



RESOLUTION APPROVING THE TRANSPORTATION AUTHORITY'S PROJECT
PRIORITIES FOR THE SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM
COMPETITIVE GRANT PROGRAM AND AMENDING THE PROP K 5-YEAR
PRIORITIZATION PROGRAM FOR THE PEDESTRIAN CIRCULATION AND SAFETY
CATEGORY

WHEREAS, On April 28, 2017, the Governor of California signed the Road Repair and Accountability Act of 2017, also known as Senate Bill 1; and

WHEREAS, Among other things, Senate Bill 1 created the Local Partnership Program (LPP) and appropriates \$200 million annually to be allocated by the California Transportation Commission (CTC) to local or regional agencies that have sought and received voter approval of, or imposed fees solely dedicated to transportation; and

WHEREAS, On March 25, 2020, the CTC adopted LPP program guidelines that allocate 40% of the program (\$72 million annually after \$20 million is set aside for formulaic incentive funding) through a Competitive Program to local or regional transportation agencies that sought and received voter approval of transportation sales taxes, tolls, or that have imposed fees; and

WHEREAS, On March 25, 2020, the CTC released the LPP call for projects for the Competitive Program, covering Fiscal Year (FY) 2020/21 through FY 2022/23, with applications due on June 22, 2020 and up to \$187 million available statewide; and

WHEREAS, The San Francisco County Transportation Authority (Transportation Authority) is an eligible applicant as it administers the Proposition K half-cent local transportation sales tax program approved by San Francisco voters in November 2003, and Proposition AA, an additional \$10 vehicle registration fee approved by San Francisco voters in November 2010, both with revenues dedicated



solely to transportation; and

WHEREAS, LPP Competitive Program funds are available for construction only, require a dollar-for-dollar match, and in the case of jurisdictions with a population between 700,000 and 1,499,999 people such as San Francisco, have a minimum grant request of \$3 million; and

WHEREAS, The CTC will give higher priority to projects that are more cost-effective, can commence construction earlier, leverage more committed funds per program dollar, demonstrate quantifiable air quality improvements including a significant reduction in vehicle-miles traveled, demonstrate regional and community support, improve safety and current system conditions, and advance transportation, land use, and housing goals as identified in the region's Regional Transportation Plan; and

WHEREAS, The LPP program guidelines allow eligible applicants to identify a different entity as implementing agency, which assumes responsibility and accountability for the use and expenditure of program funds as established by the CTC; and

WHEREAS, The Transportation Authority received requests to support the nomination of two projects from the San Francisco Municipal Transportation Agency (SFMTA) and the Port of San Francisco (SF Port) as detailed in Attachments 1 and 2; and

WHEREAS, Transportation Authority staff, working in coordination with staff from the Mayor's Office, considered the LPP Competitive Program guidelines, and assessed each project's potential to be competitive in this funding cycle; and

WHEREAS, Transportation Authority staff recommend submitting project applications to the CTC for the LPP Competitive Program in the following priority order: (1) SFMTA's Mission / Geneva Safety Project and (2) SF Port's Mission Bay Ferry



Landing; and

WHEREAS, As requested by the SFMTA, Transportation Authority staff recommend amending the Prop K Pedestrian Circulation and Safety 5-Year Prioritization Program (5YPP) to reprogram \$1,391,000 in Prop K funds from the Grove Street/Civic Center Improvements to the Mission/Geneva Safety to fully fund the required 1:1 local match to the LPP funds, and

WHEREAS, Future allocation of the aforementioned Prop K funds for the Mission/Geneva Safety project would be conditioned upon receipt of the requested LPP funds or SFMTA's securing other funds to fully fund a usable segment of the project; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves the agency's project priorities for the LPP Competitive Program as shown in Attachment 1; and be it further

RESOLVED, That as a condition of submitting project applications for the approved project priorities to the LPP Competitive Program, the Executive Director shall impose such terms and conditions as are necessary for SFMTA and SF Port, the implementing agencies, to comply with LPP guidelines including, but not limited to timely use of funds and reporting requirements; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop K Pedestrian Circulation and Safety 5YPP, as detailed in the attached 5YPP and Project Information Form.

Attachments (3):

1. Project Nominations for LPP Competitive Program
2. Project Information Forms
3. Prop K Pedestrian Circulation and Safety 5YPP

Attachment 1
San Francisco County Transportation Authority
SB 1 - Local Partnership Program (LPP) Competitive Program Project Priorities

PROJECT NOMINATIONS FOR LPP COMPETITIVE PROGRAM						
Priority	Sponsor¹	Project Description	District(s)	Fiscal Year of Request	LPP Request	Total Project Cost
1	SFMTA	Mission / Geneva Safety Project - Pedestrian safety, transit reliability, and loading improvements on Mission Street between Geneva Avenue and Trumbull Street and on Geneva Avenue between Mission and Prague Streets. Project will: provide safer, more comfortable walking and biking environments on Mission and Geneva; improve transit reliability on Mission and Geneva; and, provide safer, more predictable driving environment on Mission and Geneva. Scope includes bulb-outs, traffic signals, new pedestrian crossings, transit bulbs, transit stop improvements and changes, and loading and color curb management.	11	2021/22	\$8,700,000	\$20,548,000
2	SF Port	Mission Bay Ferry Landing - Construction of a single-float, two-berth ferry landing to provide regional ferry service to the Mission Bay area and surrounding neighborhoods. The facility would include piles, pier, connecting ramp, gangway, and float. For vessel navigation, the project requires dredging and the installation of erosion protection from vessel propulsion scour. Construction will be done in two phases. Phase 1, which is fully funded, includes dredging and will begin in the summer of 2020. Phase 2, the subject of this request, includes Marine Mattress Cap and Float Construction and will begin construction in the summer of 2022.	6	2021/22	\$7,000,000	\$60,400,000
Totals:					\$15,700,000	\$80,948,000

Notes:

¹ SFMTA stands for San Francisco Municipal Transportation Agency.



Project Name:	Mission / Geneva Safety Project
Implementing Agency:	San Francisco Municipal Transportation Agency
Project Location:	Mission Street between Geneva Avenue and Trumbull Street; Geneva Avenue between Mission Street and Prague Street
Supervisory District(s):	District 11
Project Manager and Contact Information (phone and email):	Mark Dreger (mark.dreger@sfmta.com 415-646-2719)
Brief Project Description (50 words max):	Pedestrian safety, transit reliability, and loading improvements on Mission Street between Geneva Avenue and Trumbull Street and on Geneva Avenue between Mission and Prague Streets. Project will 1) provide safer, more comfortable walking and biking environments on Mission and Geneva; 2) improve transit reliability on Mission and Geneva; and 3) provide safer, more predictable driving environment on Mission and Geneva. Scope includes bulb-outs, traffic signals, new pedestrian crossings, transit bulbs, transit stop improvements and changes, and loading and color curb management.
Detailed Scope (may attach Word document): Describe the project scope, benefits, coordination with other projects in the area.	See attachment for detailed scope.
Community Engagement/Support (may attach Word doc): Please reference any community outreach that has occurred and whether the project is included in any plans.	See attachment for detailed community engagement activities.
Additional Materials: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Project website: sfmta.com/MissionGeneva
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	Public Works – Paul Barradas (paul.barradas@sfdpw.org, 415-554-8249)
Type of Environmental Clearance Required/Date Received: (must complete final draft document by Dec 2, 2020 with clearance by June 2, 2021)	The environmental for this project was via the Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR), certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. On August 6, 2019, the San Francisco Planning Department determined that the Mission Street - Excelsior Safety Project was within the scope of the TEP FEIR. No new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation were required for the project. Based on the funding plan for the project, the need for NEPA clearance is not anticipated.

Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering	100%	In-house	Jan-Mar	2017	Jul-Sep	2019
Environmental Studies (PA&ED)	100%	In-house	Jan-Mar	2017	Jul-Sep	2019
Design Engineering (PS&E)	30%	In-house	Oct-Dec	2019	Apr-Jun	2021
Right-of-way	N/A	N/A				
Advertise Construction	0%	N/A	Jul-Sep	2021	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Oct-Dec	2021	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Oct-Dec	2022

*Only construction phase is eligible for Local Partnership Program Competitive Funds.

Comments

SFMTA expects to be at 30% design complete by the end of June, when applications are due to the California Transportation Commission.

Mission / Geneva Safety Project

Detailed Scope of Work

Mission Street and Geneva Avenue are part of San Francisco's Vision Zero High Injury Network – the 13% of city streets where 75% of the severe and fatal collisions occur. Over the last seven years, five community members were killed and at least 323 people were injured in collisions in the project area. Additionally, on some blocks of the project corridor, the eight Muni lines that serve the area have average speeds below 5 mph. The project will seek to address these issues, while making loading improvements to support the over 300 existing storefronts along Mission and Geneva streets.

The project's goals are to:

- Increase safety for all users of the corridor, especially people who walk, bike, and take transit
- Improve transit reliability on the most used bus routes in the neighborhood
- Enhance the business district through loading improvements

Project scope:

- 4 new traffic signals
- 2 signal modifications and timing changes along corridor
- Up to 35 corner bulb-outs, 4 transit bulbs, and 1 transit island
- Visibility daylighting along corridor
- 3 raised crosswalks
- Adjusted transit stops
- Curb management to support businesses
- Bikeway improvements (on Geneva)

Subject to funding availability, the full scope (safety, transit, signal upgrades) would be jointly delivered with a re-paving contract by Public Works starting in late 2021. Without full funding, implementation would be phased in a manner to be determined during the design phase. If phased, transit improvements (e.g., bus bulbs), safety improvements at high-collision locations, and signal upgrades will be prioritized.

This project will increase pedestrian comfort and the reliability of transit, which together incentivize less use of automobiles and reduce vehicle miles travelled (VMT), improving air quality. This project directly increases safety for all modes and is particularly focused on people walking. Further, by improving transit reliability and pedestrian safety along two principle transit corridors with new housing planned, the project will help San Francisco to achieve its housing goals without increasing traffic congestion.

The project was prioritized given strong community support, including a multi-year engagement process. It advances San Francisco's Vision Zero goals in pursuit of eliminating severe traffic injuries and deaths. Mission Street and Geneva Avenue are both on the Vision Zero High Injury Network, as well as designated Muni Forward corridors. Further, the project provides improvements in a Community of Concern.

Mission / Geneva Safety Project

Detailed Community Engagement

Mission / Geneva Safety Project used a suite of stakeholder engagement tools to develop and refine project designs, and to keep the public engaged and informed. In addition to a project website and e-mails between staff and interested stakeholders, this included:

1. Stakeholder Interviews

Between August 2017 and February 2018, project staff met with representatives from 14 community groups and organizations including:

- Cayuga Improvement Association
- New Mission Terrace Improvement Association
- Chinese Affirmative Action
- Communities United for Health and Justice
- Excelsior and Outer Mission Merchants
- Cayuga Connectors
- Excelsior Collaborative
- Monroe Elementary School PTA
- Excelsior Works!
- Ney Street Neighbors
- Excelsior District Improvement Association
- Excelsior Task Force
- PODER
- Outer Mission Merchants and Residents Association

Initial stakeholder meetings were held at the beginning of the planning phase in summer 2017 to introduce the project and collect feedback on community members' personal experiences using Mission Street and Geneva Avenue, the problems and issues they saw, and potential ideas for addressing those issues. Feedback from these meetings was used to refine and reaffirm the initial project goals and develop initial concept plans.

2. Community Events and Walk-throughs

Throughout the planning phase, project staff attended or participated in a number of community events and walk-throughs to inform the community of the project and collect feedback. These included Sunday Streets in both 2017 and 2019, a SPUR-organized neighborhood walk-through with Supervisor Safai in October 2017, a Mission Geneva Public Safety community meeting in

August 2018, and the WalkSF/San Francisco Transit Riders Union (SFTRU) Mission and Geneva Walk & Ride Audit in September 2018.

3. Excelsior & Outer Mission Neighborhood Strategy Outreach Process

The Excelsior & Outer Mission Neighborhood Strategy is a vision developed by community members, the Planning Department, Office of Economic and Workforce Development (OEWD), the Excelsior Action Group (EAG), and Supervisor Safai's office to improve and enhance the Excelsior, Outer Mission, Mission Terrace, Crocker Amazon, and Cayuga neighborhoods. From August through November 2017, project staff attended the Mobility Subgroup meetings to listen to community member's mobility-related concerns and ideas. That feedback and the final mobility recommendations from the strategy document were used to develop and refine the conceptual design.

4. Door-to-door Merchant Surveys and Outreach

Between November 2017 and January 2018, project staff surveyed more than 175 merchants and businesses along the corridors to collect data on when they received deliveries, what size vehicles were used, how well the existing curb management met their needs, and their preferences for future curb use. This feedback was used to develop a preliminary curb management plan. Between February and March 2019, staff conducted a second round of outreach in the project area to present the preliminary curb management plan, as well as the conceptual design for the larger project. Feedback was used to further refine the curb management plan.

5. Multilingual Muni Rider Surveys

In the fall of 2018, with the assistance of a consultant, project staff conducted multilingual surveying of more than 400 Muni riders on the 14 Mission and 8 Bayshore Muni routes to better understand rider demographics, travel patterns, and priorities for service improvements.

6. Stakeholder Workshops

Project staff hosted a series of three workshops with community stakeholders and advocates between October 2018 and January 2019. At these workshops, staff listened to the group's personal experiences of using the corridors, and helped the group create a collective challenge statement to define the problems the project needed to address:

How do we increase safety for pedestrians and other fragile modes of transportation, while ensuring access for the commercial sector and improving the quality of Muni service for local trips, commuters, and special needs?

