction management and support | \$ 46,500 | | \$ 11,625 | \$ | \$ 34,875 |
| 2c. Design services during construction | \$ 5,170 | | \$ 5,170 | \$ | |
| 2d. Contingency | \$ 17,250 | | | \$ | \$ 17,250 |
| 3. Bike Station Modernization Embarcadero and Civic Center | \$ 859,000 | 79% | \$ 112,500 | \$ | \$ 746,500 |
| 3a. Base construction costs | \$ 462,000 | | | \$ | \$ 462,000 |
| 3ai. Mobilization | \$ 29,000 | | | | |
| 3aii. Preparation/demolition | \$ 63,000 | | | | |
| 3aiii. New work | \$ 230,000 | | | | |
| 3aiv. General conditions and requirements | \$ 140,000 | | | | |
| 3b. Construction management and support | \$ 310,000 | | \$ 77,500 | \$ | \$ 232,500 |
| 3c. Design services during construction | \$ 35,000 | | \$ 35,000 | \$ | |
| 3d. Contingency | \$ 52,000 | | | \$ | \$ 52,000 |
| TOTAL CONSTRUCTION PHASE | \$ 1,080,820 | | \$ 144,295 | \$ | \$ 936,525 |

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|--|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | BART Station Bicycle Parking and Access Improvements |
| Grant Recipient: | Bay Area Rapid Transit District |

SFCTA RECOMMENDATION

| | | | |
|---------------------------|-----------|----------------------------|-----|
| Resolution Number: | | Resolution Date: | |
| Total Prop K Requested: | \$550,000 | Total Prop AA Requested: | \$0 |
| Total Prop K Recommended: | \$550,000 | Total Prop AA Recommended: | \$0 |

| | | | |
|---------------------|---------------------------------|------------------|--|
| SGA Project Number: | | Name: | BART Station Bicycle Parking and Access Improvements |
| Sponsor: | Bay Area Rapid Transit District | Expiration Date: | 03/31/2021 |
| Phase: | Construction | Fundshare: | 50.89 |

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | FY 2022/23 | Total |
|---------------|------------|------------|------------|------------|------------|-----------|
| PROP K EP-139 | \$50,000 | \$500,000 | \$0 | \$0 | \$0 | \$550,000 |

Deliverables

1. Quarterly progress reports shall provide the percent complete by station in addition to the percent complete for the overall project, in addition to all other requirements described in the Standard Grant Agreement. Over the course of the project quarterly progress reports shall include 2-3 photos of work in progress for recent activities and/or of completed work.

Special Conditions

1. The recommended allocation is contingent upon a concurrent amendment to the Bicycle Circulation and Safety 5YPP. See attached 5YPP amendment for details.

Notes

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

| Metric | Prop K | Prop AA |
|--|--------|------------|
| Actual Leveraging - Current Request | 49.11% | No Prop AA |
| Actual Leveraging - This Project | 55.78% | No Prop AA |

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

| | |
|---------------------------------|--|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | BART Station Bicycle Parking and Access Improvements |
| Grant Recipient: | Bay Area Rapid Transit District |

EXPENDITURE PLAN INFORMATION

| | |
|--------------------------------|-----------|
| Current Prop K Request: | \$550,000 |
|--------------------------------|-----------|

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

| |
|--|
| Initials of sponsor staff member verifying the above statement |
| NF |

CONTACT INFORMATION

| | Project Manager | Grants Manager |
|---------------|----------------------------|----------------------------|
| Name: | Heath Maddox | Michael S. Tanner |
| Title: | Bicycle Access Coordinator | Manager, Grant Development |
| Phone: | (510) 464-6116 | (510) 464-6433 |
| Email: | hmaddox@bart.gov | mtanner@bart.gov |

BART Station Bicycle Parking & Access Improvements: 16th Street, 24th Street, Embarcadero & Civic Center

Project Summary



The bicycle parking and access improvements project includes three major components at four BART stations:

1. Installation of Bikeeep high security smart racks at 16th and 24th St Mission BART stations
2. Bike station modernization and reconfiguration at Embarcadero and Civic Center BART stations
3. Bicycle stair channel design and installation at 24th St Mission, Civic Center and Embarcadero BART stations



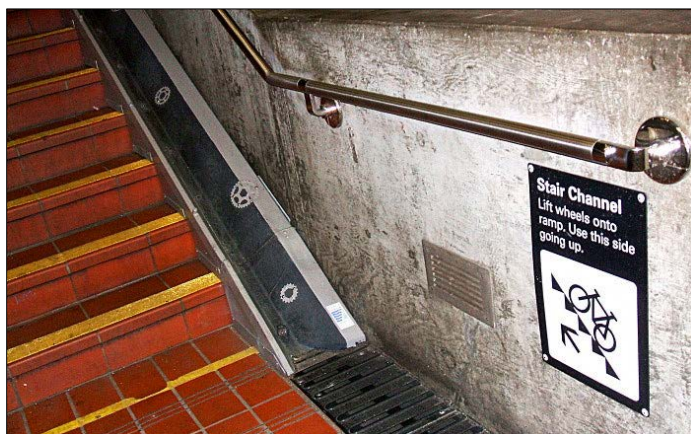
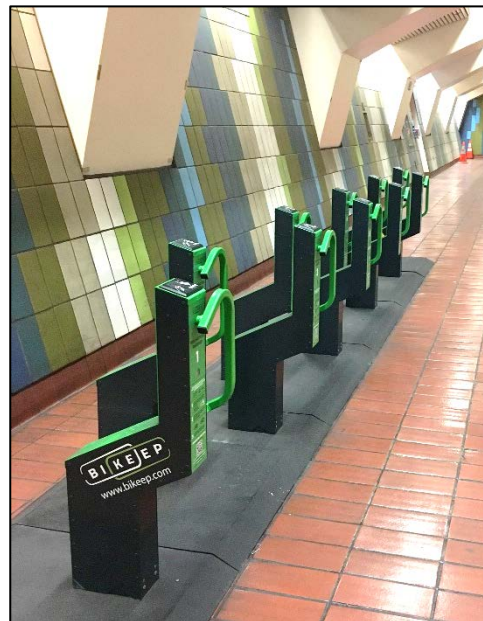
Goals

- Increase secure bike parking and address ongoing bike theft problems at high bike-theft BART stations
- Improve user safety and overall user experience at Embarcadero and Civic Center BART Bike Stations
- Improve vertical circulation for customers with bikes at 24th St Mission, Civic Center and Embarcadero BART stations



Schedule

- Advertise contracts in early 2019
- Start construction in Spring 2019
- Project duration: 1 year

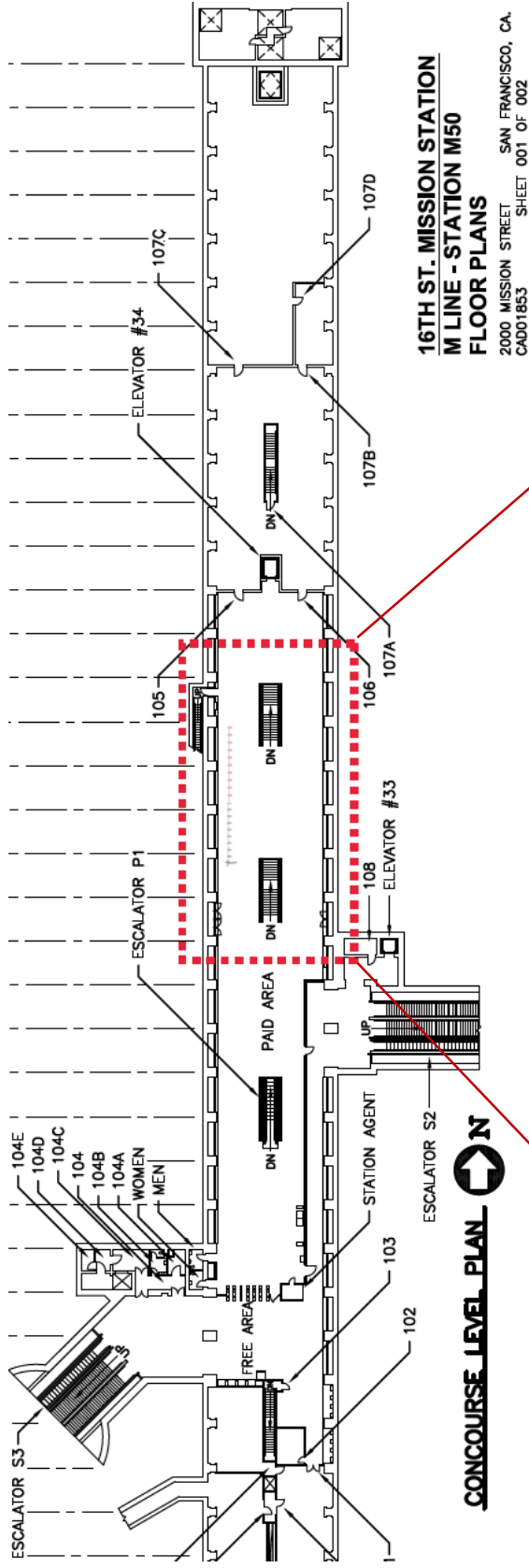


Project Contact

Heath Maddox, Project Manager
hmaddox@bart.gov

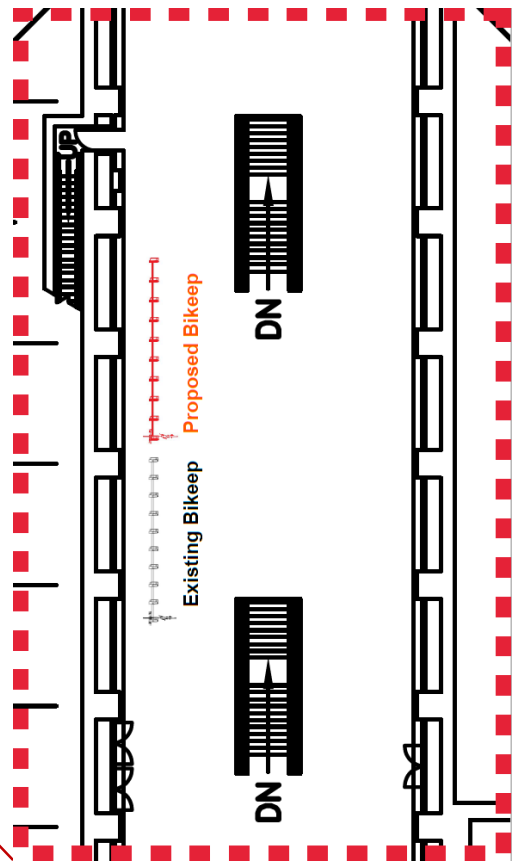
16th St. Mission Station

Proposed BiKeep Electronic High-Security Bicycle Rack Expansion



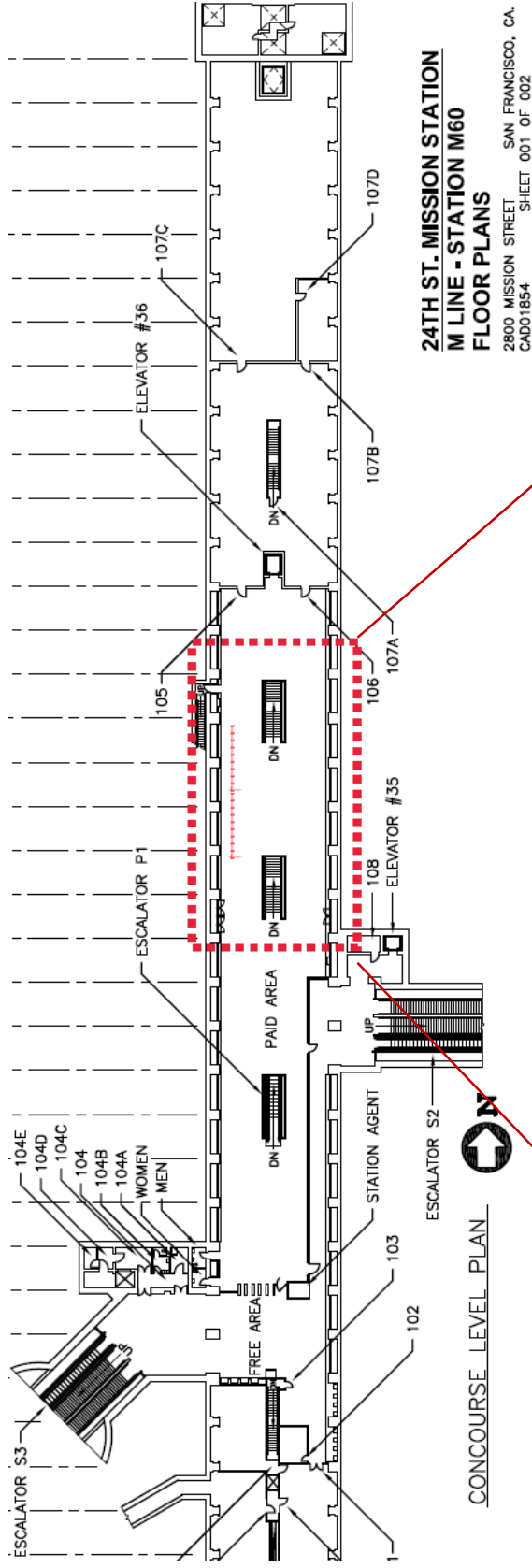
CONCOURSE LEVEL PLAN 

16TH ST. MISSION STATION
M LINE - STATION M50
FLOOR PLANS
2000 MISSION STREET SAN FRANCISCO, CA.
CADD1853 SHEET 001 OF 002



24th St. Mission Station

Proposed BiKeep Electronic High-Security Bicycle Rack



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

Pending October 23, 2018 Board

| Agency | Project Name | Phase | Status | Fiscal Year | | | | | Total |
|---|---|-------------|-------------|-------------|-----------|----------|------------|----------|------------|
| | | | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | |
| Bicycle Safety, Education and Outreach | | | | | | | | | |
| SFMTA | Bike To Work Day 2015 ⁵ | CON | Allocated | \$76,000 | | | | | \$76,000 |
| SFMTA | Bike To Work Day 2015 ⁵ | CON | Deobligated | (\$11,000) | | | | | (\$11,000) |
| SFMTA | Bike To Work Day Promotion ⁸ | CON | Programmed | | \$0 | | | | \$0 |
| SFMTA | Bike To Work Day Promotion | CON | Allocated | | | \$38,475 | | | \$38,475 |
| SFMTA | Bike To Work Day Promotion | CON | Allocated | | | | \$38,475 | | \$38,475 |
| SFMTA | Bike To Work Day Promotion | CON | Programmed | | | | | \$38,475 | \$38,475 |
| SFMTA | Bicycle Promotion ^{5, 8} | PLAN | Programmed | \$0 | | | | | \$0 |
| SFMTA | Bicycle Promotion ⁸ | CON | Programmed | | \$0 | | | | \$0 |
| SFMTA | Bicycle Promotion | CON | Programmed | | | \$31,198 | | | \$31,198 |
| SFMTA | Bicycle Promotion | CON | Programmed | | | | | \$15,599 | \$15,599 |
| SFMTA | Bicycle Safety, Education & Outreach (e.g, Classes) | CON | Programmed | \$0 | | | | | \$0 |
| SFMTA | Bicycle Safety Education Classes | CON | Allocated | \$72,000 | | | | | \$72,000 |
| SFMTA | Bicycle Safety Education Classes | CON | Deobligated | (\$4,694) | | | | | (\$4,694) |
| SFMTA | Bicycle Safety Education and Outreach ⁸ | CON | Allocated | | \$170,000 | | | | \$170,000 |
| SFMTA | Bicycle Safety, Education & Outreach (e.g, Classes) ⁸ | CON | Programmed | | \$0 | | | | \$0 |
| SFMTA | Youth Bicycle Safety Education Classes | CON | Allocated | | \$80,000 | | | | \$80,000 |
| SFMTA | Youth Bicycle Safety Education Classes | CON | Deobligated | | (\$7,563) | | | | (\$7,563) |
| SFMTA | Bicycle Safety, Education & Outreach (e.g, Classes) | CON | Programmed | | | \$144 | | | \$144 |
| SFMTA | Youth Bicycle Safety Education Classes | CON | Allocated | | | | \$117,243 | | \$117,243 |
| SFMTA | Youth Bicycle Safety Education Classes | CON | Pending | | | | | \$90,000 | \$90,000 |
| SFMTA | Bicycle Safety Education and Outreach | CON | Pending | | | | | \$90,529 | \$90,529 |
| System Performance and Innovation | | | | | | | | | |
| SFMTA | Bicycle Counters & Barometers | DES/ CON | Programmed | \$2,500 | | | | | \$2,500 |
| SFMTA | Bicycle Counters & Barometers | CON | Allocated | \$97,500 | | | | | \$97,500 |
| SFMTA | Bicycle Counters & Barometers | CON | Deobligated | | | | (\$18,008) | | (\$18,008) |
| SFMTA | Bicycle Counters & Barometers | DES/ CON | Programmed | | | | \$51,615 | | \$51,615 |
| SFMTA | Market Street Green Bike Lanes and Raised Cycletrack ² | CON | Allocated | \$758,400 | | | | | \$758,400 |

Programming and Allocations to Date

Pending October 23, 2018 Board

| Agency | Project Name | Phase | Status | Fiscal Year | | | | | Total |
|---|---|-------|-------------|-------------|-----------|-----------|-----------|----------|------------|
| | | | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | |
| SFMTA | Innovative Treatments ² | PLAN | Programmed | \$0 | | | | | \$0 |
| SFMTA | Innovative Treatments | PLAN | Programmed | | \$5,600 | | | | \$5,600 |
| SFMTA | Innovative Treatments | PLAN | Programmed | | | \$5,600 | | | \$5,600 |
| SFMTA | Innovative Treatments | PLAN | Programmed | | | | \$5,600 | | \$5,600 |
| SFMTA | Innovative Treatments | PLAN | Programmed | | | | | \$5,600 | \$5,600 |
| SFMTA | Innovative Treatments ² | DES | Programmed | \$0 | | | | | \$0 |
| SFMTA | Innovative Treatments | DES | Programmed | | \$14,400 | | | | \$14,400 |
| SFMTA | Innovative Treatments | DES | Programmed | | | \$14,400 | | | \$14,400 |
| SFMTA | Innovative Treatments | DES | Programmed | | | | \$14,400 | | \$14,400 |
| SFMTA | Innovative Treatments | DES | Programmed | | | | | \$14,400 | \$14,400 |
| SFMTA | Innovative Treatments ² | CON | Programmed | \$0 | | | | | \$0 |
| SFMTA | Innovative Treatments | CON | Programmed | | \$120,000 | | | | \$120,000 |
| SFMTA | Innovative Treatments | CON | Programmed | | | \$120,000 | | | \$120,000 |
| SFMTA | Innovative Treatments | CON | Programmed | | | | \$120,000 | | \$120,000 |
| SFMTA | Innovative Treatments | CON | Programmed | | | | | \$83,974 | \$83,974 |
| SFMTA | Spot Improvements ^{2, 4} | CON | Programmed | \$0 | | | | | \$0 |
| SFMTA | 5th Street Green Shared Roadway Markings (Sharrows) [Vision Zero] | CON | Allocated | \$82,700 | | | | | \$82,700 |
| SFMTA | 5th Street Green Shared Roadway Markings (Sharrows) [Vision Zero] | CON | Deobligated | (\$10,310) | | | | | (\$10,310) |
| SFMTA | 7th Avenue and Lincoln Way Intersection Improvements ⁴ | CON | Allocated | \$115,324 | | | | | \$115,324 |
| SFMTA | Spot Improvements | CON | Programmed | | \$197,130 | | | | \$197,130 |
| SFMTA | Spot Improvements | CON | Programmed | | | \$150,000 | | | \$150,000 |
| SFMTA | Spot Improvements | CON | Programmed | | | | \$100,000 | | \$100,000 |
| SFMTA | Spot Improvements | CON | Programmed | | | | | \$20,000 | \$20,000 |
| Bicycle Network Expansion and Upgrades | | | | | | | | | |
| SFMTA | Bike Strategy Project Planning and Scoping | PLAN | Allocated | \$76,356 | | | | | \$76,356 |
| SFMTA | Bike Strategy Conceptual Design | PLAN | Allocated | \$100,144 | | | | | \$100,144 |
| SFMTA | Bike Strategy Conceptual Design | PLAN | Deobligated | (\$4,585) | | | | | (\$4,585) |
| SFMTA | Bicycle Wayfinding Signs - Pilot | PLAN | Allocated | | \$20,000 | | | | \$20,000 |
| SFMTA | Bicycle Wayfinding Signs - Design | PLAN | Allocated | | \$173,000 | | | | \$173,000 |
| SFMTA | Bicycle Network Expansion and Upgrades | PLAN | Programmed | \$0 | | | | | \$0 |
| SFMTA | Bicycle Network Expansion and Upgrades ¹² | PLAN | Programmed | | \$0 | | | | \$0 |
| SFMTA | Central Richmond Neighborhood ¹¹ | PLAN | Allocated | | | \$155,000 | | | \$155,000 |
| SFMTA | Bicycle Network Expansion and Upgrades | DES | Programmed | \$0 | | | | | \$0 |
| SFMTA | Bicycle Network Expansion and Upgrades ¹⁷ | DES | Programmed | | \$0 | | | | \$0 |

