

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

FY of Allocation Action: 2016/17

Project Name: Sloat/Skyline Intersection Alternatives Analysis [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:** \$ 399,695

Prop K Other EP Line Numbers: 38

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisory District(s): District 04, District 07

REQUEST

Brief Project Description (type below)

The SFMTA will evaluate three alternatives and recommend a preferred alternative for the configuration of the intersection of Sloat Boulevard/ Skyline Boulevard/ 39th Avenue to improve operations and safety for pedestrians, cyclists, transit, and vehicular traffic. Alternatives under consideration include 1) a low-cost near-term treatment; 2) a roundabout; and 3) signalized T-intersection. Project includes robust stakeholder engagement and outreach.

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

For project details, see (1) Outreach Scope and (2) Task Order Request, attached.

Project Location (type below)

Sloat Boulevard/ Skyline Boulevard/ 39th Avenue intersection

Project Phase (select dropdown below)

Planning/Conceptual Engineering (PLAN)

Map or Drawings Attached? Yes

Other Items Attached? Yes

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

5YPP/STRATEGIC PLAN INFORMATION

**Type of Project in the Prop K
5YPP/Prop AA Strategic Plan?** 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:	\$	<u>419,554</u>		Prop AA Strategic Plan Amount:	
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Requested funds would draw from the NTIP placeholder in the Upgrades to Major Arterials (EP 30) category (\$248,397) and the Arterials Track Traffic Calming Program placeholder in the Traffic Calming (EP38) category (\$151,298). Available programming from these placeholders totals \$419,554, sufficient to fund the subject request.

Sloat/Skyline Alternatives and Feasibility Analysis Outreach Scope

1. Project Description

The San Francisco Municipal Transportation Agency (SFMTA) is evaluating several alternative options for the configuration of the intersection of Sloat Boulevard/Skyline Boulevard/39th Avenue to improve operations and safety for pedestrians, cyclists, transit, and vehicular traffic. The Sloat/Skyline intersection was identified in the Ocean Beach Master Plan for signalization to create a safer and more efficient intersection to accommodate rerouting the Great Highway via Sloat and Skyline Boulevards. A roundabout was first proposed in the 2014 Ocean Beach Transportation Analysis conducted by SPUR.

Alternatives under consideration include 1) low-cost alternative; 2) roundabout reconfiguration; 3) signalization reconfiguration. Stakeholder engagement will take a two-pronged approach. Initial engagement will inform the assessment of existing conditions with an understanding of community-identified assets and challenges related to the function of the intersection. The post-study outreach will communicate the findings of the study, assessment of findings related to initial outreach and proposed recommendations.

The affected segment of Sloat Boulevard is a part of San Francisco's Vision Zero High-Injury Network, and the alternatives considered in this request will be evaluated for their potential to improve safety for all road users and make progress towards achieving Vision Zero, San Francisco's policy to eliminate all traffic deaths, and reduce severe and fatal injury inequities across neighborhoods, transportation modes, and populations in San Francisco by 2024.

The requested funds include Prop K Neighborhood Transportation Improvement Program (NTIP) funds. 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. Of the requested funds, 62% (\$248,397) would come from available District 4 NTIP capital funds.

2. Pre-Study Outreach (Phase One)

SFMTA will lead a series of three stakeholder interview meetings with key external (non-City/Caltrans) stakeholders for the project to support the existing conditions, needs and opportunities analysis. These meetings will be used to identify the perceptions and concerns of stakeholders within the project area and observations of day to day operations and factors affecting operations. The project contractor conducting the feasibility analysis will participate in these meetings and incorporate the findings in their existing conditions report.

Key Stakeholders:

- Residents immediately impacted by changes to the intersection (within 100 feet, driveway access potentially impacted)
- Residents within adjacent area (within .5 miles, represented by community association leaders)
- Merchants in adjacent area (within .5 miles)
- Community/neighborhood associations, schools, senior centers/disabled services, and other community-serving organizations (e.g., San Francisco Zoo) (within .5 miles)
- Caltrans (Intersection is on the State Highway 35 Right-of-Way)
- Office of District 4 Supervisor Tang

Meeting Format (final meeting format still tbd):

- 3 2-hour small group meetings (10 attendees)
- Project overview presentation
- Discussion to elicit feedback/perceptions

Report Back:

- 1 2-hour update meeting with all Phase One participants to share findings of pre-study outreach and final existing conditions report
- Bimonthly website updates and email blasts with ongoing project updates

3. Post-Study Outreach (Phase Two)

Following the completion of the alternatives analysis, SFMTA will lead one additional community meeting to share the findings of the study. This meeting will present the alternatives considered and share the project recommendations.