The group used this challenge statement to evaluate the conceptual project plan. Over the three workshops, the group reviewed the plan by intersection; this feedback was used to develop a refined project plan. The following groups participated in the workshops:

- Excelsior Action Group
- Excelsior District Improvement Association
- Excelsior and Outer Mission Merchants
- Excelsior Works!
- New Mission Terrace Improvement Association
- Outer Mission Merchants and Residents Association
- PODER
- San Francisco Bicycle Coalition
- San Francisco Transit Riders Union
- Senior and Disability Action
- WalkSF

7. Community Open Houses

On April 10 and 13, 2019, project staff hosted community open houses presenting the refined design to the wider community. The goal of the open houses was to showcase the work that had been done by their representatives at the stakeholder workshops, collect feedback on the overall plan, and present design options at the few locations where stakeholders could not agree.

SB1 Local Partnership Program - Competitive Project Information Form

Project Name:	Mission / Geneva Safety Project
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COST ESTIMATE AND FUNDING PLAN		Funding Source by Phase			
Phase	Cost	LPP	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$347,000	N/A		\$347,000	SFMTA - actual cost
Environmental Studies (PA&ED)	\$0	N/A			
Design Engineering (PS&E)	\$2,734,000	N/A	\$1,000,000	\$1,734,000	SFMTA - based on prior similar work
Right-of-way	\$0	N/A			
Construction	\$17,467,000	\$8,700,000	\$1,391,000	\$7,376,000	SFMTA - based on prior similar work
TOTAL PROJECT COST	\$20,548,000	\$8,700,000	\$2,391,000	\$9,457,000	

Percent of Total 42% 12% 46%

FUNDING PLAN FOR CONSTRUCTION PHASE - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL	Desired FY of Programming for LPP
LPP Competitive	\$8,700,000	N/A	N/A	\$8,700,000	Fiscal Year 2021/22
<i>Prop B General Fund Pop Based Streets</i>		\$5,341,000		\$5,341,000	
<i>Prop K (see below)</i>	\$1,391,000			\$1,391,000	
<i>Transportation Sustainability Fund</i>		\$2,035,000		\$2,035,000	
TOTAL	\$10,091,000	\$7,376,000	\$0	\$17,467,000	

Comments/Concerns

SFMTA has requested an amendment to the Prop K 5-Year Prioritization Program for the Pedestrian Circulation and Safety category to reprogram funds from Grove Street/Civic Center Improvements to the subject project. See 5YPP amendment for details.



San Francisco County Transportation Authority **SB1 Local Partnership Program - Competitive Project Information Form**

Project Name:	Mission Bay Ferry Landing
Implementing Agency:	The Port of San Francisco
Project Location:	Mission Bay Neighborhood of San Francisco
Supervisory District(s):	District 6
Project Manager and Contact Information (phone and email):	Shannon Cairns shannon.cairns@sfport.com 415-274-0560
Brief Project Description (50 words max):	The Mission Bay Ferry Landing project will construct a single-float, two-berth ferry landing to provide regional ferry service to the Mission Bay area and surrounding neighborhoods. The facility will include piles, pier, connecting ramp, gangway, and float. For vessel navigation, the project requires dredging and the installation of erosion protection from vessel propulsion scour.
Detailed Scope (may attach Word document): Describe the project scope, benefits, coordination with other projects in the area (e.g. paving, Muni Forward), and how the project would meet the Local Partnership Program screening and prioritization criteria (e.g., quantifiable air quality improvements, VMT reduction, increase safety, improve current system conditions, and advance transportation, land use, and housing goals). Please describe how this project was prioritized.	Please see Attachment.
Community Engagement/Support (may attach Word doc): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, etc.).	The Port has conducted extensive community outreach, which included presentations to Central Waterfront Advisory Group, Southern Waterfront Advisory Group, Mission Bay Citizens Advisory Committee, Bay Area Council, Dogpatch Neighborhood Association, SF Bicycle Coalition, South Beach Harbor Neighborhood Association, Golden Gate Audubon Society, as well as response to individual queries from citizens referred by the Port website and other meetings and through the CEQA Mitigated Negative Declaration process.
Additional Materials: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Please see Attachment.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	Water Emergency Transportation Authority (WETA) - Kevin Connolly connolly@watertransit.org



Type of Environmental Clearance Required/Date Received: (must complete final draft document by Dec 2, 2020 with clearance by June 2, 2021)	<ul style="list-style-type: none"> •California Department of Fish and Wildlife California Endangered Species Act, Incidental Take Permit No. 2081-2018-062-07 issued August 24, 2018; •National Marine Fisheries Service Endangered Species Act Section 7 and Essential Fish Habitat consultation (Corps File No. 2017-00264S), issued August 9, 2019; •San Francisco Regional Water Quality Control Board - Clean Water Act Section 401 Water Quality Certification (CIWQS Place ID 84139), dated October 28, 2019; •San Francisco Bay Conservation and Development Commission (BCDC) Major Permit No. 2017.008.00, authorized December 17, 2019 and Federal Consistency Certification. •The U.S. Army Corps of Engineers completed a Permit Evaluation and Decision Document in January 2020 and the USACE Clean Water Act Section 404 and Rivers and Harbors Act Section 10 Individual Permit for the Project is expected to be issued in March 2020. •The City of San Francisco Planning Department issued a Preliminary Mitigated Negative Declaration (MND) for the Project on May 2, 2018. The Planning Department posted the Preliminary MND for public review and provided notice of the intent to adopt the MND as required by CEQA and Chapter 31 of the San Francisco Administrative Code. The MND was not appealed to the Planning Commission, and the Final MND was signed on June 18, 2018, with the issuance of an encroachment permit on July 6, 2018. A Notice of Determination was signed and filed with the San Francisco County Clerk and the California Office of Planning and Research on September 13, 2018. (2017-008824ENV).
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Project Delivery Milestones Phase*	Status	Work	Start Date		End Date	
	% Complete	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering	100%	Both				
Environmental Studies (PA&ED)	100%	In-house				
Design Engineering (PS&E)	100%	Contract				
Right-of-way						
Advertise Construction- (Dredging Phase 1)	0%	N/A	Apr-Jun	2020	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Jul-Sep	2020	N/A	N/A
Advertise Construction- (Soil Cap, Float & Landside Phase 2)	0%	N/A	Oct-Dec	2021		
Start Construction (e.g. Award Contract)	0%	Contracted	Apr-Jun	2022		
Open for Use	N/A	N/A	N/A	N/A	Oct-Dec	2023

*Only construction phase is eligible for Local Partnership Program Competitive Funds.