Programming and Allocations to Date

Pending October 23, 2018 Board

| Agency | Project Name | Phase | Status | Fiscal Year | | | | | Total |
|--|---|----------------|-------------|-------------|-----------|-----------|-------------|-----------|-------------|
| | | | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | |
| SFMTA | Bicycle Network Expansion and Upgrades ^{1,3,12} | CON | Programmed | \$0 | | | | | \$0 |
| SFMTA | Bicycle Network Expansion and Upgrades ¹⁵ | CON | Programmed | | \$130,396 | | | | \$130,396 |
| SFMTA | Bicycle Network Expansion and Upgrades ^{11,13} | ANY | Programmed | | | \$200,500 | | | \$200,500 |
| SFMTA | Bicycle Network Expansion and Upgrades | ANY | Programmed | | | | \$450,500 | | \$450,500 |
| SFMTA | Bicycle Network Expansion and Upgrades | ANY | Programmed | | | | | \$450,057 | \$450,057 |
| SFCTA, SFMTA | YBI Hillcrest Road/Treasure Island Road Bike Path ¹⁷ | PLAN | Pending | | | | | \$250,000 | \$250,000 |
| SFMTA | Safe Streets Project Evaluation Program ¹² | PLAN | Allocated | | | | \$189,850 | | \$189,850 |
| SFMTA | Shared Roadway Bicycle Markings (Sharrows) - Environmental, Design ¹ | PA&ED, PS&E | Allocated | \$123,882 | | | | | \$123,882 |
| SFMTA | Shared Roadway Bicycle Markings (Sharrows) - Construction ¹ | CON | Allocated | \$132,218 | | | | | \$132,218 |
| SFMTA | Shared Roadway Bicycle Markings (Sharrows) - Construction ¹ | CON | Deobligated | | | | (\$5,967) | | (\$5,967) |
| SFMTA | Sharrows | CON | Programmed | | \$138,100 | | | | \$138,100 |
| SFMTA | Western Addition - Downtown Bikeway Connector [NTIP] | ENV | Programmed | \$62,000 | | | | | \$62,000 |
| SFMTA | Embarcadero Bikeway Enhancements [NTIP] ⁶ | ENV | Programmed | \$150,000 | | | | | \$150,000 |
| SFMTA | Embarcadero Bikeway Enhancements [NTIP] ⁶ | ENV | Programmed | | \$50,000 | | | | \$50,000 |
| SFMTA | Second Street Vision Zero Improvements [Vision Zero] ³ | CON | Allocated | \$158,500 | | | | | \$158,500 |
| SFMTA | Second Street Vision Zero Improvements [Vision Zero] ³ | CON | Deobligated | (\$6) | | | | | (\$6) |
| DPW | Second Street Improvement - EP 39 | CON | Allocated | | | \$110,000 | | | \$110,000 |
| SFMTA | Twin Peaks Connectivity | PLAN, PA&ED | Allocated | \$23,000 | | | | | \$23,000 |
| SFMTA, or other eligible sponsor | NTIP Placeholder ^{6, 7, 9, 10, 13, 14} | ANY | Programmed | | \$0 | | | | \$0 |
| SFMTA | Arguello Boulevard Near-term Improvements [NTIP Capital] ⁹ | CON | Allocated | | \$188,931 | | | | \$188,931 |
| SFMTA | Arguello Boulevard Near-term Improvements [NTIP Capital] ⁹ | CON | Deobligated | | | | (\$110,621) | | (\$110,621) |
| SFMTA | Arguello Boulevard Improvements ¹⁵ | CON | Allocated | | | | | \$70,700 | \$70,700 |
| SFMTA | Golden Gate Avenue Buffered Bike Lane [NTIP Capital] ⁷ | CON | Allocated | | \$50,000 | | | | \$50,000 |

Programming and Allocations to Date

Pending October 23, 2018 Board

| Agency | Project Name | Phase | Status | Fiscal Year | | | | | Total |
|----------------|---|-------------|-------------|-------------|-----------|-----------|-----------|-----------|-----------|
| | | | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | |
| SFMTA | Cesar Chavez/Bayshore/ Potrero Intersection Improvements [NTIP Capital] ⁶ | PLAN | Allocated | \$50,000 | | | | | \$50,000 |
| SFMTA | Cesar Chavez/Bayshore/ Potrero Intersection Improvements [NTIP Capital] ⁶ | PLAN | Deobligated | | | (\$5,314) | | | (\$5,314) |
| SFMTA | Valencia Bikeway Implementation Plan [NTIP Planning] ¹³ | PLAN | Allocated | | | | \$145,000 | | \$145,000 |
| SFPW | Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements (The Hairball) [NTIP Capital] ¹⁴ | CON | Allocated | | | | \$100,000 | | \$100,000 |
| Transit Access | | | | | | | | | |
| Caltrain | San Francisco Bicycle Parking Facility Improvements - Supplemental Funds | CON | Allocated | \$20,000 | | | | | \$20,000 |
| Caltrain | San Francisco Bicycle Parking Facility Improvements - Supplemental Funds | CON | Deobligated | (\$6,864) | | | | | (\$6,864) |
| Caltrain | Caltrain Bike Facility Improvements | DES/ CON | Programmed | | \$20,000 | | | | \$20,000 |
| Caltrain | Caltrain Bike Facility Improvements | DES/ CON | Programmed | | | | \$20,000 | | \$20,000 |
| Caltrain | Caltrain Bike Facility Improvements | CON | Programmed | | \$180,000 | | | | \$180,000 |
| Caltrain | Caltrain Bike Facility Improvements | CON | Programmed | | | | \$180,000 | | \$180,000 |
| BART | Station Bicycle Parking and Access Improvements ¹⁶ | CON | Pending | | | | | \$550,000 | \$550,000 |
| BART | 16th/Mission Bike Station [NTIP] ¹⁶ | DES | Programmed | \$0 | | | | | \$0 |
| BART | 24th/Mission Bike Station [NTIP] ¹⁶ | DES | Programmed | \$0 | | | | | \$0 |
| BART | Glen Park Bike Station ¹⁶ | DES | Programmed | \$0 | | | | | \$0 |

Programming and Allocations to Date

Pending October 23, 2018 Board

| Agency | Project Name | Phase | Status | Fiscal Year | | | | Total | |
|--|--------------|-------|--------|-------------|-------------|-------------|-------------|-------------|-------------|
| | | | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | | 2018/19 |
| Total Programmed in 5YPP | | | | \$2,063,067 | \$1,529,994 | \$820,003 | \$1,398,087 | \$1,679,334 | \$7,490,485 |
| Total Allocated and Pending in 5YPP | | | | \$1,886,024 | \$681,931 | \$303,475 | \$590,568 | \$1,051,229 | \$4,513,227 |
| Total Deobligated in 5YPP | | | | (\$37,457) | (\$7,563) | (\$5,314) | (\$134,596) | \$0 | (\$184,929) |
| Total Unallocated in 5YPP | | | | \$214,500 | \$855,626 | \$521,842 | \$942,115 | \$628,105 | \$3,162,188 |
| Total Programmed in 2014 Strategic Plan | | | | \$2,967,024 | \$2,047,091 | \$927,431 | \$1,097,848 | \$628,105 | \$7,667,499 |
| Deobligated from Prior 5YPP Cycles ** | | | | \$200,212 | | | | | \$200,212 |
| Cumulative Remaining Programming Capacity | | | | \$1,104,168 | \$1,621,265 | \$1,728,694 | \$1,428,454 | \$377,225 | \$377,225 |

| |
|---|
| Programmed |
| Pending Allocation/Appropriation |
| Board Approved Allocation/Appropriation |

FOOTNOTES:

- 5YPP amendment to fully fund project in Fiscal Year 2014/15: Sharrows (Resolution 15-13, 10.21.2014).
Sharrows: Added construction phase to project and increased from \$118,000 to \$256,100 in Fiscal Year 2014/15.
Bicycle Network Expansion and Upgrades: Construction phase of project decreased from \$367,724 to \$229,264. Funds not needed in Fiscal Year 2014/15.
- 5YPP amendment to fully fund project in Fiscal Year 2014/15: Market Street Green Bike Lanes and Raised Cycletrack (Resolution 15-28, 12.16.2015).
Innovative Treatments: Reduced planning phase from \$104,618 to \$0, design phase from \$126,518 to \$0, construction phase from \$520,288 to \$0, to fund the Market Spot Improvements: Reduced from \$200,000 to \$198,024 in Fiscal Year 2014/15.
- Bicycle Network Expansion and Upgrades funds from Fiscal Year 2014/15 (\$158,500) were allocated to Second Street Vision Zero Improvements (Resolution 15-34, 1.27.15).
- Spot Improvements placeholder funds from Fiscal Year 2014/15 (\$110,800) were allocated for construction of the 7th Avenue and Lincoln Way Intersection Improvements project to fully fund Bike to Work Day 2015 (Resolution 15-52, 4/28/2015).
Bicycle Promotion: Reduced from \$50,000 to \$25,300 in Fiscal Year 2014/15.
Bike to Work Day 2015: Added \$24,700 in Fiscal Year 2014/15 for construction.
- 5YPP amendment to fund Cesar Chavez/Potrero Intersection Improvements [NTIP Capital] (Resolution 2015-056, 5/19/2015).
Embarcadero Bikeway Enhancements [NTIP]: Reduced from \$200,000 to \$150,000 in Fiscal Year 2014/15 and increased from \$0 to \$50,000 in FY 15/16. Project will not NTIP Placeholder: Reduced from \$436,000 to \$386,000 in Fiscal Year 2015/16.
Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]: Added project with \$50,000 in Fiscal Year 2014/15 for design.
- 5YPP amendment to fund Golden Gate Avenue Buffered Bike Lane [NTIP Capital] (Resolution 2016-040, 2/23/2016).
NTIP Placeholder: Reduced from \$386,000 to \$336,000 in Fiscal Year 2015/16.
Golden Gate Avenue Buffered Bike Lane [NTIP Capital]: Added project with \$50,000 in Fiscal Year 2015/16 for construction.
- FY 15/16 allocation for Bicycle Safety Education and Outreach (\$170,000) included the following placeholders (Resolution 2016-040, 2/23/2016):
Bike to Work Day Promotion: Reduced from \$38,475 to zero in Fiscal Year 2015/16.

Programming and Allocations to Date

Pending October 23, 2018 Board

| Agency | Project Name | Phase | Status | Fiscal Year | | | Total |
|--------|--------------|-------|--------|-------------|---------|---------|-------|
| | | | | 2014/15 | 2015/16 | 2016/17 | |

- Bicycle Promotion: Reduced from \$25,300 to zero in Fiscal Year 2014/15 and \$80,840 to zero in Fiscal Year 2015/16.
- Bicycle Safety, Education & Outreach: Reduced from \$88,800 to \$63,415 in Fiscal Year 2015/16.
- ⁹ 5YPP amendment to fund Arguello Boulevard Near-term Improvements [NTIP Capital] (Resolution 2016-55).
 NTIP Placeholder: Reduced from \$336,000 to \$147,069 in Fiscal Year 2015/16.
- Arguello Boulevard Near-term Improvements [NTIP Capital]: Added project with \$188,931 in Fiscal Year 2015/16 for construction.
- ¹⁰ With approval of resolution 17-27, 2/28/2017, the Board expressed an intent to support a future allocation of \$320,000 in NTIP capital funds for the construction phase of the project amendment to fund Central Richmond Neighborhood (Resolution 17-039).
- ¹¹ 5YPP amendment to fund Network Expansion and Upgrades: Reduced by \$155,000 from \$450,500 to \$295,500 in Fiscal Year 2016/17 for any phase.
 Central Richmond Neighborhood: Added project with \$155,000 in Fiscal Year 2016/17 for planning.
- ¹² 5YPP amendment to fund Safe Streets Project Evaluation Program (Resolution 18-012)
 Bicycle Network Expansion and Upgrade (Planning) placeholder: Reduced from \$135,050 to \$0 in Fiscal Year 2015/16.
 Bicycle Network Expansion and Upgrade (Construction) placeholder: Reduced from \$54,800 to \$0 in Fiscal Year 2014/15.
 Safe Streets Project Evaluation Program: Added project with \$189,850 in Fiscal Year 2017/18.
- ¹³ 5YPP amendment to fund Valencia Street Bikeway Implementation Plan [NTIP Planning] (Resolution 18-020)
 NTIP (Any) placeholder: Reduced from \$147,069 to \$97,069 in Fiscal Year 2015/16.
 Bicycle Network Expansion and Upgrade (Any) placeholder: Reduced from \$295,500 to \$200,500 in Fiscal Year 2016/17.
 Valencia Street Bikeway Implementation Plan [NTIP Planning]: Added project with \$145,000 in Fiscal Year 2017/18.
- ¹⁴ 5YPP amendment to partially fund Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements (The Hairball) [NTIP Capital] (Resolution 18-035, 2/27/2018):
 NTIP Placeholder: Reduced from \$97,069 in FY2015/16 to \$0.
 Cumulative Remaining Programming Capacity: Reduced by \$2,931 from \$209,867 to \$206,936.
 The \$2,931 from Cumulative Remaining Programming Capacity are considered NTIP Capital funds.
 Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements (The Hairball) [NTIP Capital]: Added project with \$100,000 in FY2017/18 construction funds.
- ¹⁵ 5YPP amendment to fund the Arguello Boulevard Improvements (Resolution 18-060, 6/26/2018).
 Arguello Boulevard Improvements: Added project with \$70,700 in FY 2018/19 construction funds.
 Bicycle Network Expansion and Upgrades: Reduced by \$70,700 in FY 2015/16 to fund Arguello Boulevard Improvements.
- ¹⁶ 5YPP amendment to fund the Station Bicycle Parking and Access Improvements (Resolution 19-XXX,)
 16th/Mission Bike Station [NTIP]: Reduced from \$151,000 to \$0 in Fiscal Year 2014/15.
 24th/Mission Bike Station [NTIP]: Reduced from \$151,000 to \$0 in Fiscal Year 2014/15.
 Glen Park Bike Station: Reduced from \$248,000 to \$0 in Fiscal Year 2014/15.
 Station Bicycle Parking and Access Improvements: Added project with \$550,000 in Fiscal Year 2018/19 construction funds.
- ¹⁷ 5YPP amendment to fund YBI Hillcrest Road/Treasure Island Road Bike Path (Resolution 19-xxx)
 Bicycle Network Expansion and Upgrades (DES) placeholder: Reduced from \$168,126 to \$0 in Fiscal Year 2015/16
 Bicycle Network Expansion and Upgrades (CON) placeholder: Reduced from \$212,270 to \$130,396 in Fiscal Year 2015/16
 YBI Hillcrest Road/Treasure Island Road Bike Path: Added project with \$250,000 in Fiscal Year 2018/19



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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | Bicycle Safety Education and Outreach |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

EXPENDITURE PLAN INFORMATION

| | |
|---------------------------------|----------------------------|
| Prop K EP categories: | Bicycle Circulation/Safety |
| Current Prop K Request: | \$90,529 |
| Supervisory District(s): | Citywide |

REQUEST

Brief Project Description

Provide 12 months of Bicycle Safety Education and Outreach including outreach to San Francisco residents and visitors and providing classes to encourage more people to bicycle and to do so safely.

Detailed Scope, Project Benefits and Community Outreach

See attachment for detailed scope.

Project Location

Citywide

Project Phase(s)

Construction

5YPP/STRATEGIC PLAN INFORMATION

| | |
|---|---|
| Type of Project in the Prop K 5YPP/Prop AA Strategic Plan? | Named Project |
| Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan? | Less than or Equal to Programmed Amount |
| Prop K 5YPP Amount: | \$90,529 |

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

Background

For years, SFMTA has provided bicycle training classes for adults and children thanks to voter approved Prop K funds. These classes support Vision Zero and the City's TDM and mode share goals by encouraging more people to bicycle and to do so safely. To ensure continued support of these goals, the Bicycle Safety and Outreach programs have been modified over the years to increase the number of people who are impacted by the programs, identify new program ideas for reaching audiences who may be ready to bicycle, but not ready to commit to taking classes, and to reach people in different ways, to ensure that people are coming in contact in multiple arenas with the ideas of bicycling and bicycle safety.

This scope is similar to the program that has been in place since April 2017. In the year from April 2017 to April 2018, the program successfully achieved the following results (See attached report for additional information):

- 9,086 people were reached at 12 outreach events (average 757 interactions per event)
- 368 adults participated in 27 offered classes (average 14 attendees per class)
- 535 children participated in 9 Freedom from Training Wheels events (average 59 participants per event)
- Surveys of adult bicycle education class participants included the following results:
 - 95% are very or somewhat likely to recommend a course
 - Increase from 44% (pre-class survey) to 74% (post-class survey) say they rode a bicycle in the past week
 - Increase from 29% (pre-class survey) to 70% (post-class survey) rate their knowledge of rights and responsibilities as "good" or "excellent"

Based on these positive results, the SFMTA proposes a similar program to continue into 2019.

Scope

The SFMTA requests \$90,673 to support a 12-month Bicycle Safety Education and Outreach program contract. The contract will be implemented through a request for proposal (RFP) process that will encourage respondents to provide details on the activities, classes and events that they would organize in order to meet specific participation, communication and educational goals. The program envisions a tier outreach program.

Task 1: Broad Bicycle Safety and Education Outreach Activities

Task 1 would require the SFMTA's contractor to develop and implement activities that introduced bicycling and bicycling safety concepts to people who may not otherwise receive safety and encouragement messaging. The contractor would table at pre-determined and mutually agreed-upon fairs, festivals, farmer's markets, and/or open streets events over the course of the contract with a goal of reaching a minimum of 2,250 people per quarter. Task 1 would require in-person, community-oriented programming, not on-line messaging or marketing, in order to connect with people where they spend their time.

Task 2: Bicycle Safety Education Classes

Tier 2 outreach involves multiple activities that will provide bicycle education opportunities for children and adults of varying abilities, including:

- Teaching kids and adults how to ride a bike
- Providing bicycling basics for helping people start to commute, shop, and do things by bike
- Rules of the road trainings
- On-street bicycle instruction

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

In the current Bicycle Safety Education and Outreach contract, the contractor has been able to test a new menu of classes compared to previous contract years and has been having success overall; the SFMTA proposes some adjustments to the class portfolio based on these results. In particular: offering more frequent but shorter duration on-road traffic skills classes; offering more adult learn-to-ride classes; and leaving the option for more foreign language classes and to pilot some new classes based on observed barriers to bicycling. For this contract, the SFMTA would suggest the following portfolio of classes in the RFP:

| Class Description | Hrs/Class | Target Attendees | # of Classes | Total People |
|------------------------------------|------------------|-------------------------|---------------------|---------------------|
| Adult Learn-to-ride | 3 | 20 | 8 | 160 |
| Pilot New Adult Classes | 2 | 20 | 4 | 80 |
| Traffic Skills 101 – Classroom | 2 | 30 | 10 | 300 |
| Traffic Skills 101 – On Road | 2 | 15 | 6 | 90 |
| Adult Urban Biking Workshop | 1 | 20 | 4 | 80 |
| Youth Freedom from Training Wheels | 3.5 | 50 | 10 | 500 |
| Total | | | 42 | 1,210 |

Prop K funds are requested to fund 12 months of this program; the SFMTA will seek additional funds to continue providing these classes in future years.

Additional Information

Annual evaluation:

The program evaluation will cover both demographic information to ensure that outreach and classes are reaching the many, varied communities across the city. It will also focus on program outcomes, increases in bicycling in SF among program participants and increase in safety knowledge by people who have participate in trainings and classes.

Equity:

The program will ensure that participation in events is not limited only to people who can pay to attend and that outreach and activities happen across the four quadrants of the city. The budget includes funding to provide multi-lingual materials and translations to ensure that people are not limited by the language they speak. Proposed languages are Spanish, Chinese, and Filipino, in addition to English.