Audience:

- All residents, businesses/services, community associations within adjacent area

Meeting Format (final meeting format still tbd):

- 2-hour large group meeting/open house
- Project overview & findings presentation
- Open house/question & answer

Sloat/Skyline Alternatives and Feasibility Analysis

Task Order Request

SFMTA's Sustainable Streets Division (SSD)
 SSD As-needed Environmental & Transportation Analysis & Documentation
 SSD Subdivision: Transportation Planning
 Project Manager:

1. GENERAL PROJECT DESCRIPTION

SFMTA seeks to improve operations and safety for pedestrians, cyclists, transit, and vehicular traffic at the intersection of Sloat Boulevard/Skyline Boulevard/39th Avenue. The Contractor will review and evaluate existing and future conditions including traffic/level of service, pedestrian and bicycle access, land acquisition, driveway conflicts, utility conflicts, and parking impacts. The Contractor will prepare a formal report or technical memo reflecting Contractor’s research and analysis. The Contractor will also develop designs and cost estimates for both near term and long term proposals to improve the intersection based on industry best practices and the City’s budget constraints. The near term proposal would consist of relatively low cost changes to paint, signage, and concrete work to splitter islands that could be done over the span of the next year. The longer term proposal would assume the existing intersection, approaches, and adjacent sidewalks could be significantly modified, with work taking place both within the city's existing right-of-way as well as in potential new right-of-way which may be acquired from the San Francisco Zoo, if such acquisition is feasible. The longer term proposal will include at least one design alternative incorporating a roundabout and at least one alternative using a signalized traditional intersection configuration.

2. PROJECT DEFINITIONS

PROJECT: Sloat/Skyline Alternatives and Feasibility Analysis
SFMTA Team: <ul style="list-style-type: none"> • Planning: TBD • Livable Streets: TBD • Transit Engineering: TBD • Transit: TBD
SFPW Team: <ul style="list-style-type: none"> • Project Manager: TBD • Asst. Project Manager: TBD • Engineer: TBD • Asst. Engineer: TBD
City Team: <ul style="list-style-type: none"> • PUC representative: TBD • Caltrans representative: TBD
Contractor’s Team: <ul style="list-style-type: none"> • TBD upon Task Order Award

3. PROJECT APPROACH

3.1 Project Staffing:

Contractor agrees to use the personnel listed under “Contractor’s Team” in Section 2 of this Task Order. SFMTA, in its sole discretion, has the right to approve or disapprove Contractor’s personnel assigned to perform the services under this Task Order at any time throughout the term of this Task Order.

SFMTA shall have the right to interview and review the qualifications of any new personnel not listed under “Contractor’s Team” that are proposed by the Contractor. Any change to Contractor’s personnel must be approved in writing by the City at least fourteen (14) days in advance of assignment of such personnel by the Contractor. Such approval by the City shall not be unreasonably withheld.

3.2 Project Roles and Responsibilities:

The Contractor’s Project Manager shall manage the Contractor’s Team to ensure that it completes all work and obligations described in this Task Order.

The SFMTA Project Manager will provide oversight of the Project to ensure that the Contractor is meeting staffing, timeline, budget, and work product targets and deliverables described in this Task Order; approve contract payments; and provide oversight of all contract administration matters.

3.3 Project Management and Communications:

The Contractor’s Team shall schedule and coordinate conference calls/meetings with the SFMTA Project Manager as enumerated in the scope of work. At minimum, the Contractor’s Team Project Manager shall participate in each conference call/meeting. As part of these meetings, the Contractor’s Team shall report on project tasks and deliverables (including labor hours, expenses, and deadlines) for review, input, decision-making, and approval by the SFMTA Project Manager. The Contractor team is responsible for preparing and providing agendas 2 business days in advance of every meeting, and taking and distributing notes within 3 business days following every meeting.

3.4 Deliverables for Contractor Payment:

The Contractor shall provide high quality written deliverables that are professionally organized and presented, and include a completed Appendix D, Consultant Checklist for Document Submittals with each draft and final document submittal. The Contractor shall provide deliverables that include the following characteristics:

- Concise, but with sufficient detail to provide comprehensive information;
- Free of typographical, spelling, and grammatical errors.

The Contractor’s Team shall provide the SFMTA Team with deliverables in accordance with the schedule of deliverables detailed below. The Project Manager will be responsible for forwarding feedback to the Contractor on behalf of the SFMTA.

The SFMTA Project Manager and Contractor shall develop and document standards for SFMTA evaluation and acceptance of deliverables. Payment for work is conditional to work being completed to the satisfaction of the SFMTA Project Manager.

