

Prop K Grouped Allocation Requests  
June 2019 Board Action

Table of Contents

No.	Fund Source	Project Sponsor <sup>1</sup>	Expenditure Plan Line Item/ Category Description	Project Name	Phase	Funds Requested	Page No.
1	Prop K	BART	BART Station Access, Safety and Capacity	Powell Station Modernization	Construction	\$ 672,975	1
2	Prop K	SFMTA	Purchase/ Rehab Historic Streetcars, Vehicles - Muni	Rehabilitation of 5 Vintage Streetcars	Construction	\$ 1,075,597	11
3	Prop K	BART	Facilities - Undesignated	Embarcadero Station: New Northside Platform Elevator	Construction	\$ 1,000,000	29
4	Prop K	SFPW	Great Highway Erosion Repair	Great Highway Erosion and Drainage Repair	Design, Construction	\$ 1,316,211	47
5	Prop K	SFMTA	New Signals & Signs	District 7 FY19 Participatory Budgeting Priorities [NTIP Capital]	Design, Construction	\$ 255,000	57
6	Prop K	SFMTA	Bicycle Circulation/ Safety	Lake Merced Bikeway Feasibility [NTIP Capital]	Planning	\$ 150,000	65
7	Prop K	SFMTA	Pedestrian Circulation/ Safety	7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital]	Design, Construction	\$ 160,000	79
8	Prop K	SFCTA	Transportation/ Land Use Coordination	NTIP Program Coordination	Planning	\$ 100,000	89
<b>Total Requested</b>						<b>\$ 4,729,783</b>	

<sup>1</sup> Acronyms: BART (Bay Area Rapid Transit); SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)



**This Page Intentionally Left Blank**

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Powell Station Modernization
<b>Grant Recipient:</b>	Bay Area Rapid Transit District

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	BART Station Access, Safety & Capacity
<b>Current Prop K Request:</b>	\$672,975
<b>Supervisory District(s):</b>	District 03, District 06

### REQUEST

#### Brief Project Description

The Powell Station Modernization project is a comprehensive station reconfiguration and safety project which opens up sightlines in the station and creates improved BART and Muni passenger circulation. The project improves station function, safety, security, capacity, sustainability, appearance and improves customer experience. Project components include relocation of ticket vending machines, wayfinding and transit maps, expanded paid area, fare evasion barriers and new fare gates.

#### Detailed Scope, Project Benefits and Community Outreach

As part of the Station Modernization effort, BART has developed a comprehensive vision for the Powell Station to upgrade and modernize the station. The Vision is to modernize the station so that it demonstrates BART's commitment to improving the transit experience, reinforcing Powell Street as a gateway station, enhancing the quality of life around the stations and meeting BART's needs for the future. The station modernization revolves around the themes of:

- \* Vibrancy – Reflect the energy of the surrounding community and enhance the station's existing strengths
- \* Connectivity – Strengthen multi-modal and universal access to the station and promote a safe and comfortable customer experience
- \* Sustainability – Incorporate sustainable materials and technologies into the station to increase the life cycle value of the station's infrastructure and to conserve natural resources and protect the public investment

The improvements focus on increasing safety, capacity, sustainability, appearance, and enhancing the BART and Muni customer experience. In developing potential improvements for the station, BART has undertaken a planning process to: identify existing station deficiencies; consider impacts of development and growth on station ridership; understand future access, capacity and operational issues; consider art and place-making improvements; coordinate conversation with stakeholders, engage the community to help identify and prioritize improvements.

At Hallidie Plaza, the main entrance of Powell Street Station, the central bank of ticket vending machines and add fare machines will be relocated to newly constructed areas against the walls while the existing supporting walls are demolished. A new ceiling will be inserted, along with a circular light box art piece to highlight the new open space. At the Hallidie Plaza Muni paid area, the art tile walls (on the south side) will be relocated, and new 5'-0" fare barriers will be installed in its place. New column cladding will be installed around the existing columns to match the current look. At the BART paid areas, new fare gates will be installed and existing ones relocated to accommodate the anticipated Muni transfers to BART, along with replacing the existing fare barriers with new 5'-0" fare barriers, including the area close to the Central Subway connection.

Other associated work includes asbestos abatement, installation of existing power and communications cables, relocation of existing facilities, renovation of two public restrooms, and mandated life safety code upgrades such as fire sprinklers. Since the existing breakroom will be demolished as part of the ticket vending machine relocation, a new breakroom will be built along with electrical, plumbing and HVAC systems.

During construction, work will occur both during revenue and non-revenue hours. Barriers will be erected to protect the

## E7-2

public/passengers from the work area. When modifying the fare gates, one bank of fare gates will be closed off at a time, as the gates are interconnected. When the ticket vending machines and bill-to-bill change machines are being relocated from the central area in Hallidie Plaza, there will be a pair of these machines taken out of service for a couple of days to ensure the machines are properly functioning. In the secondary BART paid area, the elevator leading to the platform will be placed into BART's paid area to prevent fare evasion.

Allocation fulfills intent to allocate \$672,975 in FY 19/20 funds approved by the Board in September 2018.

**Project Location**

Powell Street Station

**Project Phase(s)**

Construction

### 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$672,975



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Powell Station Modernization
<b>Grant Recipient:</b>	Bay Area Rapid Transit District

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
----------------------------	----------------------

### PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Apr-May-Jun	2014	Jul-Aug-Sep	2015
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2015	Jan-Feb-Mar	2019
Advertise Construction	Apr-May-Jun	2019		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2019		
Operations				
Open for Use			Apr-May-Jun	2021
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2021

### SCHEDULE DETAILS

BART is coordinating with the SFMTA regarding the separation wall between Central Subway and the Powell Street Station. The agencies are also coordinating on agreements for the purchase and location of new fare gates. SFMTA contributed to fare gate machines as part of the Central Subway project, along with Add Fare and Ticket Vending Machines. SFMTA will also contribute to this project via a Joint Use Agreement for the San Francisco Downtown Stations.

For community outreach, BART will post a passenger bulletin at the station and on bart.gov before the start of construction to alert the public about construction activities at the station including any impact to customers such as changes to path of travel.

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Powell Station Modernization
<b>Grant Recipient:</b>	Bay Area Rapid Transit District

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: BART Station Access, Safety & Capacity	\$0	\$672,975	\$327,025	\$1,000,000
BART FUNDS	\$0	\$4,100,000	\$0	\$4,100,000
STATE PROP 1B	\$0	\$9,450,000	\$0	\$9,450,000
<b>Phases in Current Request Total:</b>	\$0	\$14,222,975	\$327,025	\$14,550,000

### FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$672,975	\$327,025	\$1,000,000
STATE PROP 1B	\$0	\$9,450,000	\$1,550,000	\$11,000,000
BART FUNDS	\$0	\$4,100,000	\$0	\$4,100,000
<b>Funding Plan for Entire Project Total:</b>	\$0	\$14,222,975	\$1,877,025	\$16,100,000

### COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$350,000	\$0	Actual costs
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$1,200,000	\$0	Actual costs
Construction	\$14,550,000	\$672,975	Engineer's estimate based on design phase documents
Operations	\$0	\$0	
<b>Total:</b>	\$16,100,000	\$672,975	

<b>% Complete of Design:</b>	100.0%
------------------------------	--------

As of Date:	04/22/2019
Expected Useful Life:	100 Years

**MAJOR LINE ITEM BUDGET**

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	BART	Contractor	
1. Base Construction Costs	\$ 8,690,000			\$ 8,690,000	
1a. Mobilization	\$ 790,000				
1b. Demolition	\$ 550,000				
1c. Concrete	\$ 170,000				
1d. Metals	\$ 600,000				
1e. Glazed Railings	\$ 460,000				
1f. Finishes	\$ 1,320,000				
1g. Mechanical/Electrical/Plumbing	\$ 4,800,000				
2. Construction Management/Support	\$ 4,500,000	52%	\$ 1,250,000	\$ 3,250,000	
3. Design Services during Construction	\$ 500,000	6%		\$ 500,000	
4. Contingency	\$ 860,000	10%	\$ 430,000	\$ 430,000	
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 14,550,000</b>		<b>\$ 1,680,000</b>	<b>\$ 12,870,000</b>	

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Powell Station Modernization
<b>Grant Recipient:</b>	Bay Area Rapid Transit District

### SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$672,975	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$672,975	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	Powell Station Modernization
Sponsor:	Bay Area Rapid Transit District	Expiration Date:	06/30/2022
Phase:	Construction	Fundshare:	6.87

#### 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-108	\$0	\$200,000	\$472,975	\$0	\$0	\$672,975

#### Deliverables

- For every quarter during which project construction activities are happening, provide 2-3 photos of work being performed and work completed.
- Provide conceptual drawings after contract advertisement and bid acceptance.

#### Special Conditions

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

#### Notes

- Reminder: BART shall demonstrate compliance with attribution and signage requirements as a condition for reimbursement for project expenses. See Standard Grant Agreement for details.
- Allocation fulfills intent to allocate \$672,975 in FY 19/20 funds approved by the Board in September 2018.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	93.13%	No Prop AA
Actual Leveraging - This Project	93.79%	No Prop AA

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

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Powell Station Modernization
<b>Grant Recipient:</b>	Bay Area Rapid Transit District

### EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$672,975
--------------------------------	-----------

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
MW

### CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Michael Wong	Michael S. Tanner
<b>Title:</b>	Project Manager	Manager, Grant Development
<b>Phone:</b>	(510) 464-6497	(510) 464-6433
<b>Email:</b>	mwong@bart.gov	mtanner@bart.gov

# Powell Station Modernization

## Project Contact

Mike Wong, Project Manager  
MWong@bart.gov

## Webpage

<http://www.bart.gov/about/planning/powell-street-station-modernization>

## Related Projects

- Powell Station Ceiling and Lighting Project
- Escalator and Canopy Modernization:  
<http://www.bart.gov/about/planning/sfentrances>



## Project Summary

The Powell Station Modernization Project will upgrade and modernize the Powell Street Station in order to improve station function, safety, security, capacity, sustainability, appearance, and improve customer experience. Project components include relocation of ticket vending machines, new wayfinding and transit maps, expanded paid area, fare evasion barriers and new fare gates.

## Goals

As part of our Station Modernization effort, BART has developed a comprehensive vision for the Powell Station: to upgrade and modernize the station, demonstrating BART's commitment to advancing transit ridership, improving the transit experience, reinforcing Powell Street as a gateway station, enhancing the quality of life around the station and meeting BART's needs for the future. The station modernization revolves around the themes of:

- Vibrancy – Reflect the energy of the surrounding community and enhance the station's existing strengths
- Connectivity – Strengthen multi-modal and universal access to the station and promote a safe and comfortable customer experience
- Sustainability – Incorporate sustainable materials and technologies into the station to increase the life-cycle value of the station's infrastructure, conserve natural resources, and protect the public investment

## Schedule

- Advertise contract by Summer 2019
- Start construction in late 2019
- Project duration: 2 years





**This Page Intentionally Left Blank**



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Rehabilitation of 5 Vintage Streetcars
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	Purchase/Rehab Historic Streetcars, Vehicles - MUNI
<b>Current Prop K Request:</b>	\$1,075,597
<b>Supervisory District(s):</b>	Citywide

### REQUEST

#### Brief Project Description

Rehabilitate five Vintage historic streetcars to like-new condition. The rehabilitation will upgrade major electrical and mechanical systems and will ensure that these vehicles meet the Americans with Disabilities Act (ADA) requirements. In the near term, the rehabilitation and associated system enhancements will improve safety, reliability, and service. In the long term, the high-quality materials and workmanship included in this project will keep the Vintage vehicles operational for an additional 25 years.

#### Detailed Scope, Project Benefits and Community Outreach

The historic streetcar fleet is a collection of one-of-a-kind electric rail vehicles from the U.S. and around the world. The current historic streetcar fleet consists of 32 Presidents Conference Committee (PCCs) cars, 11 Milan Cars, and eight Vintage streetcars. These vehicles operate along the F Market & Wharves and E Embarcadero lines, which are popular routes for tourists visiting San Francisco as well as locals. Our historic streetcars cannot be replaced on a regular schedule because there is a limited supply of them worldwide. Instead, a program of regular rehabilitation is critical to the long-term health of the fleet.

In accordance with the Historical Vehicle Rehabilitation Program of the SFMTA Fleet Plan, 16 PCCs are currently undergoing rehabilitation work and another 16 streetcars were a part of the preceding rehabilitation contract. This project, the next step in the Historical Vehicle Rehabilitation Program, will rehabilitate five of the eight Vintage streetcars. The five Vintage streetcars are double-ended vehicles that are equipped with operating cabs at both ends of the vehicle, enabling them to operate bidirectionally. The vehicles for this project are streetcars 151 (Osaka, Japan), 189 (Porto, Portugal), 351 (Johnstown, Pennsylvania), 798 (San Francisco, California), and 913 (New Orleans, Louisiana). These streetcars are not currently in revenue service. See attachment for photos and additional information about each streetcar. The double-ended vehicles are necessary for the SFMTA to deliver E and F line service.

The rehabilitation will upgrade major electrical and mechanical systems and will ensure the vehicles meet ADA requirements. Specific replacements and upgrades include the following:

- 1) Propulsion system – The propulsion system will be redesigned to remove any high-voltage switching components within the operator's controller to the outside of the vehicle and use modern equipment to control the power delivered to the streetcar's traction motors. This will be a safety, reliability, and availability enhancement, as replacement equipment will be more readily available.
- 2) Door systems – The doors are to be rebuilt and safety interlocks added if not existing already. This will also add obstruction detection to the door operation. This is intended to improve the safety and reliability of the equipment.
- 3) Electrical system – The entire vehicle wiring, and electrical components will be removed and replaced with modern wiring and components. This will be a safety, reliability, and availability enhancement, as replacement equipment will be more readily available.
- 4) Complete body repair – The vehicle is to be stripped down to the car shell frame, inspected, repaired as needed, and then the body will be reconstructed. The vendor will repair the interior (including ceiling, sidewalls, and flooring), stanchions, seating, the exterior (including roof, sidewalls, and underfloor), as well as to address window glazing as needed. The vendor may submit to the SFMTA for review and approval of alternative materials that do not impact the

# E7-12

historical integrity of the vehicle but either improve safety, reliability, or availability.

5) Farebox replacement – The vehicles are to be outfitted with the new GenFare farebox to conform with the new standard for the revenue service fleet.

6) Radio replacement – The vehicles are to be outfitted with the new radio system. This will provide automated announcements for the equipment as well as vehicle location and schedule adherence data. This will bring the equipment into conformance with the rest of the revenue service fleet. This upgrade will also provide enhanced accessibility information.

7) ADA updates- In addition to the above-mentioned enhancements, the equipment is to be modified as needed to be in conformance with applicable ADA requirements.

Rehabilitation of the five vintage streetcars will be implemented through a competitive contract. The contractor will conduct a detailed inspection of the streetcars, design improvements, and execute the rehabilitation. Activities typically occur off-site at the contractor's facility. The contractor will be responsible for the complete design and integration of the system improvements. SFMTA staff will review all of the proposed designs for completeness and adherence to the contract and other regulatory requirements as applicable. In addition, SFMTA staff will review and approve all designs and conduct acceptance testing and safety certification. This project delivery method is a common practice for rehabilitating historic streetcars. The SFMTA has previously deployed this method for overhauls of historic vehicles on-schedule and within budget.

## Project Location

Citywide

## Project Phase(s)

Construction

## 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Greater than Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$374,809
<b>Justification for Necessary Amendment</b>	
<p>The request includes a Prop K Vehicles-Muni 5YPP amendment to reprogram \$700,788 from Replace 30 30-foot Hybrid Diesel Motor Coaches to the subject project. The SFMTA has decided to delay the replacement of the 30-foot motor coaches, currently used on neighborhood routes.</p> <p>The SFMTA is presently working to determine the most environmentally sustainable and financially efficient future for the 30-foot motor coach fleet. The agency is working to procure 9 battery-electric buses for a pilot project to evaluate the feasibility of operating an all-electric fleet. The pilot project will inform the replacement of the 30-foot motor coach fleet. Additionally, the SFMTA is scoping an end-of-life overhaul project to ensure the 30-foot motor coach fleet can remain in service until the fleet is transitioned to greener technologies.</p>	

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Rehabilitation of 5 Vintage Streetcars
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	N/A
----------------------------	-----

### 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)	Jan-Feb-Mar	2018	Jul-Aug-Sep	2019
Advertise Construction	Apr-May-Jun	2019		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2019		
Operations				
Open for Use			Jul-Aug-Sep	2024
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2025

### SCHEDULE DETAILS

Advertise - Spring/Summer 2019  
 Notice to Proceed (NTP) with fully certified contract - Fall 2019  
 Prototyping Design & Evaluation - Winter 2020-Fall 2022  
 Production - Spring 2022-Summer 2024

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Rehabilitation of 5 Vintage Streetcars
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Purchase/Rehab Historic Streetcars	\$0	\$374,809	\$0	\$374,809
PROP K: Vehicles - MUNI	\$700,788	\$3,850,735	\$0	\$4,551,523
CCSF - GENERAL FUND FY21, FY22	\$0	\$4,214,413	\$0	\$4,214,413
FTA - 5337	\$0	\$7,609,255	\$0	\$7,609,255
<b>Phases in Current Request Total:</b>	\$700,788	\$16,049,212	\$0	\$16,750,000

### FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$700,788	\$4,225,544	\$0	\$4,926,332
FTA - 5337	\$0	\$7,609,255	\$400,000	\$8,009,255
CCSF - GENERAL FUND FY19	\$0	\$0	\$100,000	\$100,000
CCSF - GENERAL FUND FY21, FY22	\$0	\$4,214,413	\$0	\$4,214,413
<b>Funding Plan for Entire Project Total:</b>	\$700,788	\$16,049,212	\$500,000	\$17,250,000

### 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)	\$500,000	\$0	Actuals & Projected Remaining Expenditures
Construction	\$16,750,000	\$1,075,597	SFMTA Fleet Engineering Section Estimate at 30% design
Operations	\$0	\$0	
<b>Total:</b>	\$17,250,000	\$1,075,597	

<b>% Complete of Design:</b>	30.0%
<b>As of Date:</b>	04/25/2019
<b>Expected Useful Life:</b>	25 Years

MAJOR LINE ITEM BUDGET

<b>Project Title: Rehabilitation of 5 Vintage Streetcars</b>			<b>\$ 17,250,000</b>
Task	Amount	Notes	
<b>1 - Detail Design</b>	<b>\$ 500,000</b>		
1-SFMTA Labor and Other Direct Costs	\$ 500,000		
1 - Project Management (Transit Use Only)	\$ 100,000		
2 - Engineering Services (Transit Use Only)	\$ 350,000		
16 - Other Direct Costs	\$ 50,000		
<b>2 - Construction / Implementation / Procurement</b>	<b>\$ 16,750,000</b>		
1-SFMTA Labor and Other Direct Costs	\$ 4,230,000		
1 - Project Management	\$ 455,000	0.25 FTE, 4 years	
2 - Engineering	\$ 1,125,000	0.50 FTE, 4 years	
4 - Project Administration	\$ 145,000	0.05 FTE, 4 years	
5 - QA/QC	\$ 850,000	Prototype production & evaluation support, warranty support	
6 - Transit Operations Support	\$ 480,000	Design, engineering, and prototype production & evaluation support, post-production vehicle testing (burn-in)	
7 - Transit Maintenance Support	\$ 1,055,000	Transit Maintenance Training	
17 - Other Direct Costs	\$ 120,000	Facility Visits & Travel	
2-Contracts, Purchase Orders, & Professional Services	\$ 11,450,000		
1 - Contract/Purchase Order/Professional Services 1	\$ 10,700,000	Engineers estimate, per car rollop includes	
Streetcar 151	\$ 1,855,000		
Streetcar 351	\$ 1,855,000		
Streetcar 798	\$ 1,855,000		
Streetcar 913	\$ 1,855,000		
Streetcar 189 *	\$ 3,180,000		
Spare Parts	\$ 100,000		
2 - Contract/Purchase Order/Professional Services 2	\$ 750,000	Consultant Services	
3-Contingency	\$ 1,070,000		
1 - Contingency	\$ 1,070,000	10% of contract cost, engineers estimate	

\* Car 189 requires extensive rehabilitation. Side sheets and floors have been removed entirely, leaving only the car ribs and floor beams. The interior has been stripped except for the end bulkheads that separate the operator's cab from the passenger salon, and the cab has been completely stripped of all equipment.