Comments

The construction portion of the project will be done in two phases. Phase 1: Dredging construction will be begin in the summer of 2020. Phase 1 is funded by Office of Community Investment and Infrastructure (OCII) funds and CCSF General Funds. Phase 2: Marine Mattress Cap and Float Construction will begin construction in the summer of 2022. We are requesting LPP funds for Phase 2 of project construction.

Detailed Scope

Project and Benefits

Overview

The Mission Bay Ferry Landing Project (MBFL) is located on San Francisco Bay adjacent to the intersection of Terry A. Francois Boulevard and 16th Street in San Francisco, CA. The Port is proposing to construct the Mission Bay Ferry Landing on San Francisco Bay in the rapidly growing Mission Bay neighborhood. The Project entails construction of a single-float, two-berth Ferry Landing to provide regional ferry service. The Mission Bay Ferry Landing will serve more than 350,000 annual weekday passengers plus 125,000 people traveling for special events, helping reduce trips by car to these new jobs and housing hub and easing chronic overcrowding on regional transit. The first phase of construction will begin in Summer 2020 and be open to the public in the Summer 2023.

Scope and Benefits

The MBFL provides an expansion opportunity for Transbay transit capacity in the near future. This new ferry service will reduce pressure on overcrowded Transbay transportation infrastructure, especially BART and the Bay Bridge, reduce vehicle miles traveled (VMTs) by getting people out of their cars, and encourage more active transportation. As calculated by the Benefit Cost Analysis (BCA), ferry service to Mission Bay will:

- Save passengers who choose this mode more than 100,000 hours of travel time in 2020 and nearly 290,000 hours in 2040.
- Relieve the Bay Area region of 930,000 vehicle miles traveled (VMTs) in the year 2023 and 1.9 million VMTs in 2050. This in-turn saves individuals vehicle operating costs.
- Indirectly relieve the need for future parking development and free up space for more productive land uses by reducing the number of annual vehicle trips to Mission Bay and associated parking needs.
- Provide a measurable, valuable benefit for BART riders who do not shift to the ferry by increasing their odds of obtaining a seat during their ride. Many Mission Bay ferry riders will shift to the ferry from BART.
- Reduce injuries and fatalities associated with transportation, as passengers shift to the ferry from relatively less safe modes of travel.

Advancing Sustainable Communities Strategy and Other Regional Plans

The MBFL project is consistent with transportation, land use, and housing planning goals for the region, including Plan Bay Area 2040, the San Francisco General Plan, the Port's Waterfront Land Use Plan, WETA's Strategic Plan, the San Francisco Bay Area Seaport Plan, and the San Francisco Bay Trail Plan.

Plan Bay Area names the project as a key regional transit system improvement, pointing out the importance of increased connectivity and transit infrastructure. Additionally, the Port of San Francisco and Mission Bay are Priority Development Areas (PDAs) identified by Plan Bay Area – that is, existing

neighborhoods served by public transit and identified as appropriate for additional, compact development. MBFL also would allow for ferry service to PDAs in and around Oakland and Vallejo.

The MBFL is well-aligned with Plan Bay Area’s major goal of Transportation System Effectiveness: Increase non-auto mode share. Ferry ridership fulfills this goal by reducing vehicle miles traveled, encouraging mode shift from automobiles, and integrating with transit, walking, and biking.

The MBFL also advances the Port’s Waterfront Land Use Plan and WETA’s Strategic Plan. The former calls for the promotion of new and expanded ferry and excursion boat operations, including new berths and landing facilities. Both plans elucidate the need for strengthened structures, capacity, and flexibility in the event of an emergency. Furthermore, WETA’s Strategic Plan identifies the goal of expanding ferry service and reducing barriers to ferry ridership, which would be advanced by new regional ferry service to San Francisco’s Southern Waterfront.

Figure 1: Transportation Connections in MBFL Vicinity



Broad Community Benefits

Bringing ferry service to Mission Bay presents a host of community benefits: improved transportation choice, strengthened access to the jobs and housing in the neighborhood, eased congestion on surface transportation and parking, and emergency preparedness. Adding ferries to the list of transportation options allows people more choice and flexibility in their access to the neighborhood and provides an improved travel experience for many. Currently, there is no direct service between the East and North Bay locations to Mission Bay. Adding more transit service provides more access to the area and reduces the strain on existing transportation. The mode shifts out of vehicles and into public transportation will

also reduce congestion and ease parking needs. Lastly, the capacity added to WETA bolsters emergency preparedness for the region by providing critical redundancy should other transportation infrastructure be compromised and improving access for fire boats to the southern waterfront.

Benefits to Disadvantaged Communities

The MBFL is located adjacent to several MTC Communities of Concern in the southeast region of San Francisco, including the Bayview and Hunters Point neighborhoods. The MBFL would bring needed transit infrastructure to this historically underserved part of the city. Additionally, the ferry terminals served by the Mission Bay Ferry route in Oakland and Vallejo are either within or surrounded by Communities of Concern.

WETA ridership surveys indicate that over 30% of ferry riders have an annual household income below the Area Median Income (AMI) for a household of four, with over 20% at or below 75% of AMI. Furthermore, the Mission Bay Ferry will link to key transit routes serving disadvantaged communities and low-income areas. Namely, the San Francisco Municipal Transit Agency's (SFMTA) T-Third light rail line and 22 bus route link to the site and each serve low-income and disadvantaged communities – according to data from SFMTA, the T-Third serves a 63% minority and 32% low-income ridership. The 22 bus serves a 50% minority and 38% low-income ridership.

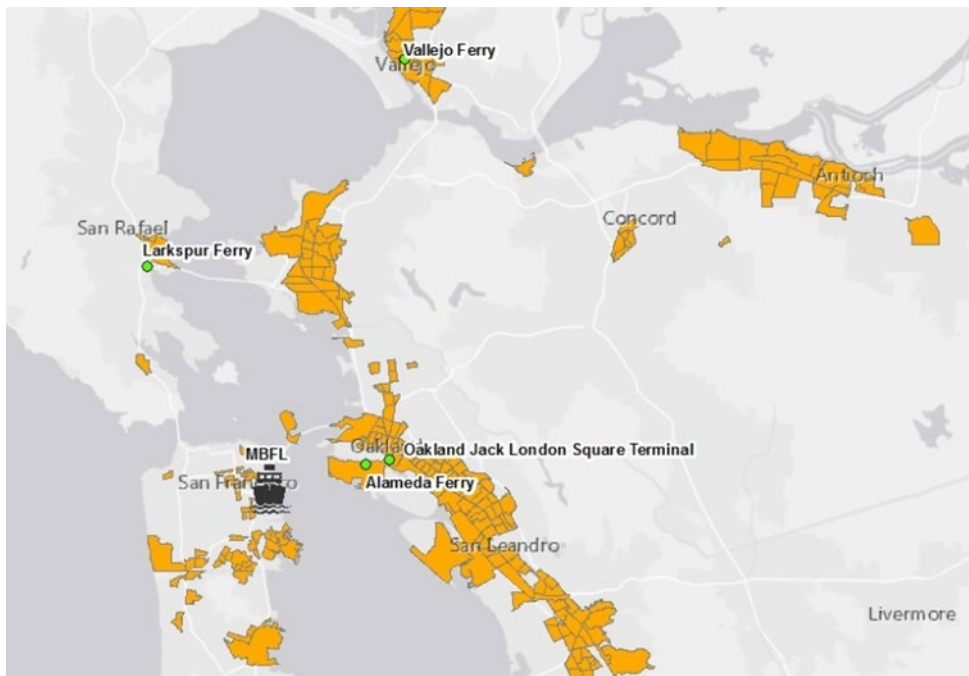


Figure 2: Communities of Concern and Bay Area Ferry Service Connections to Mission Bay