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

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | Bicycle Safety Education and Outreach |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

ENVIRONMENTAL CLEARANCE

| | |
|----------------------------|----------------------|
| Environmental Type: | Categorically Exempt |
|----------------------------|----------------------|

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

| |
|--|
| |
|--|

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | Bicycle Safety Education and Outreach |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

FUNDING PLAN - FOR CURRENT REQUEST

| Fund Source | Planned | Programmed | Allocated | Project Total |
|---|------------|-----------------|------------|-----------------|
| PROP K: Bicycle Circulation/Safety | \$0 | \$90,529 | \$0 | \$90,529 |
| Phases in Current Request Total: | \$0 | \$90,529 | \$0 | \$90,529 |

COST SUMMARY

| Phase | Total Cost | Prop K - Current Request | Source of Cost Estimate |
|---------------------------------|-----------------|--------------------------|--------------------------------|
| Planning/Conceptual Engineering | \$0 | \$0 | |
| Environmental Studies (PA&ED) | \$0 | \$0 | |
| Right of Way | \$0 | \$0 | |
| Design Engineering (PS&E) | \$0 | \$0 | |
| Construction | \$90,529 | \$90,529 | Budget from current contractor |
| Operations | \$0 | \$0 | |
| Total: | \$90,529 | \$90,529 | |

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

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form
Project Name: Bicycle Safety Education and Outreach

| MAJOR LINE ITEM BUDGET | | | | | |
|---|--------------|-------------|---------------|--------------|------------------|
| Budget Line Item | Item (Quant) | Item (Rate) | Labor (Quant) | Labor (Rate) | Totals |
| 1. Contract | | | | | |
| | | | | | \$ 81,710 |
| Task 1: Broad Bicycle Safety and Education Outreach Activities | | | | | |
| Major Outreach Event | 12 | \$ 845 | | | \$ 10,137 |
| Outreach Evaluation | | | 12 | \$ 109.00 | \$ 1,308 |
| Task 2: Bicycle Safety Education Classes | | | | | |
| Adult Learn-to-Ride | 8 | \$ 2,109 | | | \$ 16,872 |
| Pilot New Adult Classes | 4 | \$ 2,109 | | | \$ 8,436 |
| Traffic Skills 101 – Classroom | 10 | \$ 1,257 | | | \$ 12,566 |
| Traffic Skills 101 - On Road - 2 hour | 6 | \$ 1,650 | | | \$ 9,900 |
| Urban Biking Workshop | 4 | \$ 929 | | | \$ 3,715 |
| Freedom from Training Wheels | 10 | \$ 1,093 | | | \$ 10,927 |
| Bicycle Safety Education Evaluation | | | 42 | \$ 109.00 | \$ 4,578 |
| Task 3: Reporting | | | | | |
| Monthly and Final Reporting | | | 30 | \$ 109.00 | \$ 3,270 |
| | | | | | \$ 8,820 |
| 2. SFMTA Support (Contract Award and Oversight) | | | | | |
| Staffing - 5290 TP IV | | | 16 | \$ 173 | \$ 3,266 |
| Staffing - 5288 TP II | | | 32 | \$ 127 | \$ 4,553 |
| City Attorney | | | 2 | \$ 250 | \$ 1,000 |
| TOTAL CONSTRUCTION PHASE | | | | | \$ 90,529 |

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | Bicycle Safety Education and Outreach |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

SFCTA RECOMMENDATION

| | | | |
|---------------------------|----------|----------------------------|-----|
| Resolution Number: | | Resolution Date: | |
| Total Prop K Requested: | \$90,529 | Total Prop AA Requested: | \$0 |
| Total Prop K Recommended: | \$90,529 | Total Prop AA Recommended: | \$0 |

| | | | |
|---------------------|---|------------------|---------------------------------------|
| SGA Project Number: | | Name: | Bicycle Safety Education and Outreach |
| Sponsor: | San Francisco Municipal Transportation Agency | Expiration Date: | 12/31/2020 |
| Phase: | Construction | Fundshare: | 100.0 |

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | FY 2022/23 | Total |
|---------------|------------|------------|------------|------------|------------|----------|
| PROP K EP-139 | \$45,529 | \$45,000 | \$0 | \$0 | \$0 | \$90,529 |

Deliverables

1. Quarterly Progress Reports (QPRs) shall provide percent complete of the scope of work; description of outreach activities performed that quarter (including those intended to engage traditionally under-represented bicycle communities); and data on the number of classes held, including class type and number of participants; in addition to the requirements described in the Standard Grant Agreement (SGA). See SGA for definitions. QPRs shall also include samples of outreach and class materials.

2. Upon project completion (anticipated December 2019), provide copy of program evaluation.

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.

Notes

1. As a reminder, per the Standard Grant Agreement, all flyers, brochures, posters, websites and other similar materials prepared with Proposition K funding shall comply with the attribution requirements established in the Standard Grant Agreement.

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

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

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | Bicycle Safety Education and Outreach |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

EXPENDITURE PLAN INFORMATION

| | |
|--------------------------------|----------|
| Current Prop K Request: | \$90,529 |
|--------------------------------|----------|

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

| |
|--|
| Initials of sponsor staff member verifying the above statement |
| TM |

CONTACT INFORMATION

| | Project Manager | Grants Manager |
|---------------|-------------------------|-------------------------------|
| Name: | Miriam Sorell | Timothy Manglicmot |
| Title: | | Senior Administrative Analyst |
| Phone: | (415) 701-4770 | (415) 646-2517 |
| Email: | miriam.sorell@sfmta.com | timothy.manglicmot@sfmta.com |



SUMMARY REPORT 4/10/2018

Tier 2 Classes (April 2017 - March 2018)

Abbreviation key:

- ALTR = Adult Learn to Ride
 - TS101C = Traffic Skills 101: Classroom
 - TS101R = Traffic Skills 101: On-Road
 - NAWB = Night and All-Weather Biking
 - FTW = Freedom From Training Wheels (please note: survey and demographic data not collected for this class, per contract)
- Demographics: Age

| Date | Time | Class | Location | # Attendees | Registered | Under 14 | 14-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 80+ | Prefer not to say |
|---|----------------|--------|---------------------------------------|-------------|------------|----------|-------|-------|-------|-------|-------|-------|-------|-----|-------------------|
| Bayview Sunday Streets, Bancroft and 3rd Street | | | | | | | | | | | | | | | |
| 4/9/2017 | 11am-2:30pm | FTW | | 46 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 4/23/2017 | 10:30am-1:30pm | ALTR | Waller St. Learning Area | 21 | 31 | 0 | 7 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 2 |
| 4/29/2017 | 2pm-4pm | TS101C | Bernal Heights Library | 18 | 29 | 0 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4/30/2017 | 11am-2:30pm | FTW | Tenderloin Sunday Streets | 36 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| The Hamilton Building, 631 O'Farrell Street | | | | | | | | | | | | | | | |
| 6/1/2017 | 6pm-8pm | TS101C | | 13 | 26 | 0 | 0 | 4 | 6 | 1 | 0 | 1 | 0 | 0 | 1 |
| 6/10/2017 | 10:30am-1:30pm | ALTR | Waller St. Learning Area | 16 | 27 | 0 | 0 | 7 | 6 | 2 | 1 | 0 | 0 | 0 | 0 |
| 6/11/2017 | 11am-2:30pm | FTW | GG Park Sunday Streets | 55 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Park Branch Library, 1833 Page Street | | | | | | | | | | | | | | | |
| 6/14/2017 | 6pm-8pm | TS101C | | 17 | 24 | | | | | | | | | | |
| 7/16/2017 | 11am-2:30pm | FTW | Mission Sunday Streets | 54 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Timbuk2 Factory Store, 587 Shotwell Street | | | | | | | | | | | | | | | |
| 7/19/2017 | 6:30-8:30pm | TS101C | | 27 | 37 | 0 | 1 | 7 | 9 | 5 | 1 | 3 | 0 | 0 | 1 |
| Park Police Station/GG Park | | | | | | | | | | | | | | | |
| 7/29/2017 | 10am-4pm | TS101R | | 12 | 25 | 0 | 1 | 3 | 3 | 4 | 0 | 1 | 0 | 0 | 0 |
| 8/14/2017 | 12pm-5pm | NAWB | Sports Basement, 1590 Bryant St. | 15 | 26 | 0 | 0 | 4 | 3 | 3 | 1 | 2 | 0 | 0 | 2 |
| 8/20/2017 | 11am-2:30pm | FTW | Tenderloin Sunday Streets | 46 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| The Hamilton Building, 631 O'Farrell Street | | | | | | | | | | | | | | | |
| 8/22/2017 | 11am-5pm | TS101C | | 23 | 43 | 0 | 0 | 5 | 7 | 2 | 5 | 0 | 0 | 0 | 4 |
| 8/27/2017 | 10:30am-1:30pm | ALTR | Waller St. Learning Area | 17 | 33 | 0 | 2 | 2 | 6 | 1 | 4 | 1 | 0 | 0 | 1 |
| Park Police Station/GG Park | | | | | | | | | | | | | | | |
| 9/2/2017 | 10am-4pm | TS101R | | 4 | 14 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| 9/10/2017 | 11am-2:30pm | FTW | Western Addition Sunday Streets | 49 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 9/11/2017 | 6-7pm | NAWB | Sports Basement, 1590 Bryant St. | 4 | 14 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 |
| Buchanan YMCA, 1530 Buchanan Street | | | | | | | | | | | | | | | |
| 9/20/2017 | 5:30-7:30pm | TS101C | | 12 | 29 | 0 | 0 | 4 | 4 | 2 | 1 | 0 | 0 | 0 | 1 |
| 9/24/2017 | 10:30am-1:30pm | ALTR | Waller St. Learning Area | 19 | 35 | 0 | 0 | 7 | 7 | 3 | 1 | 1 | 0 | 0 | 0 |
| 10/1/2017 | 11am-2:30pm | FTW | Excelsior Sunday Streets | 59 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 10/26/2017 | 7-8pm | NAWB | Richmond Public Library, 351 9th Ave. | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Excelsior Works!, 5000 Mission Street | | | | | | | | | | | | | | | |
| 11/5/2017 | 2-4pm | TS101C | | 6 | 26 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 0 |

| Date | Time | Class | Location | # Attendees | Registered | Under 14 | 14-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 80+ | Prefer not to say |
|---------------|----------------|-------------------|---|-------------|------------|----------|----------|-----------|-----------|-----------|-----------|-----------|----------|----------|-------------------|
| 11/15/2017 | 6:30-8:30pm | TS101C | USF, Lo Schiavo Center | 9 | 13 | 0 | 0 | 2 | 6 | 0 | 1 | 0 | 0 | 0 | 0 |
| | | | Glen Park Public Library, 2825 Diamond Street | 14 | 15 | 0 | 0 | 4 | 2 | 4 | 1 | 0 | 0 | 0 | 3 |
| 11/18/2017 | 3-4pm | NAWB | Golden Gate Valley Library, 1801 Green Street | 7 | 12 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12/9/2017 | 11am-1pm | TS101C | Chinese Newcomers Service Center, 777 Stockton Street | 14 | 20 | | | | | | | | | | |
| 12/16/2017 | 2-3pm | NAWB in Cantonese | Stonestown YMCA Annex, 3150 20th Avenue | 7 | 11 | 0 | 0 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 |
| 1/24/2018 | 6:30-8:30pm | TS101C | Anza Library, 550 37th Avenue | 9 | 7 | 0 | 0 | 2 | 1 | 2 | 3 | 0 | 0 | 0 | 1 |
| 1/27/2018 | 4-5pm | NAWB | Bayview YMCA, 1601 Lane Street | 12 | 17 | 0 | 0 | 0 | 3 | 3 | 1 | 2 | 0 | 0 | 3 |
| 2/17/2018 | 1-3pm | TS101C | La Voz Latina, 456 Ellis Street | 18 | 20 | 0 | 1 | 1 | 4 | 3 | 2 | 2 | 0 | 0 | 1 |
| 3/3/2018 | 11am-12pm | NAWB in Spanish | Waller St. Learning Area | 23 | 38 | 0 | 1 | 13 | 5 | 3 | 0 | 1 | 0 | 0 | 0 |
| 3/4/2018 | 10:30am-1:30pm | ALTR | Excelsior Sunday Streets | 97 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 3/11/2018 | 11am-2:30pm | FFTW | Noe Valley Library, 451 Jersey Street | 8 | 12 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 1 | 0 | 1 |
| 3/20/2018 | 6:30-7:30 | NAWB | Excelsior Sunday Streets | 93 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 3/25/2018 | 11am-2:30pm | FFTW | Timbuk2 Factory Store, 587 Shotwell Street | 23 | 31 | 2 | 0 | 0 | 6 | 2 | 1 | 2 | 0 | 0 | 5 |
| 3/27/2018 | 6:30-8:30pm | TS101C | | 23 | 31 | 2 | 0 | 0 | 6 | 2 | 1 | 2 | 0 | 0 | 5 |
| TOTAL: | | | | 903 | 625 | 2 | 9 | 87 | 97 | 46 | 28 | 20 | 1 | 0 | 38 |



SUMMARY REP
Tier 2 Classes

Demographics: Gender

Demographics: Ethnicity

| Date | Demographics: Gender | | | Demographics: Ethnicity | | | | | | | | | | Notes | | |
|------------|----------------------|------|-------------|-------------------------|------------------|----------------------|-------|---------------|----------|-------------------------|---------------------|----------------|---------------|-------|-----------------|-------------------|
| | Female | Male | Transgender | Prefer not to say | African-American | Latino/a or Hispanic | Asian | Alaska Native | Hawaiian | Indian or Alaska Native | Indian Subcontinent | Middle Eastern | Euro American | | White/Caucasian | Prefer not to say |
| 4/9/2017 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 4/23/2017 | 10 | 9 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 2 | 1 | 6 | 4 | | | |
| 4/29/2017 | 3 | 5 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 3 | 0 | 2 | 10 | | | |
| 4/30/2017 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 6/1/2017 | 9 | 3 | 0 | 0 | 1 | 0 | 2 | 4 | 0 | 2 | 0 | 5 | 1 | | | |
| 6/10/2017 | 13 | 3 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 2 | 1 | 5 | 2 | | | |
| 6/11/2017 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 6/14/2017 | | | | | | | | | | | | | | | | |
| 7/16/2017 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 7/19/2017 | 13 | 13 | 0 | 0 | 1 | 0 | 1 | 6 | 0 | 3 | 0 | 16 | 1 | 1 | 1 | 1 |
| 7/29/2017 | 6 | 6 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 0 |
| 8/14/2017 | 8 | 7 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 5 | 1 | | | |
| 8/20/2017 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 8/22/2017 | 12 | 7 | 0 | 0 | 4 | 1 | 2 | 5 | 0 | 0 | 0 | 13 | 4 | | | |
| 8/27/2017 | 9 | 7 | 0 | 0 | 1 | 1 | 11 | 0 | 0 | 0 | 0 | 3 | 2 | | | |
| 9/2/2017 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| 9/10/2017 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 9/11/2017 | 1 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | | | |
| 9/20/2017 | 10 | 1 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 7 | 1 | 1 | 1 | 1 |
| 9/24/2017 | 16 | 3 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 1 | 1 | 3 | 1 | | | |
| 10/1/2017 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 10/26/2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11/5/2017 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |

This class was originally scheduled for 10/15/17. Because of the dangerous air quality caused by the Napa and Sonoma fires, we postponed until 11/5/17. Registered students include those who signed up for the initial date. The postponement certainly led to lower attendance.

| Date | Female | Male | Transgender | Gender | Prefer not to say | Black or African-American | | Latino/a or Hispanic | American Pacific | | | White/Caucasian/Euro American | | | Notes |
|---------------|------------|------------|-------------|----------|-------------------|---------------------------|-------------------|----------------------|-------------------------|-----------------------------|--------------|-------------------------------|---------------|-------------------|---|
| | | | | | | American | Prefer not to say | | Indian or Alaska Native | Islander or Native Hawaiian | Subcontinent | Middle Eastern | Euro American | Prefer not to say | |
| 11/15/2017 | 5 | 4 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | Outreach to USF students and bike club, via email and individual outreach by volunteers |
| 11/18/2017 | 6 | 6 | 0 | 0 | 2 | 1 | 2 | 2 | 0 | 0 | 1 | 0 | 6 | 2 | Flying by the library; event listing on SFPL.org |
| 12/9/2017 | 2 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 1 | Event listing on SFPL.org |
| 12/16/2017 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | Recruitment directly by community partner |
| 1/24/2018 | 5 | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | Flying at the YMCA |
| 1/27/2018 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 2 | 0 | Flying by the library; event listing on SFPL.org |
| 2/17/2018 | 5 | 4 | 0 | 0 | 3 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 6 | 3 | Flying at the YMCA |
| 3/3/2018 | 4 | 8 | 1 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Recruitment directly by community partner |
| 3/4/2018 | 19 | 4 | 0 | 0 | 0 | 1 | 4 | 9 | 0 | 0 | 2 | 1 | 5 | 2 | |
| 3/11/2018 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 3/20/2018 | 1 | 6 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 2 | Event listing on SFPL.org |
| 3/25/2018 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 3/27/2018 | 13 | 5 | 0 | 0 | 5 | 0 | 2 | 3 | 0 | 0 | 3 | 1 | 10 | 4 | Social media via Timbuk2 |
| TOTAL: | 189 | 123 | 1 | 1 | 20 | 5 | 43 | 118 | 1 | 1 | 21 | 4 | 126 | 41 | |

Not all demographic data was captured

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | Youth Bicycle Safety Education |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

EXPENDITURE PLAN INFORMATION

| | |
|---------------------------------|----------------------------|
| Prop K EP categories: | Bicycle Circulation/Safety |
| Current Prop K Request: | \$90,000 |
| Supervisory District(s): | Citywide |

REQUEST

Brief Project Description

Conduct a series of two-week in-school bicycle safety Physical Education (PE) classes at San Francisco Unified School District Schools, including 6 middle schools and high schools and at 3 elementary schools during the 2018/2019 school year and reaching students in second, sixth, and ninth grade. The focus of the in-school classes offered at middle and high schools is teaching students to ride a bike safely on city streets, while the elementary school curriculum focuses on teaching students the fundamentals of bicycling, instilling at a young age the skills of balancing on and riding a bike.

Detailed Scope, Project Benefits and Community Outreach

See attachment for detailed scope.

Project Location

Citywide

Project Phase(s)

Construction

5YPP/STRATEGIC PLAN INFORMATION

| | |
|---|---|
| Type of Project in the Prop K 5YPP/Prop AA Strategic Plan? | Named Project |
| Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan? | Less than or Equal to Programmed Amount |
| Prop K 5YPP Amount: | \$90,000 |

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

Background

San Francisco's Youth Bicycle Education Program, includes two-week, in-school bicycle safety education for students and has been supported by the San Francisco County Transportation Authority (SFCTA) since 2011. In the fall of 2017, a grant from the state Active Transportation Program (ATP) funded the Youth Bicycle Education Program and the SFCTA approved \$117,243 in Prop K funding for the January 2018 - June 2018 semester (Resolution 2018-020). Once again for the 2018-2019 school year, ATP is funding the Youth Bicycle Education Program for the fall 2018 semester, and the SFMTA is requesting additional \$90,000 to fund the upcoming January-June 2019 semester.

Scope

The SFMTA is requesting \$90,000 to continue offering bicycle safety education classes to six combined Middle Schools and High Schools and in three Elementary Schools, thereby providing in-school bicycle education at all three levels of primary education, reaching students in second, sixth and ninth grade at San Francisco Unified School District (SFUSD) schools. Classes at all three levels will happen over a period of six months (January 2019 – June 2019) after the current contract for classes expires.

For Middle and High Schools, these classes will provide continuity in bicycle safety education programming for students in San Francisco and will include two-week in-school bicycle safety physical education classes. The current request will reach approximately 430 students in sixth and ninth grade during the current school year.

Between January 2018 and June 2018, the SFCTA funded a pilot program in which the SFMTA, in partnership with the San Francisco Unified School District (SFUSD), provided in-school bicycle education at the second-grade level for the first time. Unlike the focus of the in-school classes offered at Middle and High Schools, which primarily teaches students to ride a bike safely on city streets, the Elementary School curriculum focuses on teaching students the fundamentals of bicycling, instilling at a young age the skills of balancing on and riding a bike successfully. The current request will reach approximately 210 students in second grade during the current school year.