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Rehabilitation of 5 Vintage Streetcars
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$1,075,597	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$1,075,597	Total Prop AA Recommended:	\$0

SGA Project Number:	112-910xxx	Name:	Rehabilitation of 5 Vintage Streetcars (EP-12)
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2025
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-112	\$0	\$187,405	\$187,404	\$0	\$0	\$374,809

#### Deliverables

1. With the quarterly progress report due October 15, 2019, provide an estimated schedule of when each vehicle will be available for revenue service; quarterly progress reports will provide updates of the expected return to service of each streetcar.
2. Upon return of each vehicle to revenue service provide 2 to 3 digital photos of the rehabilitated streetcar.

#### Special Conditions

1. Transportation Authority staff has initiated development of an enhanced oversight protocol for transit vehicle procurements, in consultation with the SFMTA. While the SFMTA already owns the subject vehicles, the extent of the proposed rebuild and rehabilitation warrants enhanced oversight. This condition is a placeholder for the enhanced oversight protocol.
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

SGA Project Number:	117-910RVS	Name:	Rehabilitation of 5 Vintage Streetcars (EP-17M)
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2025
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-117M	\$0	\$350,394	\$350,394	\$0	\$0	\$700,788

**Deliverables**

1. See Deliverable #1 for SGA 112-910xxx.

2. See Deliverable #2 for SGA 112-910xxx.

**Special Conditions**

1. The recommended allocation is contingent upon concurrent amendments to the 2014 and 2019 Vehicles-Muni (EP 17M) 5YPPs to reprogram \$700,788 from the Replace 30 30-foot Hybrid Diesel Motor Coaches project to the subject project. See attached 5YPP amendments for details.

2. See Special Condition 1 for SGA 112-910xxx

3. See Special Condition 2 for SGA 112-910xxx

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	70.59%	No Prop AA
Actual Leveraging - This Project	71.44%	No Prop AA

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

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Rehabilitation of 5 Vintage Streetcars
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$1,075,597
--------------------------------	-------------

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
JCG

### CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Aaron Posner	Joel C Goldberg
<b>Title:</b>	Engineer	Grants Procurement Manager
<b>Phone:</b>	(415) 265-0316	(415) 646-2520
<b>Email:</b>	aaron.posner@sfmta.com	joel.goldberg@sfmta.com





Car 189



Car 798



Car 151



Car 351

**Attachment 2 - Prop K Request:  
Rehabilitation of 5 Vintage Streetcars  
INSPECTION REPORT**

Date: March 14-16, 2018

Location: Multiple Locations: Cam Beach Yard, MME, Marin Yard

Client: San Francisco Municipal Transportation Agency (SFMTA)

Project: Milan and Vintage Car Upgrade and Refurbishment

Purpose: Initial inspection and assessment of vehicles proposed for project

Attachments: Photos

Attendees: John Gregory (Jacobs)  
Aaron Posner (SFMTA)  
Mike Ellis (RVBA)

Prepared By: John Gregory

Distribution: Attendees  
Project File

#### Table of Contents

PURPOSE OF TRIP .....	2
DISCUSSION / OBSERVATIONS .....	2
GENERAL.....	2
VEHICLE NR. 130 .....	3
VEHICLE NR 151 .....	3
VEHICLE NR 189 .....	4
VEHICLE NR 351 .....	5
VEHICLE NR 798 .....	5
VEHICLE NR 913 .....	6
VEHICLE NR 916 .....	7
VEHICLE NR 1807 .....	7
VEHICLE NR 1811 .....	8
VEHICLE NR 1815 .....	9
VEHICLE NR 1834 .....	10
VEHICLE NR 1888 .....	10
VEHICLE NR 1893 .....	11
ATTACHMENTS - PHOTO CONTACT SHEETS.....	12

**PURPOSE OF TRIP**

The purpose of the trip was to perform an initial assessment of the historic vehicles (Milans and various vintage vehicles) proposed for the upgrade and refurbishment program.

**DISCUSSION / OBSERVATIONS**

A high-level visual inspection and review of the overall condition of 13 vehicles proposed for rehabilitation / upgrades was conducted Wednesday and Thursday March 14, 15. The review consisted of an exterior visual inspection to identify areas of corrosion and rot, and general condition. Interior visual inspections consisted mostly of evaluating the condition of the wood and completeness of the interior accessories. Items that are intended to be replaced with new systems or replaced completely in the restoration (e.g. floor panels), were not included in the inspection. The evaluation conducted was visual inspection only, no covers or compartment were opened, no functional verifications were conducted.

In general, the vehicles inspected were in varying stages of disassembly ranging from fully operational, to fully disassembled. Many cars had varying levels of disassembly of the interior components. Some cars had the seating, stanchions, cab equipment, etc. completely removed.

Most of the cars inspected were trucked and resting on rails, except for car 189 which was completely disassembled, and car 1815 which was in the shop for repairs. The running gear was not included in the scope of the inspections as it is slated to be replaced with the restoration / refurbishment.

3/14/2018 - Cars 130, 351, 798, 913, 1834, 1888 were inspected at the Cam Beach yard, car 916 was located at Green on track 4

3/15/2018 - Cars 1807, 1811, 1815, 1893 were inspected at MME, cars 189, 150 were inspected at the Marin Street Yard.

**GENERAL**

While the vehicle conditions range significantly from generally serviceable (in daily operation) to fully disassembled, there are a number of common issues that are visible in most cars to varying degrees.

The exterior side sheets located below the window lines are generally undamaged, however swelling is observed at the lower portions where the side sheets are riveted to the car structure. This swelling may be due to corrosion, or due to past freeze/thaw cycles that progressively expand the metal. This overall effect of this damage cannot be confirmed until the vehicle is disassembled. Other corrosion is present at cab ends, both above and below the windshields in varying degrees as evidenced by the bubbling of paint, or rust-through sections. In areas where wood is used in these areas, the exposed wood is generally rotted and/or water damaged.

The interior wood condition is described for each vehicle, however there are common areas where the wood is likely to need replacement. The wood condition in areas under the windows (window sills) varies for each vehicle, however wood replacement in this area is very likely.

Wood used in the cab leading areas both above and below the windshield exhibit signs of moisture damage.

**VEHICLE NR. 130**

Color Scheme	Dark blue lower, with yellow window at window line, with light color canvas roof
General	<p>This is a historic car with iron gates instead of closed doors, (1914 Herb Caen car). The car is in running condition, however it is presently used only as a charter vehicle.</p> <p>The passenger compartment is divided into three segments: The central portion is approximately 20 feet long, with a varnished wood finish, including lateral sliding doors at each end, located in a full bulkhead to form a weatherproof salon. The end portions are approximately 10 feet long, with a varnished wood finish. These sections are open to the environment due the "gate style" doors</p>
Carshell	The majority of the steel carshell appears to be in serviceable condition, however several rust through sections are present below the side window line.
Exterior	<p>The exterior side sheets show signs of minor swelling at the lower riveted points. Some rust and paint bubbling is visible at areas adjacent to windows and in multiple places around the operator cab ends, and around the anti-climber area.</p> <p>The rub rail area located below the window line is constructed of metal and wood. The steel portion of the rub rail area is rusted through with a significant portion of the rub rail crumbling.</p> <p>The exterior wood is rotted in several places in the rub rail area, the lower window frames, including the front windshield areas.</p>
Interior	<p>The interior ceiling is unfinished. The exposed ceiling wood slats are exposed and varnished with a wood finish. While there is some discoloration of wood in various places, the overall ceiling appears to be in good shape.</p> <p>The wood condition is generally good; however some wood may need to be replaced - Approximately 10% wood replacement expected.</p>
Cab	The cab controllers are present. The car is operational.

**VEHICLE NR. 151**

Color Scheme	Not Available
General	<p>Car 151 is the Japanese car from Nagasaki. The car is currently tarped and shrink-wrapped so exterior inspection is not possible.</p> <p>The passenger compartment extends from cab to cab. The operator's cab is fully exposed to the passenger area with the exception of a narrow partition which supports the operator's folding seat.</p>
Carshell	The car is currently tarped and shrink-wrapped. An exterior inspection is not available.
Exterior	The car is currently tarped and shrink-wrapped so exterior inspection is not available. As viewed from the interior, there are a number of broken windows.



Interior	<p>The interior ceiling is finished, inspection of the roof slats is not available. The interior wood is painted a light green color and appears to be in relatively good condition. Note: considering the age, it is likely that lead-based paint may be present.</p> <p>Note: the car appears to have been stored for some time. Although the vehicle is shrink-wrapped, some doors and windows are open. There is evidence of animal occupation (appears to have been inhabited by cats or mice).</p> <p>A combination fluorescent and incandescent lighting is used for the main passenger areas. The side doors are a sliding pocket type with a pocket design that utilizes an interior, and exterior window. The interior windows are damaged or missing.</p> <p>The wood condition is generally good; however, some wood may need to be replaced - Approximately 20% wood replacement expected.</p>
Cab	The cab controllers have been removed, however some electrical equipment, and brake piping remains.

**VEHICLE NR. 189**

Color Scheme	Pink (possibly faded red) lower, with cream color window at window line
General	<p>Car 189 is from Portugal. It is a short car, probably about 30 feet long. This car uses a single truck with a fairly long wheelbase.</p> <p>The car is currently shrink-wrapped so exterior inspection is not possible except for a small section at the front of the vehicle.</p> <p>The single truck, running gear, and some interior components are located next to the vehicle, with most items piled on top of the truck.</p>
Carshell	The carshell appears to be wooden, however the side sheets and floors have been removed entirely (as viewed from inside), leaving only the car ribs and floor beams visible. The car is currently tarped and shrink-wrapped. A full exterior inspection is not available.
Exterior	The car is currently tarped and shrink-wrapped so exterior inspection is not available.
Interior	<p>The interior ceiling features a raised central section running longitudinally between the operator's cab. The interior has been stripped except for the end bulkheads separating the operator's cab from the passenger salon. The bulkhead wood is varnish finished. The raised center ceiling is finished. The side ceiling areas are exposed and shows signs of water damage.</p> <p>The bulkhead wood condition appears to be generally good. The roof wood will have to be evaluated once the exterior roof is removed. The remaining interior wood has been removed.</p> <p>Several of the seats are present, stacked on top of the truck adjacent to the car. These seats are wicker finished and in generally poor condition, however the frames may be re-usable.</p>
Cab	The cab has been completely stripped of all equipment.

**VEHICLE NR. 351**

Color Scheme	Orange lower, with cream color at window line, with light color canvas roof
General	<p>This is a historic car with steel lower sides and ends, with wood finishing at the window lines.</p> <p>The passenger compartment extends from cab to cab. The operator's cab is on a lower level, and is partially exposed to the passenger area through an arched bulkhead.</p>
Carshell	The majority of the steel carshell appears to be in serviceable condition.
Exterior	<p>The exterior side sheets show signs of minor swelling at the lower riveted points. Some rust and paint bubbling is visible at areas adjacent to windows.</p> <p>The wooden end portions of the roof, front windows and anti-climber area need to be replaced due to dry rot of the wood on the exterior. The roof is a canvas covered wood slat roof. The canvas appears to have separated at the front ends of the car, exposing the wood. The roof wood condition is poor for the exposed visible portion. The wooden door component pieces are dry rotted, water damaged and generally need replacing.</p>
Interior	<p>The interior ceiling is finished; however, the roof slats are exposed at the cab ends. The exposed ceiling wood slats appear to have water damage and peeling paint. While there is some discoloration of wood in various places, the overall ceiling appears to be in good shape.</p> <p>The interior appears to have been partially disassembled. Lighting bases are present, however the globes have been removed. The longitudinal holding bars have been removed from the ceiling, but remain in the car. The passenger seating is still installed. It appears that some restoration of the passenger seating has been started.</p> <p>The majority of the wood may be salvageable; however, a significant amount of wood may need to be replaced - Approximately 30 to 40% wood replacement is expected.</p>
Cab	Some of the cab equipment has been removed, however the base of the controllers, some electrical equipment, and brake piping remains.

**VEHICLE NR. 798**

Color Scheme	Dark green lower, with red windows at window line, light color (primer) at forward facing ends, with light color canvas roof.
General	<p>The passenger compartment is divided into three segments: The central portion is approximately 20 feet long, with a varnished wood finish, including lateral sliding doors at each end, located in a full bulkhead to form a separate salon. The end portions are approximately 10 feet long, with green painted wood.</p> <p>The operator's cab is on a lower level, and is fully exposed to the passenger area.</p>
Carshell	The majority of the steel carshell appears to be in serviceable condition, however rust is present on the cab end sheeting.

Exterior	<p>The exterior side sheets show signs of minor swelling at the lower riveted points.</p> <p>The rub rail area located below the window line, and windows are constructed primarily of wood. The exterior wood is rotted in several places in the rub rail area, lower window frames, front corner post area, front windshield areas and including the anti-climber.</p>
Interior	<p>The interior ceiling is unfinished. The exposed ceiling wood slats are exposed and varnished with a wood finish. While there is some discoloration of wood in various places, the overall ceiling appears to be in good shape.</p> <p>The passenger seating is partially installed, with uninstalled seat components stacked inside the car. It appears that some restoration of the passenger seating has been performed.</p> <p>The door operator area is uncovered exposing the remains of door operator equipment. The destination signs (end and side) are missing. All the interior lighting has been removed.</p> <p>The interior wood condition is generally good; however some wood may need to be replaced - Approximately 10% wood replacement expected.</p>
Cab	The cab has been completely stripped of all equipment.