4. SCOPE OF WORK

TASK 1: Project Kick-off Meeting, Information Review, and Project Work Plan

The Contractor team shall meet with the SFMTA for an initial project Kick-off Meeting within one week of the notice to proceed to confirm SFMTA expectations about levels of analysis, deliverables and schedule; information the City will make available to the Contractor team; and general services the

Contractor will perform for the City. The project Kick-off Meeting shall also serve as a transfer meeting focusing on existing knowledge and challenges with the project. At the Kick-off Meeting, the SFMTA will provide striping drawings for the intersection. The Contractor shall further review scope details in order to produce a Project Work Plan for SFMTA approval and acceptance. After SFMTA approval and acceptance, the Contractor may begin work on tasks 2 through 6. The Work Plan will:

- delineate the team's roles and responsibilities for all deliverables and task milestones;
- establish a detailed schedule for all deliverables and task milestones; and
- document communications protocols between Contractor and SFMTA

The Contractor will prepare up to two drafts of the Project Work Plan for SFMTA/SFPW review and comment. Upon SFMTA/SFPW approval and acceptance of a draft Project Work Plan, the Contractor will submit a final Project Work Plan.

Deliverables

1a: Attendance at Kick-off Meeting

1b: Draft 1, Project Work Plan

1c: Draft 2, Project Work Plan

1d: Final Project Work Plan

TASK 2: Needs and Opportunities

2.1 Data Collection

The City shall provide:

1. Existing street striping
2. Existing signal timing
3. Historical traffic collision data
4. Traffic signals, including but not limited to accessible pedestrian signals and pedestrian countdown signals
5. Transit uses, including but not limited to perpendicular Muni routes, non-revenue service, and specifications of Muni vehicle sizes accessing the intersection
6. Accessible uses, including but not limited to curb ramps, blue zones and paratransit routes
7. Curb uses, including driveways, colored curbs, and meters
8. Latest estimated traffic movements and volumes at intersections for vehicles, pedestrians and cyclists
9. Street lighting, including locations, conditions and illumination of fixtures (PUC)
10. Street trees and special aesthetic features (DPW)
11. Grade levels and drainage features (DPW)
12. Prior studies conducted in the project area, including the 2014 Nelson/Nygard-AECOM traffic operations study

Contractor shall perform the following tasks:

1. Contractor shall review data provided by the City and provide feedback at a regularly scheduled bi-weekly check-in meeting. If the City identifies additional data needed for collection and analysis, the team will amend this task.

2. Contractor shall conduct field visits of the project area, conduct a detailed engineering survey and build a visual surface inventory of signal poles, signage, utility poles, pullboxes, utilities, ramps, sub-sidewalk basement covers, drainage features, street lights, trees, other street furniture, and curb use. Contractor will observe compliance with existing traffic control devices, turning vehicle speeds, heavy vehicle movements, and verify the outputs of traffic operations analysis, including turning movements and operations at intersections (AM and PM peak period) including queue lengths, vehicular and pedestrian volumes, and approach delays. Contractor will create the inventory in CAD using a template provided by the SFMTA.
3. Development and management of a SIDRA model/analysis for roundabout analysis, and Synchro for all other intersection control types. The City will provide existing/past models where possible.

2.2 Stakeholder Outreach

The Contractor will participate in three SFMTA-led stakeholder outreach meetings as part of the existing conditions research. These meetings will be used to identify the perceptions and concerns of stakeholders within the project area and observations of day to day operations and factors affecting operations, which will inform the alternatives analysis. The Contractor will provide presentation visuals for the meetings including boards and/or digital presentation materials as appropriate for the meeting venue and audience. Following the meetings the Contractor will provide meeting notes documenting stakeholder observations, concerns, and perceptions. **The Contractor will also provide an educational presentation explaining the types of solutions that may be considered for the intersection, including basic overview and effects of both signalization and roundabout alternatives.**

2.3 Existing Conditions and Literature Review Report

The Contractor will prepare an Existing Conditions report summarizing the findings from Tasks 2.1, along with information from stakeholder interviews to be provided by the City. To the extent possible, information will be conveyed and synthesized visually including relevant maps, graphics, charts and information shared that represent the breadth of data collection, and guidance as the project moves to conceptual design. The Contractor will provide traffic operation outputs and results from SIDRA/Synchro analysis in appendix of the report. Contractor will perform a crash analysis for a trailing 5-year window at the intersection to identify crash patterns, characteristics of crashes, and number of crashes between different modes of transportation. The SFMTA will provide crash data at the intersection for the Contractor's use. The Contractor will also review past proposals for the intersection as well as expected traffic projections from existing and area plans. The Contractor will also conduct a review of research and best practices pertaining to roundabout design, including a review of best practices for pedestrian and bicycle access and ADA compliance. SFMTA will review a draft Existing Conditions report and provide up to one round of feedback for Contractor use in preparing an Existing Conditions report.