With the inclusion of the Elementary Schools in this program, San Francisco was the first school district in the nation to provide in-school bicycle education classes at all three levels of a student's primary education. At the conclusion of the Spring 2018 semester, the San Francisco Unified School District and the City's contractor, YMCA/YBike, reported a successful implementation of the Elementary School curriculum, citing student surveys indicating increases in bicycle proficiency and comfort, and feedback from Physical Education department staff regarding developmental benefits of the program. Additionally, program coordinators documented opportunities for improvement in future program years, particularly relating to logistical aspects of distributing bicycles and helmets.

The Youth Bicycle Education Program uses a teacher-training model, meaning that as the program progresses over time, physical education teachers will ultimately be trained to implement the

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

program with reduced support from contracted program coordinators. At a given school, in year one, contractor staff runs the program with teacher support. During the second year, the teacher runs the program with contractor support. In year three, the teacher runs the program independently, with minimal support from the contractor. This project is funding various schools in years one through three at the Middle and High School Level. All Elementary Schools funded through this request will start in year one, relying heavily on contractor support as PE teachers begin to learn how the program is operated. The contractor has been successful in helping a number of schools run their bicycle education curriculum independently, thereby reaching a much larger portion of the school population with minimal support from the contractor.

Per-school costs for the Middle School and High School programs have remained fairly constant over time. The program budget includes fixed per class costs for instruction time, set-up and clean-up, purchase of equipment, and equipment maintenance. Based on lessons learned during the first year of providing Elementary School classes, the SFMTA is proposing additional staffing support to handle logistical challenges related to storing and distributing bicycles and helmets.

The SFMTA will issue a Request For Proposals to identify a qualified contractor to plan, coordinate, promote, administer and conduct the classes described above. The SFMTA labor included in the request will fund program management and contract administration.

School Site Selection

The bicycle safety education program uses a school selection process that includes:

- Locating services at schools with high rates students receiving free/reduced lunch as an effective way of reaching populations of concern;
- Working with the SFUSD staff to identify priority schools based on possessed resources (school sites that tend to have fewer resources are prioritized), and
- Availability of on-site teaching staff well-suited to taking on the on-site coordination of the program and the availability of bikes for students to use.
- Locating at schools with constrained amenities and less than bike-friendly neighborhoods (roof-top playgrounds) (for elementary schools only).

These classes have been offered at San Francisco schools for the past four years. Past locations include:

High Schools

- | | | |
|------------------|----------------------|---------------------|
| ▪ Balboa | ▪ Lincoln | ▪ SF International |
| ▪ Downtown | ▪ Lowell | ▪ Thurgood Marshall |
| ▪ Galileo | ▪ Mission | ▪ The Academy |
| ▪ John O'Connell | ▪ Principal's Center | ▪ Burton |
| ▪ June Jordan | ▪ Ida B. Wells | ▪ SF International |
| ▪ Wallenberg | ▪ Washington | |

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

Middle Schools

- | | | |
|---------------------|---------------------|----------------|
| ▪ Alice Fong Yu | ▪ Denman | ▪ Hoover |
| ▪ A.P. Giannini | ▪ Everett | ▪ James Lick |
| ▪ Aptos | ▪ Francisco | ▪ Marina |
| ▪ Bessie Carmichael | ▪ Paul Revere | ▪ MLK |
| ▪ Roosevelt | ▪ Visitacion Valley | ▪ Willie Brown |

Elementary Schools

- | | | |
|-----------|----------|-----------------|
| ▪ Argonne | ▪ Bryant | ▪ Spring Valley |
|-----------|----------|-----------------|

Goals

This project is intended to both increase bicycle riding amongst young people and reduce their chance of injury while doing so. The program removes barriers to bicycle riding not only by teaching basic bicycling skills but also by showing students how they can prevent injuries and minimize them if they do end up in a collision.

- The best way to avoid being seriously injured is to avoid being injured at all (i.e., prevention). The curriculum covers the most common bicycle rider errors that lead to injury and how to avoid them, including, but not limited to: riding against traffic, riding on the sidewalk, and failing to obey and/or lack of understanding of the right of way/traffic controls.
- People on bikes can control their own behavior, but there are many other factors on the streets that they cannot control. When something out of their control causes a collision/fall, the curriculum instructs how to minimize the potential consequences by:
 - Wearing a properly-fitted bike helmet and other safety gear. A properly-fitted helmet is required at all times during the classes. Students learn how to fit and adjust their helmet and. The SFMTA will work with the successful contractor to provide free helmets where needed.
 - Practicing avoidance maneuvers like the “Quick Stop” and “Instant Turn.”

Evaluation

The contractors currently collect a considerable amount of information from their students, including the number of new learners at each school, pre- and post-test scores, evaluation and survey responses for students and school physical education teachers, and a map of the “Neighborhood Ride Day” route. The tests and evaluations assess understanding of basic bicycle safety concepts and also include a survey of attitudes about helmet use and bike commuting. Students' knowledge of bicycle safety has been evaluated since the program began in 2008 and shows an average improvement of 33 percent in pre-test to post-test scores.

As part of contract development with the contractors, the SFMTA will ensure the collection of data, likely via pre- and post-class evaluations that will aim to provide the following information:

- New learner conversion rate (i.e., how many new learners actually learned)

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

- Average moving time (i.e., used in the past to show the percentage of class time during which students were active)
- Class mileage (i.e., distanced rode, including both schoolyard drills and neighborhood ride)
- Data on programs run independently by SFUSD staff (i.e., # of students, pre/post test data, new learners, etc.)

The SFMTA is committed to ensuring that bicycle education is effective in both teaching students to ride and to teach them to ride safely. Data collection will provide quantitative data related to the increases in these two important metrics.

Please see the attached evaluation report from the 2017/18 school year for context.

Prioritization

Provision of Bicycle Safety Education classes by the SFMTA is consistent with the following San Francisco Bicycle Plan Actions:

- Action 4.1 Provide the SFMTA bicycle safety information to diverse age, income, and ethnic populations.
- Action 6.2 Work with the Department of the Environment, the Department of Public Health, and other City agencies to formalize bicycle education and promotion responsibilities and to develop partnership agreements with the SFMTA.

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

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | Youth Bicycle Safety Education |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

ENVIRONMENTAL CLEARANCE

| | |
|----------------------------|----------------------|
| Environmental Type: | Categorically Exempt |
|----------------------------|----------------------|

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

RFP – November/December 2018
Award – January 2019
Implementation – January through June 2019
Evaluation – June 2019

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
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FUNDING PLAN - FOR CURRENT REQUEST

| Fund Source | Planned | Programmed | Allocated | Project Total |
|---|------------|-----------------|------------|-----------------|
| PROP K: Bicycle Circulation/Safety | \$0 | \$90,000 | \$0 | \$90,000 |
| Phases in Current Request Total: | \$0 | \$90,000 | \$0 | \$90,000 |

COST SUMMARY

| Phase | Total Cost | Prop K - Current Request | Source of Cost Estimate |
|---------------------------------|-----------------|--------------------------|--------------------------------|
| Planning/Conceptual Engineering | \$0 | \$0 | |
| Environmental Studies (PA&ED) | \$0 | \$0 | |
| Right of Way | \$0 | \$0 | |
| Design Engineering (PS&E) | \$0 | \$0 | |
| Construction | \$90,000 | \$90,000 | Budget from current contractor |
| Operations | \$0 | \$0 | |
| Total: | \$90,000 | \$90,000 | |

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

San Francisco County Transportation Authority
 Prop K/Prop AA Allocation Request Form
 Project Name: Youth Bicycle Safety Education

MAJOR LINE ITEM BUDGET

| Budget Line Item | Item (Quant) | Item (Rate) | Labor (Quant) | Labor (Rate) | Totals |
|---------------------------------|--------------|-------------|---------------|--------------|------------------|
| 1. Contract | | | | | \$ 82,612 |
| Middle/High School | | | | | |
| Materials: Bikes/Equipment | 6 | \$ 300 | | | \$ 1,800 |
| Materials: Vehicle Maint/Fuel | 6 | \$ 500 | | | \$ 3,000 |
| Materials: Helmet Bank | 6 | \$ 560 | | | \$ 3,360 |
| Materials: Printing/Supplies | 6 | \$ 500 | | | \$ 3,000 |
| Staffing: Program Director | | | 345 | \$ 50.00 | \$ 17,250 |
| Staffing: PE Coordinator | | | 564 | \$ 28.00 | \$ 15,792 |
| Staffing: Ops Coordinator | | | 288 | \$ 29.00 | \$ 8,352 |
| Staffing: Program Lead 1 | | | 240 | \$ 26.75 | \$ 6,420 |
| Staffing: Program Lead 2 | | | 66 | \$ 25.77 | \$ 1,701 |
| Elementary School | | | | | |
| Materials: Bikes/Equipment | 35 | \$ 150 | | | \$ 5,250 |
| Materials: Vehicle Maint/Fuel | 4 | \$ 75 | | | \$ 300 |
| Materials: Helmet Bank | 40 | \$ 20 | | | \$ 805 |
| Materials: Inclusive Equipment | 1 | \$ 650 | | | \$ 650 |
| Materials: Trailers | 1 | \$ 8,000 | | | \$ 8,000 |
| Staffing: Bike Maintenance | | | 60 | \$ 35.00 | \$ 2,100 |
| Staffing: Bike Assembly | | | 18 | \$ 35.00 | \$ 613 |
| Staffing: PE Coordinator | | | 48 | \$ 50.00 | \$ 2,400 |
| Staffing: Equipment Logistics | | | 52 | \$ 35.00 | \$ 1,820 |
| 2. SFMTA Support | | | | | \$ 7,420 |
| Staffing | | | 40 | \$ 173.00 | \$ 7,420 |
| TOTAL CONSTRUCTION PHASE | | | | | \$ 90,032 |

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | Youth Bicycle Safety Education |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

SFCTA RECOMMENDATION

| | | | |
|---------------------------|----------|----------------------------|-----|
| Resolution Number: | | Resolution Date: | |
| Total Prop K Requested: | \$90,000 | Total Prop AA Requested: | \$0 |
| Total Prop K Recommended: | \$90,000 | Total Prop AA Recommended: | \$0 |

| | | | |
|----------------------------|---|-------------------------|--------------------------------|
| SGA Project Number: | | Name: | Youth Bicycle Safety Education |
| Sponsor: | San Francisco Municipal Transportation Agency | Expiration Date: | 06/30/2020 |
| Phase: | Construction | Fundshare: | 100.0 |

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | FY 2022/23 | Total |
|---------------|------------|------------|------------|------------|------------|----------|
| PROP K EP-139 | \$90,000 | \$0 | \$0 | \$0 | \$0 | \$90,000 |

Deliverables

1. Provide a list schools where classes will take place with the first Quarterly Progress Report (QPR) (Due 12/31/2018).
2. QPRs shall provide percent complete of the scope of work and data on the number of classes held, including location and number of participants by school site, in addition to the requirements described in the Standard Grant Agreement (SGA). See SGA for definitions. QPRs shall also include samples of class materials.
3. Upon completion (anticipated June 2019) provide a final report including program evaluation (including copies of any test or survey questions), contract metrics, and final cost per student.

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.

Notes

1. All flyers, brochures, posters, websites and other similar materials prepared with and all equipment purchased with Proposition K funding shall comply with the attribution requirements established in the SGA.

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

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

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | Youth Bicycle Safety Education |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

EXPENDITURE PLAN INFORMATION

| | |
|--------------------------------|----------|
| Current Prop K Request: | \$90,000 |
|--------------------------------|----------|

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

Initials of sponsor staff member verifying the above statement

TM

CONTACT INFORMATION

| | Project Manager | Grants Manager |
|---------------|-------------------------|-------------------------------|
| Name: | Miriam Sorell | Timothy Manglicmot |
| Title: | | Senior Administrative Analyst |
| Phone: | (415) 701-4770 | (415) 646-2517 |
| Email: | miriam.sorell@sfmta.com | timothy.manglicmot@sfmta.com |



YBike 2017-2018 PE Report

| Funding Source | Start Date | End Date | School | 19 | 55 | 1449 | 200 | 175 | 951 | 2.01 mi | 2.97 mi | 969 | 61.97% | 976 | 79.40% | 29.05% | Avg. Test Δ | |
|----------------|------------|------------------|-------------------|-----------------------------|-------------------|------------|----------------|-----------|-----------------------|-------------------------|------------------------|--------------|---------------|---------------|----------------|--|--|---|
| | | | | Middle, High, or Elementary | # of Class Groups | # Enrolled | # New Learners | # Learned | # Helmets Distributed | Avg. Yard Distance (mi) | Avg. Day Distance (mi) | Pre Test QTY | Avg. Pre Test | Post Test QTY | Avg. Post Test | | Notes: | |
| SRTS Non-Infra | 9/18/2017 | 9/29/2017 | Presidio | Middle School | 3 | 98 | 19 | 18 | 98 | 1.9 | 1.8 | 98 | 63.52% | 64 | 81.97% | 29% | YBike's trike got major use in 6th grade class! Multiple schedule changes due to air quality concerns from fires in Sonoma. Basic maintenance lesson: open/close brakes, proper QR adjusting, removing a wheel, how to determine PSI/use a pump; tested out bike lacrosse (teacher Fangomilo's idea) 2 street rides + fix-a-flat + MTB + locking lesson 34% | |
| | 10/10/2017 | 10/26/2017 | Mission | High School | 3 | 79 | 6 | 2 | 79 | 1.5 | 2.7 | 62 | 59.19% | 79 | 74.35% | 26% | | |
| | 10/23/2017 | 11/17/2017 | SF International | High School | 4 | 39 | 7 | 7 | 39 | 2.5 | 2.5 | 39 | 28.89% | 33 | 70.00% | 69.59% | | |
| | 12/4/2017 | 12/15/2017 | Francisco | Middle School | 3 | 82 | 33 | 33 | 82 | 2.2 | 1 | 83 | 62.20% | 81 | 83.30% | 34% | | |
| | | 9/15/2017 | Abraham Lincoln | High School | 1 | 20 | 1 | 0 | 20 | 2.3 | 4.5 | 3 | 71.67% | 13 | 84.62% | 12.95% | | |
| | | 12/1/2017 | AP Giannini | Middle School | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | Technical Assistance: Ran a polo unit with Chad Chiparo. skills to 3 classes; consulted on tools and supplies to order & gave specs on MTB obstacles |
| | | | | | | | | | | | | | | | | | | Professional Development: taught 3 teachers quick & moderate bike maintenance (fix-a-flat, what's that sound, fixing gears on the fly, barrel adjustments, removing front + back wheel, brake adjustments), how to use crank pull; provided feedback on curriculum for Spring and suggestions for how to maintain the fleet during the Spring (tighten kickstands & pump tires at the beginning of each unit, backwards seat = involved fix); provided suggestions on tools/supplies purchase |
| | | 12/21/2017 | Denman | Middle School | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| | | 1/11/2018 | 1/25/2018 | Ida B Wells | High School | 3 | 59 | 4 | 3 | 59 | 1.4 | 2.3 | 59 | 65.60% | 42 | 81.10% | 24% | Used Alamo Square paths to practice using gear on the hills. Ride Day: rode to the panhandle & back. |
| | SFMTA | 1/26/2018 | 1/27/2018 | Washington | High School | 5 | 109 | 21 | 20 | 109 | 2 | N/A | 109 | 75.50% | 103 | 76.60% | 1% | Worked with teacher Lori McLoughlin to help her get used to the routine of bike PE. |
| 1/29/2018 | | 2/8/2018 | Alice Fong Yu | Middle School | 2 | 66 | 11 | 11 | 66 | 1.7 | 4.1 | 66 | 72.20% | 66 | 92.20% | 28% | Rode to Stowe Lake & the Music Concourse. All 11 New Learners rode by the last day! | |
| 2/12/2018 | | 3/1/2018 | SF International | High School | 4 | 40 | 5 | 4 | 40 | 2.3 | 2.8 | 39 | 34.40% | 39 | 63.30% | 84% | Did 2 days of neighborhood rides instead of just 1. | |
| 2/23/2018 | | 3/9/2018 | MLK | Middle School | 2 | 55 | 12 | 9 | 55 | 1.8 | N/A | 41 | 65.66% | 55 | 77.78% | 18% | Worked with PE teachers to review of how to run a PE bike program, basic fixes, how to structure classes and best utilize the space. | |
| 2/26/2018 | | 2/28/2018 | Lowell | High School | 3 | 80 | N/A | N/A | 80 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | Worked with PE Teacher Mike Prutz. Delivered helmets and lead a Fix-a-Flat lesson. | |
| 3/5/2018 | | 3/16/2018 | Willie Brown | Middle School | 3 | 43 | 7 | 6 | 43 | 2.2 | 3.3 | 43 | 60.00% | 31 | 72.20% | 20% | Hills practice using entrance ramp + 1 street ride | |
| 3/12/2018 | | 4/20/2018 | Spring Valley | Elementary Pilot | | 66 | | | N/A | | | | | | | | Lead by SFUSD PE Teacher Jeanna Chavetta | |
| 4/2/2018 | | 4/13/2018 | Bessie Carmichael | Middle School | 2 | 59 | 15 | 14 | 59 | 1.2 | 4.6 | 57 | 64.40% | 59 | 84.40% | 31% | Each class rode through SOMA to AT&T Park during a double period. Someone attempted to break into YBike's trailer, seriously damaging the body, while it was parked in the school's lot overnight. | |
| 4/2/2018 | | 4/27/2018 | Argonne | Elementary Pilot | | 66 | | | N/A | | | | | | | | Lead by SFUSD PE Teacher Craig Bostwick | |
| 4/5/2018 | | 4/19/2018 | AP Giannini | Middle School | 3 | 91 | 4 | 2 | 91 | 1.7 | 1.2 | 91 | N/A | 91 | 79.20% | N/A | Worked with a new PE teacher and performed maintenance on 15 bikes in their fleet. New instructor did not administer pre tests, so we have post test data only. | |
| 4/30/2018 | 5/11/2018 | Wallenberg | High School | 10 | 261 | 55 | 46 | 64* | 3.4 | 3.3 | 261 | 73.30% | 211 | 85.56% | 17% | *Used helmets rather than giving out helmets. All classes rode through the Richmond District and Golden Gate Park on Ride Day. | | |
| 5/7/2018 | 5/16/2018 | Abraham Lincoln | High School | 2 | 35 | N/A | N/A | 35 | 2.3 | 4.5 | 9 | 71.11% | 9 | 84.44% | 19% | YBike worked on Lincoln's fleet, lead an intro to mountain biking course, and took students on a ride to Golden Gate Park. | | |
| 5/7/2018 | 6/1/2018 | Bryant | Elementary Pilot | | 66 | | | N/A | | | | | | | | Lead by SFUSD PE Teacher Jeanna Chavetta. | | |
| 5/21/2018 | 5/30/2018 | SF International | High School | 2 | 35 | N/A | N/A | 35 | N/A | | | | | | | N/A | YBike lead rides in the Presidio and assisted with a Bike Build program at the Bike Kitchen as part of the "School Without Walls" program. | |
| | | Denman | Middle | * | * | * | * | * | * | * | * | * | * | * | * | * | PE Teacher at Denman, Jamaica, had a family emergency and could not run the program this year. | |
| | | Balboa | High | * | * | * | * | * | * | * | * | * | * | * | * | * | We made several attempts (including a site visit) to schedule a unit, but ultimately were unable to finalize a program with the PE Department at Balboa. | |



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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | Streets and Freeways Study |
| Grant Recipient: | San Francisco County Transportation Authority |

EXPENDITURE PLAN INFORMATION

| | |
|---------------------------------|----------------------------|
| Prop K EP categories: | Transportation Demand Mgmt |
| Current Prop K Request: | \$150,000 |
| Supervisory District(s): | Citywide |

REQUEST

Brief Project Description

The Streets and Freeways Study (SFS) is part of Phase 2 of the ConnectSF citywide long-range transportation planning program. It will identify projects and policies to help meet the current and future travel needs on San Francisco's streets and freeways. The SFS will consider freeway redesign, pricing, HOV (carpool)/HOT lanes and goods movement. The SFS will also develop street typologies to help inform modal priorities (e.g. bike street). The recommendations will feed into the next countywide transportation plan.

Detailed Scope, Project Benefits and Community Outreach

The Streets and Freeways Study (SFS) is part of Phase 2 of the ConnectSF citywide long-range transportation planning program. It will identify projects and policies to help meet the current and future travel needs on San Francisco's streets and freeways. The SFS will consider freeway redesign, pricing, HOV (carpool)/HOT lanes and goods movement. The SFS will also develop street typologies to help inform modal priorities (e.g. bike street). The recommendations will feed into the next countywide transportation plan.