**VEHICLE NR. 913**

Color Scheme	Faded blue-green lower, with orange doors and windows at window line.
General	<p>Car 913 is a New Orleans streetcar, built in 1920s. The car is currently tarped and shrink-wrapped so exterior inspection is not possible.</p> <p>The passenger compartment extends from cab to cab. The operator's cab is fully exposed to the passenger area with the exception of a curtain partition which may be used to block interior light glare.</p>
Carshell	The steel carshell was partially visible under the tarp, and generally appears to be in serviceable condition.
Exterior	<p>The exterior paint is severely weathered to a faded greenish color, and worn through to primer in some locations.</p> <p>The visible exterior wood at the window line and doors is severely weathered and exhibits water damage. The wood seems to have a fair amount of cracking in several places.</p>
Interior	<p>The car interior is finished with a dark green paint. The interior has a finished ceiling; however, several areas have been removed to expose the roof slats. The wooden roof slats in the exposed sections exhibit water damage, dry rot, and cracking in several places. In these exposed sections, daylight is visible through gaps in the roof, indicating that the canvas covering is compromised. It is likely a significant portion of the roof may need to be replaced.</p> <p>A significant portion of the interior window wood needs to be replaced due to dry rot or cracked, broken, sections. The seating is primarily transverse with longitudinal sections of seating at the car ends. Seats are wooden slats.</p> <p>The wood condition is moderate; expected wood replacement is approximately 50%</p>

## 2014 5-Year Project List (FY 2014/15 - FY 2018/19)

## Vehicles - Muni (EP 17M)

## Programming and Allocations to Date

Pending June 25, 2019 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Subcategory									
SFMTA	61 60-ft Low Floor Diesel Hybrid Motor Coaches (26 replace+35 expand)	PROC	Allocated		\$12,352,094				\$12,352,094
SFMTA	48 40-ft and 50 60-ft Low Floor Diesel Hybrid Motor Coaches	PROC	Allocated		\$33,405,243				\$33,405,243
SFMTA	85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches	PROC	Allocated		\$47,641,538				\$47,641,538
SFMTA	85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches - Warranty	Warranty	Allocated		\$227,465				\$227,465
SFMTA	Replace 30 30-foot Hybrid Diesel Motor Coaches	PS&E	Allocated				\$356,422		\$356,422
SFMTA	Replace 30 30-foot Hybrid Diesel Motor Coaches <sup>1, 2, 3, 4</sup>	CON	Programmed					\$13,446,287	\$13,446,287
SFMTA	Breda LRV Overhauls <sup>2</sup>	CON	Allocated					\$5,775,500	\$5,775,500
SFMTA	Breda LRV Overhauls - Reserve <sup>2</sup>	CON	Allocated					\$1,100,000	\$1,100,000
SFMTA	Breda LRV Overhauls - Contingency <sup>2</sup>	CON	Allocated					\$624,500	\$624,500
SFMTA	Breda LRV Heating, Ventilation & Air Conditioning Refurbishments <sup>3</sup>	CON	Allocated					\$3,200,000	\$3,200,000
SFMTA	Replace 60 New Flyer 60' Trolley Coaches	PROC	Allocated	\$20,831,776					\$20,831,776
SFMTA	Replace 85 40-Foot Trolley Coaches <sup>1, 2</sup>	CON	Programmed					\$7,542,844	\$7,542,844
SFMTA	67 40-foot and 50 60-foot Low Floor Hybrid Diesel Motor Coaches	PROC	Allocated			\$12,550,152			\$12,550,152
SFMTA	67 40-foot and 50 60-foot Low Floor Hybrid Diesel Motor Coaches -Reserve	PROC	Allocated			\$16,850,587			\$16,850,587
SFMTA	68 40-foot and 50 60-foot Low Floor Hybrid Diesel Motor Coaches - Warranty	Warranty	Allocated			\$696,096			\$696,096
SFMTA	Replace 14 60-Foot Trolley Coaches	PROC	Allocated		\$5,000,000				\$5,000,000
SFMTA	Replace 27 Paratransit Vans - Procurement	PROC	Allocated			\$31,388			\$31,388
SFMTA	Replace 27 Paratransit Vans - Design	PS&E	Allocated			\$686,827			\$686,827
SFMTA	Replace 19 60-Foot Trolley Coaches	PROC	Allocated				\$6,083,580		\$6,083,580
SFMTA	Replace 19 E/TI 60' Trolley Coaches - Warranty	PROC	Allocated				\$554,000		\$554,000
SFMTA	Replace 100 40-foot Trolley Coaches	PROC	Allocated				\$28,245,153		\$28,245,153
SFMTA	Replace 100 40-foot Trolley Coaches - Warranty	Warranty	Allocated				\$670,000		\$670,000
SFMTA	Paratransit Van Replacement: Class B Vehicle (35)	PROC	Allocated					\$931,019	\$931,019
SFMTA	Light Rail Vehicle Procurement (EP 17M) <sup>1</sup>	PROC	Allocated	\$60,116,311					\$60,116,311



## Programming and Allocations to Date

Pending June 25, 2019 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
			Programmed in 5YPP	\$80,948,087	\$98,626,340	\$30,815,050	\$35,909,155	\$32,620,150	\$278,918,782
			Total Unallocated in 5YPP	\$0	\$0	\$0	\$0	\$20,989,131	\$20,989,131
			Total Programmed in 2019 Strategic Plan	\$80,948,087	\$98,626,340	\$30,815,050	\$35,909,155	\$32,620,150	\$278,918,782
			Cumulative Remaining Programming Capacity	\$0	\$0	\$0	\$0	\$0	\$0

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

### FOOTNOTES:

<sup>1</sup> Comprehensive 2014 5YPP amendment concurrent with 2019 and 5YPP adoption (resolution 2019-022, approved 11/27/2018):

Historic Vehicle Rehabilitation/Replacement (16 PCC): Reduced from \$4,785,063 to \$0. Project is fully funded from non-Prop K sources. Funds to be reprogrammed in 2019 Vehicles-Muni 5YPP.

Historic Vehicle Rehabilitation/Replacement (Milan and Vintage): Reduced from \$3,304,749 to \$0. Project will advance in the 2019 Vehicles-Muni 5YPP.

Replace 30 Orion 30' Motor Coaches and Replace 56 Orion 40' Motor Coaches: Reduced from \$26,433,627 to \$0. \$24,847,075 to be reprogrammed to Replace 30 30-foot Hybrid Diesel Motor Coaches in FY 18/19, and \$1,586,552 to be reprogrammed in 2019 Vehicles-Muni 5YPP. Replacement of the 56 40-foot Orion motor coaches is complete.

Replace 30 30-foot Hybrid Diesel Motor Coaches: Added project with \$24,847,075 in FY 18/19.

Replace 100 ETI 40' Trolley Coaches (2015/16): Reduced from \$7,846,478 to \$0. \$7,542,844 to be reprogrammed to Replace 85 40-Foot Trolley Coaches in FY 18/19, \$303,634 to be reprogrammed in the 2019 Vehicles-Muni 5YPP. The Replace 100 40-foot Trolley Coaches project was fully funded through Resolution 2017-054.

Replace 85 40-Foot Trolley Coaches: Added project with \$7,542,844 in FY 18/19.

Replace 33 ETI 60' Trolley Coaches: Reduced from \$9,474,073 to \$0. Funds to be reprogrammed in the 2019 Vehicles-Muni 5YPP.

Replace 75 ETI 40' Trolley Coaches: Reduced from \$11,293,149 to \$0. Funds to be reprogrammed in the 2019 Vehicles-Muni 5YPP.

Replace 65 ETI 40' Trolley Coaches: Reduced from \$5,858,783 to \$0. Funds to be reprogrammed in the 2019 Vehicles-Muni 5YPP.

Motor Coach and Trolley Coach warranties: Reduced from a total of \$468,224 to \$0. Funds to be reprogrammed in the 2019 Vehicles-Muni 5YPP.

Light Rail Vehicle Procurement: Advanced cash flow distribution schedule for previously allocated funds to facilitate an accelerated vehicle delivery schedule. See Project Information Form for details.

<sup>2</sup> 5YPP amendment to accommodate allocation of \$7,500,000 for Breda LRV Overhauls (Resolution 19-040, 2/26/2019):

Replace 30 30-foot Hybrid Diesel Motor Coaches: Reduced by \$7,500,000 in FY2018/19. SFMTA has deferred the project by at least two years.

Breda LRV Overhauls: Added project with \$7,500,000 in FY2018/19.

<sup>3</sup> 5YPP amendment to accommodate allocation of \$3,200,000 for Breda LRV Heating, Ventilation & Air Conditioning Refurbishments (Resolution 19-040, 2/26/2019):

Replace 30 30-foot Hybrid Diesel Motor Coaches: Reduced by \$3,200,000 in FY2018/19. SFMTA has deferred the project by at least two years.

Breda LRV Heating, Ventilation & Air Conditioning Refurbishments: Added project with \$3,200,000 in FY2018/19.

<sup>4</sup> 5YPP amendment to accommodate allocation of \$700,788 for Rehabilitation of 5 Vintage Streetcars (Resolution 19-0XX, xx/xx/2019):

Replace 30 30-foot Hybrid Diesel Motor Coaches: Reduced by \$700,788 in FY2018/19. SFMTA has deferred the project by at least two years.

Rehabilitation of 5 Vintage Streetcars: Added project to the 2019 Vehicles-Muni 5YPP with \$700,788 in FY2019/20.

**2019 Prop K 5-Year Prioritization Program - Program of Projects**  
**Vehicles - Muni Category (EP 17M)**  
**Programming**  
**Pending June 25, 2019**

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
SFMTA	Transit Vehicle Replacement or Rehabilitation - Placeholder	CON	Programmed	\$4,491,196					\$4,491,196
SFMTA	Rehabilitation of 5 Vintage Streetcars <sup>2</sup>	CON	Pending	\$700,788					\$700,788
SFMTA	Rehabilitate Historic & Milan Streetcars	CON	Programmed		\$3,304,749				\$3,304,749
SFMTA	Light Rail Vehicle (LRV) Procurement (151 Replacement + 68 Expansion) <sup>1</sup>	PROC	Programmed	\$17,183,425					\$17,183,425
SFMTA	Light Rail Vehicle (LRV) Procurement (151 Replacement + 68 Expansion) - Additional <sup>1</sup>	PROC	Programmed	\$34,941,598					\$34,941,598
<b>Funds Requested in 2019 5YPP</b>									
	<b>Funds Programmed in 2019 Strategic Plan</b>			\$57,317,007	\$3,304,749	\$0	\$0	\$0	\$60,621,756
	<b>Cumulative Remaining Programming Capacity</b>			\$57,317,007	\$3,304,749	\$0	\$0	\$0	\$60,621,756
				\$0	\$0	\$0	\$0	\$0	\$0

**FOOTNOTES:**

<sup>1</sup> Deobligation of SGA 117-910055 is required to allocate LRV funds as programmed. EP-17 funds may be used for replacement vehicles only.

<sup>2</sup> 5YPP amendment to accommodate allocation of \$700,788 for Rehabilitation of 5 Vintage Streetcars (Resolution 19-0XX, xx/xx/2019):

Replace 30 30-foot Hybrid Diesel Motor Coaches: Reduced by \$700,788 in FY2018/19. SFMTA has deferred the project by at least two years.

Rehabilitation of 5 Vintage Streetcars: Added project to the 2019 Vehicles-Muni 5YPP with \$700,788 in FY2019/20.

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Embarcadero Station: New Northside Platform Elevator
<b>Grant Recipient:</b>	Bay Area Rapid Transit District

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	Facilities - Undesignated
<b>Current Prop K Request:</b>	\$1,000,000
<b>Supervisory District(s):</b>	District 03, District 06

### REQUEST

#### Brief Project Description

Procure and install a new elevator on the north side of the Embarcadero Station between the BART platform and the mezzanine area, expand the paid area to include the new elevator, and dedicate the existing elevator to Muni use only. If either elevator is out of service, the other elevator will be made available for patrons from both operators until repairs are completed on the out-of-service elevator.

#### Detailed Scope, Project Benefits and Community Outreach

This project will leverage \$2 million in One Bay Area Grant funds to procure and install a new elevator between the BART platform and the concourse level at the north end of the Embarcadero BART/Muni Station. A glass-enclosed cab and hoistway will provide visual transparency. The elevator will serve the BART platform only, but an emergency stop will be provided at the Muni platform. The existing elevator will then be used exclusively to access the Muni platform. Since both elevators will be able to stop at both platforms, if one elevator is taken out of service, the other can be used to maintain accessible service for both operators. The existing elevator is in a non-paid area on the concourse level and is often used to access trains without having to pass through fare gates. This project will locate the elevator completely within the BART paid area and will help to reduce fare evasion.

BART conducted extensive community outreach as part of the Embarcadero and Montgomery Capacity Implementation Plan and Modernization Study including a series of open houses, surveys, fliers, BART news story and email alert, and social media. The purpose of the outreach was to inform BART riders and the public about BART's planning process, efforts to implement capacity and modernization efforts at the stations, build awareness and understanding of challenges and potential solutions, identify issues, and survey riders on preferences for improvements. Elevators are a capital improvement priority identified in BART's 2019 Short Range Transit Plan and Capital Improvement Plan.

Construction of the new platform elevator shaft will require that the east staircase be demolished and reconstructed east of and adjacent to the new platform elevator. The existing staircase will not be available for use during the construction of this phase. Similarly, the existing staircase at the south end of the Station from concourse to platform will be demolished and reconstructed to be larger to allow additional egress capacity. Only one of the two concourse to platform staircases will be allowed to be out of service at a time.

None of the BART construction will impact Muni patrons as it will occur beyond the publicly-accessible portion of the Muni platform. However, workers will need access to the Muni platform level during construction. The installation of the Muni stairs from the concourse to the Muni platform, included as a Bid Option, would need additional coordination as these stairs are within the publicly-accessible portion of the Muni platform.

Advanced notice will be provided at each phase of construction to inform the public of all construction activities and impacts. Any work that could potentially affect the public will require plywood barricades be constructed to separate the work from public areas. The barricaded construction or other work that could impact the public will be performed during non-revenue hours. There will be no impact to fare gates and access during construction other than concourse-to-platform stair closures for stair relocation.

# E7-30

## Project Location

Embarcadero Station

## 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:	\$1,000,000

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Embarcadero Station: New Northside Platform Elevator
<b>Grant Recipient:</b>	Bay Area Rapid Transit District

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
----------------------------	----------------------

### PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Jan-Feb-Mar	2016	Jan-Feb-Mar	2018
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2019	Jan-Feb-Mar	2019
Advertise Construction	Apr-May-Jun	2019		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2019		
Operations				
Open for Use			Oct-Nov-Dec	2021
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2022

### SCHEDULE DETAILS

BART has partnered with SFMTA throughout the planning and development of the concept and design, which has progressed through various meetings with staff from each agency, including staff from Operations, Engineering, Maintenance, Safety, and Customer Access/ADA Accessibility. SFMTA has provided input on design elements, including the placement of the relocated machine room, conduit and pipe routing, bollards installation at platform edge for patron protection safety, and with defining the staging area and construction access requirements.

For community outreach, BART will post a passenger bulletin at the station and on bart.gov before the start of construction to alert the public about construction activities at the station including any impact to customers such as changes to path of travel.

Project is using OBAG 2 (STP) funds through a grant agreement with the FTA.

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

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Embarcadero Station: New Northside Platform Elevator
<b>Grant Recipient:</b>	Bay Area Rapid Transit District

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Facilities - Undesignated	\$0	\$1,000,000	\$0	\$1,000,000
BART FUNDS	\$0	\$7,250,000	\$0	\$7,250,000
OBAG 2 (STP)	\$0	\$2,000,000	\$0	\$2,000,000
TRANSBAY TRANSIT CENTER CFD SPECIAL TAX BONDS	\$0	\$1,000,000	\$0	\$1,000,000
TRANSIT CENTER DISTRICT IMPACT FEE	\$0	\$2,000,000	\$0	\$2,000,000
<b>Phases in Current Request Total:</b>	<b>\$0</b>	<b>\$13,250,000</b>	<b>\$0</b>	<b>\$13,250,000</b>

### FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$1,000,000	\$0	\$1,000,000
TRANSIT CENTER DISTRICT IMPACT FEE	\$0	\$2,000,000	\$0	\$2,000,000
TRANSBAY TRANSIT CENTER CFD SPECIAL TAX BONDS	\$0	\$1,000,000	\$0	\$1,000,000
OBAG 2 (STP)	\$0	\$2,000,000	\$0	\$2,000,000
BART FUNDS	\$0	\$7,250,000	\$1,750,000	\$9,000,000
<b>Funding Plan for Entire Project Total:</b>	<b>\$0</b>	<b>\$13,250,000</b>	<b>\$1,750,000</b>	<b>\$15,000,000</b>

### COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$250,000	\$0	Actual amount spent
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	

## COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Design Engineering (PS&E)	\$1,500,000	\$0	Actual amount spent
Construction	\$13,250,000	\$1,000,000	Engineer's estimate
Operations	\$0	\$0	
<b>Total:</b>	\$15,000,000	\$1,000,000	

<b>% Complete of Design:</b>	100.0%
<b>As of Date:</b>	04/22/2019
<b>Expected Useful Life:</b>	25 Years

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

### MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	Totals	% of contract	BART	Contractor
1. Contract				
Task 1: General Requirements	\$ 1,800,000			\$ 1,800,000
Task 2: Demolition	\$ 350,000			\$ 350,000
Task 3: Concrete	\$ 150,000			\$ 150,000
Task 4: Metals/Finishes	\$ 1,500,000			\$ 1,500,000
Task 5: Conveying Systems	\$ 2,500,000			\$ 2,500,000
Task 6: Plumbing/HVAC	\$ 300,000			\$ 300,000
Task 7: Systems	\$ 450,000			\$ 450,000
Subtotal	\$ 7,050,000			\$ 7,050,000
2. Construction Management/Support	\$ 4,200,000	60%	\$ 1,000,000	\$ 3,200,000
3. Design Services During Construction	\$ 650,000	9%		\$ 650,000
4. Contingency	\$ 1,350,000	19%		\$ 1,350,000
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 13,250,000</b>		<b>\$ 1,000,000</b>	<b>\$ 12,250,000</b>

Task 1: General Requirements - Contractor's administrative work and overhead costs necessary to support the actual demolition and construction work. Includes management labor and vehicles, bond and insurance, scheduling, safety and quality assurance, temporary controls and facilities, and clean-up and debris disposal. These costs are generally distributed as a percentage on Bid Items of the Bid Form.

Task 4: Metals/Finishes - Structural steel framing; catwalk and pit ladder and other metal fabrications; metal handrail, guardrail and stair nosing; decorative stainless-steel cladding on elevator; metal doors and frames; glazing materials for guardrail and elevator shaft finish; gypsum board room finishes; painting and miscellaneous other finishes.

Task 5: Conveying systems - Actual elevator cab construction and controls and machine room equipment.

Task 7: Systems - Communications and electrical conduit, cable, and control equipment including that for CCTV, telephone and remote monitoring systems.



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Embarcadero Station: New Northside Platform Elevator
<b>Grant Recipient:</b>	Bay Area Rapid Transit District

### SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$1,000,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$1,000,000	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	Embarcadero Station: New Northside Platform Elevator
Sponsor:	Bay Area Rapid Transit District	Expiration Date:	12/31/2022
Phase:	Construction	Fundshare:	7.55

#### 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-120U	\$0	\$250,000	\$500,000	\$250,000	\$0	\$1,000,000

#### Deliverables

1. With the first quarterly progress report, provide 2-3 photos of before conditions. For every quarter during which project construction activities are happening, provide 2-3 photos of work being performed and work completed.