Community Support

Throughout the planning of this project, the Port has worked closely with San Francisco's diverse communities, Port tenants, and many other stakeholders to determine the best plan forward to create a more robust water transportation system. The Mission Bay Ferry Landing project has received backing from the Water Emergency Transportation Authority (WETA), the Bay Area Council, UCSF, and the Golden State Warriors. It has the support of groups including: the neighborhood associations of Mission

Bay, Potrero, and Bayview (BRITE); the Mission Bay Harbor Association; and the Mission Bay Life Science Community. Additionally, the project has received letters of support from state-level elected officials, Senator Scott Wiener and 17th District Assembly Member David Chiu. Due to page constraints, a limited number of letters of support are attached at the end of this application.

Cost Estimate and Funding Plan

Below is a table of the proposed funding allocation and the current cost estimates.

Funding Sources			
Source	Phase	Amount	Funds Committed?
LPP Request	Construction	\$7,000,000	Requested
Regional Measure 3	Construction	\$25,000,000	LONP Secured
UCSF Contribution	Construction	\$4,000,000	Committed
GO Bond (Agua Vista Park)	Construction	\$1,700,000	Committed
Total		\$37,700,000	

Funding Uses	
Task	Amount
	\$37,700,000
Construction	
	\$6,000,000
Soil Cap	
Construction Management	\$3,600,000
Construction – Float & Landside	\$23,000,000
Agua Vista Park	\$1,700,000
Risk Contingency	\$ 3,400,000
Total	\$37,700,000

A Welcome Improvement to Bay Area Transportation

The Mission Bay Ferry Landing will be a true asset not only to Mission Bay, but to the whole Bay Area. By strengthening transportation service region-wide; improving and simplifying access to this booming neighborhood's jobs, housing, special events, and community spaces, and linkages to other critical neighborhoods; reducing strain on other transit modes and the streets and parking in the neighborhood; and providing critical redundancy in an emergency, the MBFL will bolster the Bay Area's transportation infrastructure. Strong support from the community reinforces these many benefits – the MBFL will be a heartily welcomed improvement to the neighborhood and the region for years to come.



Figure 3: Conceptual Design (Looking North)

SB1 Local Partnership Program - Competitive Project Information Form

Project Name:	Mission Bay Ferry Landing
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COST ESTIMATE AND FUNDING PLAN		Funding Source by Phase			
Phase	Cost	LPP	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$875,760	N/A		\$875,760	Actual Cost
Environmental Studies (PA&ED)	\$138,426	N/A		\$138,426	Actual Cost
Design Engineering (PS&E)	\$6,285,814	N/A		\$6,285,814	Actual Cost
Right-of-way	\$0	N/A		\$0	N/A
Construction Phase 1	\$15,400,000			\$15,400,000	Engineer's Estimate, peer estimate of the waterside work by R.E.W Estimating, and comparisons to recently built facilities like Richmond Terminal and Sea Plane Lagoon (Alameda). Dredging based on actual bids.
Construction Phase 2	\$37,700,000	\$7,000,000		\$30,700,000	Engineer's Estimate, peer estimate of the waterside work by R.E.W Estimating, and comparisons to recently built facilities like Richmond Terminal and Sea Plane Lagoon (Alameda).
TOTAL PROJECT COST	\$60,400,000	\$7,000,000	\$0	\$53,400,000	

Percent of Total	12%	0%	88%
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FUNDING PLAN FOR CONSTRUCTION PHASE 2 - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL	Desired FY of Programming for LPP
LPP Competitive	\$7,000,000	N/A	N/A	\$7,000,000	Fiscal Year 2021/22
<i>Regional Measure 3 (see below)</i>	\$25,000,000			\$25,000,000	
<i>General Obligation Bond</i>			\$1,700,000	\$1,700,000	
<i>UCSF Contribution</i>			\$4,000,000	\$4,000,000	
TOTAL	\$32,000,000	\$0	\$5,700,000	\$37,700,000	

Comments/Concerns

The Metropolitan Transportation Commission has approved a Letter of No Prejudice (LONP) to spend RM3 funds at risk for the Mission Bay Ferry Landing project, with WETA as the 'sponsoring agency' and the Port as the 'implementing agency'. WETA and the Port are in negotiations to execute a detailed Term Sheet. This agreement will need to be in place in order to ensure eligibility for reimbursement through WETA per the LONP. If the RM3 litigation stands, the Port may use internal funding to meet the construction needs.

PROJECT TITLE



**PORT OF SAN FRANCISCO
MISSION BAY FERRY LANDING
AND WATER TAXI LANDING**
16TH STREET AND TERRY A. FRANCOIS BOULEVARD
SAN FRANCISCO, CA 94158

PROJECT TEAM

PROJECT DESCRIPTION



OWNER
PORT OF SAN FRANCISCO
PIER 1 THE EMBARCADERO
SAN FRANCISCO, CA 94111
PHONE: (415) 274-0619
CONTACT: JONATHAN ROMAN
EMAIL: JONATHAN.ROMAN@SFPORT.COM

STRUCTURAL/DREDGING/COASTAL
COWI NORTH AMERICA INC
1300 CLAY STREET, 7TH FLOOR
OAKLAND, CA 94612
PHONE: (510) 267-7164
CONTACT: JAMES CONNOLLY
EMAIL: JMC@COWI.COM

STRUCTURAL
OLMM CONSULTING ENGINEERS
156 ELLIS STREET, 4TH FLOOR
SAN FRANCISCO, CA 94102
PHONE: (415) 882-9449 EXT. 15
CONTACT: SUNIL GUPTA
EMAIL: SUNIL@OLMM.COM

ELECTRICAL
HRA CONSULTING ENGINEERS
582 MARKET STREET #1113
SAN FRANCISCO, CA 94104
PHONE: (415) 773-0455 EXT. 201
CONTACT: HAMID R. ARBABARAGHI
EMAIL: HAMID.ARBABARAGHI@HRAENG.COM

CIVIL
LOTUS WATER
215 KEARNY STREET, SUITE B.
SAN FRANCISCO, CA 94108
PHONE: (415) 800-6805
CONTACT: SHAUNA DUNTON
EMAIL: SDUNTON@LOTUSWATER.COM