The outputs for this portion of work will include:

1. Prioritized recommendations for projects and strategies for each major arterial and freeway corridor, grounded in comprehensive urban design strategies.
2. Citywide street mission statements that reflect street typologies centered around optimal land use frameworks, that will create long-lasting, broad-based, and far-reaching value for the most – and most disadvantaged – San Franciscans.
3. Citywide street typologies and modal policy priorities for each classtype, informed by and complementary to the Better Streets Plan, to help guide the long-term improvements of the City's streets to best achieve Connect SF's Vision and goals.

See attached detailed scope for the Streets and Freeways Study.

The SFCTA Board has already approved award of a contract to Civic Edge Consulting for ConnectSF Phase 2 public engagement services. See the San Francisco Transit Corridors Study allocation request for the scope of work for the public engagement services.

Project Location

Citywide

Project Phase(s)

Planning/Conceptual Engineering

5YPP/STRATEGIC PLAN INFORMATION

| | |
|--|---|
| Type of Project in the Prop K 5YPP/Prop AA Strategic Plan? | New 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: | \$150,000 |
| Justification for Necessary Amendment | |
| The subject request includes a 5YPP amendment to reprogram \$150,000 in FY 2015/16 funds from the WalkFirst Data Refresh project to the subject project. SFMTA has continued to advance this work through its Vision Zero efforts. | |

Streets and Freeways Study: Draft Scope, Schedule, and Budget

INTRODUCTION

The ConnectSF program will answer a series of questions, defining the vision for tomorrow and how to get there. Specifically, these questions are:

1. What do we want San Francisco to be in the future? [*2065 Vision*]
 - a. What is the *future* of San Francisco as a place to live, work, and play in the next 25 and 50 years?

The high-level vision selected by a series of outreach activities with the broader community and interactive scenario planning exercises with the program's Futures Task Force is as follows: *San Francisco aspires to be an equitable city with high social and political will.* [a version of Building Bridges, a scenario defined in the development of the vision]
2. What do we need to get to our vision for the future? What are the implications for land use and street design, and transportation in our city? How can a symbiotic relationship best be fostered between interdependent and interwoven long-range transportation projects, major land use changes, and transformative moves?
 - a. What are those needs? Where are those needs? How can we make the smartest long-term investments in comprehensive projects that will best meet those needs?? What technologies are needed to address those needs and support ConnectSF's vision and goals? [*Transportation Needs Analysis and Transportation Network Allocation and Development*]
 - b. What projects or policies are needed for specific modes? [*Transit Corridors Study, Streets and Freeways Study*] What streets and freeway policies and projects are needed? How can these projects or policies be conceived, planned, and implemented to achieve the greatest co-benefits addressing all the ConnectSF program goals? [*Modal Studies*]
3. What transportation projects should we build first in the next 25 to 30 years? [*SFTP 2050*]
4. What policies do we need to successfully create our 2065 Vision and how do they relate to land use? [*General Plan Transportation Element Update*]

ABOUT THE STREETS AND FREEWAYS STUDY

The following scope of work will help us to answer the question, what we need to do to get to our vision for the future, and more specifically, **what long-range projects and/or policies are needed for the streets and freeways networks in San Francisco to help achieve the ConnectSF vision with the street and freeway networks in San Francisco.**

The outputs for this portion of work will include:

prioritized recommendations for projects and strategies for each major arterial and freeway corridor, grounded in comprehensive urban design strategies.

citywide street mission statements that reflect street typologies centered around optimal land use frameworks, that will create long-lasting, broad-based, and far-reaching value for the most – and most disadvantaged – San Franciscans.

Citywide street typologies and modal policy priorities for each class, informed by and complementary to the Better Streets Plan, to help guide the long-term improvements of the City's streets to best achieve Connect SF's vision and goals.

The Streets and Freeways Study (SFS) will identify a preferred future vision, combining urban design physical and operational concepts, for the network of major arterials and freeways within San Francisco. Driven at all stages by the ConnectSF vision this study will build off the Transportation Needs Assessment and Network Development, review and incorporate previous and ongoing studies, consider potential changes to regional and local travel patterns, and apply national and international best practices to arrive at the optimal long-range freeway footprint and overall roadway operational conditions. This study will evaluate the relationship between any freeway vision strategies with the major arterials network plans, and identify public realm design, operational and policy tradeoffs and considerations.

The Streets and Freeways Study will focus on the transformative opportunities to improve our city's freeways and major streets, and road will be considered in the creation of a citywide street typology. The typologies will inform modal policy priorities for all streets, roadways beyond the major arterials and freeways, and strategies will be developed via corresponding toolkits. This effort will not include specific street design.

The result of this study will be a screened, preliminarily phased list of potential projects and operational strategies and polices for further planning, refinement, and consideration for inclusion in the SFTP 2050. The Study Team will coordinate closely with interagency efforts to coordinate Emerging Mobility Services and Technology (EMST), Transportation Demand Management (TDM) efforts across the city. These efforts include a TDM Working Group initiated to follow up on the San Francisco TDM Plan developed in fall 2017. The TDM Working Group will discuss any new specific strategies developed as part of the SFS and assign appropriate lead agencies.

Table 1: Scope Summary

| MAJOR TASK | SUB TASK | TIMELINE |
|--|---|------------------------------|
| Project Initiation | Project Kick-off Meeting with entire project team | October 2018 |
| Task 1: Inventory of Major Roadway Corridor Concepts from Existing and In-Progress Plans | State of Good Repair (SOGR) and State Highway Operations and Protection Program (SHOPP) concepts Safety Initiatives | September - October 2018 |
| Task 2: Development and Refinement of New Project Concepts – Freeway and Pricing Focus | Freeway Redesign <ul style="list-style-type: none"> • Interchanges and Ramps • New Underground Transportation Facilities • Freeway Removal/Take down • Existing studies | October 2018 – February 2019 |
| | Managed Lanes <ul style="list-style-type: none"> • Freeways HOV/EL | October 2018 – February 2019 |

| MAJOR TASK | SUB TASK | TIMELINE |
|--|---|------------------------------|
| | <ul style="list-style-type: none"> Local Streets and Roads HOV/HOT | |
| | Pricing <ul style="list-style-type: none"> Downtown Cordon Pricing Mobility as a Service (MaaS) Trip Cap & TDM Road User Charge Parking | October 2018 – February 2019 |
| | Goods Movement & Deliveries | October 2018 – February 2019 |
| Task 3: Citywide Streets Mission Statements | Street Design <ul style="list-style-type: none"> Inventory current street classifications Research street typology system best practices Evaluate current City practice vs. best practices | October 2018 – February 2019 |
| | Develop street mission statements and toolkits, include the following components: <ul style="list-style-type: none"> Curb and Parking Management Vision Zero strategies Citywide networks (e.g. active transport) Updated MTS | October 2018 – February 2019 |
| Task 4: Analysis Framework | Develop analysis framework, including resiliency (hazards) | February - March 2019 |
| Task 5: Evaluation of Concepts and Concept Packages | Evaluate concepts and concept packages | March – May 2019 |
| Task 6: Create Recommendations and Draft and Final Streets & Freeways Study Report | | May – July 2019 |
| Task 7: Implementation Strategy (Optional) | | July – Sep 2019 |
| Task 8: Public Outreach Process | See Phase 2 Outreach RFP, Task 2, integrated outreach approach | <i>n/a</i> |
| | Develop Online Engagement Tools | September – October 2018 |
| | Citywide Outreach | November 2018 |
| | Corridor-Specific Outreach | January 2019 |
| | Implementation Strategy Outreach | August 2019 |

LEAD AGENCY

SFCTA will lead this study, with collaboration and input from its ConnectSF partner agencies, SFMTA and Planning. SFMTA will lead task 3, Citywide Streets Mission Statements and typology development.

TASK 1 – INVENTORY OF MAJOR ROADWAY CORRIDOR CONCEPTS FROM EXISTING AND IN-PROGRESS PLANS

This effort will begin with taking inventory of existing and in-progress plans (e.g. Bicycle Strategy, Vision Zero Strategy, Freeway Corridor Management Study (FCMS), Railyard Alignment and Benefits (RAB) Study) and proposed long-range concepts impacting the major arterials and freeways.

This effort will include documenting State Highway Operation and Protection Program (SHOPP) and Transportation Asset Management Plan (TAMP) efforts, State of Good Repair (SOGR), and Resilience by Design projects, including follow up coordination with the California Department of Transportation (Caltrans) and City and County of San Francisco staff. All documented SHOPP projects, proposed SOGR, and proposed Resilience by Design projects will be summarized from their existing sources. This effort will also include documenting in-progress Intelligent Transportation System planning efforts in San Francisco, and new City and State safety and operation standards updates.

Deliverable(s):

1. *Table detailing planned SHOPP, TAMP, and other applicable concepts, projects, policies and plans*

TASK 2 – DEVELOPMENT AND REFINEMENT OF PROJECT CONCEPTS – FREEWAY AND PRICING FOCUS

The project team will develop a range of design concepts for changes to major arterials and freeways identified through the Transportation Network Development process (see above). Where reasonable, the project team will consider in-progress and planned major land changes that can be expected to significantly impact or be impacted by any long-range freeway and major roadway design concepts.

Project concepts for each of the following components will be developed and refined for 2050, considering the analysis completed in the Needs Assessment and Network Development components of the ConnectSF program. It is expected that the development and refinement of project concepts will take place in an iterative way, overlapping to ensure no more than a duration of a total of five months.

a. Freeway Improvements

- i. Interchanges and Ramps: Develop proposed interchange and ramp improvement project concepts including review and refinement of existing project concepts developed in previous and on-going studies.
- ii. New Underground Transportation Facilities: Develop up to three project concepts and rough order of magnitude per mile cost, for vehicle and potential multi-modal tunnel facilities within San Francisco. Potential project limits and potential land use development capture strategies to fund the transportation improvements will need to be considered. Project concepts need to be developed with consideration for on-going Transit Corridors Study work and pre-existing major transit studies.
- iii. Freeway Removal (optional): In association with the RAB Study or any successor studies generated from or with the Planning Department, the selected consultant will review and refine proposals for additional freeway removals (e.g. Central Freeway). If executed, this scope of work will occur in conjunction with Land Use plans.

b. Managed Lanes

- i. Freeways High-Occupancy Vehicle (HOV)/Express Lanes: Incorporate the concepts developed from the FCMS Phases 1 and 2, plus develop strategies for the remaining freeway segments and the San Francisco-Oakland Bay Bridge approach (in collaboration with the Metropolitan Transportation Commission (MTC)). Develop a concept definition(s), implementation prioritization and Operation and Maintenance (O&M) cost estimates, and policy and legislative prerequisites.
- ii. Local Streets and Roads HOV/High-Occupancy Toll (HOT): Develop a concept definition(s), implementation prioritization and O&M cost estimates, and policy and legislative prerequisites for a network of surface street HOV/HOT lanes.

c. Pricing

- i. Downtown Cordon Pricing: Incorporate and update the project concepts from the 2010 Mobility, Access and Pricing Study¹, and work in conjunction with any new decongestion pricing projects developed by the Transportation Authority in the coming months.
- ii. Mobility as a Service (MaaS): Based on Treasure Island and District 10 MaaS work efforts, develop a proof of concept for a citywide service. This project concept relates to on-going work under the Transportation Authority's EMST and Treasure Island Mobility Management efforts and the SFMTA's Muni app development.
- iii. Trip Cap: Leveraging project concepts currently being developed in the District 10 Mobility Management Study, refine and extrapolate to a citywide trip cap project concept.
- iv. Road User Charge: Develop a project concept definition, implementation and O&M cost estimates, and a revenue estimate, and cite policy and legislative prerequisites.
- v. Parking: Synthesize project work developed in SFPark and the 2016 San Francisco Parking Supply and Utilization Study².

d. Goods Movement and Urban Deliveries White Paper

- i. What are the impacts of deliveries in San Francisco? Is there an impact to curb space availability? In conjunction with the scope of work outlined under Task 4.2, the selected consultant will support and work with the ConnectSF study team to deliver a short white paper outlining analysis of available data and questions for future study.

Deliverable(s):

1. *Memorandum with a collection of project fact sheets for each project concept, detailing the concepts and recommended policies, including supporting data, maps, and enough detail to describe the project, for ultimate submission in the SFTP and the Regional Transportation Plan/Sustainable Communities Strategy*

¹ <https://www.sfcta.org/transportation-planning-and-studies/congestion-management/mobility-access-and-pricing-study-home>

² <https://www.sfcta.org/parking-supply-and-utilization-study>

TASK 3 – CITYWIDE STREETS MISSION STATEMENTS

As with Task 3, Task 4 will be completed by the selected consultant in association with the ConnectSF study team.

The citywide street typologies task is intended to inform design and policy priorities for roadways beyond major arterials and freeways. Ultimately, this task will develop a series of toolkits that accommodate the future 2050 mode split and develop the related mission statements for corridors defined in the Network Development. For example, a mission statement for a corridor could identify Franklin and Gough Streets as auto oriented streets, Van Ness Avenue as the transit street, and Polk Street as the bicycle and pedestrian oriented street. Additionally, where one street needs to fulfill all modal needs, the mission statement should address complete street ideas and identify pinch points or other issues. For example, Masonic Street between Fell Street and Geary Boulevard has complex design requirements because it needs to incorporate all modes of travel.

This task will consider and coordinate with the work of the standing multi-agency EMST and TDM Working Groups to ensure that any new specific strategies developed as part of the mission statements, typologies and toolkits are consistent.

Task 3.1. Street Design

This task includes conducting an inventory of current San Francisco street classification systems and designations for streets and roads within the city, researching peer cities and their approach to typologies and street toolkits, and evaluating San Francisco's policies against those policies that are considered best practices. This task should reference the Better Streets Plan, and the Western³ and Central⁴ South of Market street hierarchies.

Deliverable(s):

1. *Memorandum summarizing street classification systems from peer cities and existing San Francisco guidance. The memorandum should also include an evaluation of current city practices vs best practices.*

Task 3.2. Develop street mission statements and toolkits

Based on 2065 Vision goals and objectives, corridors defined in Network Development and the background street design research from Task 4.1, the selected consultant, with support from the ConnectSF study team, will develop street mission statements that support the ConnectSF Vision.

The statements will follow similar typologies that prescribe general physical design, operational and policy interventions to different street types within a corridor. The street types may not be assigned to specific streets, but instead may follow more generic contexts that could be applied to specific streets. In addition to the findings from research in Task 4.1, mode priorities identified in the Network Development Task, street types utilize the surrounding urban form and built environment.

The total number of street types will be constrained to no more than 16-20 types (3-4 modes x 3-4 build environments, with an additional 3-4 for critical street types) with the intent to capture the most

³ <http://sf-planning.org/western-soma>

⁴ <http://sf-planning.org/central-soma-plan>

common and illustrative typologies (e.g. Alameda County Complete Street Guidelines)⁵. This will allow for 3-4 modal priorities and 3-4 scales of built environments to be matrixed against one another. The additional 3-4 typologies will be reserved for critical street types that are not covered by the more generic 16 street types. Tools, strategies and actions will be developed with the selected consultant, with support from the ConnectSF study team. Leveraging the already procured outreach consultant for Phase 2, the selected consultant will work with the ConnectSF study team to participate in at least one charrette to engage various stakeholders in development of the street typologies and potential uses (see Task 9 below).

The future typologies will consider the following components:

Achieving Vision Zero: The Vision Zero Action Strategy, and additional recommendations from advocacy groups will ensure future recommendations for San Francisco's streets contribute to eliminating traffic fatalities and will create public realm spaces that ensure safe streets, safe people and safe vehicles. Ultimately, the selected consultant, with support from the ConnectSF study team, must ensure that future projects for San Francisco Streets consider what it would take to achieve Vision Zero.

Citywide bike network: The SFMTA has a street classification system and is in the process of developing greenways in conjunction with the Bike Strategy. The selected consultant will take into account the most current thinking from SFMTA staff with regard to bike infrastructure.

Curb Management Strategy: The proposed Curb Management Study proposes that the SFMTA and the Transportation Authority develop an inventory of curb space and curb use throughout the city in addition to demand for curb space by user and mode type. The results of this study will inform potential pilot programs to test with emerging mobility companies and ultimately produce a curb management strategy. The results of the curb management study and pilot would shape the final curb management strategy. This strategy should prioritize outcomes identified in the City's Guiding Principles for EMST. Furthermore, the strategy should aim to reduce conflicts between vehicle loading needs behavior and vulnerable roadway users including people walking and bicycling. The selected consultant will consider the above studies when developing future street typologies.

Updated Metropolitan Transportation System (MTS): Updates to the MTS street designations based on the developed mission statements and typologies will be considered. The MTS network includes roadways recognized as 'regionally significant' and includes all interstate highways, state routes, and portions of the street and road system operated and maintained by the local jurisdictions (San Francisco).

Deliverable(s):

1. *Participation and creation of materials for stakeholder charrette for development of streets classification system*
2. *Memorandum on San Francisco Streets Mission Statements, including operational and policy interventions for different street types within a corridor, typical street sections and general design considerations for street zones by typology and modal priority*

⁵

https://www.alamedactc.org/files/managed/Document/19773/5.0A_CentralCounty_CompleteStreets_DesignGuidelines_100416.pdf

TASK 4 – Develop Analysis Framework

The selected consultant will develop the analysis framework and methodology for evaluating project concepts and concept packages, drawing from Needs Assessment metrics and findings and with support from the ConnectSF study team. The analysis framework will be developed as a high-level analysis to identify concepts, projects, and programs developed in Task 3 and to the extent feasible, Task 4, that have the most potential to achieve the ConnectSF Vision transportation goals and objectives. Potential factors include overall Vehicle Miles Traveled reduction and congestion mitigation and how well projects and policies meet the ConnectSF Vision goals. This task will also help set the stage for policy and operational tradeoffs to be considered in Task 6, evaluation.

Deliverable(s):

1. *Technical memorandum detailing the analysis framework methodology*

TASK 5 – Evaluation of Concepts and Concept Packages

Using the framework developed in Task 5, the selected consultant, with support from the ConnectSF study team, will evaluate concept and concept packages and present results in a strategy matrix and accompanying technical memorandum.

The selected consultant will categorize concepts, projects, and programs evaluated as having a high or medium level benefit into short-, medium-, and long-range timeframes.

Concepts, projects, or programs that are either substantially similar or dependent in design and operation may be grouped or combined for this screening evaluation. The evaluation may be qualitative/rough order of magnitude in nature (e.g., high, medium, low, no, or negative benefit, by metrics defined in the Needs Assessment) due to the limited time frame for completion of this effort and incomplete, high-level project details.

This task will ensure there is a relationship between any freeway vision strategies and major arterials network plans, and backcheck street mission statements and typologies against the future on-street transit network, bike network and freight network.

The outcome of this task is a long-term vision statement, defined by a list of prioritized project and policy recommendations.

Deliverable(s):

1. *Streets and Freeways vision statement, a list of prioritized project and policy recommendations, including illustrative design graphics to fully articulate the vision and its potential broad benefits*

TASK 6 – Create Recommendations and Draft and Final Streets & Freeways Study Report

Building off Task 6, the selected consultant, with support from the ConnectSF study team, will produce a final report with recommendations for top tier project concepts and policy recommendations for consideration in the SFTP 2050 as potential next steps for streets as outlined in Task 4.

Deliverable(s):

1. *Streets and Freeways Draft and Final Report, including final prioritizations*

TASK 7 – Implementation Strategy (optional)

This optional task will be held until the Transportation Authority directs otherwise. For this task, the selected consultant, with support from the ConnectSF study team, would categorize concepts, projects, and programs evaluated as having a high or medium level benefit into short-, medium-, and long-range timeframes. The selected consultant would complete this categorization through an iterative process based on factors developed collaboratively with the ConnectSF study team and stakeholders. Potential factors include timing of project need, project readiness, phasing and availability of prerequisite projects, and estimated cost. Collectively, the results of this analysis would develop an ultimate 2050 major arterials and freeways strategy, including the short-, medium-, and long-term steps that could be taken to arrive at this strategy. Identify policy and operational tradeoffs and considerations. The outcome of this task is an implementation strategy for a subset or the entire list of prioritized project and policy recommendations.

Deliverable(s):

1. *Streets and Freeways Implementation Strategy Technical Memorandum*

TASK 8 – Outreach (for context only, a separate consultant has been procured)

Outreach will be conducted in coordination with the Transit Corridors Study. A separate consultant has been procured to deliver outreach. The job of the consultant bidding on the Streets and Freeways Study work will be to work with the ConnectSF study team and procured consultant to deliver the outreach products outlined in the combined outreach scope of work.