#### Special Conditions

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

#### 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.

2. Prop K funds from the Facilities - Undesignated category are providing the local match to One Bay Area Grant Cycle 2 funds programmed by the Transportation Authority in fall 2017.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	92.45%	No Prop AA
Actual Leveraging - This Project	93.33%	No Prop AA

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Embarcadero Station: New Northside Platform Elevator
<b>Grant Recipient:</b>	Bay Area Rapid Transit District

### EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$1,000,000
--------------------------------	-------------

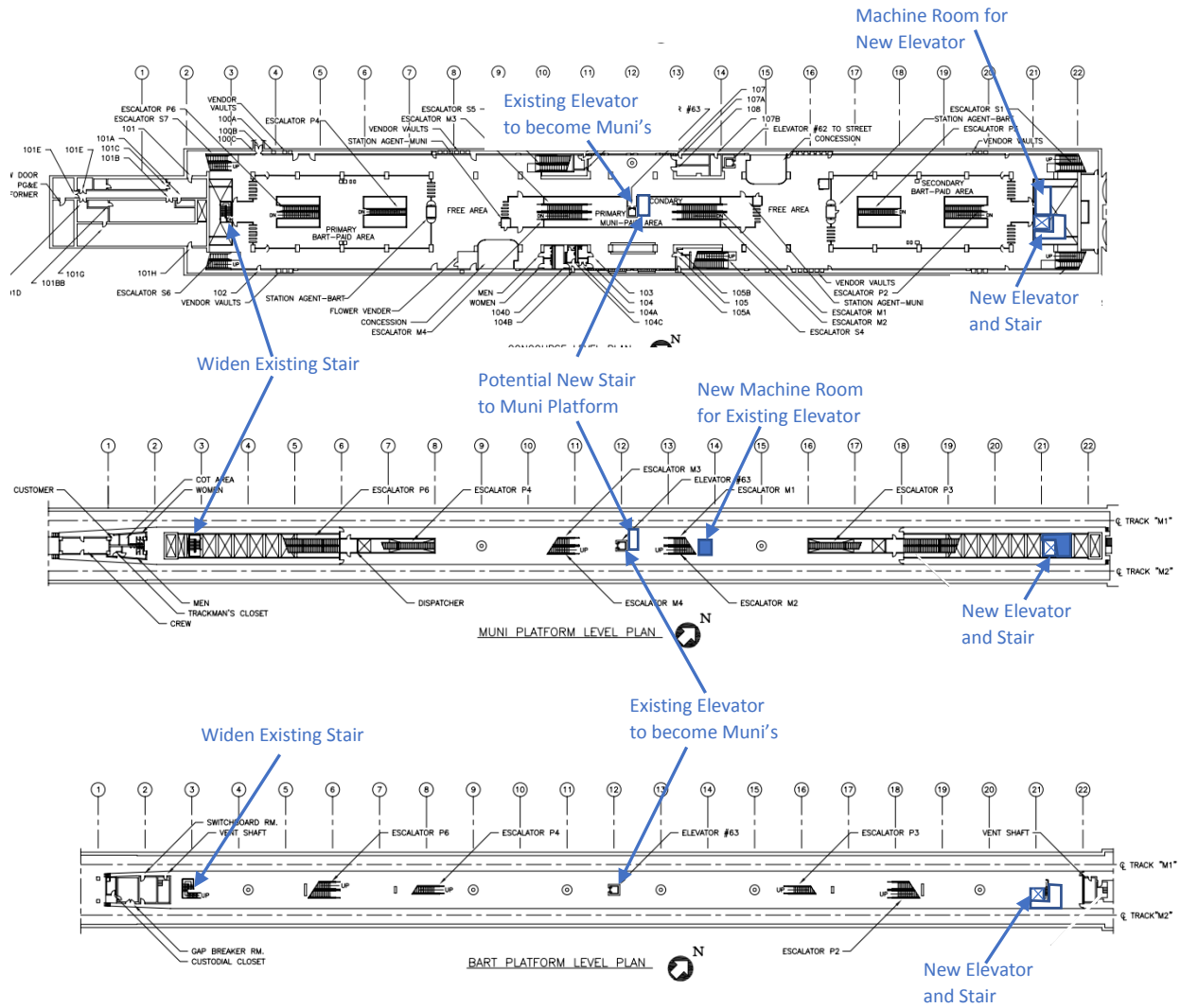
1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement
ADR

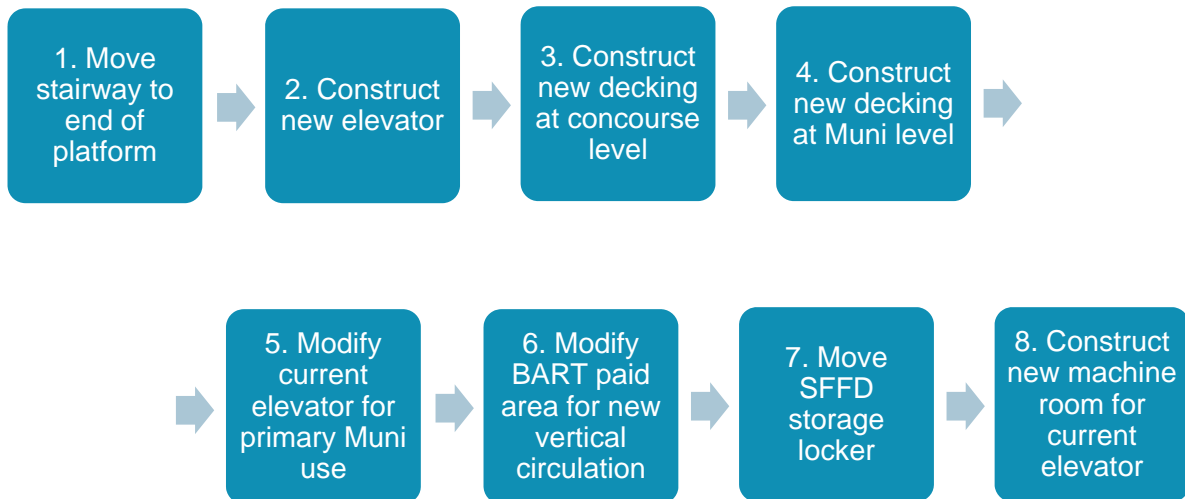
### CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Mark Dana	Michael S. Tanner
<b>Title:</b>	Project Manager	Manager, Grant Development
<b>Phone:</b>	(510) 287-4745	(510) 464-6433
<b>Email:</b>	mdana@bart.gov	mtanner@bart.gov

# CONSTRUCTION OF NEW PLATFORM ELEVATOR AT EMBARCADERO STATION



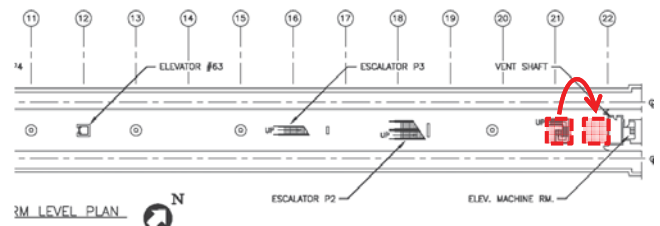
# Embarcadero Elevator



# Embarcadero Elevator



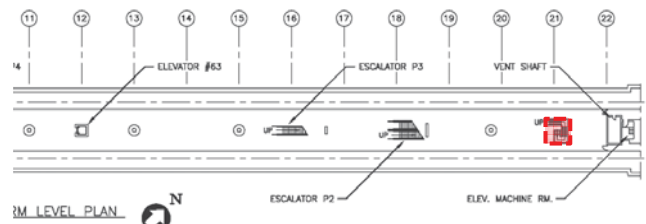
Move stairway to end of platform,  
with “break-through” access to Muni level



# Embarcadero Elevator



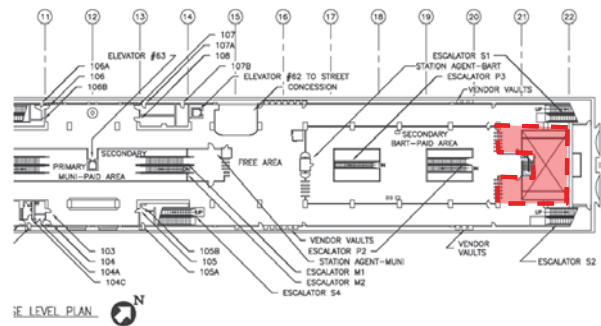
Construct new elevator at current stairway location



# Embarcadero Elevator



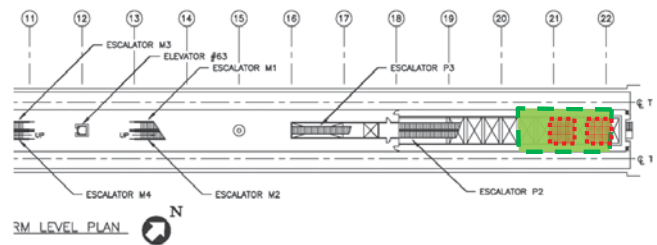
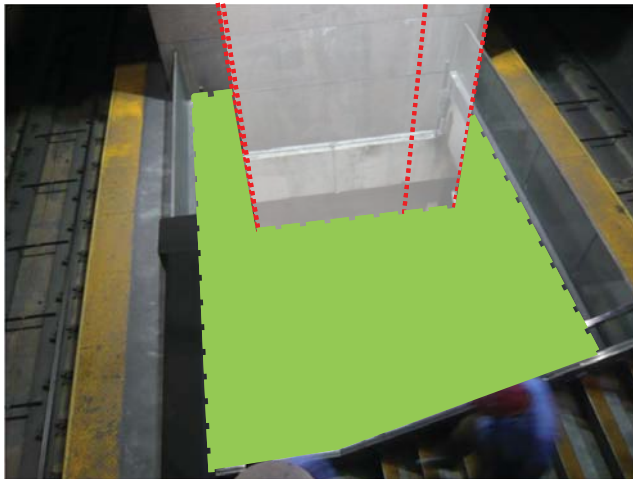
Construct new decking on concourse level



## Embarcadero Elevator



Construct new decking on Muni level, widen walkway and implement modifications to allow public access

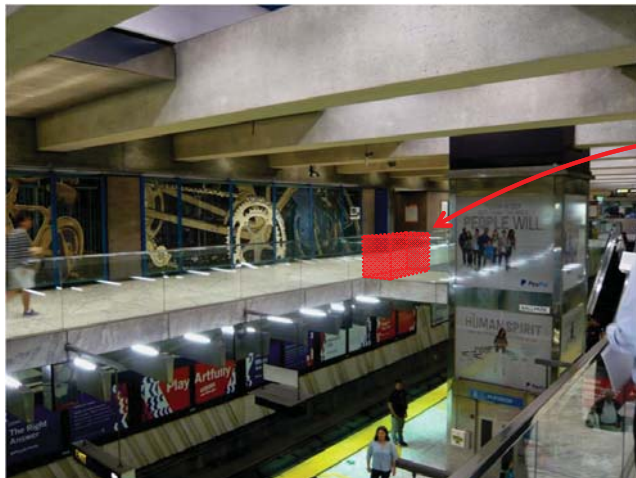




# Embarcadero Elevator



Modify current elevator to serve as Muni's primary elevator

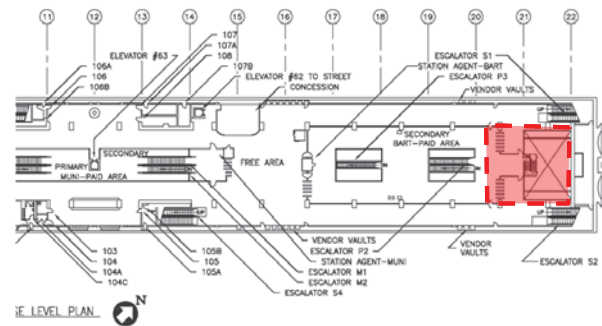


Add fare gates / Clipper reader

# Embarcadero Elevator



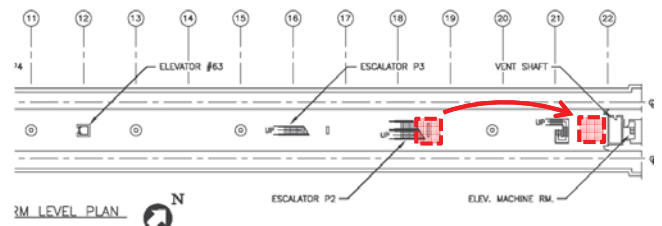
Modify BART paid area to accommodate new elevator and stairs



# Embarcadero Elevator



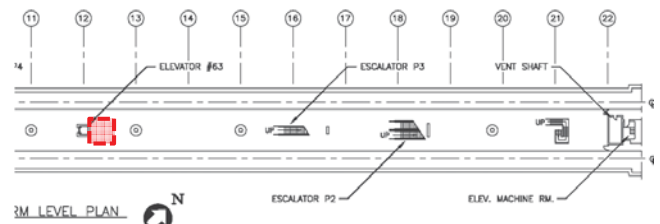
Move SFFD storage locker to under new east-end stairway



## Embarcadero Elevator



Construct machine room for current elevator in space currently occupied by janitorial closet



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Great Highway Erosion and Drainage Repair
<b>Grant Recipient:</b>	Department of Public Works

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	Great Highway Erosion Repair
<b>Current Prop K Request:</b>	\$1,316,211
<b>Supervisory District(s):</b>	District 07

### REQUEST

#### Brief Project Description

This project preserves the existing traffic configuration of the Great Highway (two northbound, one southbound lane) between Sloat Boulevard and Skyline Boulevard, and implements asphalt overlay, asphalt removal, and drainage improvements to improve the resiliency of the roadway from future erosion. The emergency response phase (2010-2014) addressed the immediate threat and the most severely impacted segments south of Sloat Boulevard. However, other segments of the roadway, in its current physical location, continue to be threatened by potential slip outs and El Nino type storm events.

#### Detailed Scope, Project Benefits and Community Outreach

In the winter of 2009/2010, a section of the Great Highway between Sloat Boulevard and Skyline Boulevard (California State Route-35), was subject to intense slip-out of the supporting bluffs. In the area with the most severe bluff slip-out, the southbound lane was undermined and the pavement collapsed. In January 2010, the Federal Highway Administration (FHWA), through the Emergency Relief Program, and the California Governor's Office of Emergency Services (CalOES), through the California Disaster Assistance Act Program, funded emergency repair work performed by the San Francisco Department of Public Works. Final actions for emergency repair reimbursement were completed by FHWA in October 2013 and CalOES in March 2014. The emergency response phase addressed the immediate threat and the most severely impacted segments south of Sloat Boulevard. However, other segments of the roadway, in its current physical location, continue to be threatened by potential slip outs and El Nino type storm events.

Initially, SFPW had identified Option 1 (reconfiguring the existing northbound lanes into a northbound/southbound configuration) as preferable to Option 2 (diverting southbound Great Highway traffic south of Sloat to Skyline via Sloat Boulevard). That project - Option 1 - was going to be funded using previously allocated Prop K funds and FHWA Emergency Relief funds. However, the FHWA funds were fully obligated by Caltrans before SFPW was ready to request allocation, meaning that the funds were no longer available for this project.

This proposed revised scope allows Public Works to implement important elements of the original project with the funding available and before the next rainy season. It maintains the existing road configuration (two northbound and one southbound lane of traffic), addresses important drainage and erosion issues, and will improve the resiliency of the road to prevent future damage. The project includes asphalt overlay to redirect water runoff on the southbound lane toward the median of the road, removes existing asphalt concrete from the median to manage storm water runoff, and includes sewer and drainage improvements to address erosion caused by rain. This preserves the direct roadway link between Great Highway and Skyline Boulevard. This project will not impact the San Francisco Zoo, the Oceanside Water Pollution Control Plant, or National Park Service Parking Lot as the existing zoo, plant, and parking entrances, respectively, remain the same.

While the project does not abandon the southbound lane, the project does not prevent future closure of the southbound lane which is required to be taken for implementation of the Recreation and Parks trail project. This is anticipated to occur Summer 2020 as part of the implementation of Recreation and Parks trail project. This request would also use a portion of the funding previously allocated to the Great Highway Terminus Narrowing project design phase, which is still required for

# E7-48

the Recreation and Parks trail project. Public Works confirmed with Recreation and Parks Department staff that the \$81,099 in Prop K funds that will remain available for the design phase of the Great Highway Terminus Narrowing project is sufficient for the design work to be performed by FHWA together with the Recreation and Parks trail project. FHWA is waiting for final designs from Public Works' project to continue the design work. This project makes no changes to existing or planned parking facilities along this stretch of the Great Highway.

This project will continue to be coordinated with any potential improvements at the intersection of Great Highway and Skyline Boulevard, a SFMTA and Caltrans project; along with any projects PUC is potentially constructing along Great Highway, and the Recreation and Parks trail project, which will be constructed after this Erosion and Drainage Repair project is complete.

**Project Location**

The Great Highway, between Sloat Boulevard and Skyline Boulevard (California State Route-35)

**Project Phase(s)**

Design Engineering (PS&E), Construction

**Justification for Multi-phase Request**

The TA is recommending a multi-phase allocation because of the straightforward nature of the scope and the short duration of design. SFPW is intending to start construction promptly to address drainage and erosion ahead of the next rainy season.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	New Project
Justification for Necessary Amendment	
In order to fully fund this request, SFPW has deobligated \$211,144 from the Great Highway Terminus Narrowing project which leaves sufficient Prop K funding (\$81,099) available for the design phase of that project; and, \$1,105,067 from the Great Highway Reroute Project (Permanent Restoration) project, which will no longer be implemented.	

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Great Highway Erosion and Drainage Repair
<b>Grant Recipient:</b>	Department of Public Works

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	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)	Apr-May-Jun	2019	Jul-Aug-Sep	2019
Advertise Construction	Jul-Aug-Sep	2019		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2019		
Operations				
Open for Use			Apr-May-Jun	2020
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2020

### SCHEDULE DETAILS

SFPW participates in monthly inter-agency coordination meetings for the Ocean Beach Working Group which coordinates schedules and outreach for other Ocean Beach projects being planned or implemented in the area. Public Works will provide updates for the construction of the project at future outreach events as part of the Ocean Beach Working Group.

As there are no changes to the current roadway configuration, Public Works will follow standard construction notification procedures. Additional outreach will be done through the inter-agency Ocean Beach Working Group which coordinates schedules and outreach for other Ocean Beach projects being planned or implemented in the area.