MECHANICAL
MHC ENGINEERS INC.
150 8TH STREET
SAN FRANCISCO, CA 94103
PHONE: (415) 512-7141 EXT.14
CONTACT: TOBY LEE
EMAIL: TOBYLEE@MHCENGR.COM

GEOTECHNICAL
GEOTECHNICAL CONSULTANT INC.
500 SANSOME STREET #204
SAN FRANCISCO, CA 94111
PHONE: (415) 981-9950
CONTACT: NEEL NEELAKANTAN
EMAIL: NEEL@GTCGEOTECH.COM

ENVIRONMENTAL/PERMITTING
ESA, INC.
550 KEARNY STREET
SAN FRANCISCO, CA 94108
PHONE: (415) 896-5900
CONTACT: GARY OATES
EMAIL: GOATES@ESASSOC.COM

ARCHITECT
ROBIN CHIANG & COMPANY
381 TEHAMA STREET
SAN FRANCISCO, CA 94103
PHONE: (415) 995-9870
CONTACT: ROBIN CHIANG
EMAIL: RCHIANG@DESIGNBYTHEBAY.COM

LANDSCAPE ARCHITECT
SURFACEDESIGN, INC.
PIER 33 NORTH, SUITE 200
SAN FRANCISCO, CA 94111
PHONE: (415) 914-7463
CONTACT: MICHAL KAPITULNIK
EMAIL: MICHAL@SDISF.COM

PROJECT DESCRIPTION

- THE PROJECT INCLUDES:
- THE CONSTRUCTION OF A NEW FERRY LANDING FACILITY INCLUDING COVERED PIER, GANGWAY, MOORING FLOAT, AND DONUT FENDERS.
 - DREDGING OF BERTH AND APPROACH TO FERRY LANDING.
 - CONSTRUCTION OF A NEW WATER TAXI FACILITY INCLUDING PLATFORM, GANGWAY, AND FLOAT.
 - UTILITY WORKS, INCLUDING POWER, SITE LIGHTING, DOMESTIC WATER, IRRIGATION, AND FIRE PROTECTION.


100% SUBMITTAL
OCTOBER 26, 2018

FILE LOCATION: H:\2017\201702 MISSION BAY FERRY LANDING\20 STRUCTURAL\SUBMITTALS\001 - 0002.DWG DATE: 10/26/2018 1:55:51 PM DRAWN BY: PERSON: JONG, RM

NO.	DATE	DESCRIPTION	BY	APP.
0	10/26/18	100% SUBMITTAL	JMC	H MDF

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

REFERENCE INFORMATION & FILE NO. OF SURVEYS



SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING



CONSULTANT
COWI COWI NORTH AMERICA INC
1300 CLAY STREET,
7TH FLOOR,
OAKLAND, CA 94612



DESIGNED: DATE:	APPROVED BY:
JRVS 10-26-18	SAN FRANCISCO PORT COMMISSION
DRAWN: DATE:	DATE: _____
ADLR 10-26-18	
CHECKED: DATE:	_____ CHIEF HARBOR ENGINEER
JMC 10-26-18	

SCALE:
AS SHOWN
SHEET OF SHEETS
-

MISSION BAY FERRY LANDING
AND WATER TAXI LANDING

COVER SHEET

CONTRACT NO.	A085311
SHEET NO.	G001
FILE NO.	
REV. NO.	0

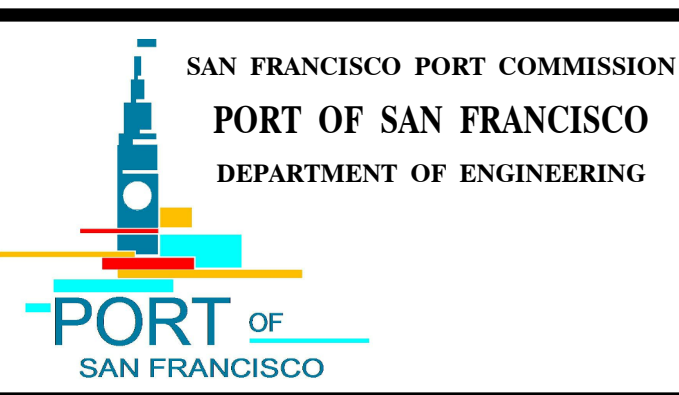


100% SUBMITTAL
OCTOBER 26, 2018

NO.	DATE	DESCRIPTION	BY	APP.
0	10/26/18	100% SUBMITTAL	VF	RB

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& FILE NO. OF SURVEYS



DESIGNED: DATE: RB 10-26-18
DRAWN: DATE: VF 10-26-18
CHECKED: DATE: RB 10-26-18

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____

CHIEF HARBOR ENGINEER

SCALE:
AS SHOWN
SHEET OF SHEETS

MISSION BAY FERRY LANDING
AND WATER TAXI LANDING

COVER PAGE

CONTRACT NO. A085311
SHEET NO. A000
FILE NO.
REV. NO. D

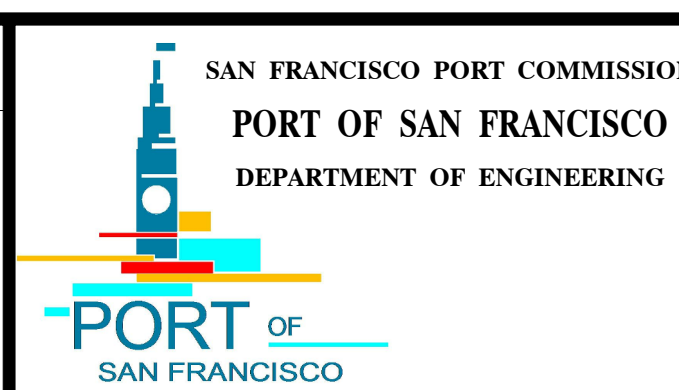


100% SUBMITTAL
OCTOBER 26, 2018

NO.	DATE	DESCRIPTION	BY	APP.
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& FILE NO. OF SURVEYS



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DRAWN: DATE: VF 10-26-18
CHECKED: DATE: RB 10-26-18

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE:
AS SHOWN
SHEET OF SHEETS

MISSION BAY FERRY LANDING
AND WATER TAXI LANDING

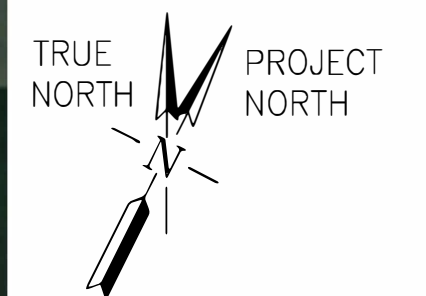
PERSPECTIVE VIEW

CONTRACT NO. A085311
SHEET NO. A001
FILE NO.
REV. NO. D



1 LOCATION MAP
G010 G010 SCALE: NOT TO SCALE

100% SUBMITTAL
OCTOBER 26, 2018



FILE LOCATION: H:\2017\2018 MISSION BAY FERRY LANDING\2018 DRAWINGS\2018 STRUCTURAL\CURRENT\G010.DWG DATE: 10/26/2018 2:22:28 PM DRAWN BY: JMC