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

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | Streets and Freeways Study |
| Grant Recipient: | San Francisco County Transportation Authority |

ENVIRONMENTAL CLEARANCE

| | |
|----------------------------|-----|
| Environmental Type: | N/A |
|----------------------------|-----|

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

Community outreach will be performed in conjunction with the ConnectSF Phase 2 integrated outreach program which supports the Transit Corridors Study, Streets and Freeways Study, and other ConnectSF Phase 2 efforts. The ConnectSF team and public engagement consultant, Civic Edge Consulting, are currently developing the public participation plan.

Start and end dates by task for the Streets and Freeways Study are included in the attached detailed technical scope.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | Streets and Freeways Study |
| Grant Recipient: | San Francisco County Transportation Authority |

FUNDING PLAN - FOR CURRENT REQUEST

| Fund Source | Planned | Programmed | Allocated | Project Total |
|---|------------------|--------------------|------------|--------------------|
| PROP K: Transportation Demand Mgmt | \$150,000 | \$0 | \$0 | \$150,000 |
| SFCTA FEDERAL STP/PROP K OP FUNDS | \$0 | \$830,000 | \$0 | \$830,000 |
| SFMTA OPERATING BUDGET | \$0 | \$121,801 | \$0 | \$121,801 |
| SF PLANNING OPERATING BUDGET | \$0 | \$67,183 | \$0 | \$67,183 |
| Phases in Current Request Total: | \$150,000 | \$1,018,984 | \$0 | \$1,168,984 |

COST SUMMARY

| Phase | Total Cost | Prop K - Current Request | Source of Cost Estimate |
|---------------------------------|--------------------|--------------------------|---|
| Planning/Conceptual Engineering | \$1,168,984 | \$150,000 | Task-based cost estimates, informed by previous planning efforts. |
| Environmental Studies (PA&ED) | \$0 | \$0 | |
| Right of Way | \$0 | \$0 | |
| Design Engineering (PS&E) | \$0 | \$0 | |
| Construction | \$0 | \$0 | |
| Operations | \$0 | \$0 | |
| Total: | \$1,168,984 | \$150,000 | |

| | |
|------------------------------|------|
| % Complete of Design: | 0.0% |
| As of Date: | N/A |
| Expected Useful Life: | N/A |

ConnectSF Streets and Freeways Study

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY

| Agency | SF Planning (staff) | SFMTA (staff) | SFCTA (staff) | SFS Consultant (SFCTA) | Total |
|---|---------------------|-------------------|-------------------|------------------------|---------------------|
| Project Initiation | \$ 566 | \$ 477 | \$ 1,105 | \$ - | \$ 2,148 |
| Task 1 - Inventory of Major Roadway Corridor Concepts from Existing and In-Progress Plans | \$ 907 | \$ 1,909 | \$ 31,026 | \$ - | \$ 33,842 |
| Task 2 - Development and Refinement of New Project Concepts – Freeway and Pricing Focus | \$ 14,202 | \$ 5,683 | \$ 207,213 | \$ 270,000 | \$ 497,098 |
| Task 3 - Citywide Streets Mission Statements | \$ 28,782 | \$ 59,177 | \$ 44,986 | \$ 100,000 | \$ 232,945 |
| Task 4 - Analysis Framework | \$ 2,562 | \$ 2,500 | \$ 34,542 | \$ 15,000 | \$ 54,604 |
| Task 5 - Evaluation of Concepts and Concept Packages | \$ 2,562 | \$ 2,500 | \$ 46,679 | \$ 25,000 | \$ 76,741 |
| Task 6 - Create Recommendations and Draft and Final Streets & Freeways Study Report | \$ 7,786 | \$ 17,174 | \$ 37,690 | \$ 10,000 | \$ 72,650 |
| Task 7: Implementation Strategy (Optional) | \$ 9,816 | \$ 32,381 | \$ 36,759 | \$ 120,000 | \$ 198,956 |
| Total | \$ 67,183 | \$ 121,801 | \$ 440,000 | \$ 540,000 | \$ 1,168,984 |

*Of current request, \$40,000 is for SFCTA staff and \$110,000 is for SFS Consultant

| | | | |
|------------------------------|------------------------|---|---|
| SF Planning operating budget | SFMTA operating budget | SFCTA Fed. STP/Prop K ops, Prop K EP 43 | SFCTA Fed. STP/Prop K ops, Prop K EP 43 |
|------------------------------|------------------------|---|---|

| DETAILED LABOR COST ESTIMATE - BY AGENCY | | | | | | |
|--|------------|------------------|---------------------|----------------------------|-------------|-------------------|
| SFMTA | Hours | Base Hourly Rate | Overhead Multiplier | Fully Burdened Hourly Cost | FTE | Total |
| Public Relations Officer | 4 | \$ - | - | \$ 135.44 | 0.00 | \$ 542 |
| Transportation Planner II | 201 | \$ - | - | \$ 126.67 | 0.10 | \$ 25,454 |
| Transportation Planner III | 477 | \$ - | - | \$ 147.66 | 0.23 | \$ 70,434 |
| Planner V | 125 | \$ - | - | \$ 202.97 | 0.06 | \$ 25,371 |
| Total | 807 | | | | 0.39 | \$ 121,801 |

| SFCTA | Hours | Base Hourly Rate | Overhead Multiplier | Fully Burdened Hourly Cost | FTE | Total |
|--------------------------------|--------------|------------------|---------------------|----------------------------|-------------|-------------------|
| Deputy Director | 289 | \$ 94.31 | 2.734 | \$ 257.86 | 0.14 | \$ 74,522 |
| Senior Engineer | 321 | \$ 68.41 | 2.734 | \$ 187.05 | 0.15 | \$ 60,043 |
| Principal Planner | 84 | \$ 66.74 | 2.734 | \$ 182.48 | 0.04 | \$ 15,328 |
| Senior Communications Officer | 43 | \$ 60.47 | 2.734 | \$ 165.34 | 0.02 | \$ 7,110 |
| Senior Planner | 1206 | \$ 57.55 | 2.734 | \$ 157.35 | 0.58 | \$ 189,764 |
| Transportation Planner | 490 | \$ 49.63 | 2.734 | \$ 135.70 | 0.24 | \$ 66,493 |
| Transportation Planning Intern | 324 | \$ 28.00 | 2.734 | \$ 76.56 | 0.16 | \$ 24,805 |
| Contingency | | | | | | \$ 1,935 |
| Total | 2,757 | | | | 1.33 | \$ 440,000 |

| SF Planning | Hours | Base Hourly Rate | Overhead Multiplier | Fully Burdened Hourly Cost | FTE | Total |
|--------------|------------|------------------|---------------------|----------------------------|-------------|------------------|
| Planner II | 41 | \$ 48.31 | 2.321 | \$ 112.13 | 0.02 | \$ 4,597 |
| Planner III | 286 | \$ 57.34 | 2.321 | \$ 133.08 | 0.14 | \$ 38,060 |
| Planner V | 131 | \$ 80.66 | 2.321 | \$ 187.22 | 0.06 | \$ 24,526 |
| Total | 458 | | | | 0.22 | \$ 67,183 |

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | Streets and Freeways Study |
| Grant Recipient: | San Francisco County Transportation Authority |

SFCTA RECOMMENDATION

| | | | |
|---------------------------|-----------|----------------------------|-----|
| Resolution Number: | | Resolution Date: | |
| Total Prop K Requested: | \$150,000 | Total Prop AA Requested: | \$0 |
| Total Prop K Recommended: | \$150,000 | Total Prop AA Recommended: | \$0 |

| | | | |
|---------------------|---|------------------|----------------------------|
| SGA Project Number: | 143-901xxx | Name: | Streets and Freeways Study |
| Sponsor: | San Francisco County Transportation Authority | Expiration Date: | 09/30/2020 |
| Phase: | Planning/Conceptual Engineering | Fundshare: | 100.0 |

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | FY 2022/23 | Total |
|---------------|------------|------------|------------|------------|------------|-----------|
| PROP K EP-143 | \$75,000 | \$75,000 | \$0 | \$0 | \$0 | \$150,000 |

Deliverables

1. Present updates for input to the SFCTA CAC and Board at key milestones prior to finalizing associated deliverables. Dates to be proposed once public participation plan is set and a SFS technical consultant is on board (anticipated Nov/Dec 2018)
2. With progress report following completion, provide Task 2: Memorandum detailing new project concepts and recommended policies in the areas of freeway redesign, managed lanes and pricing.
3. With the progress report following completion, provide draft and final Task 3: memorandum on San Francisco Streets Mission Statements.
4. With the progress report following completion, provide draft Task 4: technical memorandum detailing analysis framework and methodology for evaluating project concepts.
5. With progress report following completion, provide draft Task 5: Streets and Freeways vision statement, and list of prioritized recommendations.
6. With progress report following completion, provide draft and final Task 6: Streets and Freeways Study report.
7. With the progress reports following completion, provide draft Task 7: Technical Memorandum on Streets and Freeways Implementation Strategy.
8. Upon completion of study, present the final report to the Transportation Authority Citizens Advisory Committee and Board of Commissioners.

Special Conditions

1. The recommended appropriation is contingent upon a concurrent amendment to the Transportation Demand Management/ Parking Management 5YPP to re-program \$150,000 from the WalkFirst Data Refresh project to the subject project. See attached 5YPP amendment for details.

Notes

1. The ConnectSF project charter provides guidance on the roles and responsibilities for the ConnectSF agencies, including, but not limited to the subject Street and Freeways Study. SFCTA staff reviews and comments on all of the aforementioned deliverables as part of the ConnectSF team.

| Metric | Prop K | Prop AA |
|-------------------------------------|--------|------------|
| Actual Leveraging - Current Request | 87.17% | No Prop AA |
| Actual Leveraging - This Project | 87.17% | No Prop AA |

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

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | Streets and Freeways Study |
| Grant Recipient: | San Francisco County Transportation Authority |

EXPENDITURE PLAN INFORMATION

| | |
|--------------------------------|-----------|
| Current Prop K Request: | \$150,000 |
|--------------------------------|-----------|

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

| |
|--|
| Initials of sponsor staff member verifying the above statement |
| LM |

CONTACT INFORMATION

| | Project Manager | Grants Manager |
|---------------|--|--|
| Name: | Linda Meckel | Anna LaForte |
| Title: | Senior Transportation Planner | Deputy Director for Policy & Programming |
| Phone: | (415) 522-4823 | (415) 522-4805 |
| Email: | linda.meckel@sfcta.org | anna.laforte@sfcta.org |

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Transportation Demand Management (TDM)/Parking Management (EP 43)
Programming and Allocations to Date

Pending October 23, 2018

| Agency | Project Name | Phase | Status | Fiscal Year | | | | | Total |
|---------------------|---|-----------|-------------|-------------|---------|-----------|-----------|-----------|------------|
| | | | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | |
| Citywide TDM | | | | | | | | | |
| SFMTA | Citywide TDM Marketing | CON | Programmed | \$100,000 | | | | | \$100,000 |
| SFMTA | Citywide TDM Marketing | CON | Programmed | | | | \$50,000 | | \$50,000 |
| SFMTA | TDM Program Evaluation ^{2,3} | PLAN/ CER | Programmed | \$4,200 | | | | | \$4,200 |
| SFMTA | TDM Program Evaluation ⁵ | PLAN/ CER | Programmed | | | \$0 | | | \$0 |
| SFMTA | TDM Program Evaluation ⁵ | PLAN/ CER | Programmed | | | | | \$0 | \$0 |
| SFCTA | TSP Evaluation Tool Design & Implementation Plan ⁵ | PLAN/ CER | Pending | | | | | \$200,000 | \$200,000 |
| SFMTA | Comprehensive TDM Program | CON | Allocated | \$100,000 | | | | | \$100,000 |
| SFMTA | Comprehensive TDM Program | CON | Deobligated | (\$69,354) | | | | | (\$69,354) |
| SFMTA | Comprehensive Residential and Employee TDM Program ³ | CON | Programmed | | | \$0 | | | \$0 |
| SFMTA | Business Relocation Transportation Demand Management (TDM) - Phase 1 ³ | PLAN/ CER | Allocated | | | | \$100,000 | | \$100,000 |
| SFMTA | Business Relocation Transportation Demand Management (TDM) - Phase 2 ³ | PLAN/ CER | Allocated | | | | \$150,000 | | \$150,000 |
| SFMTA | Business Relocation Transportation Demand Management (TDM) - Phase 3 ³ | PLAN/ CER | Allocated | | | | \$133,000 | | \$133,000 |
| SFMTA | Comprehensive Residential and Employee TDM Program | CON | Programmed | | | \$317,000 | | | \$317,000 |

| Agency | Project Name | Phase | Status | Fiscal Year | | | | | Total |
|--------------------------------------|---|-----------|--------------|-------------|-----------|-----------|-----------|-----------|-----------|
| | | | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | |
| SFMTA | Comprehensive Residential and Employee TDM Program | CON | Programmed | | | | \$350,000 | | \$350,000 |
| SFMTA | Comprehensive Residential and Employee TDM Program | CON | Programmed | | | | | \$350,000 | \$350,000 |
| SFE | Commuter Benefits Ordinance Employer Outreach | CON | Allocated | \$77,546 | | | | | \$77,546 |
| SFE | Commuter Benefits Ordinance Employer Outreach | CON | Allocated | | \$79,872 | | | | \$79,872 |
| SFE | Commuter Benefits Ordinance Employer Outreach | CON | Deobligated | | | | (\$6,000) | | (\$6,000) |
| Modal Plans | | | | | | | | | |
| SFCTA | San Francisco Bay Area Transit Core Capacity Study | PLAN/ CER | Appropriated | \$450,000 | | | | | \$450,000 |
| SFMTA | WalkFirst Data Refresh ⁴ | PLAN/ CER | Programmed | | \$50,000 | | | | \$50,000 |
| SFCTA | Streets and Freeways Study ⁴ | PLAN/ CER | Pending | | | | | \$150,000 | \$150,000 |
| Demand and Pricing Management | | | | | | | | | |
| SFCTA, SFMTA | Congestion/Trip Management Plan ² | PLAN/ CER | Programmed | | \$0 | | | | \$0 |
| SFCTA | Lombard Crooked Street Congestion Management System Development [NITP Capital] ² | PLAN/ CER | Allocated | | | \$250,000 | | | \$250,000 |
| SFCTA | San Francisco BART Travel Incentive Program | CON | Allocated | | \$45,800 | | | | \$45,800 |
| SFCTA | San Francisco Freeway Corridor Management Study | PLAN/ CER | Appropriated | \$300,000 | | | | | \$300,000 |
| SFCTA | Freeway Corridor Management Study Pre-environmental | PA&ED | Appropriated | | | | \$200,000 | | \$200,000 |
| SFCTA | Treasure Island Mobility Management Program | PLAN/ CER | Appropriated | \$150,000 | | | | | \$150,000 |
| SFCTA | Treasure Island Mobility Management Program | PS&E | Appropriated | | \$210,000 | | | | \$210,000 |

| Agency | Project Name | Phase | Status | Fiscal Year | | | | | Total |
|--|--|-------|------------|-------------|-------------|-----------|-----------|-----------|-------------|
| | | | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | |
| Communities of Concern Access | | | | | | | | | |
| SFMTA, Any Eligible | NTIP Placeholder ¹ | CON | Programmed | | \$240,000 | | | | \$240,000 |
| SFMTA | Potrero Hill Pedestrian Safety and Transit Stop Improvements [NTIP] ₁ | CON | Allocated | | \$60,000 | | | | \$60,000 |
| SFCTA | Bayview Moves Van Sharing Pilot | CON | Allocated | | \$54,225 | | | | \$54,225 |
| Total Programmed in 5YPP | | | | \$1,112,392 | \$739,897 | \$567,000 | \$977,000 | \$700,000 | \$4,096,289 |
| Total Allocated and Pending in 5YPP | | | | \$1,077,546 | \$449,897 | \$250,000 | \$583,000 | \$350,000 | \$2,710,443 |
| Total Deobligated in 5YPP | | | | (\$69,354) | \$0 | \$0 | (\$6,000) | \$0 | (\$75,354) |
| Total Unallocated in 5YPP | | | | \$104,200 | \$290,000 | \$317,000 | \$400,000 | \$350,000 | \$1,461,200 |
| Total Programmed in 2014 Strategic Plan | | | | \$1,331,771 | \$1,339,872 | \$650,000 | \$400,000 | \$450,000 | \$4,171,643 |
| Deobligated from Prior 5YPP Cycles ** | | | | \$22,396 | | | | | \$22,396 |
| Cumulative Remaining Programming Capacity | | | | \$241,776 | \$841,751 | \$924,751 | \$347,751 | \$97,751 | \$75,354 |

| |
|---|
| Programmed |
| Pending Allocation/Appropriation |
| Board Approved Allocation/Appropriation |

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

Footnotes

- ¹ NTIP Placeholder funds from Fiscal Year 2015/16 (\$60,000) were allocated to Potrero Hill Pedestrian Safety and Transit Stop Improvements [NTIP].
- ² 5YPP Amendment to accommodate appropriation for Lombard Crooked Street Congestion Management System Development [NTIP Capital] (Resolution 17-052, 5.23.2017):
 Congestion/Trip Management Plan: Reduced placeholder from \$154,200 to \$0;
 TDM Program Evaluation: Reduced placeholder from \$100,000 to \$4,200. After this amendment over \$200,000 remains in the 5YPP period for evaluation of TDM projects;
 \$200,000 of the funds from Congestion/Trip Management Plan and TDM Program Evaluation are considered NTIP Capital funds.
- ³ Lombard Crooked Street Congestion Management System Development [NTIP Capital]: Added project with \$250,000 in Fiscal Year 2016/17 for Planning.
 5YPP Amendment to fully fund Business Relocation Transportation Demand Management (TDM) (Resolution 18-055)
 Comprehensive Residential and Employee TDM Program: Reduced from \$350,000 to \$0 in Fiscal Year 2015/16 and from \$350,000 to \$317,000 in Fiscal Year 2016/17
 Business Relocation Transportation Demand Management (TDM) - Phase 1: New project added with \$100,000 in Fiscal Year 2017/18 for planning.
 Business Relocation Transportation Demand Management (TDM) - Phase 2: New project added with \$150,000 in Fiscal Year 2017/18 for planning.
 Business Relocation Transportation Demand Management (TDM) - Phase 3: New project added with \$133,000 in Fiscal Year 2017/18 for planning.
- ⁴ 5YPP Amendment to fully fund Streets and Freeways Study (Resolution 19-0XX, xx/xx/2018):
 WalkFirst Data Refresh: Reduced from \$200,000 to \$50,000 in FY 2015/16. SFMTA is not planning to advance the latter program because work has advanced through the data analysis done by the Department of Public Health's High Injury Corridors project.
 Streets and Freeways Study: Added project with \$150,000 ini FY2018/19.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | San Francisco Transit Corridors Study |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

EXPENDITURE PLAN INFORMATION

| | |
|---------------------------------|--------------------------------------|
| Prop K EP categories: | Transportation/Land Use Coordination |
| Current Prop K Request: | \$420,000 |
| Supervisory District(s): | Citywide |

REQUEST

Brief Project Description

The Transit Corridors Study (TCS) is part of Phase 2 of the ConnectSF citywide long-range transportation planning program. It will identify and prioritize the next generation of transit investments for San Francisco that will feed into the next countywide transportation plan. The TCS will develop local project concepts to a conceptual level of detail including, operational concepts, service plans, and cross-sections. It will also identify and develop alignments most appropriate for regional corridors to a level that allows City staff to inform and shape regional studies and model runs.

Detailed Scope, Project Benefits and Community Outreach

The Transit Corridors Study (TCS) will identify and prioritize the next pipeline of transit investments for San Francisco. The study is part of the ConnectSF program, which includes a fifty-year Vision for San Francisco's future that represents the City's goals and aspirations and was developed by community members and stakeholders. The TCS will assess the transit projects and policies needed to help the City meet travel needs enshrined in this future. This study will identify priority transit projects, make recommendations for mode and service characteristics, estimate the potential projects' benefits and costs, and prioritize investments. The study's findings will be incorporated into the San Francisco Transportation Plan and regional Plan Bay Area and the development of a new Transportation Element for the San Francisco General Plan.