Other projects in the area include:

\*South Ocean Beach Multiuse trail: Design phase to resume once design for the subject request is complete. Great Highway Terminus Narrowing design work to be included in trail design scope, to be completed by FHWA. Construction phase anticipated to start in summer 2020

\*Great Highway/Skyline intersection: Caltrans-led project, Construction anticipated to start in early 2022

\*Sloat/Skyline intersection: SFMTA is revisiting analysis to select preferred alternative

\*SFPUC's long term project: Construction anticipated in 2023

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Great Highway Erosion and Drainage Repair
<b>Grant Recipient:</b>	Department of Public Works

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Great Highway Erosion Repair	\$1,316,211	\$0	\$0	\$1,316,211
<b>Phases in Current Request Total:</b>	\$1,316,211	\$0	\$0	\$1,316,211

### 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)	\$105,297	\$105,297	10% of estimated construction hard cost
Construction	\$1,210,914	\$1,210,914	Engineer's estimate
Operations	\$0	\$0	
<b>Total:</b>	\$1,316,211	\$1,316,211	

<b>% Complete of Design:</b>	35.0%
<b>As of Date:</b>	04/29/2019
<b>Expected Useful Life:</b>	5 Years



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

MAJOR LINE ITEM BUDGET					
SUMMARY BY MAJOR LINE ITEM - DESIGN					
Budget Line Item	Totals	% of contract	TOTAL LABOR COST BY AGENCY		
1. Total labor	\$ 105,297	10%	SFPW	\$	105,297
TOTAL PHASE	\$ 105,297		TOTAL	\$	105,297
SUMMARY BY MAJOR LINE ITEM - CONSTRUCTION (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFPW	Contractor	
1. Contract					
Overlay					
Asphalt concrete	\$ 192,000				
Full depth planing	\$ 40,000				
Grubbing	\$ 15,750				
AC/Concrete Removal					
Demolition	\$ 140,000				
Rough grading	\$ 100,000				
Drainage Work					
Trench and excavation	\$ 47,000				
VCP storm drain	\$ 142,250				
Abandon existing structure	\$ 48,000				
Plug and fill existing storm drain	\$ 84,000				
Storm water inlet	\$ 16,000				
Stainless steel checker plate	\$ 4,000				
Post Construction Television Inspection	\$ 3,500				
VCP and HDPE connections	\$ 3,200				
Reconstruct pavement	\$ 14,800				
Exploratory holes	\$ 8,000				
Doweled 8-inch high concrete curb	\$ 1,125				
Allowance to perform work due to unforeseen conditions	\$ 56,000				
Subtotal Construction cost	\$ 915,625			\$	915,625
Contingency (15%)	\$ 137,344			\$	137,344
Total Construction cost	\$ 1,052,969				
3. Construction Management/Support	\$ 157,945	15%	\$ 157,945		
TOTAL CONSTRUCTION PHASE	\$ 1,210,914		\$ 157,945	\$ 1,052,969	

\*Acronyms: High-density polyethylene (HDPB), Vitrified clay pipe (VCP)

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Great Highway Erosion and Drainage Repair
<b>Grant Recipient:</b>	Department of Public Works

### SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$1,316,211	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$1,316,211	Total Prop AA Recommended:	\$0

SGA Project Number:	126-908DES	Name:	Great Highway Erosion and Drainage Repair - Design
Sponsor:	Department of Public Works	Expiration Date:	03/31/2020
Phase:	Design 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-126	\$0	\$105,297	\$0	\$0	\$0	\$105,297

#### Deliverables

1. Provide 2-3 digital photos of project area prior to construction.
2. Upon project completion, provide evidence of completion of 100% design (e.g. copy of certifications page).

SGA Project Number:	126-908DON	Name:	Great Highway Erosion and Drainage Repair - Construction
Sponsor:	Department of Public Works	Expiration Date:	06/30/2021
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-126	\$0	\$1,000,000	\$210,914	\$0	\$0	\$1,210,914

#### Deliverables

1. With each quarterly report, please provide 2-3 digital photos of work in progress. Upon project completion please provide 2-3 photos of completed project.

#### Special Conditions

1. \$1,210,914 in Prop K funds for construction are placed on reserve to be released by Transportation Authority staff after receipt of evidence of environmental clearance and completion of final design (e.g. copy of certifications page).

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

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Great Highway Erosion and Drainage Repair
<b>Grant Recipient:</b>	Department of Public Works

### EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$1,316,211
--------------------------------	-------------

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
OQ

### CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Edmund Lee	Oscar Quintanilla
<b>Title:</b>	Project Manager	Capital Budget Analyst
<b>Phone:</b>	(415) 554-8258	(415) 554-5847
<b>Email:</b>	edmund.lee@sfdpw.org	oscar.quintanilla@sfdpw.org

# PLANNED PROJECTS – SOUTH OCEAN BEACH





E7-56





# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	District 7 FY19 Participatory Budgeting Priorities [NTIP Capital]
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	New Signals and Signs
<b>Current Prop K Request:</b>	\$255,000
<b>Supervisory District(s):</b>	District 07

### REQUEST

#### Brief Project Description

Design and construct traffic calming and pedestrian safety measures at various locations in District 7, including speed humps, rectangular rapid flashing beacons, continental crosswalks, speed radar signs, and striping and signage. Project will implement measures that have been identified as priorities through the FY18/19 Participatory Budgeting process for District 7.

#### Detailed Scope, Project Benefits and Community Outreach

At the request of District 7 Supervisor Norman Yee, the SFMTA requests Neighborhood Transportation Improvement Program (NTIP) funds to design and construct pedestrian and traffic safety improvements at locations specifically requested by residents and stakeholders in District 7 through the FY 18/19 Participatory Budgeting process. The 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.

Proposed measures include:

- 1 Rectangular Rapid Flashing Beacon (RRFB) and 2 speed cushions on Claremont Avenue, between Ulloa Street and Dewey Circle
- 1 RRFB on 7th Avenue at the (historical, on paper only) intersection of Moraga
- 1 New Safe Pedestrian Crossing on Clarendon at Dellbrook (DESIGN ONLY - see below)
- 2 Islands or speed humps on Yerba Buena, between Santa Clara and Miraloma
- 1 Continental Crosswalk on Portola Drive between Kensington Way and Miraloma Drive
- 2 Speed Radar signs on O'Shaughnessy on either side of the Malta Street intersection
- 1 speed hump on 12th Avenue between Taraval and Magellan

Because of the complexity of the proposed location for the safe pedestrian crossing on Clarendon at Dellbrook, there is a high degree of uncertainty in the scope and cost of construction. Options for improvements to this crossing include a continental crosswalk with RRFB, a raised crosswalk with RRFB, or another measure to be determined. SFMTA is committed to securing full funding for the final scope by December 2019, once the construction scope and cost has been determined. SFMTA is considering several different fund sources, including Prop K, which would be the subject of a future allocation request.

The subject request is for NTIP funds from the Prop K New Signals and Signs category, which will be used for the Rectangular Rapid Flashing Beacons and Speed Radar signs.

The subject project was identified and prioritized through District 7's FY 18/19 Participatory Budgeting process. The District 7 Participatory Budgeting process aims to establish an inclusive way to identify projects within the district to improve the quality of District 7 neighborhoods.

# E7-58

## Project Location

Claremont Avenue, between Ulloa Street and Dewey Circle, 7th Ave & Moraga, Clarendon & Dellbrook, Yerba Buena between Santa Clara and Miraloma, Portola between Kensington Way and Miraloma, O'Shaugnessy & Malta, 12th Ave between Taraval and Magellan

## Project Phase(s)

Design Engineering (PS&E), Construction

## Justification for Multi-phase Request

The TA is recommending a multi-phase allocation to avoid the loss of NTIP funds that are available through the end of the fiscal year.

## 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Project Drawn from Placeholder
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$500,000
<b>Justification for Necessary Amendment</b>	
The subject request is for funds from the Neighborhood Transportation Improvement Program placeholder in the 2014 New Signals and Signs 5YPP. The signal and sign elements of the scope (Rectangular Rapid Flashing Beacons and Speed Radar signs) are eligible for these funds.	



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	District 7 FY19 Participatory Budgeting Priorities [NTIP Capital]
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
----------------------------	----------------------

### PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Apr-May-Jun	2018	Jan-Feb-Mar	2019
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2019	Apr-May-Jun	2020
Advertise Construction				
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2019		
Operations				
Open for Use			Oct-Nov-Dec	2020
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2021

### SCHEDULE DETAILS

Fall 2019/ Winter 2020: launch project, collect data; design (site), and legislate speed humps/cushions and crosswalks  
 Spring 2020: Construct speed humps/cushions and crosswalks. Design and legislate rectangular rapid flashing beacons and speed radar signs  
 Summer/Fall 2020: construct rectangular rapid flashing beacons and speed radar signs  
 Open for use: Winter 2020/2021

Some additional spot outreach may be necessary where plans change substantially from what was the consensus choice in the Participatory Budgeting process.

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	District 7 FY19 Participatory Budgeting Priorities [NTIP Capital]
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: New Signals and Signs	\$255,000	\$0	\$0	\$255,000
COMMUNITY RESPONSE IMPLEMENTATION (PROP B POPULATION BASELINE GENERAL FUNDS)	\$0	\$0	\$50,000	\$50,000
DISTRICT 7 PARTICIPATORY BUDGETING (ADDBACK FUNDS)	\$0	\$250,000	\$0	\$250,000
<b>Phases in Current Request Total:</b>	\$255,000	\$250,000	\$50,000	\$555,000

### 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)	\$115,000	\$115,000	Estimate based on similar recent projects
Construction	\$440,000	\$140,000	Estimate based on similar recent projects
Operations	\$0	\$0	
<b>Total:</b>	\$555,000	\$255,000	

<b>% Complete of Design:</b>	60.0%
<b>As of Date:</b>	04/29/2019
<b>Expected Useful Life:</b>	20 Years

**Major Line Item Budget**  
**District 7 Participatory Budgeting Priorities [NTIP Capital]**

### District 7 Participatory Budgeting Traffic Calming Project

#### Design Phase

Locations	SFMTA labor
1 Rectangular Rapid Flashing Beacon Claremont Avenue, between Ulloa and Dewey *	\$ 30,000
1 Rectangular Rapid Flashing Beacon on 7th Avenue at Moraga *	\$ 30,000
DESIGN ONLY: New Safe Pedestrian Crossing on Clarendon at Dellbrook **	\$ 15,000
2 Islands or speed humps on Yerba Buena, between Santa Clara and Miraloma	\$ 10,000
1 Continental Crosswalk on Portola Drive between Kensington Way and Miraloma Drive	\$ 5,000
2 Speed Radar signs on O'Shaughnessy on either side of the Malta Street intersection *	\$ 20,000
1 speed hump on 12th Avenue between Taraval and Magellan	\$ 5,000
<b>Total SSD labor</b>	<b>\$ 115,000</b>

#### City Attorney's Fees

Two hours @ \$250	\$ 500
-------------------	--------

Construction Phase	units	cost	Total
Rectangular Rapid Flashing Beacons *	2	\$ 125,000	\$ 250,000
Islands or speed humps on Yerba Buena	2	\$ 20,000	\$ 40,000
Continental Crosswalks	1	\$ 5,000	\$ 5,000
Speed Radar signs *	2	\$ 40,000	\$ 80,000
Speed humps	3	\$ 8,100	\$ 24,300

**contingency 10%** \$ 40,200

**Construction Total** \$ **439,500**

**Project Total** \$ **555,000**

\* Prop K funded scope element

\*\* SFMTA will develop a budget for the construction phase by December 2019 once design has progressed and the full scope is determined.

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2018/19
<b>Project Name:</b>	District 7 FY19 Participatory Budgeting Priorities [NTIP Capital]
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$255,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$255,000	Total Prop AA Recommended:	\$0

SGA Project Number:	131-907BON	Name:	District 7 FY19 Participatory Budgeting Priorities [NTIP Capital] - Design
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2020
Phase:	Design Engineering	Fundshare:	45.95

#### 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-131	\$0	\$115,000	\$0	\$0	\$0	\$115,000

#### Deliverables

1. Quarterly progress reports will be shared with the District Supervisor for this NTIP project and shall include the % complete of design for each location and for the design phase as a whole, in addition to all other requirements described in the Standard Grant Agreement (SGA). See SGA for details.

2. Provide evidence of completion of design (e.g. copy of certifications page) with the next quarterly progress report after the design for each location is legislated.

3. Upon completion of design of the pedestrian crossing on Clarendon at Dellbrook (anticipated by December 2019) provide an updated scope, schedule, budget and funding plan for the project. This deliverable may be fulfilled by submission of a Prop K allocation request for the construction phase.

#### 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. Prop K funds are for signal and sign related costs only.

2. Because of the complexity of the proposed location for the safe pedestrian crossing on Clarendon at Dellbrook, there is a high degree of uncertainty in the cost of construction. SFMTA is committed to securing full funding for that scope by Dec 2019, once the construction cost has been determined. SFMTA is considering several different fund sources, including Prop K, which would be the subject of a future allocation request.

SGA Project Number:	131-907CON	Name:	District 7 FY19 Participatory Budgeting Priorities [NTIP Capital] - Construction
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2021
Phase:	Construction	Fundshare:	45.95

**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-131	\$0	\$14,000	\$126,000	\$0	\$0	\$140,000

**Deliverables**

1. Quarterly progress reports will be shared with the District Supervisor for this NTIP project and shall include the % complete of construction for each location and for the construction phase as a whole, in addition to all other requirements described in the Standard Grant Agreement (SGA). See SGA for details.
2. Please provide 2-3 digital photos of project area prior to construction. With each quarterly report, provide 2-3 digital photos of work in progress. Upon project completion, provide 2-3 digital photos of completed project.

**Special Conditions**

1. \$140,000 in Prop K funds for construction are placed on reserve to be released by Transportation Authority staff after receipt of evidence of environmental clearance and completion of final design, as confirmed by the District Supervisor, and an updated construction schedule. Funds may be released prior to July 2020 to allow SFMTA to implement elements of the project (e.g. speed radar signs) that may be designed prior to July 2020.
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. Prop K funds are for signal and sign related costs only.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	54.05%	No Prop AA
Actual Leveraging - This Project	54.05%	No Prop AA

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

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	District 7 FY19 Participatory Budgeting Priorities [NTIP Capital]
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$255,000
--------------------------------	-----------

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
NC

### CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Nick Carr	Joel C Goldberg
<b>Title:</b>		Grants Procurement Manager
<b>Phone:</b>	(415) 701-4468	(415) 646-2520
<b>Email:</b>	nick.carr@sfmta.com	joel.goldberg@sfmta.com

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Lake Merced Bikeway Feasibility [NTIP Capital]
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	Bicycle Circulation/Safety
<b>Current Prop K Request:</b>	\$150,000
<b>Supervisory District(s):</b>	District 07

### REQUEST

#### Brief Project Description

SFMTA will conduct a planning study to determine the feasibility of installing bike facilities around Lake Merced Park. The SFMTA will evaluate extending/rerouting the existing multi-use path into a grassy area along the south edge of the lake to be designated for bicycles only, as well as the potential for the bicycle facility to be located on the roadway.

#### Detailed Scope, Project Benefits and Community Outreach

See attached.

#### Project Location

Lake Merced Boulevard and John Muir Drive

#### Project Phase(s)

Planning/Conceptual Engineering

### 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Project Drawn from Placeholder
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount

At the request of District 7 Supervisor Norman Yee, the SFMTA will conduct a planning study to determine the feasibility of installing bike facilities around Lake Merced Park. Specifically, this study will look at two bike facility options:

- (Option 1) Extending or rerouting the existing multi-use path on San Francisco Recreation and Park (RPD) / San Francisco Public Utilities Commission (SFPUC) property to provide additional space for cyclists and other users.
- (Option 2) Installing a bike facility on Lake Merced Boulevard that connects with existing bike facilities on John Muir Drive and the larger San Francisco bike network.

Roadway segments on the northern end of Lake Merced are located on San Francisco's High Injury Network and within a Metropolitan Transportation Commission Community of Concern. 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.

## SCOPE OF WORK

### TASK 1: Existing Conditions Review

The SFMTA will conduct a feasibility study for new bicycle facilities for Lake Merced Boulevard and any potential improvements to existing John Muir Drive bike facilities; both streets border Lake Merced Park. For the study, the SFMTA will conduct background research including compiling and reviewing the most recent existing collision history, traffic counts, speed surveys, and transit data for the Lake Merced Boulevard and John Muir Drive corridors bordering Lake Merced Park and review planning documents from the Lake Merced Improvement Project. The SFMTA will review recent community requests and survey recent and planned improvements to bicycle, transit, signals, crosswalks, and other projects for the corridors bordering Lake Merced Park, including a Safe Routes to School project at Lakeshore Elementary School. The SFMTA will incorporate available data from lighting surveys conducted by the SFPUC and PG&E and planned improvements by the RPD, San Francisco State University and the Parkmerced development.

Deliverable 1.1: 1-2 page summary of findings and recommendations of prior plans as they pertain to the streets and pathway bordering Lake Merced.

Deliverable 1.2: 1-2 page summary with appropriate maps and/or charts of existing conditions data collected and analyzed including most recent existing collision history, traffic counts, speed surveys, transit, and recent and planned improvements (transit, signals, crosswalks, other projects).

### TASK 2: Confirm Community Needs

The feasibility study will conduct select stakeholder outreach to confirm the needs and challenges of bicyclists using Lake Merced Boulevard and John Muir Drive segments bordering Lake Merced Park, to communicate tradeoffs required by different design options and understand community preferences.



Stakeholders will include local community organizations, advocacy groups, and users impacted by any travel lane reductions on Lake Merced Boulevard.

Deliverable 2.1: Draft and final summary of stakeholder outreach and community needs.

### TASK 3: Technical Analysis

For technical portions of the feasibility study, SFMTA will enlist the help of a contractor. SFMTA will contract for technical services in support of the Lake Merced Bike Facility Feasibility Study including existing conditions review, design and engineering support services. The contractor will help SFMTA staff analyze feasibility of two potential bike facility improvements options:

- (Option 1) Extending or rerouting the existing multi-use path on RPD / SFPUC to provide additional space for cyclists and other users.
- (Option 2) Installing a bike facility on Lake Merced Boulevard that connects with existing bike facilities on John Muir Drive and the larger San Francisco bike network.

Deliverable 3.1: Existing site surveys of multi-use pathway and existing count summary.

Deliverable 3.2: Draft and final recommendations for bike facilities based on two options as described above.

Deliverable 3.3: Draft and final summary of tradeoffs for Option 1 and Option 2 as described above.

### TASK 4: Project Website

The SFMTA will develop a project page on the SFMTA website and keep the page updated throughout the planning study. The project page will feature the project extents, project background, information about outreach opportunities, and serve as a repository for the findings and recommendations of the project.

Deliverable 4.1: Develop and maintain project page on SFMTA.com.