NO.	DATE	DESCRIPTION	BY	APP.
0	10/26/18	100% SUBMITTAL	JMC	HMDP

TABLE OF REVISIONS
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REFERENCE INFORMATION & FILE NO. OF SURVEYS

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

COWI-OLMM

CONSULTANT

COWI COWI NORTH AMERICA INC
1300 CLAY STREET,
7TH FLOOR,
OAKLAND, CA 94612



DESIGNED:	DATE:
JRVS	10-26-18
DRAWN:	DATE:
ADLR	10-26-18
CHECKED:	DATE:
JMC	10-26-18

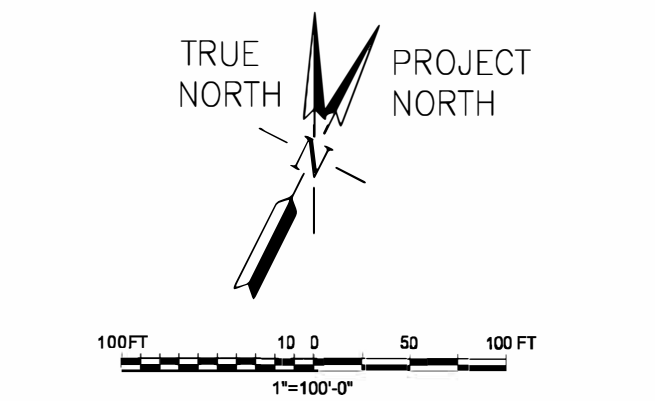
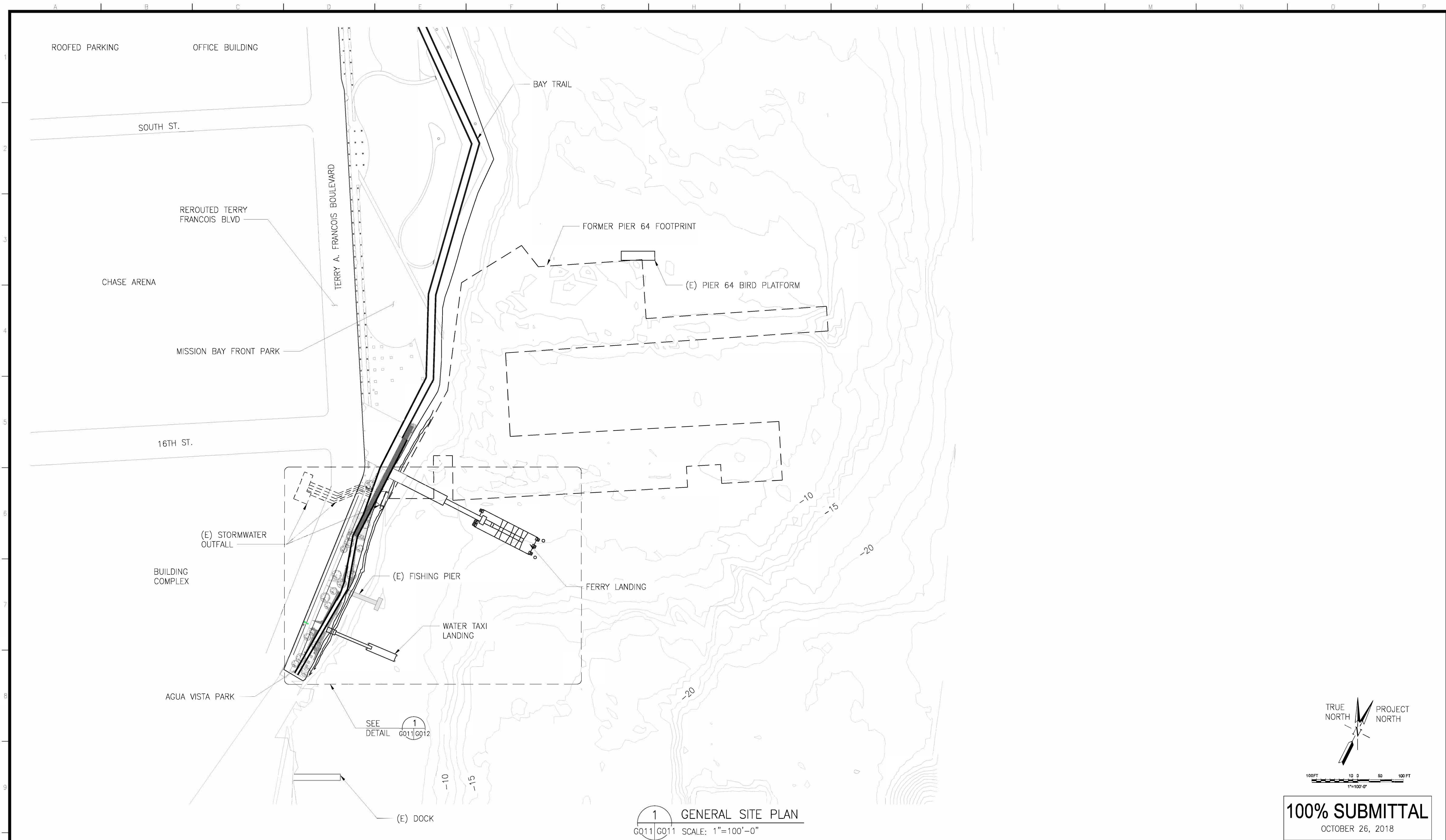
APPROVED BY	SAN FRANCISCO PORT COMMISSION
DATE:	_____
_____	CHIEF HARBOR ENGINEER

SCALE:	AS SHOWN
SHEET OF SHEETS	-

MISSION BAY FERRY LANDING AND WATER TAXI LANDING

LOCATION MAP

CONTRACT NO.	A085311
SHEET NO.	G010
FILE NO.	
REV. NO.	0



100% SUBMITTAL
OCTOBER 26, 2018

1 GENERAL SITE PLAN
G011/G011 SCALE: 1"=100'-0"

FILE LOCATION: I:\2017\2018 MISSION BAY FERRY LANDING\2018\DRAWINGS\22 STRUCTURAL\CURRENT\G011.DWG DATE: 10/26/2018 1:14:18 PM DRAWN BY: HONG DIM

REFERENCE INFORMATION & FILE NO. OF SURVEYS	
0	10/26/18
NO.	DATE

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0	10/26/18	100% SUBMITTAL	JMC
			HMDP

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SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