Deliverables

- 2.1a: Project area field visit
- 2.1b: Engineering survey
- 2.1c: CAD inventory

- 2.2a: Attendance at three stakeholder meetings
- 2.2b: Presentation visuals
- 2.2c: Meeting notes summarizing stakeholder input

Signalization and Roundabouts educational presentation

2.3a: Draft existing conditions and literature review report

2.3b: Traffic operation outputs and results from SIDRA/Synchro analysis in appendix of report

2.3c: Final existing conditions and literature review report

TASK 3: Identify Design Alternatives and Prepare ICE

The Contractor will research and prepare a technical report and Intersection Control Evaluation (ICE) recommending at least three design alternatives to the existing conditions determined during Task 2. Each alternative will be responsive to community concerns from stakeholder outreach. One alternative will review options for small-scale improvements which do not substantially change the infrastructure of the intersection, the second alternative will assess feasibility and design options for converting the intersection to a roundabout, and the third alternative will be a conceptual design of a signalized T- intersection. All alternatives must consider the multimodal impacts of a future closure of the Lower Great Highway between Sloat and Skyline and subsequent diversion of traffic as well as impacts of anticipated future development.

In addition to narrative recommendations, the technical report must include appropriate conceptual design layouts and document evidence of industry best practice. The Contractor shall assemble these alternatives in the form of annotated, illustrative cross-sections and/or plan views. These may be used in presentations to the public. The Contractor shall also work with the City compare these alternative designs using generalized metrics in a matrix-style scoring system to facilitate comparison between one another.

In addition, the Contractor shall serve in an advisory role to determine the technical feasibility of preliminary design options. This shall include a cost comparison in sufficient depth to provide a confident estimate of the cost of pursuing each alternative. The Contractor shall also attend up to two meetings to discuss potential coordination issues as they relate to project design with SFMTA, City, and Caltrans staff.

3.1 Small-Scale Improvement Alternative

The small-scale improvement alternative must consist of relatively low cost changes with paint, signage, flashing beacons, and concrete work to splitter islands that could be done quickly and effectively. This alternative will not require land acquisition and should avoid utility conflicts and minimize parking impacts. Design shall utilize industry best practices and be in significant compliance with existing design standards and guidelines found in the California Highway Design Manual, the CA MUTCD, and NACTO. Effects on traffic operations should be documented from the modeling software outputs and changes in capacity, multimodal operations, and safety must be discussed, in addition to a cost estimate for the project.

3.2 Roundabout Alternative

The Contractor will investigate and prepare an alternative configuration of the intersection which converts the intersection to a roundabout. The Contractor will provide narrative recommendations, discussion of expected benefits and trade-offs from the roundabout configuration, conceptual design layouts, and project cost estimates. The Roundabout Alternative will assume the intersection and the approaches and adjacent sidewalks could be significantly modified, and if necessary land may be acquired from the San Francisco Zoo's overflow parking lot to expand the intersection. The Contractor will evaluate designs in which driveways from residential properties on the north side of Sloat Boulevard either enter directly into the roundabout or are accessed via a new slip road designed to provide access while preventing cut-

through traffic. This design must incorporate international best practices to accommodate a mix of pedestrian, bicycle, transit, and vehicular traffic. Contractor shall analyze impacts of the Roundabout Alternative including traffic/level of service impacts, travel lanes/size, fastest path, utility conflicts and relocations required, parking removal within the area, driveways which will be affected by either entering directly into the roundabout or using a slip road to access, pedestrian and bike access and changes to out-of-distance travel, and access options for persons with disabilities.

The Roundabout Alternative may deviate where necessary from design standards and guidelines found in the California Highway Design Manual, the CA MUTCD, and NACTO, but Contractor is required to call out any such deviations, explain the associated advantages of such deviations, and what changes/exemptions to existing CA/US manuals would be needed to accommodate the deviation. The SFMTA will approve the deviations through the design review process. For the Roundabout Alternative, the FHWA publication Roundabouts: An Informational Guide (2nd Edition) must be consulted for best practices in designing circular intersections. For access for persons with vision disabilities, the FHWA publication Crossing Solutions at Roundabouts and Channelized Turn Lanes for Pedestrians with Vision Disabilities must be consulted.