### TASK 5: Administration and Reporting

The SFMTA will complete quarterly and annual progress reporting in the SFCTA portal as required under the SFCTA's Prop K grant agreement. To address more complex questions and issues that may arise as the project is implemented, the SFMTA will coordinate up to three in-person meetings with the Supervisor's office. The SFMTA will develop agendas, take notes, and send out meeting minutes documenting all important decisions, action items, and next steps.

Deliverable 5.1: Up to three in-person meetings with the Supervisor's office, including agendas and meeting minutes;

Deliverable 5.2: Prepare draft final NTIP report and share with District Supervisor for review and comment prior to finalizing. Final report shall include key findings, recommendations, next steps, and a funding strategy.

## COORDINATION WITH OTHER PROJECTS

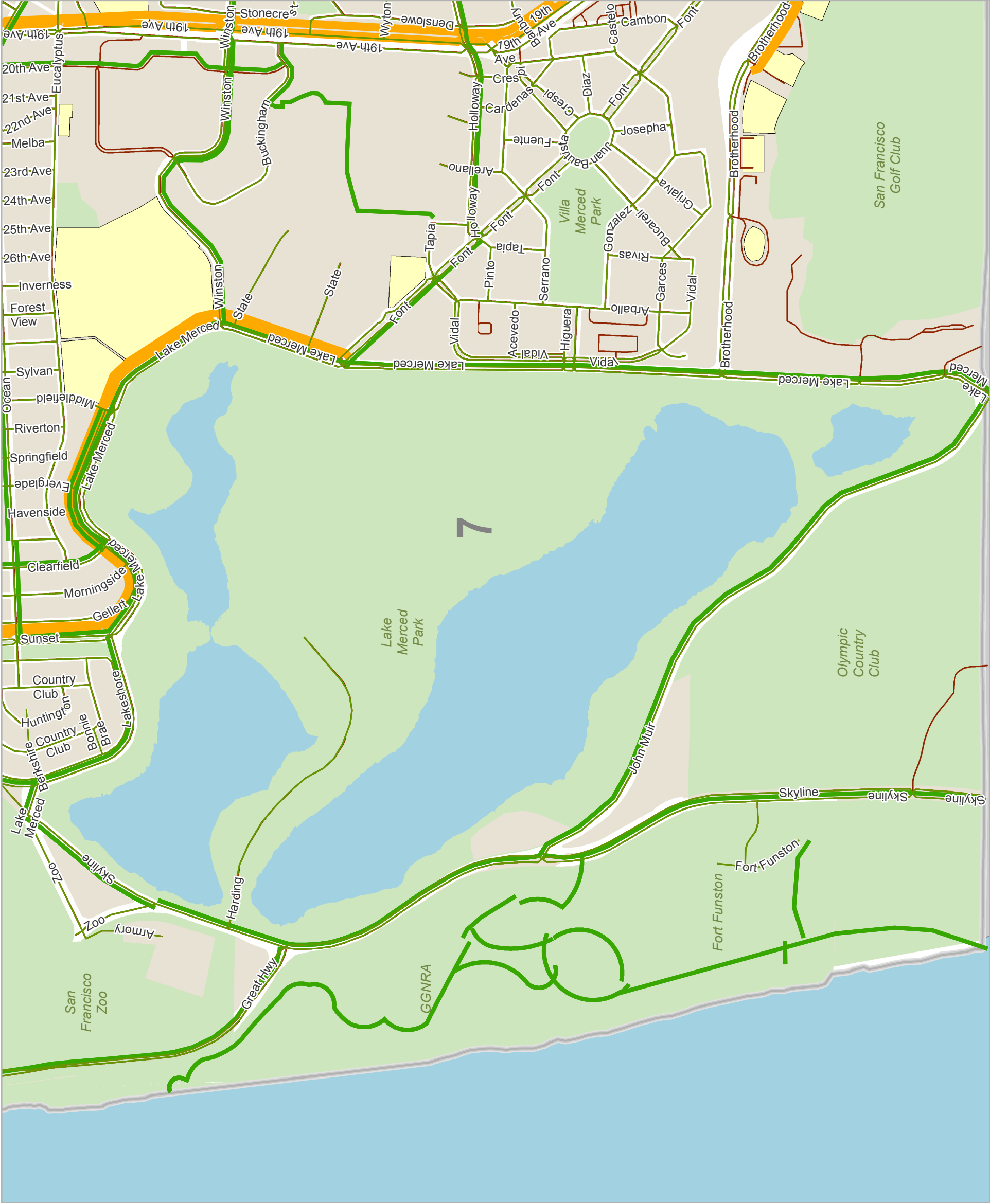
This project will be coordinated with two other efforts in the project area. San Francisco RPD is currently managing the *Lake Merced Improvement Project* with improvements scheduled for construction in 2020. This project includes: safety upgrades throughout the open space for park users and the surrounding community including upgrades to the northern portion of the shared multi-use path; new restroom facilities; and new bicycle wayfinding signs around Lake Merced Park. Additional coordination with SF Public Utilities Commission (SFPUC) could be required at later phases of this project, as Lake Merced Park is controlled by SFPUC, while RPD is granted recreational oversight.

The SFMTA will separately be engaging with a planning effort to improve safety for pedestrians crossing Lake Merced Boulevard between Font and Sunset Boulevards, a segment on the High Injury Network and located within a Community of Concern. This planning effort is supported by a \$75,000 Community Based Transportation Planning (CBTP) grant. As required by CBTP guidelines, the planning phase includes the formation of a community steering committee, outreach activities focused on the communities of concern that are served by the project area, establishing baseline conditions, performing a needs assessment, and developing a prioritized list of projects and implementation plan. Recommendations from the planning phase could include new traffic beacons, enhanced crosswalks, pedestrian visibility improvements and transit stop amenities focused on safety.

The Lake Merced Bicycle Feasibility Study will coordinate with both the RPD project improvements and with the CBTP planning effort to make sure project goals and important shared safety concerns are aligned.

# Lake Merced Bicycle Feasibility Study

April 2019



## LEGEND

- Bike Network
- VZ High Injury Network
- Schools
- Parks



Scale 1:10,599

Date Saved: 4/25/2019

For reference contact: <insert SFMTA staff email>

By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City") makes no representation regarding and does not guarantee or otherwise warrant the accuracy or completeness of this data. Anyone who uses this data for any purpose whatsoever does so entirely at their own risk. The City shall not be liable or otherwise responsible for any loss, harm, claim or action of any kind from any person arising from the use of this data. By accessing this data, the person accessing it acknowledges that she or he has read and does so under the condition that she or he agrees to the contents and terms of this disclaimer."

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Lake Merced Bikeway Feasibility [NTIP Capital]
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
----------------------------	----------------------

### PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Jul-Aug-Sep	2019	Apr-May-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)				

### SCHEDULE DETAILS

The final deliverable, a final report, will be provided to Supervisor Yee's office (anticipated by June 2020).

This project will be coordinated with the Lake Merced Improvement Project and a planning effort to improve safety for pedestrians crossing Lake Merced Boulevard between Font and Sunset Boulevards. The schedule for those projects is as follows:

Lake Merced Improvement Project is a SF Recreation & Parks (RPD) facilities and natural resources project. Planning for the RPD project began in Fall 2017; design began in Winter 2019; and construction is scheduled to begin during Summer 2020 and be completed by Spring 2021.

The planning phase for the Access to Lake Merced Project is tentatively scheduled to begin Summer 2019 and be concluded by Spring 2020.

#### Lake Merced Bikeway Feasibility Project - Project Timeline

Project kickoff	August 2019
TASK 1: Existing Conditions Review	August – September 2019
TASK 2: Confirm Community Need	August – November 2019
TASK 3: Technical Analysis	November 2019 – February 2020
TASK 4: Project Website	Ongoing
TASK 5: Administration and Reporting	Ongoing
Final Report	June 2020

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Lake Merced Bikeway Feasibility [NTIP Capital]
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Bicycle Circulation/Safety	\$150,000	\$0	\$0	\$150,000
<b>Phases in Current Request Total:</b>	\$150,000	\$0	\$0	\$150,000

### COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$150,000	\$150,000	Cost estimate prepared by SFMTA staff based on project scope
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$0	\$0	
Construction	\$0	\$0	
Operations	\$0	\$0	
<b>Total:</b>	\$150,000	\$150,000	

<b>% Complete of Design:</b>	0.0%
<b>As of Date:</b>	04/17/2019
<b>Expected Useful Life:</b>	30 Years

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

### MAJOR LINE ITEM BUDGET

BUDGET SUMMARY						
Agency	Task 1 - Existing Conditions Review	Task 2 - Confirm Community Need	Task 3 - Technical Analysis	Task 4 - Project Website	Task 5 - Administration and Reporting	Total
SFMTA	\$ 21,919	\$ 9,050	\$ 12,878	\$ 1,322	\$ 8,694	\$ 53,862
Consultant Cost	\$ 24,000	\$ -	\$ 39,000	\$ -	\$ 12,000	\$ 75,000
<b>Subtotal by Task</b>	<b>\$ 45,919</b>	<b>\$ 9,050</b>	<b>\$ 51,878</b>	<b>\$ 1,322</b>	<b>\$ 20,694</b>	<b>\$ 128,862</b>
City Attorney Office						\$ 500
Other Direct Costs *						\$ 6,944
Contingency (10%)						\$ 13,631
<b>Total</b>						<b>\$ 149,937</b>

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

DETAILED LABOR COST ESTIMATE - SFMTA						
SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Assistant Engineer	27	\$ 54.30	\$ 2.73	\$ 148.51	0.017	\$ 4,010
Transportation Planner II	210	\$ 48.31	\$ 2.76	\$ 133.53	0.135	\$ 28,041
Senior Engineer	8	\$ 84.70	\$ 2.64	\$ 223.88	0.005	\$ 1,791
Transportation Planner IV	55	\$ 67.98	\$ 2.68	\$ 182.16	0.035	\$ 10,019
Student Design Trainee	106	\$ 31.91	\$ 2.96	\$ 94.35	0.068	\$ 10,001
<b>Total</b>	<b>406</b>				<b>0.26</b>	<b>\$ 53,862</b>

## Lake Merced Cost Estimate by Task

Position 2015 Hourly Rate				TP IV \$182	TP II \$134	Intern \$94	Senior Engineer \$224	Asst Engineer \$149	Consultant \$150
<b>Totals</b>				55	210	106	8	27	500
Budgeted Staff Hours		906	-	\$10,019	\$28,041	\$10,001	\$1,791	\$4,010	\$75,000
Budgeted Staff Labor			\$128,862						
Budgeted Expenses			\$6,944						
City Attorney			\$500						
Budgeted Contingency		10%	\$13,631						
Project Funding Request Total			\$149,937						
<b>Tasks</b>									
<b>Task 1: Existing Conditions Review</b>									
1.1	One-two page summary of findings and recommendations of prior plans	332	\$45,919	\$ 3,643	\$ 10,682	\$ 5,661	\$ 448	\$ 1,485	\$ 24,000
1.2	One-two page summary with appropriate maps and/or charts of existing conditions data	162	\$22,983	10	40	20	2	10	80
		170	\$22,937	10	40	40	0	0	80
<b>Task 2: Confirm Community Need</b>									
70		70	\$9,050	\$ 1,822	\$ 5,341	\$ 1,887	\$ -	\$ -	\$ -
2.1	Draft and final summary of stakeholder outreach and community needs	70	\$9,050	10	40	20	0	0	0
<b>Task 3: Technical Analysis</b>									
347		347	\$51,878	\$ 2,732	\$ 6,009	\$ 566	\$ 1,343	\$ 2,228	\$ 39,000
3.1	Existing site surveys of multi-use pathway and existing count summary	109	\$16,293	5	15	2	2	5	80
3.2	Draft and final recommendations for bike facilities based on two options	129	\$19,293	5	15	2	2	5	100
3.3	Draft and final summary of tradeoffs for two options	109	\$16,293	5	15	2	2	5	80
<b>Task 4: Project Website</b>									
11		11	\$1,322	\$ 182	\$ 668	\$ 472	\$ -	\$ -	\$ -
4.1	Develop and update project website	11	\$1,322	1	5	5	0	0	0
<b>Task 5: Administration &amp; Reporting</b>									
146		146	\$20,693	\$ 495	\$ 8,400	\$ 1,590	\$ -	\$ 54	\$ 12,000
5.1	Quarterly and annual reporting on SFCTA portal	5	\$668	0	5	0	0	0	0
5.2	Up to three meetings with Supervisor and/or staff	13	\$1,774	4	5	4	0	0	0
5.3	Prepare draft NTIP report	54	\$7,670	3	15	5	1	1	30
5.4	Prepare final NTIP report	74	\$10,582	2	15	6	0	1	50
<b>Expenses</b>									
				Unit Cost	Number of Units		Unit Type		
			\$5,000	\$1	5000				
Print and mail 2 postcards			\$1,944	\$162	12				
Translation services (2 postcards x 4 languages)			\$6,944						
<b>Total Expenses</b>									



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2018/19
<b>Project Name:</b>	Lake Merced Bikeway Feasibility [NTIP Capital]
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### 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:		Name:	Lake Merced Bikeway Feasibility Study
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	03/31/2021
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	\$0	\$120,000	\$30,000	\$0	\$0	\$150,000

#### Deliverables

- Quarterly progress reports will be shared with the District Supervisor and shall contain a percent complete by task and the deliverables as they are completed per the schedule in addition to the requirements in the Standard Grant Agreement (SGA).
- With the first quarterly progress report due July 15, 2019, provide 2-3 photos of typical before conditions.
- Upon completion of Task 1 Existing Conditions Review (anticipated September 2019), provide: summary of findings and recommendations of prior plans as they pertain to the streets and pathway bordering Lake Merced; and summary with appropriate maps and/or charts of existing conditions data collected and analyzed including most recent existing collision history, traffic counts, speed surveys, transit, and recent and planned improvements (transit, signals, crosswalks, other projects).
- Upon completion of Task 2 Confirm Community Needs (anticipated November 2019), provide: summary of stakeholder outreach and community needs.
- Upon completion of Task 3 Technical Analysis (anticipated February 2019), provide: recommendations for bike facilities based on two options as described above; and summary of tradeoffs for Option 1 and Option 2.
- Upon completion of final report (anticipated June 2020), provide copy of final report. Final report shall include key findings, quick-build and long term recommendations, next steps, and a funding strategy.

#### Special Conditions

- The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
- SFMTA will share the draft final report with the District Supervisor for review and comment prior to finalizing. Final report shall include key findings, quick-build and long term recommendations, next steps, and a funding strategy.

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

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Lake Merced Bikeway Feasibility [NTIP Capital]
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$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
AA

### CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Jeffrey Banks	Joel C Goldberg
<b>Title:</b>		Grants Procurement Manager
<b>Phone:</b>	(415) 701-5331	(415) 646-2520
<b>Email:</b>	jeffrey.banks@sfmta.com	joel.goldberg@sfmta.com



**This Page Intentionally Left Blank**

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital]
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	Pedestrian Circulation/Safety
<b>Current Prop K Request:</b>	\$160,000
<b>Supervisory District(s):</b>	District 06

### REQUEST

#### Brief Project Description

Implement quick and effective safety measures at five intersections on the High Injury Network in the South of Market neighborhood where the 7th Street and 8th Street freeway on- or off-ramps intersect city streets, as recommended by the Transportation Authority's Freeway Ramp Intersection Safety Study Phase 2. Countermeasures include continental crosswalks, pedestrian safety zones/refuges, pavement markings, upgraded signage, and leading pedestrian interval signal improvements.

#### Detailed Scope, Project Benefits and Community Outreach

At the request of District 6 Supervisor Matt Haney, the SFMTA requests Neighborhood Transportation Improvement Program (NTIP) to design and implement intersection improvements at five locations on the High Injury Network in the South of Market neighborhood where freeway on- or off-ramps intersect city streets. Many of these ramps are located close to public schools, single room occupancy hotels, and senior centers, which are frequented by populations at high risk of injury from traffic collisions. The NTIP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other neighborhoods with high unmet needs.

Project will implement quick and effective improvements to improve safety for all travelers, especially the most vulnerable populations, and to support progress towards the City's Vision Zero goal to eliminate traffic fatalities by 2024. This project will design and construction safety improvements at the following locations:

**7th(midblock)/Eastbound I-80 Off-Ramp:** continental crosswalks all-around, remove Off-Ramp #1 lane and stripe buffer, Off-Ramp yield teeth and painted safety zones at all corners

**7th/Eastbound I-80 Off-Ramp/Bryant:** continental crosswalks all-around, remove #1 lane and stripe buffer, painted safety zones on Southeast/Northeast corners, leading pedestrian intervals

**7th/Westbound I-80 On-Ramp/Harrison:** continental crosswalks all-around, add limit lines, new signs for 7th Street, buffer near freeway on-ramp, leading pedestrian intervals

**8th/Eastbound I-80 Off-Ramp/Bryant:** continental crosswalks all-around, green bike lane markings, painted on Southeast corner, convert Eastbound #2 lane to FREEWAY ONLY lane with delineators, leading pedestrian intervals

**8th(midblock)/Westbound I-80 Off-Ramp:** continental crosswalks all-around, yield teeth, KEEP CLEAR markings

#### Project Location

7th St. (midblock)/I-80 eastbound off-ramp; 7th St./Bryant St./I-80 eastbound off-ramp; 7th St./Harrison St./I-80 westbound on-ramp; 8th St./Bryant St./I-80 eastbound off-ramp; and 8th St. (midblock)/I-80 westbound off-ramp.

#### Project Phase(s)

Design Engineering (PS&E), Construction

#### Justification for Multi-phase Request

The TA is recommending a multi-phase allocation to avoid the loss of NTIP funds that are available through the end of the fiscal year.

## 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:	\$160,000

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital]
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	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	2019	Jul-Aug-Sep	2019
Advertise Construction				
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2019		
Operations				
Open for Use			Apr-May-Jun	2020
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2020

### SCHEDULE DETAILS

Schedule assumes that Caltrans right of way permit process is granted immediately after completion of design. Construction schedule allows three months contingency should permits not be granted immediately in fall 2019. Coordination will also be needed for the 8th Street Signal Progression Project.

