

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

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

**Project Name:** Alemanya Interchange Improvement Phase 1 [NTIP Capital]

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

**EXPENDITURE PLAN INFORMATION**

**Prop K EP category:** Upgrades to major arterials (including 19th Avenue): (EP-30)

**Prop K EP Line Number (Primary):** 30      **Current Prop K Request:** \$ 276,603

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

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

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

**Supervisory District(s):** District 09

**REQUEST**

**Brief Project Description (type below)**

Implement Phase 1 recommendations from the Alemany Interchange Improvement Study (funded by a Neighborhood Transportation Improvement Program grant), including a road diet of reducing vehicle travel lanes from six to four, a buffered bike lane, painted bulb outs, a painted left turn bike box, painted conflict markers, and upgraded sharrows. This project will improve multimodal accessibility, connectivity, and safety at this Interchange, which includes three Pedestrian High Injury corridors.

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

See attached

**Project Location (type below)**

Intersection of U.S. 101, I-280, Alemany Boulevard, Bayshore Boulevard, and San Bruno Avenue

**Project Phase (select dropdown below)**

Multiple Phases

**Map or Drawings Attached?** Yes

**Other Items Attached?** No

**5YPP/STRATEGIC PLAN INFORMATION**

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

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

**Prop K 5YPP Amount:** \$ 525,000      **Prop AA Strategic Plan Amount:** \_\_\_\_\_

## Alemany Interchange Improvement Phase 1

### Background

The Alemany Interchange, where U.S. 101, I-280, Alemany Boulevard, Bayshore Boulevard, San Bruno Avenue, and several other local streets intersect, presents major challenges to pedestrian and bicycle safety and accessibility. Together with hilly topography, the freeways act as barriers between the surrounding neighborhoods with few locations where they can be crossed. The interchange has the potential to provide critical connections between the adjacent communities of Bernal Heights, the Portola, Silver Terrace, and the Bayview, as well as destinations beyond. However, pedestrians, bicyclists, and transit riders seeking to reach these communities must navigate a circuitous maze of high-speed streets and ramps.

Safety is a significant issue in the interchange area, with several severe-injury or fatal collisions having occurred on the streets in and near the interchange in recent years. The Alemany Boulevard, San Bruno Avenue, and Bayshore Boulevard corridors, which converge at the Alemany Interchange, have been designated by the City's Vision Zero initiative as Pedestrian High Injury Corridors where a disproportionate share of pedestrian injuries and deaths occur.

In response to input from Supervisor Campos' office and community concerns in District 9, the Alemany Interchange Improvement Study was developed in November 2015 and funded by District 9 NTIP planning funds. This planning study is led by the Transportation Authority and coordinated closely with California Department of Transportation (Caltrans) District 4 and San Francisco Municipal Transportation Agency (SFMTA). The team had performed an initial feasibility assessment, developed traffic analysis, and conducted community outreach through presenting at the community and stakeholder meeting, as well as the other events such as Alemany Farmer's Market at the Portola neighborhood and surrounding communities.

After the community outreach and under thorough consideration, the planning study team developed two specific phases proposals that would improve multimodal connectivity and safety by providing pedestrian and bicycle connections through the interchange:

- Phase 1: New bicycle lanes along Alemany Boulevard between Putnam Street and Bayshore Boulevard. The proposed buffered bicycle lane would increase safety and eliminate a gap between Putnam Street and Bayshore Boulevard. This improvement also includes curb extensions to realign and reduce vehicle speed at the intersection which would increase safety throughout this interchange.
- Phase 2: New north-south pathway for pedestrians and bicyclists, connecting San Bruno Avenue to the Alemany Farmer's Market. The proposed multi-use path would provide a direct access from Alemany Farmer's Market to other nearby neighborhoods. This improvement would also include a new crosswalk and traffic signal, which would increase safety and accessibility for pedestrians and bicyclists who are traveling from the Alemany Farmer's Market to the intersection of Alemany Boulevard and San Bruno Avenue.

SFMTA requests Prop K Neighborhood Transportation Improvement Program (NTIP) capital funding in the amount of \$276,603 for Phase 1 of the Alemany Interchange Improvement project. The Transportation Authority's NTIP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other neighborhoods with high unmet needs. NTIP capital funding is intended to advance one small and one mid-sized neighborhood scale project toward implementation in each district.

### Benefits

This project will provide the following benefits to the neighborhoods and city residents:

#### 1. **Accessibility and Connectivity:**

Although sharrows exist through the interchange, it remains a gap in the dedicated bike lane network, where bicycles must mix with high-speed freeway-bound traffic. Also, there is currently no pedestrian

or bicycle infrastructure to directly connect the Alemany Farmer's Market. The existing interchange requires a lengthy detour to the west and several separate street crossings due to a closed crosswalk. The new pedestrian and bicycle facilities will help balance accessibility for all modes of transportation along the Alemany Corridor and reconnect neighborhoods through better bike and pedestrian facilities and provide connectivity to Alemany Farmer's market from nearby neighborhoods.