3.3 Signalization Alternative

The Contractor will investigate and prepare an alternative configuration of the intersection which converts to a traditional signalized T-intersection. The Contractor will provide narrative recommendations, discussion of expected benefits and trade-offs from the signalized T configuration, conceptual design layouts, and project cost estimates. This alternative will assume the intersection and the approaches and adjacent sidewalks could be significantly modified. If possible, all work should take place within the city's existing right-of-way, but if necessary acquisition of land from the San Francisco Zoo's overflow parking lot may be considered. This design must incorporate international best practices to accommodate a mix of pedestrian, bicycle, transit, and vehicular traffic. Contractor shall analyze impacts of the Signalization Alternative including traffic/level of service impacts, utility conflicts and relocations required, impacts on parking within the area, pedestrian and bike access and changes out-of-distance travel, and access options for persons with disabilities.

The Signalization Alternative may slightly deviate from design standards and guidelines found in the California Highway Design Manual, the CA MUTCD, and NACTO, but Contractor is required to call out any such deviations, explain the associated advantages of such deviations, and what changes/exemptions to existing CA/US manuals would be needed to accommodate the deviation. The SFMTA and Caltrans will approve the deviations through the design review process.

Deliverables

3a: Narrative descriptions and feasibility analysis including cost estimates for alternatives 3.1, 3.2, and 3.3

3b: AutoCAD conceptual design layouts (CAD and PDF outputs) for alternatives 3.1, 3.2, and 3.3

3c: Technical report with quantitative discussions of the changes in vehicle and transit delay, vehicle diversion, vehicle capacity, multimodal operations, and pedestrian, bicyclist and vehicle safety between these alternative designs and the existing conditions

3d: Provide traffic operation outputs from SIDRA/Synchro modeling software for each scenario in appendix of technical report

TASK 4: Recommend Preferred Alternative

The Contractor will hold one in-person meeting with SFMTA, City, and supervisorial staff to review, discuss, and approve the three alternatives. Following this meeting, the SFMTA will provide comments in writing to the Contractor and select one of the three alternatives as a preferred alternative. The Contractor will submit a memo that outlines the approach to selecting the preferred alternative and the pros and cons

of this alternative when compared with other less desirable alternatives and the existing conditions. The Contractor will attend an internal SFMTA review meeting to be scheduled and set up by SFMTA staff to present the preferred alternative and discuss the analysis and approach leading to this decision. This presentation will include a discussion of the existing conditions, the issues identified in Task 2, the alternatives identified in Task 3, the quantitative analysis conducted in Task 3, and the reasoning behind the selection of a preferred alternative. SFMTA staff will provide comments in writing to the Contractor, and the Contractor will make any necessary changes to the preferred alternative design. The Contractor will provide a final summary memo that outlines the selection process leading to the final preferred alternative.

Deliverables

- 4a:* Attendance at in-person meeting to discuss alternatives and select preferred alternative
- 4b:* Initial Preferred Alternative Memo recommending preferred alternative and justification for selection
- 4c:* Attendance at internal SFMTA review meeting and presentation of preferred alternative
- 4d:* Final Preferred Alternative Memo that incorporates any SFMTA changes/comments

TASK 5: Administration and Reporting

The Contractor shall submit monthly written status reports due the first of every month to the SFMTA. The monthly reports shall contain, but not be limited to, the following information: detail of staff labor, any issues and resolutions of note for each month, schedule tracking, anticipated start and finish date of deliverables, and a summary of activities. Format for the content of such reports shall be determined by the SFMTA. The timely submission of all reports is a necessary and material term and condition of this Agreement. The reports, shall be submitted via email.

The Contractor will coordinate bi-weekly telephone call check-in meetings including developing agendas, taking notes, and sending out meeting minutes documenting all action items and next steps. Contractor shall provide SFMTA with an agenda 2 days in advance of each call. The Contractor shall provide meeting notes to the SFMTA within one week of meeting occurrence. Contractor shall organize and execute bi-weekly check in calls following the Kick-Off meeting.

In order to address more complex questions and issues that may arise as the work plan is implemented, the Contractor will coordinate up to three, in-person meetings upon SFMTA request, including developing agendas, taking notes, and sending out meeting minutes documenting all action items and next steps. Contractor shall provide SFMTA with draft agenda one week in advance of an in-person meeting. The SFMTA will provide feedback, and the Contractor shall provide a final agenda and materials to SFMTA two days in advance of each meeting. The Contractor shall provide meeting notes to the SFMTA within one week of meeting occurrence.

Deliverables

- 5a:* Monthly written status reports
- 5b:* Bi-weekly project phone call check-in meetings with SFMTA, including agendas and meeting minutes;
- 5c:* Up to three in-person meetings, including agendas and meeting minutes

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

Project Name: Sloat/Skyline Intersection Alternatives Analysis [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)	Jul-Sep	2017	Jul-Sep	2018
Environmental Studies (PA&ED)				
Right-of-Way	Schedule for subsequent phases to be developed after completion the the subject feasibility study.			
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (i.e., paratransit)				
Open for Use				
Project Completion (means last eligible expenditure)				

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 will occur in two waves, one in fall 2017 (at study kickoff) and one in spring 2018 (at study conclusion).