#### 8th Street Signal Progression Project

- Scope: installing a 15MPH signal progression, installing phase separated signals, upgrading bus stop facility
- Limits: 8th Street, between Market and Brannan Street
- Timeline: construction commenced and to last through mid-2020
- Coordination: Cost sharing as a result of overlapping scopes; consolidated work-orders for both projects



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital]
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Pedestrian Circulation/Safety	\$160,000	\$0	\$0	\$160,000
<b>Phases in Current Request Total:</b>	\$160,000	\$0	\$0	\$160,000

### 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)	\$38,680	\$38,680	Based on similar previous project
Construction	\$121,320	\$121,320	Based on similar previous project
Operations	\$0	\$0	
<b>Total:</b>	\$160,000	\$160,000	

<b>% Complete of Design:</b>	0.0%
<b>As of Date:</b>	04/30/2019
<b>Expected Useful Life:</b>	10 Years

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

### MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN			
Budget Line Item	% of phase		Totals
Livable Streets Labor		\$	34,812
City Attorney Fees		\$	500
Contingency	9%	\$	3,368
<b>TOTAL DESIGN PHASE</b>		<b>\$</b>	<b>38,680</b>

SUMMARY BY MAJOR LINE ITEM - CONSTRUCTION			
Budget Line Item	Unit Cost	Units	Total Cost
Pavement Markings	\$ 10,000	4	\$ 40,000
Upgraded Signage	\$ 300	7	\$ 2,100
Continental Crosswalk	\$ 5,000	1	\$ 5,000
Pedestrian Safety Zone/Refuge	\$ 10,000	5	\$ 50,000
Leading Pedestrian Interval	\$ 4,000	1	\$ 4,000
Construction Management/Outreach (10%)			\$ 10,110
Contingency (10%)			\$ 10,110
<b>TOTAL CONSTRUCTION PHASE</b>			<b>\$ 121,320</b>

Unit costs are inclusive of labor and materials at an 80/20 split, respectively.

<b>TOTAL PROJECT COST</b>		<b>\$</b>	<b>160,000</b>
---------------------------	--	-----------	----------------

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital]
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### 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:	140-xxxx6	Name:	7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital] - Design
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	03/31/2020
Phase:	Design 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-140	\$0	\$38,680	\$0	\$0	\$0	\$38,680

#### Deliverables

1. Quarterly progress reports will be shared with the District Supervisor for this NTIP project and shall include the % complete of design for each location and for the design phase as a whole, in addition to all other requirements described in the Standard Grant Agreement (SGA). See SGA for details.

2. Upon project completion (anticipated December 2019), provide evidence of completion of 100% design (e.g. copy of certifications page).

#### Special Conditions

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

#### Notes

1. This project will be funded by NTIP placeholders in FY18/19 (\$27,438) and FY19/20 (\$132,562).

SGA Project Number:	140-xxxx7	Name:	7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital] - Construction
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2021
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-140	\$0	\$60,660	\$60,660	\$0	\$0	\$121,320

**Deliverables**

1. Quarterly progress reports will be shared with the District Supervisor for this NTIP project and shall include the % complete of construction for each location and for the construction phase as a whole, in addition to all other requirements described in the Standard Grant Agreement (SGA). See SGA for details.
2. Provide 2-3 digital photos of project area prior to construction. With each quarterly report, provide 2-3 digital photos of work in progress. Upon project completion, provide 2-3 digital photos of completed project.

**Special Conditions**

1. \$121,320 in Prop K funds for construction are placed on reserve to be released by Transportation Authority staff after receipt of evidence of environmental clearance and completion of final design, as confirmed by the District Supervisor, and an updated construction schedule.
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. This project will be funded by NTIP placeholders in FY18/19 (\$27,438) and FY19/20 (\$132,562).

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

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital]
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

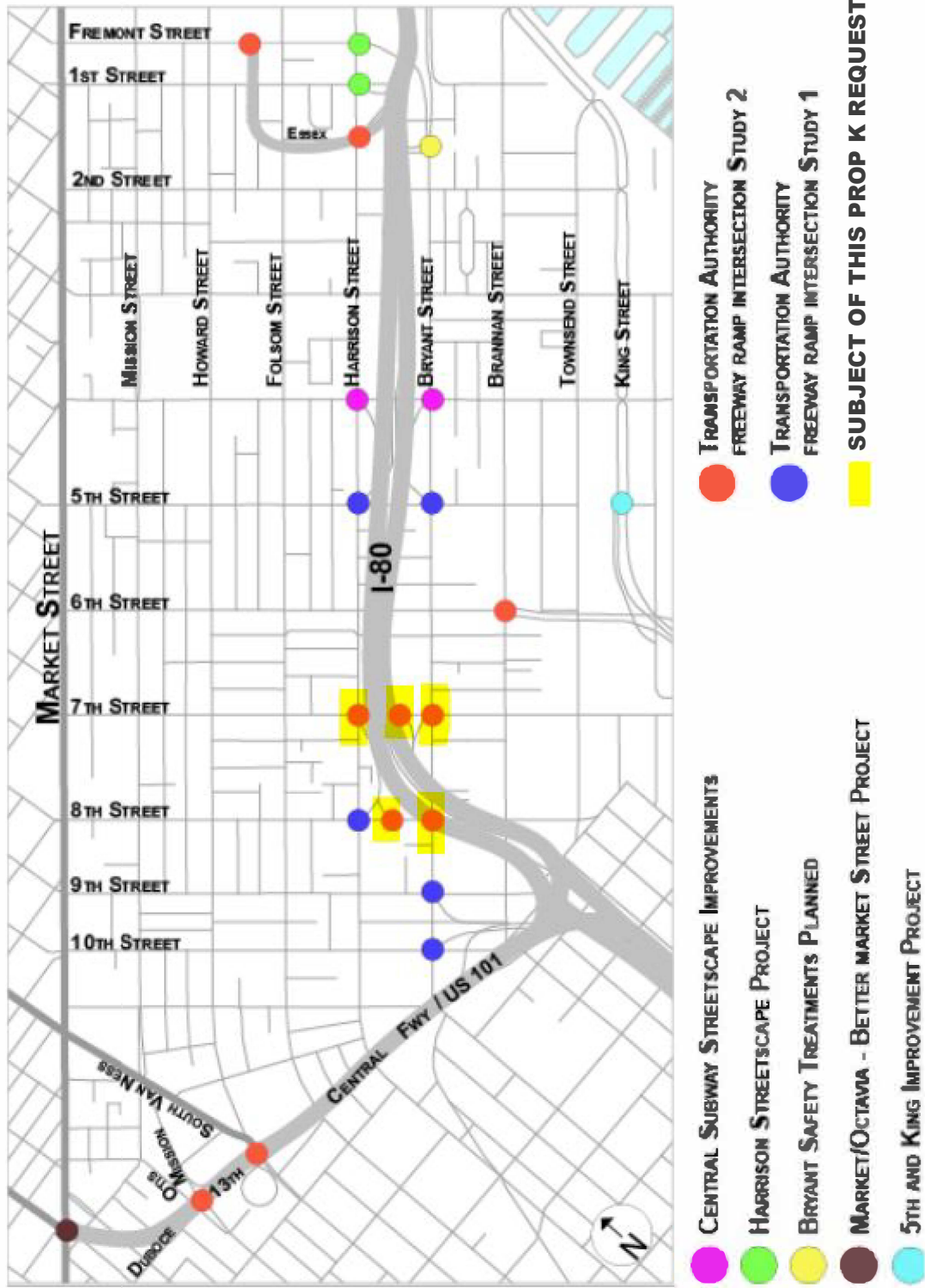
<b>Current Prop K Request:</b>	\$160,000
--------------------------------	-----------

- 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
AU

### CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Alan Uy	Joel C Goldberg
<b>Title:</b>	Traffic Engineer	Grants Procurement Manager
<b>Phone:</b>	(415) 646-2469	(415) 646-2520
<b>Email:</b>	alan.uy@sfmta.com	joel.goldberg@sfmta.com





**This Page Intentionally Left Blank**



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	NTIP Program Coordination
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	Transportation/Land Use Coordination
<b>Current Prop K Request:</b>	\$100,000
<b>Supervisory District(s):</b>	Citywide

### REQUEST

#### Brief Project Description

Ongoing coordination, oversight, and support for the Neighborhood Transportation Improvement Program, including working with commissioners and key stakeholders to identify, develop, and support delivery of NTIP planning and capital projects.

#### Detailed Scope, Project Benefits and Community Outreach

The San Francisco Transportation Plan's equity analysis identified significant unmet demand for pedestrian and bicycle circulation projects and transit reliability initiatives particularly in outlying neighborhoods, and concluded that meeting these transportation needs is an important way to improve mobility in neighborhoods and to address socioeconomic and geographic disparities in San Francisco. As a result of this finding and in response to public and Board input, in 2014 the Transportation Authority developed the Neighborhood Transportation Improvement Program (NTIP). The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisory district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. NTIP Cycle 1 covered the five year period of FY 2014/15 through FY 2018/19. Cycle 2 covers the five year period of FY 2019/20 through FY 2023/24.

The requested Prop K funds will enable Transportation Authority staff to work with San Francisco Municipal Transportation Agency staff to support commissioners' efforts to identify potential NTIP planning and capital projects and to develop proposed scope, schedule, and budget information to support allocation of NTIP grants. It also includes ongoing support of the NTIP program including regular communications with the district supervisors' offices regarding progress on NTIP projects.

Over the five-year NTIP Cycle 2 period, each Supervisory district has a total of \$100,000 for NTIP planning grants and \$600,000 intended to serve as local match for one small and one medium-sized neighborhood-scale NTIP capital project. Some districts have not used the full amount of Cycle 1 funds available, and will be carrying forward up to \$300,000 in Cycle 1 NTIP funds into Cycle 2. See attached list of Cycle 1 NTIP projects, including the percent complete for each project, as well as the amount of Cycle 1 funds allocated by district along with the amount of Cycle 1 funds that will carryforward to Cycle 2. Also attached are the NTIP Planning Grant Guidelines for additional detail on NTIP Planning Grants and the pre-development and program support work that staff will provide.

#### 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:	\$150,000

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	NTIP Program Coordination
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	N/A
----------------------------	-----

### PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Jul-Aug-Sep	2019	Apr-May-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)			Apr-May-Jun	2020

### SCHEDULE DETAILS

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

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	NTIP Program Coordination
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Transportation/Land Use Coordination	\$0	\$100,000	\$0	\$100,000
<b>Phases in Current Request Total:</b>	\$0	\$100,000	\$0	\$100,000

### COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$100,000	\$100,000	Previous work of similar scope
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$0	\$0	
Construction	\$0	\$0	
Operations	\$0	\$0	
<b>Total:</b>	\$100,000	\$100,000	

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

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

### MAJOR LINE ITEM BUDGET

BUDGET SUMMARY			
Agency	Program Support	Total	
SFCTA	\$ 100,000	\$	100,000
<b>Total</b>	<b>\$ 100,000</b>	<b>\$</b>	<b>100,000</b>

### DETAILED LABOR COST ESTIMATE - BY AGENCY

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Deputy Director	150	\$ 102.47	2.5	\$ 252.83	0.07	\$ 37,925
Senior Engineer	20	\$ 75.25	2.5	\$ 185.67	0.01	\$ 3,713
Senior Program Analyst	40	\$ 56.63	2.5	\$ 139.73	0.02	\$ 5,628
Senior Transp. Planner	240	\$ 61.58	2.5	\$ 151.94	0.12	\$ 36,466
Transportation Planner	45	\$ 53.10	2.5	\$ 131.02	0.02	\$ 5,896
Intern	150	\$ 28.00	2.5	\$ 69.09	0.07	\$ 10,372
<b>Total</b>	<b>645</b>				<b>0.31</b>	<b>\$ 100,000</b>

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	NTIP Program Coordination
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

### 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:	144-xxx1	Name:	NTIP Program Support - SFCTA
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	12/31/2020
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-144	\$0	\$100,000	\$0	\$0	\$0	\$100,000

#### Deliverables

1. Quarterly progress reports shall report on work performed for each District Supervisor as well as general NTIP program support.

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

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	NTIP Program Coordination
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

### EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$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

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Anna LaForte	Eric Reeves
<b>Title:</b>	Deputy Director for Policy & Programming	Senior Program Analyst
<b>Phone:</b>	(415) 522-4805	(415) 522-4827
<b>Email:</b>	anna.laforte@sfcta.org	eric.reeves@sfcta.org



## Neighborhood Transportation Improvement Program Cycle 1 Projects (as of May 2019)

### NTIP Planning Projects

District	Project Name	Lead Agency	% Complete	Amount Allocated	Year of Allocation
1	District 1 NTIP Planning Project	SFMTA	100%	\$100,000	14/15
2	Managing Access to the "Crooked Street" (1000 Block of Lombard Street)	SFCTA	100%	\$100,000	14/15
3	Kearny Street Multimodal Improvements Study	SFMTA	15%	\$100,000	15/16
4	66 Quintara Reconfiguration Study	SFMTA	100%	\$100,000	16/17
5	Western Addition Community-Based Transportation Plan	SFMTA	100%	\$100,000	14/15
6	Pedestrian Safety in SOMA Youth and Family Zone - Folsom-Howard Streetscape Project	SFMTA	80%	\$48,000	15/16
6	Pedestrian Safety in SOMA Youth and Family Zone - Vision Zero Ramp Intersection Study	SFCTA	100%	\$52,000	15/16
7	Balboa Area TDM Study	Planning	100%	\$100,000	15/16
8	Valencia Street Bikeway Implementation Plan	SFMTA	100%	\$50,000	17/18
9	Alemay Interchange Improvement Study	SFCTA	100%	\$100,000	14/15
10	District 10 Mobility Management Study	SFCTA	100%	\$100,000	17/18
11	Geneva-San Jose Intersection Study	SFMTA	70%	\$100,000	15/16

### NTIP Capital Projects

District	Project Name	Lead Agency	% Complete	Amount Allocated	Year of Allocation
1	Arguello Blvd Near-Term Improvements	SFMTA	100%	\$188,931	15/16
1	Arguello Blvd Improvements	SFMTA	75%	\$70,700	17/18
1	Fulton Street Safety	SFMTA	0%	\$82,521	18/19
2	Lombard Street Corridor	SFMTA	100%	\$400,000	15/16
2	Lombard Crooked Street Reservation and Pricing System Development	SFCTA	75%	\$200,000	16/17
3	Kearny Multimodal Implementation Plan- Traffic Analysis	SFCTA	30%	\$50,000	17/18
3	Jefferson Street Improvements Phase 2	SFPW	1%	\$200,000	17/18
3	Battery and Sansome Bicycle Connections	SFMTA	1%	\$200,000	18/19
4	Sloat/Skyline Intersection Alternatives Analysis	SFMTA	75%	\$250,000	16/17
4	Lower Great Highway Pedestrian Improvements	SFMTA	55%	\$250,000	17/18
4	45th and Lincoln Intersection Improvements	SFMTA	35%	\$100,000	18/19
5	Frederick/Clayton Traffic Calming	SFMTA	0%	\$175,000	18/19
5	Divisadero Intersection Improvements	SFMTA	0%	\$273,500	Pending
6	Golden Gate Avenue Buffered Bike Lane	SFMTA	100%	\$50,000	15/16
6	Howard Street - Embarcadero to 3rd Street	SFMTA	0%	\$75,000	Pending
6	Bessie Carmichael Crosswalk	SFMTA	100%	\$28,000	15/16
6	South Park Traffic Calming	SFMTA	100%	\$30,000	16/17
6	7th and 8th Streets Freeway Ramp Intersections Near Term Improvements	SFMTA	0%	\$160,000	Pending
7	Lake Merced Bikeway Feasibility	SFMTA	0%	\$150,000	Pending
7	District 7 FY19 Participatory Budgeting Priorities	SFMTA	0%	\$255,000	Pending
8	Elk Street at Sussex Street Pedestrian Safety Improvements (Design)	SFMTA	65%	\$80,000	16/17
8	Elk Street at Sussex Street Pedestrian Safety Improvements (Construction)	SFMTA	0%	\$325,000	18/19
9	Alemay Interchange Improvement Project Phase 1	SFMTA	30%	\$276,603	16/17
9	Alemay Interchange Improvement Project Phase 2	SFPW	20%	\$123,392	17/18
9	Hairball Segments F & G (Design)	SFPW	100%	\$40,000	16/17
9	Hairball Segments F & G (Construction)	SFPW	0%	\$160,000	17/18
10	Hairball Segments F & G (Design)	SFPW	100%	\$40,000	16/17
10	Hairball Segments F & G (Construction)	SFPW	0%	\$160,000	17/18
10	Cesar Chavez/Bayshore/Potrero Intersection Improvements	SFMTA	100%	\$100,000	14/15
10	Potrero Hill Pedestrian Safety and Transit Stop Improvements	SFMTA	95%	\$60,000	14/15
11	Excelstor Near-Term Traffic Calming	SFMTA	40%	\$600,000	17/18

# Neighborhood Transportation Improvement Program Cycle 1 Funds Allocated by District (as of May 2019 )

District	Total Allocated	Total Pending Allocation	Total Remaining Cycle 1 Funds	Total NTIP Funds
1	\$442,152	\$0	\$257,848	\$700,000
2	\$700,000	\$0	\$0	\$700,000
3	\$550,000	\$0	\$150,000	\$700,000
4	\$700,000	\$0	\$0	\$700,000
5	\$275,000	\$273,500	\$151,500	\$700,000
6	\$208,000	\$235,000	\$257,000	\$700,000
7	\$100,000	\$405,000	\$195,000	\$700,000
8	\$455,000	\$0	\$245,000	\$700,000
9	\$699,995	\$0	\$5	\$700,000
10	\$460,000	\$0	\$240,000	\$700,000
11	\$700,000	\$0	\$0	\$700,000
<b>Total</b>	<b>\$5,290,147</b>	<b>\$913,500</b>	<b>\$1,496,353</b>	<b>\$7,700,000</b>



## Neighborhood Transportation Improvement Program Planning Guidelines



San Francisco  
County Transportation  
Authority

The Neighborhood Transportation Improvement Program (NTIP) is made possible by the San Francisco County Transportation Authority through grants of Proposition K (Prop K) local transportation sales tax funds. Prop K is the local sales tax for transportation approved by San Francisco voters in November 2003.