The study will include a robust public engagement plan, coordinating with the Streets and Freeways Study and other Phase 2 efforts in the ConnectSF program. The engagement strategies will include outreach citywide and to more localized stakeholders both on an ongoing basis and at key stages during the planning process.

See attached detailed scopes for the Transit Corridors Study and the public engagement consultant.

The SFCTA Board already approved award of a \$150,000 contract to Civic Edge Consulting for ConnectSF Phase 2 public engagement services based on funds available. This request, if approved, would add \$100,000 in additional budget capacity to fully fund Phase 2 public engagement consultant services. The SFMTA will competitively procure the technical consultant for the TCS, funded in part by \$320,000 in Prop K funds that are also included in the submittal of this \$420,000 Prop K request.

Project Location

Citywide

Project Phase(s)

Planning/Conceptual Engineering

5YPP/STRATEGIC PLAN INFORMATION

| | |
|---|---|
| Type of Project in the Prop K 5YPP/Prop AA Strategic Plan? | 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: | \$693,281 |
| Description of Requested Funds | |
| <p>The subject request includes allocation and appropriation of Transportation/Land Use (EP-44) funds as follows:</p> <ul style="list-style-type: none"> > Allocate \$193,281 in Planning Grant Match placeholder funds and \$126,719 in Priority Development Area Planning Match placeholder funds. > Appropriate \$100,000 in Priority Development Area Planning Match placeholder funds. | |

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | San Francisco Transit Corridors Study |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

ENVIRONMENTAL CLEARANCE

| | |
|----------------------------|-----|
| Environmental Type: | TBD |
|----------------------------|-----|

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

As this is a planning study, environmental clearance will not be needed for the Transit Corridors Study.

Community outreach will be performed in conjunction with the ConnectSF Phase 2 integrated outreach program, which supports the Transit Corridors Study, Streets and Freeways Study, and other ConnectSF Phase 2 efforts. The ConnectSF team and public engagement consultant, Civic Edge Consulting, are currently developing the public participation plan.

Start and end dates by task for the Transit Corridors Study are included in the attached detailed technical scope.

For the MTC PDA Planning Grant, funds must be expended by June 2020. For the Caltrans Planning grant, funds must be expended by September 2021.

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

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | San Francisco Transit Corridors Study |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

FUNDING PLAN - FOR CURRENT REQUEST

| Fund Source | Planned | Programmed | Allocated | Project Total |
|--|------------------|------------------|------------------|--------------------|
| PROP K: Transportation/Land Use Coordination | \$420,000 | \$0 | \$0 | \$420,000 |
| CALTRANS PLANNING GRANT | \$0 | \$438,200 | \$0 | \$438,200 |
| MTC PRIORITY DEVELOPMENT AREA GRANT | \$0 | \$250,000 | \$0 | \$250,000 |
| PLANNING OPERATING BUDGET | \$0 | \$77,128 | \$0 | \$77,128 |
| SFCTA FEDERAL STP/PROP K OP FUNDS | \$0 | \$0 | \$287,124 | \$287,124 |
| SFMTA OPERATING BUDGET | \$0 | \$153,242 | \$0 | \$153,242 |
| Phases in Current Request Total: | \$420,000 | \$918,570 | \$287,124 | \$1,625,694 |

COST SUMMARY

| Phase | Total Cost | Prop K - Current Request | Source of Cost Estimate |
|---------------------------------|--------------------|--------------------------|---|
| Planning/Conceptual Engineering | \$1,625,694 | \$420,000 | Task-based cost estimates, informed by previous planning efforts. |
| Environmental Studies (PA&ED) | \$0 | \$0 | |
| Right of Way | \$0 | \$0 | |
| Design Engineering (PS&E) | \$0 | \$0 | |
| Construction | \$0 | \$0 | |
| Operations | \$0 | \$0 | |
| Total: | \$1,625,694 | \$420,000 | |

| | |
|------------------------------|------|
| % Complete of Design: | 0.0% |
| As of Date: | N/A |
| Expected Useful Life: | N/A |

Project Name: San Francisco Transit Corridors Study

MAJOR LINE ITEM BUDGET

| BUDGET SUMMARY | | | | | | | |
|---|-------------------|-------------------|---------------------|------------------------|--|---------------------|--|
| Agency | SFMTA (staff) | SFCTA (staff) | SF Planning (staff) | TCS Consultant (SFMTA) | Outreach Consultant (SFCTA) ¹ | Total | |
| Task 1 - Project Initiation | \$ 21,431 | \$ 12,485 | \$ 5,874 | \$ - | | \$ 39,790 | |
| Task 2 - Transit Corridor Concept Evaluation | \$ 21,267 | \$ 75,435 | \$ 9,865 | \$ 135,100 | | \$ 241,667 | |
| Task 3 - Transit Corridor Project Description & Benefits | \$ 21,858 | \$ 44,330 | \$ 10,542 | \$ 336,200 | | \$ 412,930 | |
| Task 4 - Storage & Maintenance Facilities Needs | \$ 4,798 | \$ 5,298 | \$ 1,281 | \$ 27,350 | | \$ 38,727 | |
| Task 5 - TCS Preliminary Cost Estimation | \$ 9,689 | \$ 3,060 | \$ 1,814 | \$ 250,000 | | \$ 264,563 | |
| Task 6 - TCS Project Prioritization and Implementation Strategy | \$ 19,092 | \$ 40,037 | \$ 1,498 | \$ 113,750 | | \$ 174,377 | |
| Task 7: TCS Draft and Final Report | \$ 3,312 | \$ 16,054 | \$ 2,178 | \$ 40,000 | | \$ 61,544 | |
| Task 8: Administration | \$ 31,245 | \$ 8,693 | \$ 2,247 | \$ 40,000 | | \$ 82,185 | |
| Task 9: Public Outreach** | \$ 20,550 | \$ 31,732 | \$ 7,629 | | \$ 250,000 | \$ 309,911 | |
| Total | \$ 153,242 | \$ 237,124 | \$ 42,928 | \$ 942,400 | \$ 250,000 | \$ 1,625,694 | |

Fund Sources SFMTA SFCTA Federal SFCTA Federal PDA Planning, SFCTA Federal PDA Planning, SFMTA Operating STP/Prop K ops Operating Caltrans Planning STP, Prop K

¹ Outreach consultant contract will support all ConnectSF Phase 2 efforts including the Transit Corridor Study. The SFCTA Board previously approved the contract for \$150,000 based on the funds that were available at the time. The current request would increase budget from \$150,000 to \$250,000 via the requested \$100,000 Prop K appropriation.

DETAILED LABOR COST ESTIMATE - BY AGENCY

| SFMTA | Hours | Base Hourly Rate | Overhead Multiplier | Fully Burdened Hourly Cost | FTE | Total |
|----------------------------|------------|------------------|---------------------|----------------------------|-------------|-------------------|
| Transportation Planner II | 238 | \$ - | 2.70 | \$ 126.67 | 0.11 | \$ 30,147 |
| Transportation Planner III | 457 | \$ - | 2.65 | \$ 147.66 | 0.22 | \$ 67,481 |
| Planner V | 274 | \$ - | 2.59 | \$ 202.97 | 0.13 | \$ 55,614 |
| Total | 969 | | | | 0.47 | \$ 153,242 |

| SFCTA | Hours | Base Hourly Rate | Overhead Multiplier | Fully Burdened Hourly Cost | FTE | Total |
|-------------------------------|-------------|------------------|---------------------|----------------------------|-------------|-------------------|
| Deputy Director | 170 | \$ 94.31 | 2.734 | \$ 257.86 | 0.08 | \$ 43,836 |
| Senior Engineer | 20 | \$ 68.41 | 2.734 | \$ 187.05 | 0.01 | \$ 3,741 |
| Senior Communications Officer | 80 | \$ 60.47 | 2.734 | \$ 165.34 | 0.04 | \$ 13,227 |
| Senior Planner | 837 | \$ 57.55 | 2.734 | \$ 157.35 | 0.40 | \$ 131,702 |
| Transportation Planner | 312 | \$ 49.63 | 2.734 | \$ 135.70 | 0.15 | \$ 42,338 |
| Contingency | | | | | | \$ 2,280 |
| Total | 1419 | | | | 0.68 | \$ 237,124 |

| SF Planning | Hours | Base Hourly Rate | Overhead Multiplier | Fully Burdened Hourly Cost | FTE | Total |
|--------------|------------|------------------|---------------------|----------------------------|-------------|------------------|
| Planner II | 52 | \$ 48.31 | 2.321 | \$ 112.13 | 0.03 | \$ 5,831 |
| Planner III | 124 | \$ 57.34 | 2.321 | \$ 133.09 | 0.06 | \$ 16,503 |
| Planner V | 110 | \$ 80.66 | 2.321 | \$ 187.22 | 0.05 | \$ 20,594 |
| Total | 286 | | | | 0.14 | \$ 42,928 |

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | San Francisco Transit Corridors Study |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

SFCTA RECOMMENDATION

| | | | |
|---------------------------|-----------|----------------------------|-----|
| Resolution Number: | | Resolution Date: | |
| Total Prop K Requested: | \$420,000 | Total Prop AA Requested: | \$0 |
| Total Prop K Recommended: | \$420,000 | Total Prop AA Recommended: | \$0 |

| | | | |
|---------------------|---|------------------|--|
| SGA Project Number: | 144-901xxx | Name: | San Francisco Transit Corridors Study Outreach |
| Sponsor: | San Francisco County Transportation Authority | Expiration Date: | 09/30/2020 |
| Phase: | Planning/Conceptual Engineering | Fundshare: | 27.0 |

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | FY 2022/23 | Total |
|---------------|------------|------------|------------|------------|------------|-----------|
| PROP K EP-144 | \$50,000 | \$50,000 | \$0 | \$0 | \$0 | \$100,000 |

Deliverables

1. With each quarterly progress report, provide a summary of outreach activities performed and input received.

| | | | |
|---------------------|---|------------------|-------------------------|
| SGA Project Number: | 144-910XXX | Name: | Transit Corridors Study |
| Sponsor: | San Francisco Municipal Transportation Agency | Expiration Date: | 12/31/2020 |
| Phase: | Planning/Conceptual Engineering | Fundshare: | 27.2 |

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | FY 2022/23 | Total |
|---------------|------------|------------|------------|------------|------------|-----------|
| PROP K EP-144 | \$40,000 | \$200,000 | \$80,000 | \$0 | \$0 | \$320,000 |

Deliverables

1. Quarterly progress reports (QPRs) shall include the percent complete by task, percent complete of the overall project, status of the project charter until it is executed, a summary of activities performed the quarter prior, and a list of activities planned for the quarter ahead, in addition to the standard requirements for QPRs.

2. Task 1: Upon completion, provide the Public Participation Plan (anticipated to be available Q2 FY 18/19).

3. Present updates for input to the SFCTA CAC and Board at key milestones prior to finalizing associated deliverables. Dates to be proposed once public participation plan is set and a TCS technical consultant is on board (anticipated November 2018)

4. Task 2.1: With the progress report following completion, provide draft technical memo summarizing the process, tools, and metrics to be used for evaluating transit alignment concepts..

5. Task 2.3: With the progress report following completion, provide draft technical memo identifying four to six concepts for further refinement into projects.

6. Task 3: With the progress reports following completion, provide draft and final technical memos detailing performance of recommended projects against ConnectSF Vision goals and metrics, and evaluation of transit-specific benefits, including SF-CHAMP results.

7. Task 4: With the progress reports following completion, provide draft and final technical memo(s) detailing vehicle storage and maintenance needs and opportunities for potential transit projects.

8. Task 6: With the quarterly progress reports following completion, provide draft and final Implementation Strategy memos based on established prioritization, timeline and known funding opportunities.

9. Task 5: With the progress reports following completion, provide draft and final technical memos detailing preliminary cost estimates for potential local and regional projects.

10. Task 7.1: Upon completion, provide draft and final TCS final report.

11. Task 7.2: Present the final Transit Corridors Study to the Transportation Authority Citizens Advisory Committee and Board of Commissioners.

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.

Notes

1. The ConnectSF project charter provides guidance on the roles and responsibilities for the ConnectSF agencies, including, but not limited to the subject Transit Corridors Study. SFCTA reviews and comments on all the aforementioned deliverables as part of the ConnectSF team.

| Metric | Prop K | Prop AA |
|-------------------------------------|--------|------------|
| Actual Leveraging - Current Request | 74.16% | No Prop AA |
| Actual Leveraging - This Project | 74.16% | No Prop AA |

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

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | San Francisco Transit Corridors Study |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

EXPENDITURE PLAN INFORMATION

| | |
|--------------------------------|-----------|
| Current Prop K Request: | \$420,000 |
|--------------------------------|-----------|

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

| |
|--|
| Initials of sponsor staff member verifying the above statement |
| KU |

CONTACT INFORMATION

| | Project Manager | Grants Manager |
|---------------|---------------------------|-------------------------------|
| Name: | Kansai Uchida | Timothy Manglicmot |
| Title: | Transportation Planner IV | Senior Administrative Analyst |
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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|-----------------------------|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | 22nd Street Station Study |
| Grant Recipient: | Department of City Planning |

EXPENDITURE PLAN INFORMATION

| | |
|---------------------------------|--------------------------------------|
| Prop K EP categories: | Transportation/Land Use Coordination |
| Current Prop K Request: | \$160,000 |
| Supervisory District(s): | District 10 |

REQUEST

Brief Project Description

Analyze and make recommendations regarding the relocation or substantial reconstruction of the Caltrain 22nd Street Station. The station will serve the proposed Pennsylvania Avenue alignment connecting the Caltrain/future high speed rail alignment with Sales Force Transit Center. Project benefits include improving multi-modal access, pedestrian safety, and station design and access.

Detailed Scope, Project Benefits and Community Outreach

The Planning Department is requesting Prop K funds to match a \$250,000 Priority Development Area grant from the Metropolitan Transportation Commission.

Please see detailed scope, attached.

Project Location

Caltrain 22nd Street Station

Project Phase(s)

Planning/Conceptual Engineering

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: | \$200,000 |

Attachment A
Scope of Work
22nd Street Station Study

Introduction

Following years of analysis and stakeholder engagement, the Railyard Alignment and Benefits Study (RAB) (previously known as the Railyard Alternatives and I-280 Boulevard Feasibility Study) has identified a preferred alignment for bringing both Caltrain and High Speed Rail (HSR) to the Salesforce Transit Center (SFTC) from the South Bay. The Transportation Authority Board endorsed this alignment at its September 11, 2018 meeting and is expected to approve it on its second read on September 25. San Francisco rail facilities figure prominently in the State Rail Vision plan, as well as Caltrain and CHSRA business plans.

The next step in advancing the preferred alignment is a focused look at Caltrain station design and station-area planning and design. In particular, the 22nd Street Caltrain Station has the potential to become a multi-modal hub so that future residents and employees can safely access Caltrain and connect to other transit services.

The potential relocation or substantial reconstruction of the 22nd Street Station is an opportunity to improve service to Caltrain for southeast San Francisco neighborhoods, where over 60% of San Francisco's growth is projected. By 2040, the ½ mile radius around 22nd Street will grow by more than 6,600 housing units and nearly 1 million square feet of commercial space. Several significant new developments are also under way in the vicinity – including Pier 70, Potrero Power Plant, and Potrero Hope SF, which will create a combined total of 4,000 market-rate units, 1,700 affordable housing units and 10,000 jobs.

The proposed work will complement access planning to the future 4th/Townsend Caltrain station as well as regional efforts to ensure network connections for the next generation of transit. It will also address longstanding constraints on accessing transit in the Dogpatch and Potrero neighborhoods, including the lack of ADA access, poor lighting, and unsafe pedestrian connections at the existing station.

Committed Funding

In spring 2018, the Planning Department was awarded \$250,000 in MTC PDA funds to support the 22nd Street Station Study. MTC requires a local match of \$34,061, which will be provided by Planning Department staff time. Planning will contribute an additional \$100,914 in staff time. We are requesting \$160,000 in Prop K EP44 funds to fill the funding gap in the consultant contract.

Without Prop K funds, the unfunded tasks would be scaled back and completed by staff, which would add significantly to the timeline and produce less-detailed analysis and proposals.

RAB and 22nd Street Station Design Work to Date

The Rail Alignment and Benefits Study (RAB) is a multi-agency study of transportation and land use alternatives in southeast San Francisco. The RAB study is comprised of five components

- 1) Rail alignment into the Salesforce Transit Center
- 2) Railyard reconfiguration/relocation
- 3) Urban form and land use opportunities
- 4) Salesforce Transit Center extension/loop
- 5) Assessment of a boulevard replacing the north end of I-280

The [May 2018 draft RAB report](#) recommended the Pennsylvania Avenue alignment as the preliminary preferred alignment. This alignment would move the trains underground near the 22nd Street Caltrain station. All rail would then travel via an underground tunnel beneath Pennsylvania Avenue. The rail would travel north, adjacent to and underneath the current tracks, up 7th Street connecting to the DTX

tunnel stub box. Trains would use the Downtown Rail Extension (DTX) to pass through the new underground 4th/Townsend station towards a final destination at the SFTC.

The RAB report identifies twelve follow-on steps, one of which is the 22nd Street Station Study described in this application. The other next steps fall under the jurisdiction of a number of agencies or are contingent on them. The 22nd Street study is one of two studies (along with the Transit Corridor Study) initiated by the City and County of San Francisco that will begin as soon as funding is available.

The proposed work will also build on previous planning for improved transit connections in the neighborhood. The Eastern Neighborhoods Plans identified the character of the station and surroundings as barriers to improving transit ridership. The Dogpatch/Central Waterfront Public Realm Plan identifies strategies and improvements needed around the Caltrain right-of-way to improve transit access via a network of complete streets.

Public Engagement

Public input and several previous planning efforts have identified needs for improving multi-modal access, pedestrian safety and station design at the 22nd Street Station. Years of workshops, outreach meetings, and commission hearings informed the Central Waterfront Plan, part of the 2009 adoption of the Eastern Neighborhoods Plans. More recently, the Central Waterfront/Dogpatch Public Realm plan effort including several meetings with the organizations and neighborhood associations as well as numerous online surveys; and public meetings between 2015 and 2017 were completed. This Central Waterfront/Dogpatch Public Realm plan addressed access to the existing station, but did not study the station location and access issues that are part of this proposed scope of work.

The RAB Study was guided by a Citizens Working Group, public workshops and extensive outreach to CACs and neighborhood groups in the eastern part of San Francisco between 2016 and 2018. Key stakeholders will continue to be engaged in the proposed project and are listed below.

Partners and Stakeholders

Partners for the 22nd Street Station Study include:

- ConnectSF charter agencies, including: Planning, OEWD, SFCTA and MTA
- City/County agency partners: Public works, in addition to ConnectSF agencies
- Regional agency partners: TJPA, Caltrain, California High Speed Rail Authority, and MTC

Key stakeholders include, but are not limited to, the following organizations

- Citywide organizations and constituents
 - Muni passengers
 - Caltrain passengers
 - SF Transit Riders
 - SPUR
 - Walk SF
 - SFHAC
 - SF Bicycle Coalition
 - Livable City
 - SF Council of District Merchants
- CACs
 - Transportation Authority CAC
 - RAB Citizens' Working Group members
 - Eastern Neighborhoods CAC
 - Mission Bay CAC
 - Bayview CAC
- Neighborhood organizations and associations
 - Neighborhood residents , property owners and business owners
 - South Beach Mission Bay Business Association
 - South Of Market Business Association
 - Dogpatch Community Taskforce
 - Potrero Hill Democratic Club
 - Potrero Hill Boosters
 - South Beach/Rincon/Mission Bay Neighborhood Association
- Local large employers and developer partners of the City and County of San Francisco

- UCSF administration, staff and students
- Strada Investment Group (Pier 70)
- Forest City (Pier 70)
- Prologis (Mission Bay, Bayview)
- Five Point (Hunters Point Shipyard/Candlestick Point)
- Associate Capital (Potrero Power Station)

Several elements related to the 22nd Street Station Study are being completed through other efforts and will inform this study.

- Tunnel launch pit location, which will be completed by TJPA.
- Ridership projections on Caltrain, which will be completed by Caltrain as part of their on-going Business Plan.
- Ridership projections on CHSRA, which will be completed by CHSRA as part of the Blended Service Operations.
- Peninsula corridor travel demand, which will be completed under ConnectSF Network Development or Regional Planning efforts.
- Maintenance, storage, and operations of railyard, which will be conducted pending the completion of the Caltrain Business Plan and CHSRA Blended Service Operations. The budget and scope are yet to be determined.