Task 1-Project Kickoff - August-September 2017

Task 2-Needs & Opportunities Analysis - September-December 2017

Task 3-Identify Design Alternatives - December 2017-April 2018

Task 4-Recommend Preferred Alternatives - April 2018-July 2018

--Task 4B-Initial Preferred Alternatives - May 2018

Following the completion of the feasibility study, the City will need to identify a funding plan for any proposed project. Once funding has been identified, our tentative estimate is that the project will require 2-3 years to complete design and environmental clearance, followed by another 1-2 years to complete construction.

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Project Name: Sloat/Skyline Intersection Alternatives Analysis [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.

Prop K EP Category	EP Line Number	Amount	If requesting funds from multiple, EP line items, use table at left to indicate the amount requested from each line item.
Upgrades to major arterials (including 19th Avenue): (EP-30)	30	\$ 248,397	
Traffic Calming: (EP-38)	38	\$ 151,298	
Total:		\$ 399,695	

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 399,695	\$ -	\$ -	\$ 399,695
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 399,695	\$ -	\$ -	\$ 399,695

Prop K amount includes \$250,000 in NTIP Capital funds (District 4)

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$ -	\$ -	\$ -
Prop AA	\$ -	\$ -	\$ -	\$ -
			\$ -	\$ -
			\$ -	\$ -
			\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -

Cost of future phases TBD

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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)	\$ 399,695	\$ 399,695		Estimated cost based on prior similar work
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction (CON)	\$ -	\$ -	\$ -	
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 399,695	\$ 399,695	\$ -	

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ -	\$ 299,771	\$ 99,924	\$ -	\$ -	\$ 399,695
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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Project Name: Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]

MAJOR LINE ITEM BUDGET

SAMPLE PROJECT BUDGET - PLANNING

BUDGET SUMMARY						
Agency	Task 1 - Project Initiation	Task 2 - Needs and Opportunity Assessment	Task 3 - Identify Design Alternatives	Task 4 - Develop Recommendations	Task 5 - Administration	Total
SFMTA Planning/Comms	\$ 793	\$ 40,174	\$ 1,426	\$ 1,426	\$ 4,755	\$ 48,574
SFMTA Livable Streets	\$ 1,118	\$ 8,146	\$ 6,502	\$ 2,930	\$ 4,318	\$ 23,010
SFMTA Transit Engineering	\$ 1,445	\$ 4,061	\$ 7,253	\$ 3,611	\$ 4,100	\$ 20,470
SFMTA Transit Operations	\$ -	\$ -	\$ 13,409	\$ 1,425	\$ -	\$ 14,834
SFPW Engineering	\$ 4,169	\$ 13,929	\$ 19,675	\$ 7,621	\$ 4,751	\$ 50,146
Consultant	\$ 9,732	\$ 61,470	\$ 88,837	\$ 25,978	\$ 16,808	\$ 202,825
Other Direct Costs *	\$ -	\$ 3,500	\$ -	\$ -	\$ -	\$ 3,500
10% Contingency	\$ 1,726	\$ 13,128	\$ 13,710	\$ 4,299	\$ 3,473	\$ 36,336
Total	\$ 18,983	\$ 144,408	\$ 150,812	\$ 47,290	\$ 38,205	\$ 399,695

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

DETAILED LABOR COST ESTIMATE - BY AGENCY						
SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Transportation Planner III	37	\$ 54.05	2.56	\$ 138	0.02	\$ 5,118
Transportation Planner II	87	\$ 45.52	2.60	\$ 119	0.04	\$ 10,316
Planner I	121	\$ 37.45	2.66	\$ 99	0.06	\$ 12,039
Public Relations Officer	129	\$ 49.03	2.59	\$ 127	0.06	\$ 16,367
Graphic Designer	65	\$ 42.36	2.62	\$ 111	0.03	\$ 7,222
Principal Engineer 5212	29	\$ 92.64	2.47	\$ 229	0.01	\$ 6,648
Senior Engineer 5211	63	\$ 79.85	2.49	\$ 199	0.03	\$ 12,544
Engineer 5241	81	\$ 68.98	2.52	\$ 173	0.04	\$ 14,053
Associate Engineer 5207	109	\$ 59.59	2.54	\$ 151	0.05	\$ 16,499
Transportation Planner IV	20	\$ 64.03	2.53	\$ 162	0.01	\$ 3,237
Transit Manager II	18	\$ 61.94	2.55	\$ 158	0.01	\$ 2,845
Total	759.00				0.36	\$ 106,888