## 2. **Safety:**

High vehicle speeds and a lack of sufficient pedestrian and bicycle infrastructure are likely contributing factors to the high rates of injury in and around the Alemany Interchange, and addressing these issues is key to achieving the Vision Zero policy objective of zero traffic deaths by 2024. The new buffered bicycle lane, new pedestrian and bicycle facilities, and high-visibility crosswalk will increase pedestrians and bicyclists safety throughout Alemany Interchange.

## **Implementation**

Planning, conceptual engineering, and advanced conceptual engineering, including cost estimating, has been completed through the Transportation Authority's Alemany Interchange Improvement Study funded by District 9 NTIP planning funds. SFMTA will lead the final design effort, the construction management, and will also be the grant administrator. SFMTA will directly conduct the striping and construction work. This application reflects the construction hard costs and labor soft cost. The Transportation Authority will provide advice and stakeholder support if needed. A Caltrans encroachment permit is required to implement this project; SFMTA will lead the encroachment permit process.

## **Scope of Work**

The scope of work included in this project would implement the Phase 1 based upon recommendations from the Alemany Interchange Improvement Planning Study.

The project improvements will include a "road diet" along Alemany Boulevard (from Putnam to Bayshore) that would reduce vehicle travel lanes from six (three in each direction) to four (two in each direction). The road diet would allow continuous on street buffered bike lane along Alemany Boulevard, and eliminating a gap between Putnam Street and Bayshore Boulevard.

The project will repurpose roadway space for pedestrian and bicycle facilities, including:

- curb extension and new painted pedestrian bulb outs at the intersection of Alemany Boulevard and San Bruno Avenue
- new left turn bike box at the intersection of Alemany Boulevard and Bayshore Boulevard to enhance safety and comfort for pedestrian and bicyclists
- new painted conflict marking along Alemany Boulevard to help draw attention to the conflict point and improve driver awareness, and
- conversion of standard sharrows to greenback sharrows along Alemany Boulevard.

Please refer to the attached striping drawings of Phase 1.

## **Environmental**

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

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**Project Name:** Alemanya Interchange Improvement Phase 1 [NTIP Capital]

**ENVIRONMENTAL CLEARANCE**

**Environmental Type:** TBD

**PROJECT DELIVERY MILESTONES**

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Dec	2015	Apr-Jun	2017
Environmental Studies (PA&ED)	Oct-Dec	2016	Apr-Jun	2017
Right-of-Way				
Design Engineering (PS&E)	Apr-Jun	2017	Oct-Dec	2017
Advertise Construction	Oct-Dec	2017		
Start Construction (e.g. Award Contract)	Oct-Dec	2017		
Operations (i.e., paratransit)				
Open for Use			Jan-Mar	2018
Project Completion (means last eligible expenditure)			Jan-Mar	2018

**SCHEDULE DETAILS**

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

Community outreach is planned during the requested phases, and the dates are to be determined. The project is being coordinated with SFMTA's Muni Forward projects along San Bruno Avenue and SFMTA's traffic signal timing update in the area. The project team is also aware of and communicating with Caltrans regarding Caltrans's SB101 to SB280 Connector Widening planning project around the Alemanya Interchange, which is now at the planning phase.

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**Project Name:** Alemany Interchange Improvement Phase 1 [NTIP Capital]

**FUNDING PLAN - FOR CURRENT REQUEST**

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 276,603	\$ -	\$ 276,603
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	\$ -	\$ 276,603	\$ -	\$ 276,603

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

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 276,603	\$ 100,000	\$ 376,603
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	\$ -	\$ 276,603	\$ 100,000	\$ 376,603

**COST SUMMARY**

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 100,000	\$ -		Based on 90% planning
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 71,500	\$ 71,500	\$ -	Based on prior similar work.
Construction (CON)	\$ 205,103	\$ 205,103	\$ -	Based on prior similar work.
Operations (Paratransit)	\$ -	\$ -		
<b>Total:</b>	\$ 376,603	\$ 276,603	\$ -	

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

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

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

<b>Phase:</b>	Design Engineering (PS&E)					
<b>Fund Source</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21+</b>	<b>Total</b>
Prop K	\$ 45,000	\$ 26,500	\$ -	\$ -	\$ -	\$ 71,500
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

<b>Phase:</b>	Construction (CON)					
<b>Fund Source</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21+</b>	<b>Total</b>
Prop K	\$ -	\$ 205,103	\$ -	\$ -	\$ -	\$ 205,103
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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**MAJOR LINE ITEM BUDGET**

<b>DESIGN - SFMTA</b>		
<b>Budget Line Item</b>	<b>Totals</b>	<b>% of phase</b>
1. Total Labor	\$ 65,000	
2. Contingency	\$ 6,500	10%
<b>TOTAL DESIGN PHASE</b>	<b>\$ 71,500</b>	