Cover photo of pedestrians and cyclists courtesy Lynn Friedman, Flickr Creative Commons;  
photo of parklet courtesy SPUR/Noah Christman, Flickr Creative Commons.



# Contents

<b>Overview</b>	<b>2</b>
Why create a Neighborhood Transportation Improvement Program (NTIP)?	
What do we want to achieve with the NTIP?	
What type of work does the NTIP fund?	
How much funding is available?	
<b>Eligibility</b>	<b>2</b>
What types of planning efforts can be funded?	
Who can lead an NTIP planning effort?	
How will proposals be screened for eligibility?	
What specific activities and expenses are eligible for reimbursement?	
<b>Project Initiation and Scoping</b>	<b>3</b>
Where do NTIP planning ideas come from?	
How does an idea develop into an NTIP planning grant?	
<b>What are the grant award terms?</b>	<b>4</b>
Are there timely use of funds deadlines?	
What are the monitoring, reporting, and attribution requirements?	
<b>How do I get more information?</b>	<b>5</b>
<b>Grant Process Flow-chart</b>	<b>6</b>



**San Francisco  
 County Transportation  
 Authority**

1455 Market Street, 22nd Floor, San Francisco, CA 94103  
 TEL 415.522.4800 FAX 415.522.4829  
 EMAIL [info@sfcta.org](mailto:info@sfcta.org) WEB [www.sfcta.org](http://www.sfcta.org)



## Overview

### WHY CREATE A NEIGHBORHOOD TRANSPORTATION IMPROVEMENT PROGRAM (NTIP)?

The Transportation Authority's NTIP was developed in response to mobility and equity analysis findings from the San Francisco Transportation Plan (SFTP) and to public and the Transportation Authority Board's desire for more focus on neighborhoods, especially on Communities of Concern<sup>1</sup> and other underserved neighborhoods. The SFTP, which is the city's 30-year blueprint guiding transportation investment in San Francisco, found that walking, biking and transit reliability initiatives are important ways to address socio-economic and geographic disparities. The NTIP is intended to respond to these findings.

### WHAT DO WE WANT TO ACHIEVE WITH THE NTIP?

The purpose of the NTIP is to build community awareness of, and capacity to provide input to, the transportation planning process and to advance delivery of community-supported neighborhood-scale projects. The latter can be accomplished through strengthening project pipelines or helping move individual projects more quickly toward implementation, especially in Communities of Concern and other neighborhoods with high unmet needs.

### WHAT TYPE OF WORK DOES THE NTIP FUND?

NTIP planning funds can be used for community-based planning efforts in San Francisco neighborhoods, especially in Communities of Concern or other underserved neighborhoods and areas with vulnerable populations (e.g., seniors, children, and/or people with disabilities). Specifically, NTIP planning funds can be used to support neighborhood-scale efforts that identify a community's top transportation needs, identify and evaluate potential solutions, and recommend next steps for meeting the identified needs. NTIP planning funds can also be used to complete additional planning/conceptual engineering for existing planning projects that community stakeholders regard as high-priority. All NTIP planning efforts must be designed to address one or more of the following SFTP priorities:

- Improve pedestrian and/or bicycle safety
- Encourage walking and/or biking;
- Improve transit accessibility
- Improve mobility for Communities of Concern or other underserved neighborhoods and vulnerable populations (e.g., seniors, children, and/or people with disabilities).

Ultimately, NTIP planning efforts should lead toward pri-

<sup>1</sup> Communities of Concern in San Francisco as defined by the Metropolitan Transportation Commission include Downtown/Chinatown/North Beach/Fisherman's Wharf/Treasure Island, Tenderloin/Civic Center, South of Market, Western Addition, Inner Mission/Potrero Hill, Bayview/Hunters Point/Portola, Outer Mission/Excelsior/Visitacion Valley/Crocker-Amazon, Ingleside/Ocean View/Lake Merced.

oritization of community-supported, neighborhood-scale capital improvements that can be funded by the Transportation Authority's Prop K sales tax for transportation and/or other sources.

### HOW MUCH FUNDING IS AVAILABLE?

The NTIP Planning program provides \$100,000 in Prop K funding for each supervisorial district to use over the next five years (Fiscal Years 2019/20–2023/24). The \$100,000 can be used for one planning effort or multiple smaller efforts. No local match is required for planning grants, though it is encouraged.

The Transportation Authority has also programmed \$6.6 million in Prop K matching funds for implementation of NTIP planning grant recommendations during the next five years. During this **second** cycle of the NTIP, the capital match funds can also be used to fund other community-supported, neighborhood-scale projects that already have been identified and are being prepared for delivery in the next five years.

## Eligibility

### WHAT TYPES OF PLANNING EFFORTS CAN BE FUNDED?

Examples of eligible planning efforts include:

- District-wide **or area-wide** needs and prioritization processes (e.g., the **District 10 Mobility Management Study**, **Balboa Area TDM Study**).
- **Site specific** needs and prioritization processes (e.g., the **Managing Access to the "Crooked Street" (1000 Block of Lombard Street)**, **Alemany Interchange Improvement Study**, **Geneva-San Jose Intersection Study**).
- Project-level plans or conceptual designs for smaller efforts (e.g., advancing conceptual design of a high priority project identified in a prior community planning effort, safety project concepts development, and transportation demand management planning including neighborhood parking management studies).
- Traditional neighborhood transportation plan development (e.g., **Western Addition Community-Based Transportation Plan**).
- Corridor plans (e.g., **Valencia Street Bikeway Implementation Plan**).

The expectation is that NTIP funds will be leveraged like other Prop K funds. This leveraging would be necessary to fully fund some of the larger scale and more intensive efforts listed above. (A traditional neighborhood transportation plan might run \$300,000; a corridor plan could be much more expensive, depending on the scope). Without leveraging, a \$100,000 NTIP planning grant could fund a smaller-scale planning effort.

All NTIP planning efforts must include a collaborative planning process with community stakeholders such as residents, business proprietors, transit agencies, human service agencies, neighborhood associations, non-profit or other community-based organizations and faith-based organizations. The purpose of this collaboration is to solicit comments from these stakeholders, review preliminary findings or designs with them, and to utilize their perspective in identifying potential strategies and solutions for addressing transportation needs.

#### WHO CAN LEAD AN NTIP PLANNING EFFORT?

NTIP planning efforts can be led by Prop K project sponsors, other public agencies, and/or community-based organizations. The grant recipient, however, must be one of the following Prop K-eligible sponsors: the Bay Area Rapid Transit District (BART), the Peninsula Corridor Joint Powers Board (Caltrain), the Planning Department, the San Francisco County Transportation Authority (Transportation Authority or SFCTA), the San Francisco Municipal Transportation Agency (SFMTA), or San Francisco Public Works (SFPW). If a non-Prop K sponsor is leading the NTIP planning project, it will need to partner with a Prop K sponsor or request that a Prop K sponsor act as a fiscal sponsor.

#### HOW WILL PROPOSALS BE SCREENED FOR ELIGIBILITY?

In order to be eligible for an NTIP Planning grant, a planning effort must satisfy all of the following screening criteria:

- Project sponsor is one of the following Prop K project sponsors: BART, Caltrain, the Planning Department, SFCTA, SFMTA, SFPW—or is partnering with a Prop K-eligible sponsor (either as a partner or a fiscal sponsor).
- Project is eligible for funding from Prop K.
- Project is seeking funds for planning/conceptual engineering phase. A modest amount of the overall grant may be applied toward environmental clearance (typically for categorical exemption types of approvals), but this may not represent a significant portion of proposed expenditures.
- Cumulative NTIP requests for a given supervisorial district do not exceed the maximum amount available for each supervisorial district (i.e., \$100,000).
- Project will address at least one of the SFTP priorities: improve pedestrian and/or bicycle safety, encourage walking and/or biking, improve transit accessibility, and/or improve mobility for Communities of Concern or other underserved neighborhoods and at-risk populations (e.g., seniors, children, and/or people with disabilities).
- Project is neighborhood-oriented and the scale is at the level of a neighborhood or corridor. The project may be district-oriented for efforts such as district-wide prioritization efforts, provided that the scope is compatible with the proposed funding.

- Project must include a collaborative planning process with community stakeholders.
- Planning project is proposed to be completed in two years.

#### WHAT SPECIFIC ACTIVITIES AND EXPENSES ARE ELIGIBLE FOR REIMBURSEMENT?

**Funds** must be used only for planning-related activities. Eligible costs include: community surveys, data gathering and analysis, community meetings, charrettes, focus groups, planning and technical consultants, outreach assistance provided by community-based organizations, developing prioritized action plans, conceptual or 30% design drawings, cost estimates, and bilingual services for interpreting and/or translation services for meetings. Further details on eligible expenses are included in the Prop K Standard Grant Agreement that will be executed by the Transportation Authority and the Prop K grant recipient.

### Project Initiation and Scoping

#### WHERE DO NTIP PLANNING IDEAS COME FROM?

The NTIP sets aside Prop K funds for each district supervisor to direct funds to one or more community-based, neighborhood-scale planning efforts in the next five years. Ultimately, the district supervisor (acting in his/her capacity as a Transportation Authority Board commissioner) will recommend which project(s) will be funded with an NTIP planning grant. All projects must be consistent with the adopted guidelines.

Anyone can come up with an NTIP planning grant idea, including, but not limited to, a District Supervisor, agency staff, a community-based organization, or a community member. There is no pre-determined schedule or call for projects for the NTIP planning grants. Rather, each Transportation Authority Board member will contact the Transportation Authority's NTIP Coordinator when s/he is interested in exploring NTIP proposals. Board members may already have an idea in mind, seek help from agency staff in generating ideas, or solicit input from constituents and other stakeholders. See below for how these ideas are vetted and turned into NTIP planning grants.

#### HOW DOES AN IDEA DEVELOP INTO AN NTIP PLANNING GRANT?

**INITIATING A REQUEST:** The District Supervisor initiates the process by contacting the Transportation Authority's or SFMTA's NTIP Coordinator with a planning proposal, a request to help identify potential planning project ideas, or to help with a formal or informal call for projects for his or her respective district.

The Transportation Authority and the SFMTA have designated NTIP Coordinators who will work collaboratively to implement the NTIP Planning grant program. The NTIP Coordinators will work with the District Supervisor and any

relevant stakeholders throughout the NTIP planning proposal identification and initial scoping process. They will be responsible for seeking input from appropriate staff within their agencies, as well as from other agencies depending on the particular topic.

**VETTING IDEAS AND SCOPING:** Once contacted by a District Supervisor, the SFCTA and SFMTA NTIP Coordinators will establish a dialogue with the relevant District Supervisor and agency staff to develop an understanding of the particular neighborhood's needs and concerns that could be addressed through a planning effort, to evaluate an idea's potential for addressing identified issues, and to explore whether complementary planning or capital efforts are underway, in the pipeline, or have already occurred.

This step in the process is necessarily iterative and collaborative in nature. It involves working with the District Supervisor to identify an eligible NTIP planning proposal and reaching agreement on the purpose and need, what organization will lead/support the effort, developing a summary scope, identifying desired outcomes and/or deliverables, and preparing an initial cost estimate and funding plan.

NTIP planning grant funds are modest, but a great deal can be accomplished depending on how the planning effort is scoped and how it leverages other resources (e.g., existing plans, staff, other fund sources, concurrent planning and design efforts, etc.). The checklist shown in Table 1 reflects elements that are typically necessary to support a strong NTIP planning proposal.

As the project scope begins to solidify, another key aspect to address is determining the lead agency and identifying the roles of other agencies and stakeholders that need to be involved. The SFCTA and SFMTA NTIP Coordinators will assist with this effort, which requires consideration of mul-

tle factors such as how well the NTIP planning proposal matches an agency's mission and goals, and current priorities; staff resource availability during the proposal timeframe; and availability of consultant resources to address staff resource constraints. The Transportation Authority is willing to provide access to its on-call consultants to assist with NTIP planning efforts if that is found to be a viable approach to a particular planning proposal.

Agreeing upon the lead agency and the timing of the planning effort are important outcomes of the scoping phase. Based on prior experience and feedback from project sponsors, it is clear that implementation agency participation in the project initiation and scoping process and involvement in some form in the planning effort (from leading the effort to strategically providing input and reviewing key deliverables) helps ensure that the recommendations stemming from the study will be prioritized sooner rather than later in that agency's work program.

The lead agency (or the grant recipient if it is a different entity) should prepare a Prop K allocation request (See next section).

**REQUESTING ALLOCATION OF FUNDS:** The designated grant recipient needs to complete a Prop K allocation request form that builds off of the project charter and details the agreed-upon scope, schedule, cost and funding plan for the project. Transportation Authority staff will review the allocation request to ensure completeness. Once it is finalized the funding request will go through the next monthly Transportation Authority Board cycle for approval. This involves review and action by the Citizens Advisory Committee and Transportation Authority Board.

## What are the grant award terms?

All NTIP planning projects must adhere to the Prop K Strategic Plan policies and the requirements set forth in the Prop K Standard Grant Agreement. The sections below highlight answers to a few commonly asked questions.

### ARE THERE TIMELY USE OF FUNDS DEADLINES?

Planning efforts must be completed within two years of the grant award. If a grant recipient does not demonstrate adequate performance and timely use of funds, the Transportation Authority may, after consulting with the project sponsor and relevant District Supervisor, take appropriate actions, which can include termination or redirection of the grant.

Table 1.

### Checklist for Developing a Strong NTIP Planning Grant Proposal

Does your planning proposal have...?

- ✓ Clear purpose/need statement and goals
- ✓ Clear list of deliverables/outcomes
- ✓ Well-defined scope, schedule, and budget
- ✓ Clear and diverse community support
- ✓ Coordination with other relevant planning efforts
- ✓ Inclusive community engagement strategy
- ✓ Community of Concern or underserved community focus
- ✓ Appropriate funding/leveraging commensurate with proposed scope
- ✓ Implementation model (lead agency; agency and community roles defined)



**WHAT ARE THE MONITORING, REPORTING, AND ATTRIBUTION REQUIREMENTS?**

NTIP planning grants will be subject to the same monitoring, reporting and attribution requirements as for other Prop K grants. Requirements are set forth in the Prop K Standard Grant Agreement and include items such as including appropriate attribution on outreach fliers and reports, preparing quarterly progress reports **which will be shared with the district supervisor**, and submitting a closeout report upon project completion.

Upon completion of each planning project, project sponsors will report to the Transportation Authority Board on key findings, recommendations, and next steps, including implementation and funding strategy. The Board will accept or approve the final report for the NTIP planning grant.

**How do I get more information?**

Visit the Transportation Authority's website at:

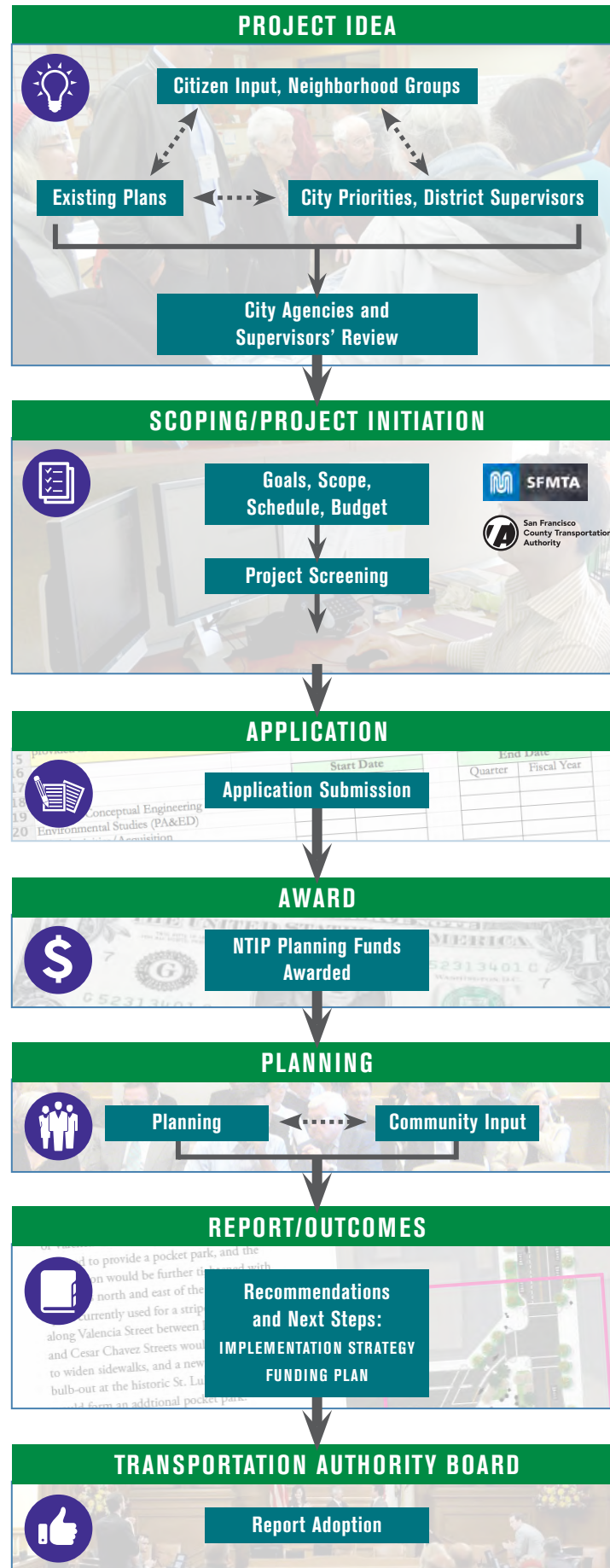
[www.sfcta.org/ntip](http://www.sfcta.org/ntip)

Or contact one of the NTIP coordinators:

Transportation Authority:  
Anna LaForte, 415.522.4805, [anna.laforte@sfcta.org](mailto:anna.laforte@sfcta.org)

SFMTA:  
**Jamie Parks**, 415.646.2121, [jamie.parks@sfmta.com](mailto:jamie.parks@sfmta.com)

## NTIP Planning Grant process Flow-chart



The NTIP is funded by grants of Proposition K local transportation sales tax funds.