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SFPW	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Engineer	49	\$ 68.98	2.52	\$ 173	0.02	\$ 8,501
Assistant Engineer	129	\$ 51.19	2.58	\$ 132	0.06	\$ 17,026
Assistant Project Manager	129	\$ 51.19	2.58	\$ 132	0.06	\$ 17,026
Project Manager	41	\$ 73.95	2.50	\$ 185	0.02	\$ 7,594
Total	348.00				0.17	\$ 50,146

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TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 4/20/2017 **Res. No:** 2017-046 **Res. Date:** 5/23/2017

Project Name: Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

		Action	Amount	Phase
Funding Recommended:		Prop K Allocation	\$ 399,695	Planning/Conceptual Engineering (PLAN)
		Total:	\$ 399,695	

Total Prop K Funds: \$ 399,695 **Total Prop AA Funds:** \$ -

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

Fund Expiration Date: 03/31/2019 **Eligible expenses must be incurred prior to this date.**

Future Commitment:

Action	Amount	Fiscal Year	Phase

Trigger:

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TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 4/20/2017 **Res. No:** 2017-046 **Res. Date:** 5/23/2017

Project Name: Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

Deliverables:

- | | |
|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. | Quarterly progress reports shall provide a percent complete by task, percent complete for the overall project scope, a listing of completed deliverables, and summary of outreach performed, in addition to the requirements described in the Standard Grant Agreement (SGA). |
| 2. | Upon completion of Task 3 (anticipated April 2018), provide narrative descriptions and feasibility analysis (including cost estimates) for alternatives 3.1, 3.2, and 3.3. |
| 3. | Upon completion of Task 4b (anticipated by May 2018), provide an Initial Preferred Alternative Memo recommending preferred alternative. |
| 4. | Upon completion of project (anticipated July 2018), provide a Final Preferred Alternative Memo. |
| 5. | |

Special Conditions:

- | | |
|----|---------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. | The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges. |
| 2. | |
| 3. | |

Notes:

- | | |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. | Reminder: Prop K attribution is required on all press releases, project fact sheets, websites, and communication materials produced for the project. See Section 2.II.H. of the SGA for details. |
| 2. | |

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

**SFCTA Project
Reviewer:** P&PD

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 4/20/2017 **Res. No:** 2017-046 **Res. Date:** 5/23/2017

Project Name: Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - DPT

SGA Project Number: 130-907010 **Name:** Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital] (EP-30)

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

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K		\$248,397				\$248,397

Sponsor: San Francisco Municipal Transportation Agency - DPT

SGA Project Number: 138-907108 **Name:** Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital] (EP-38)

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

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K		\$ 51,374	\$99,924			\$151,298

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Prop K/Prop AA Allocation Request Form**

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 399,695
Current Prop AA Request: \$ -