**% of construction**  
35%

<b>CONSTRUCTION - SFMTA</b>		
<b>Budget Line Item</b>	<b>Totals</b>	<b>% of phase</b>
1. Construction		
Task 1: Remove/Grind existing pavement striping	\$ 24,323	
Task 2: Proposed pavement striping	\$ 152,984	
Task 3: Safe hit bollards	\$ 9,150	
Subtotal	\$ 186,457	
2. Contingency	\$ 18,646	10%
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 205,103</b>	

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**TRANSPORTATION AUTHORITY RECOMMENDATION**

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

**Last Updated:** 11.22.16      **Res. No.:** 2017-016      **Res. Date:** 12/13/2016

**Project Name:** Alemany Interchange Improvement Phase 1 [NTIP Capital]

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

		<b>Action</b>	<b>Amount</b>	<b>Phase</b>
<b>Funding Recommended:</b>		Prop K Allocation	\$ 71,500	Design Engineering (PS&E)
		Prop K Allocation	\$ 205,103	Construction (CON)
		<b>Total:</b>	<b>\$ 276,603</b>	

**Total Prop K Funds:** \$ 276,603

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

**Justification for multi-phase recommendations and notes for multi-sponsor recommendations:** Multi-phase allocation is recommended given the straightforward nature of the scope (i.e. striping) and short duration of the construction phase.

**Fund Expiration Date:** 3/31/2019      **Eligible expenses must be incurred prior to this date.**

**Future Commitment:**

<b>Action</b>	<b>Amount</b>	<b>Fiscal Year</b>	<b>Phase</b>

Trigger:

**Deliverables:**

1. Upon completion of design (anticipated June 2017), provide evidence of completion of 100% design (e.g. copy of certifications page). See Special Condition 1.
2. Quarterly progress reports shall describe the measures constructed in the previous quarter by type, in addition to all other requirements described in the Standard Grant Agreement (SGA); over the course of the project quarterly progress reports should include 2-3 photos of work in progress for recent activities. See SGA for definitions.
3. Upon project completion, provide 2-3 digital photos of each completed measure.

**Special Conditions:**

1. SFMTA may not incur expenses for the construction phase (\$205,103) until Transportation Authority staff releases the funds pending receipt of evidence of completion of design (e.g. copy of certifications page). See Deliverable 1.
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

**Notes:**

1. Quarterly progress reports will be shared with the District Supervisor for this NTIP project.
2. Regarding the Fiscal Year Cash Flow Distribution by Phase, cash flow can exceed what is listed above for a given phase as long as the total cash flow for the fiscal year does not exceed \$45,000 in FY 2016/17 and \$231,603 in FY 2017/18.



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

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Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.00%	No Prop AA
Actual Leveraging - This Project	20.98%	No Prop AA

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

**SGA PROJECT NUMBER**

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

**SGA Project Number:** 130-907008      **Name:** Alemany Interchange Improvement Phase 1 [NTIP Capital] - Design

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

**Cash Flow Distribution Schedule by Fiscal Year**

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$45,000	\$26,500				<b>\$71,500</b>

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

**SGA Project Number:** 130-907009      **Name:** Alemany Interchange Improvement Phase 1 [NTIP Capital] - Construction

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

**Cash Flow Distribution Schedule by Fiscal Year**

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K		\$205,103				<b>\$205,103</b>

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

**Current Prop K Request:** \$ 276,603  
**Current Prop AA Request:** \$ -

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

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

**CONTACT INFORMATION**

**Project Manager**

**Grants Section Contact**

Name: Matt Lasky

Joel Goldberg

Title: Team Leader

Manager, Capital Procurement & Managemer

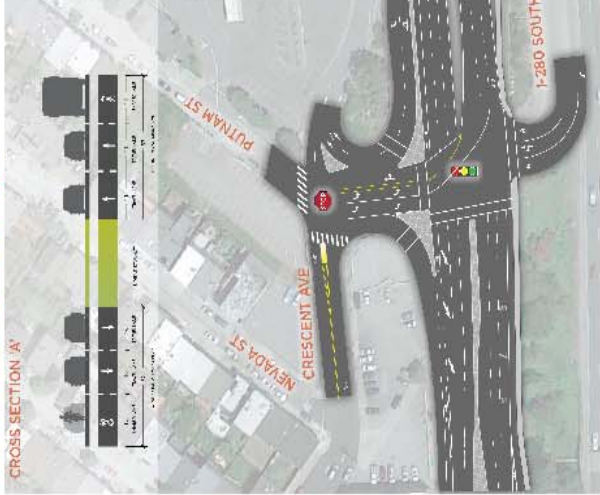
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Existing Conditions



Proposed Striping Plan



Alemamy Interchange Improvement Project

**San Francisco County Transportation Authority  
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[TRAFFIC STRIPING DRAWING]**