22nd Street Station Study Summary

Planning will lead a follow-on task from the RAB study to explore and recommend a new siting or location for the 22nd Street Station along the proposed Pennsylvania Avenue alignment for conventional rail service to and from San Francisco. Under the Pennsylvania Avenue alignment, the trains would be moved underground, likely somewhere between 22nd Street and Cesar Chavez, requiring the relocation or substantial reconstruction of the 22nd Street Station. With partner agencies, building on past planning efforts, the study will evaluate technically-viable locations; multi-modal connections, including findings from the ConnectSF Phase 2 Needs Assessment, Network Development, and Transit Corridors study; as well as ADA, shuttle, and bicycle and pedestrian access and urban design framework, and currently underway projects including the Caltrain Business Plan and the Blended Service Operations Plan.

The relocation or substantial reconstruction of the 22nd Street Station will benefit Caltrain and San Francisco by improving the ability to access the station from adjoining current and planned housing and employment.

The project will coordinate closely with the Pennsylvania Avenue extension design and validation (with TJPA as the lead agency) as well as preliminary environmental work (to be completed by TJPA in coordination with SF Planning). Public input will be integrated throughout the process.

The Study will produce the following outcomes.

- A preferred location for a 22nd Street Caltrain stop
- Preliminary technical analyses that can be included in supplemental or full EIS/EIR on the Pennsylvania Avenue alignment
- Planned alignment with active transportation networks and local transit services consistent with the Transit Corridors study and other local and regional planning efforts.
- Access and urban design framework for the relocated 22nd Street Caltrain station
- A participatory public engagement process

Task One: Project Initiation and agency coordination

To ensure efficient and ongoing coordination, SF Planning will work with ConnectSF partners, namely the Transportation Authority, the San Francisco Municipal Transportation Agency, Office of Economic and Workforce Development and the Mayor's Office, to update its project charter to include the 22nd Street work, roles and responsibilities. All agencies will dedicate staff time to coordinate related projects with the station locations under analysis.

Deliverable

1a. ConnectSF Charter, updated to include the 22nd Street work, roles and responsibilities.

1b. Regular meeting series with ConnectSF and TAC

Task Two: Review past and current plans

The consultant will identify data gaps among known documents and data relevant to the Study area. This includes consultant review of relevant studies and plans for related elements including, but not limited to, the Dogpatch/Central Waterfront area, Pier 70, Caltrain electrification, Caltrain track charts, High Speed Rail, TJPA, Waterfront Transportation Assessment, and others. City comment letters should also be sought for data collection efforts.

The consultant will review existing multi-modal routes and plans in the area and determine modifications as necessary to maximize access to/from each potential location. Traffic counts, origin/destination studies, walking routes, bicycling routes, transit routes, etc. will be reviewed and taken into account.

The consultant will review nearby land use and area plans for any inconsistencies or desired traits for each location under consideration.

At the public meeting #1, the consultant will solicit input and present concepts and elements for consideration in the analysis of alternative station locations.

Deliverables

2a. Prior to completion of Task 2: Draft working paper summarizing existing conditions; Caltrain and transit access needs identified in existing plans and previous community planning efforts; emerging needs; and any inconsistencies between the documents.

2b. Upon completion of Task 2: Final working paper

Task Three: Create Station Alternatives

In coordination with the partner agencies, a list of metrics will be identified to evaluate alternatives, including items related to: transportation impacts for Caltrain and Muni, cost/benefit, ridership capture areas (taking into account distance by mode and ease in access), equity, access, and user interface elements including accessibility, comforts, wayfinding, etc. As each concept alternative is identified these metrics will be evaluated and refined.

This task will identify up to three potential station locations along the preliminary designs of a Pennsylvania Avenue extension of the DTX. Locations inside the anticipated portal of the Pennsylvania Avenue tunnel as well as outside the anticipated portal of the tunnel will be considered.

Based on stakeholder input, the consultant will develop concept level designs that incorporate existing or proposed multimodal connections at the proposed station, including pedestrian and bicycle access, drop-off, conceptual urban design framework, etc.

The consultant will develop conceptual graphics appropriate for the City and stakeholders to evaluate the proposed locations. Possible locations will be along the proposed Pennsylvania Avenue extension alignment and shall conform to the top of rail and platform heights required by Caltrain.

The consultant will prepare a memorandum/working paper that summarizes concept alternatives and produce graphics, presentation materials, and synthesize comments received at the meeting(s).

The consultant will present up to three preliminary alternatives at public meeting #2.

Deliverables

Prior to completion of Task 3: (with sufficient time for review and comment before finalization) provide:

3a. Draft memo describing evaluation metrics,

3b. Concept level design drawings, contextual maps, and a working paper summarizing up to three (3) concept-level locations

Upon completion of Task, provide:

3c. Final copies of metrics, concept drawings and working paper.

Task Four: Refine station alternatives

Based on stakeholder and community/public meeting input, other citywide outreach efforts, and analysis of evaluation criteria, the consultant will refine up to three location concepts as identified in Task Three.

The consultant will develop scaled design graphics of each refined concept depicting horizontal and vertical rail alignments around and through each potential station location based on Pennsylvania Avenue extension design as well as existing Caltrain tracks and any other known data points in the area.

The consultant will develop preliminary estimates of probable costs (e.g., order of magnitude cost estimates) for each station location, in consultation with Planning and then with all partner agencies. Plan, profiles, cross-sections, staging diagrams (where appropriate), and other graphics will be developed for presentations at public meetings and should be understandable to the general public.

The consultant will develop a memorandum/working paper that summarizes the location analysis and determines a preliminary preferred location for the new station, including pedestrian and bicycle access, drop-off, conceptual urban design framework, etc.

The consultant will present refined alternatives, preliminary preferred location, and preliminary estimates of probable costs at a TAC meeting for feedback (TAC meetings detailed under Task Five).

The consultant will then present refined alignments and preliminary preferred location at public meeting #3.

Deliverables

Prior to completion of Task 4 (with sufficient time for review, comment and revise before finalization), provide:

4a. Draft of a memorandum/ working paper summarizing refined alternatives and preferred location, including conceptual designs, graphics and preliminary estimates of probable costs.

Upon completion of Task, provide:

4b. Final copy of memorandum.

Task Five: Select preferred alternative

Based on stakeholder input as well as other citywide outreach efforts, the consultant will finalize the preferred location, urban design framework, design drawings, and preliminary estimates of probable costs. The consultant will produce a draft report with all associated analysis and next steps (including anticipated necessary approvals). The consultant will transmit the draft report to partner agencies for review and comment prior to completing the final version.

The consultant will present materials to various boards and commissions for approval of preferred location.

Deliverables

Prior to completion of Task 5 (with sufficient time for review, comment and revise before finalization), provide:

5a. Draft report, design drawings, graphics and other materials on the preferred alternative.

Upon completion, provide:

5b. Final report and documents in editable and PDF formats.

Task Six: Public Outreach and Stakeholder Engagement

Consultant will be responsible for logistics, agendas, and materials for the following outreach efforts.

- Technical Advisory Committee (TAC meetings) – The consultant will work with the Planning Department Project manager to prepare materials for, attend, and facilitate up to four TAC meetings in addition to the other meetings identified in this section. Members of the TAC will include City and County of San Francisco agency staff (including the Transportation Authority), Caltrain, TJPA, and others as appropriate.
- Public Meetings – The consultant will work with agency staff to initiate up to three public meetings related to the proposed work scope. It is anticipated that three meetings will be needed (initial alternatives, refined alternatives, final alternatives).
 - Meeting #1 – Concepts and elements for consideration –end of Task 2
 - Meeting #2 – Initial screening of up to 3 integrated alternatives – end of Task 3
 - Meeting #3 – Preferred location and preliminary cost estimate for construction –Task 4
- Community Group, associations, and interested parties outreach – At critical points to the study, outreach to the identified groups will be made through email and follow-up briefings as appropriate. Up to 10 briefings, including the SFCTA CAC, throughout the project is anticipated; each briefing can address multiple community groups.
- Online engagement – The consultant will work with City staff to create graphics, web content, survey questions, and online means of soliciting input when appropriate.

Deliverables

6a. Preparation for, attendance at, and summary notes for meetings as identified above. Digital presentations, printed display boards and handouts, as necessary, per meeting.

22nd Street Station Study - Prop K ARF
Attachment B - Schedule

| | MTC - Consultant budget | Prop K - Consultant budget | Staff costs (salary + fringe) | Timeline (begin) | Timeline (end) | Deliverable |
|---|-------------------------|----------------------------|-------------------------------|------------------|----------------|-------------|
| Task 1: Project Initiation & Interagency Coordination | \$ - | \$ 8,000 | \$ 9,591 | Mar 2019 | Mar 2019 | |
| Develop interagency coordination plan, including TAC (w/ membership) and ESC for partner agencies | | | \$ 3,550 | | | |
| Project kick-off meeting with ConnectSF partners | | | \$ 3,550 | Mar 2019 | Apr 2019 | 1a, 1b |
| TJPA and Caltrain | | | \$ 2,491 | | | |
| Task 2: Review past and current plans | \$ 35,000 | \$ 15,000 | \$ 16,847 | Apr 2019 | Jun 2019 | |
| Background and Data Collection | | | \$ 3,902 | Apr 2019 | Apr 2019 | |
| Review land use plans for the station area | | | \$ 3,505 | Apr 2019 | May 2019 | |
| Review existing and potential multi-modal routes and plans | | | \$ 3,787 | | May 2019 | 2a |
| Integrate Needs Assessment and Network Development findings | | | \$ 5,652 | | Jun 2019 | 2b |
| Task 3. Create station alternatives | \$ 65,000 | \$ 55,000 | \$ 30,555 | May 2019 | Sep 2019 | |
| Create evaluation framework for station siting, including development of goals for study and metrics in pursuit of these goals (e.g., transportation impacts for Caltrain and Muni, cost/benefit, ridership capture areas, equity, access, user interface elements etc) | | | \$ 8,818 | | Aug 2019 | 3a |
| Evaluate possible opportunities for development and value capture around station concept locations | | | \$ 7,716 | | Sep 2019 | |
| Develop station concepts and identify up to three locations | | | \$ 14,021 | | Sep 2019 | 3b, 3c |
| Task 4. Refine station alternatives | \$ 50,000 | \$ 45,000 | \$ 20,854 | Oct 2019 | May 2020 | |
| Refine station alternatives based on public and partner feedback | | | \$ 7,517 | | May 2020 | |
| Refine alternatives based on preliminary TCS findings, evaluation criteria, and recommendations | | | \$ 8,024 | | May 2020 | 4a |
| Prepare graphics for public input | | | \$ 5,313 | | May 2020 | 4b |
| Task 5. Select preferred alternative | \$ 40,000 | \$ 25,000 | \$ 14,240 | May 2020 | Oct 2020 | |
| Draft and Final Report | | | \$ 14,240 | | Oct 2020 | 5a, 5b |
| Task 6. Public Outreach | \$ 60,000 | \$ 12,000 | \$ 42,770 | Apr 2019 | Oct 2020 | |
| TAC meetings (up to 4) | | | \$ 10,339 | Apr 2019 | Oct 2020 | 6a |
| Public/neighborhood open house meetings (up to 3) | | | \$ 7,627 | Sep 2019 | Oct 2020 | 6a |
| Community Group outreach (up to 10) | | | \$ 23,676 | Oct 2019 | Oct 2020 | 6a |
| Online engagement (when appropriate) | | | \$ 1,129 | Apr 2019 | Oct 2020 | 6a |
| TOTAL | \$ 250,000 | \$ 160,000 | \$ 134,857 | | | |

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|-----------------------------|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | 22nd Street Station Study |
| Grant Recipient: | Department of City Planning |

ENVIRONMENTAL CLEARANCE

| | |
|----------------------------|----------------------|
| Environmental Type: | Categorically Exempt |
|----------------------------|----------------------|

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

Please see Attachment A for full schedule details.

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

| | |
|---------------------------------|-----------------------------|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | 22nd Street Station Study |
| Grant Recipient: | Department of City Planning |

FUNDING PLAN - FOR CURRENT REQUEST

| Fund Source | Planned | Programmed | Allocated | Project Total |
|--|------------------|------------|------------------|------------------|
| PROP K: Transportation/Land Use Coordination | \$160,000 | \$0 | \$0 | \$160,000 |
| MTC PDA PLANNING GRANT | \$0 | \$0 | \$250,000 | \$250,000 |
| SF PLANNING OPERATING BUDGET | \$0 | \$0 | \$134,857 | \$134,857 |
| Phases in Current Request Total: | \$160,000 | \$0 | \$384,857 | \$544,857 |

COST SUMMARY

| Phase | Total Cost | Prop K - Current Request | Source of Cost Estimate |
|---------------------------------|------------------|--------------------------|--|
| Planning/Conceptual Engineering | \$544,857 | \$160,000 | staff estimates based on prior consultant work |
| Environmental Studies (PA&ED) | \$0 | \$0 | |
| Right of Way | \$0 | \$0 | |
| Design Engineering (PS&E) | \$0 | \$0 | |
| Construction | \$0 | \$0 | |
| Operations | \$0 | \$0 | |
| Total: | \$544,857 | \$160,000 | |

| | |
|------------------------------|------------|
| % Complete of Design: | 0.0% |
| As of Date: | 09/17/2018 |
| Expected Useful Life: | N/A |

MAJOR LINE ITEM BUDGET

| BUDGET SUMMARY | | | | | | | |
|-----------------------|-----------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--|--------------------------|-------------------|
| Agency | Task 1 - Project Initiation | Task 2 - Review past & current plans | Task 3 - Create station alternatives | Task 4 - Refine station alternatives | Task 5 - Select preferred alternatives | Task 6 - Public Outreach | Total |
| SF Planning | \$ 9,591 | \$ 16,847 | \$ 30,555 | \$ 20,854 | \$ 14,240 | \$ 42,770 | \$ 134,857 |
| Consultant | \$ 50,000 | \$ 50,000 | \$ 105,000 | \$ 50,000 | \$ 40,000 | \$ 115,000 | \$ 410,000 |
| Other Direct Costs * | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ 59,591 | \$ 66,847 | \$ 135,555 | \$ 70,854 | \$ 54,240 | \$ 157,770 | \$ 544,857 |

* Direct Costs include mailing, reproduction costs room rental fees.

| DETAILED LABOR COST ESTIMATE - BY AGENCY | | | | | | |
|---|-------------|------------------|-------------------|----------------------------|-------------|-------------------|
| Planning | Hours | Base Hourly Rate | Fringe Multiplier | Fully Burdened Hourly Cost | FTE | Total |
| Planner IV | 540 | \$ 67.98 | 1.46 | \$ 99.24 | 0.26 | \$ 53,591 |
| Planner II | 872 | \$ 48.31 | 1.46 | \$ 70.54 | 0.42 | \$ 61,508 |
| Planner V | 156 | \$ 86.75 | 1.46 | \$ 126.66 | 0 | \$ 19,758 |
| | 0 | \$ - | - | \$ - | 0 | \$ - |
| Total | 1568 | | | | 0.68 | \$ 134,857 |

| Consultant | Hours | Base Hourly Rate | Overhead Multiplier | Fully Burdened Hourly Cost | FTE | Total |
|--------------|--------------|------------------|---------------------|----------------------------|-------------|-------------------|
| Staff | 2,158 | \$ 190.00 | 1 | \$ 190.00 | 1.04 | \$ 410,000 |
| | 0 | \$ - | 0 | \$ - | 0 | \$ - |
| Total | 2,158 | | | | 1.04 | \$ 410,000 |

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|-----------------------------|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | 22nd Street Station Study |
| Grant Recipient: | Department of City Planning |

SFCTA RECOMMENDATION

| | | | |
|---------------------------|-----------|----------------------------|-----|
| Resolution Number: | | Resolution Date: | |
| Total Prop K Requested: | \$160,000 | Total Prop AA Requested: | \$0 |
| Total Prop K Recommended: | \$160,000 | Total Prop AA Recommended: | \$0 |

| | | | |
|---------------------|---------------------------------|------------------|---------------------------|
| SGA Project Number: | | Name: | 22nd Street Station Study |
| Sponsor: | Department of City Planning | Expiration Date: | 12/31/2020 |
| Phase: | Planning/Conceptual Engineering | Fundshare: | 30.0 |

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | FY 2022/23 | Total |
|---------------|------------|------------|------------|------------|------------|-----------|
| PROP K EP-144 | \$80,000 | \$80,000 | \$0 | \$0 | \$0 | \$160,000 |

Deliverables

1. Prior to completion of Task 2: provide draft working paper summarizing existing conditions and transit access needs identified in previous planning efforts. Upon completion, provide final working paper.
2. Prior to completion of Task 3: provide drafts (with sufficient time for review and comment before finalization) of: (1) a memo describing evaluation metrics, (2) concept drawings and (3) a working paper summarizing the concept-level locations. Upon completion, provide final copies.
3. Prior to completion of Task 4: provide draft (with sufficient time for review and comment before finalization) of a memorandum/ working paper summarizing refined alternatives and preferred location, including preliminary estimates of probable costs. Upon completion, provide final copies.
4. Prior to completion of Task 5: provide graphics and other materials on the preferred alternative. Upon completion, provide final documents.
5. Prior to finalizing the report, present and seek input from the Transportation Authority's Citizens Advisory Committee and Board.

Special Conditions

1. Reimbursement is conditioned upon execution of a project charter with the project partners that specifies roles and responsibilities that shall include but is not limited to Transportation Authority participation on a project technical advisory committee or equivalent that reviews and comments on deliverables prior to their being finalized.
2. SF Planning shall provide presentations to the Transportation Authority's Citizens Advisory Committee and Board concurrent with the three planned public meetings.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|-----------------------------|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | 22nd Street Station Study |
| Grant Recipient: | Department of City Planning |

SFCTA RECOMMENDATION

| | | | |
|---------------------------|-----------|----------------------------|-----|
| Resolution Number: | | Resolution Date: | |
| Total Prop K Requested: | \$160,000 | Total Prop AA Requested: | \$0 |
| Total Prop K Recommended: | \$160,000 | Total Prop AA Recommended: | \$0 |

| | | | |
|----------------------------|---------------------------------|-------------------------|---------------------------|
| SGA Project Number: | | Name: | 22nd Street Station Study |
| Sponsor: | Department of City Planning | Expiration Date: | 12/31/2020 |
| Phase: | Planning/Conceptual Engineering | Fundshare: | 30.0 |

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | FY 2022/23 | Total |
|---------------|------------|------------|------------|------------|------------|-----------|
| PROP K EP-144 | \$80,000 | \$80,000 | \$0 | \$0 | \$0 | \$160,000 |

Deliverables

1. Prior to completion of Task 2: provide draft working paper summarizing existing conditions and transit access needs identified in previous planning efforts. Upon completion, provide final working paper.
2. Prior to completion of Task 3: provide drafts (with sufficient time for review and comment before finalization) of: (1) a memo describing evaluation metrics, (2) concept drawings and (3) a working paper summarizing the concept-level locations. Upon completion, provide final copies.
3. Prior to completion of Task 4: provide draft (with sufficient time for review and comment before finalization) of a memorandum/ working paper summarizing refined alternatives and preferred location, including preliminary estimates of probable costs. Upon completion, provide final copies.
4. Prior to completion of Task 5: provide graphics and other materials on the preferred alternative. Upon completion, provide final documents.
5. Prior to finalizing the report, present and seek input from the Transportation Authority's Citizens Advisory Committee and Board.

Special Conditions

1. Reimbursement is conditioned upon execution of a project charter with the project partners that specifies roles and responsibilities that shall include but is not limited to Transportation Authority participation on a project management team or equivalent that actively participates in project oversight of production of deliverables.
2. The project team will cooperate with the Transportation Authority's project oversight team and provide open-door access, including participation in consultant progress meetings and technical advisory committee meetings.
3. SF Planning shall provide presentations to the Transportation Authority's Citizens Advisory Committee and Board concurrent with the three planned public meetings.

| Metric | Prop K | Prop AA |
|-------------------------------------|--------|------------|
| Actual Leveraging - Current Request | 70.63% | No Prop AA |
| Actual Leveraging - This Project | 70.63% | No Prop AA |

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|-----------------------------|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | 22nd Street Station Study |
| Grant Recipient: | Department of City Planning |

EXPENDITURE PLAN INFORMATION

| | |
|--------------------------------|-----------|
| Current Prop K Request: | \$160,000 |
|--------------------------------|-----------|

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

| |
|--|
| Initials of sponsor staff member verifying the above statement |
| |

CONTACT INFORMATION

| | Project Manager | Grants Manager |
|---------------|------------------------|--------------------------------|
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