Project Name: Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

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

Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement
AH

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Anna Harkman

Joel Goldberg

Title: Transportation Planner

Manager of Capital Procurement and Management

Phone: 415-701-4652

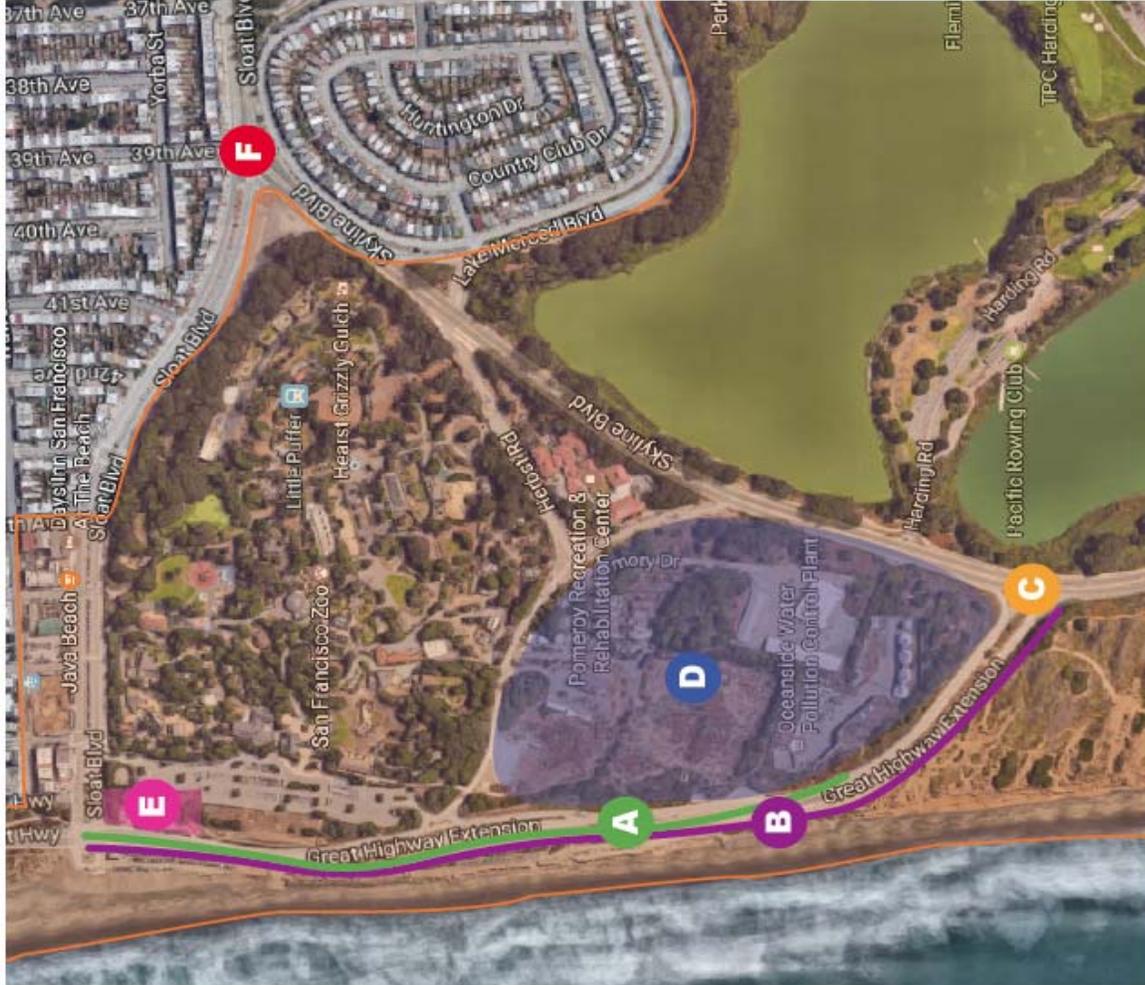
415-646-2520

Email: anna.harkman@sfmta.com

joel.goldberg@sfmta.com

JG

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



Ocean Beach Project Context Map March 2017

- A** **Great Highway Permanent Restoration Project**
 Roadway Conversion of Great Highway, where existing 4-lane configuration will be reduced to one lane in each direction, to reduce exposure to coastal hazards and accommodate multi-use path.
 SFDPW - Oscar Gee: Oscar.Gee@sfdpw.org; 415.558.4582
- B** **South Ocean Beach Multi-Use Trail Project**
 Construction of multi-use trail for bikes and pedestrians on the former western-most portion of Great Highway to facilitate safe connections between Lake Merced and Ocean Beach.
 SFRPD - Brian Stokle: Brian.Stokle@sfgov.org; 415.575.5606
- C** **Great Highway and Skyline Intersection Signalization**
 Installation of traffic signal at the intersection at Great Highway and Skyline to facilitate safe connections between Lake Merced and Ocean Beach.
 CalTrans - Al Lee: A.L.Lee@dot.ca.gov; 510.286.7211
 SFDPW - Oscar Gee: Oscar.Gee@sfdpw.org; 415.558.4582
- D** **Ocean Beach Protection Project**
 Implement sand nourishment and sand backpass/stabilization of existing bluff to protect existing SFPUC facilities, utilities, and infrastructure along Ocean Beach against bluff erosion and sea level rise. Environmental analysis may lead to the vehicle closure of Great Highway from Sloat to Skyline Blvds.
 SFPUC - Anna Roche: ARoche@sfgov.org; 415-551-4560
- E** **Westside Pump Station Reliability Improvements**
 Implement upgrades and modifications to ensure the Westside Pump Station (WSS) is operational and compliant with State and Federal regulations
 SFPUC - Brian Carlmagno: BCarlmagno@sfgov.org; 415.551.4563
- F** **Sloat/Skyline Intersection Alternatives Analysis**
 Conduct feasibility study for the implementation of alternative design configurations for the intersection of Sloat and Skyline Boulevards.
 SFMTA - Anna Harkman: Anna.Harkman@sfmta.com; 415.646.2117
- G** **Local Coastal Plan (LCP)**
 Establishes land use, development, and environmental policies for the Coastal Zone designated by the CA Coastal Commission (approx. Lands End-Fort Funston). The LCP update is meant to incorporate many of the Ocean Beach Master Plan recommendations.

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