COWI-OLMM

CONSULTANT

COWI COWI NORTH AMERICA INC
1300 CLAY STREET,
7TH FLOOR,
OAKLAND, CA 94612



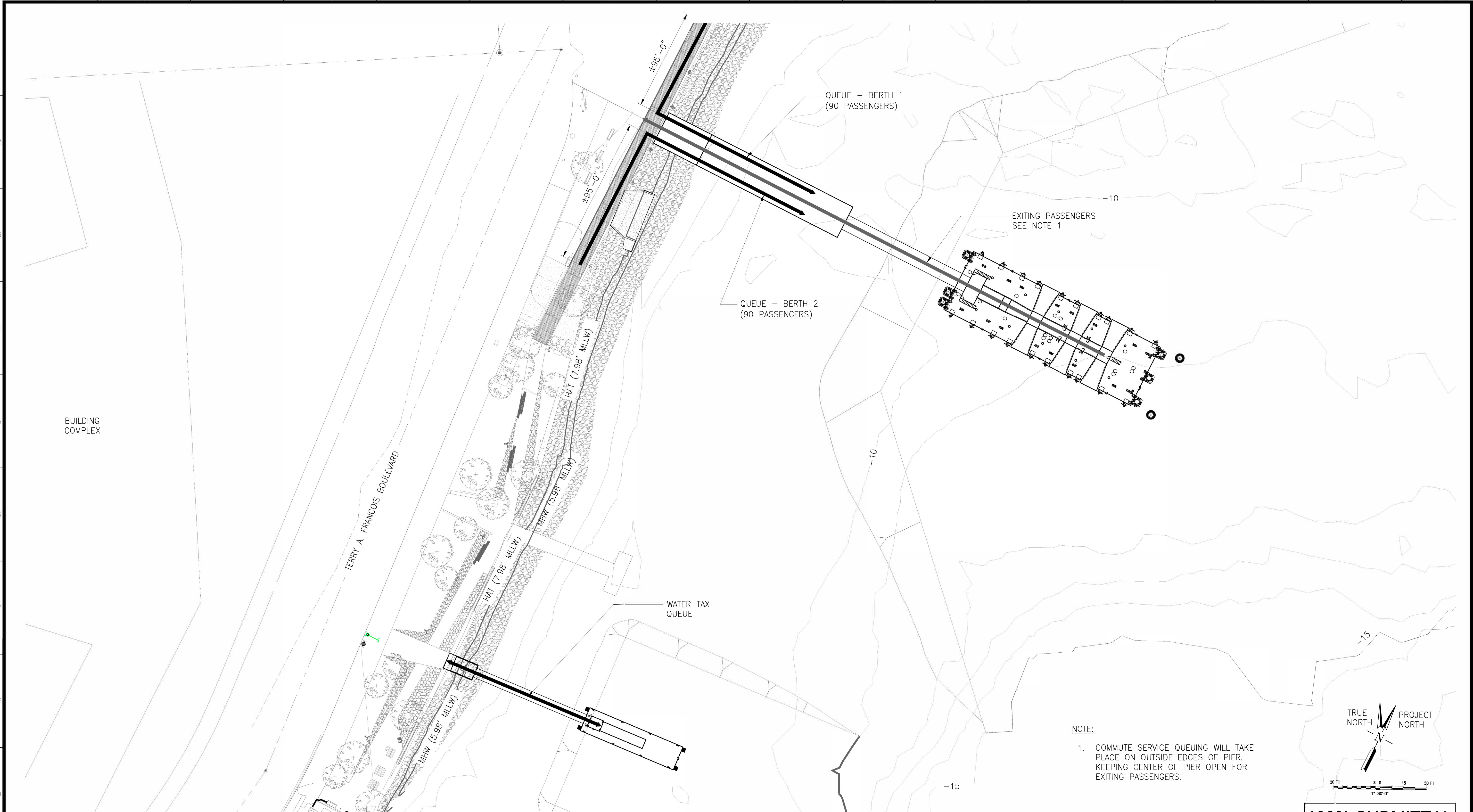
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CHECKED: JMC	DATE: 10-26-18	CHIEF HARBOR ENGINEER

SCALE: 1"=100'-0"
SHEET OF SHEETS: -

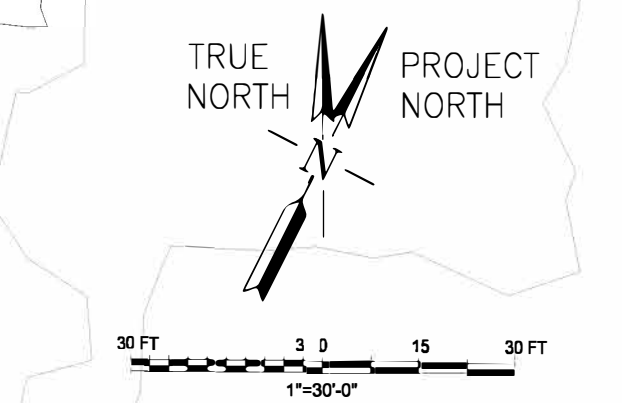
MISSION BAY FERRY LANDING AND WATER TAXI LANDING

GENERAL SITE PLAN

CONTRACT NO. A085311
SHEET NO. G011
FILE NO.
REV. NO. 0



1 ENLARGED PLAN
G011 G012 SCALE: 1"=30'-0"



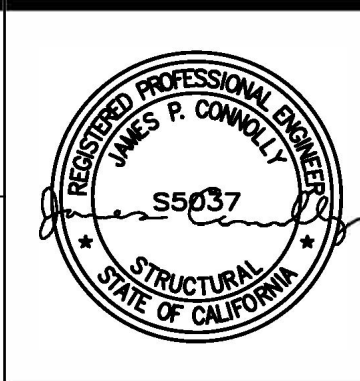
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OCTOBER 26, 2018

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NO.	DATE	DESCRIPTION	BY	APP.
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TABLE OF REVISIONS
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REFERENCE INFORMATION & FILE NO. OF SURVEYS



DESIGNED: DATE: 10-26-18
DRAWN: DATE: 10-26-18
CHECKED: DATE: 10-26-18
JMC

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE:
1"=30'-0"
SHEET OF SHEETS
-

**MISSION BAY FERRY LANDING
AND WATER TAXI LANDING**

**COMMUTER QUEUE
FERRY AND WATER TAXI LANDINGS**

CONTRACT NO. A085311
SHEET NO. **G013**
FILE NO.
REV. NO. 0

LANDSIDE DEMOLITION NOTES

- CONTRACTOR SHALL OBTAIN A COPIES OF THE GEOTECHNICAL REPORTS PREPARED BY TREADWELL & ROLLO, AND GTC, INC. AND FOLLOW ALL RECOMMENDATIONS CONTAINED THEREIN.
- CONTRACTOR SHALL OBTAIN A COPY OF THE TERRY A. FRANCOIS BOULEVARD (TFB) IMPROVEMENT PLANS PRIOR TO REMOVAL OF PROPOSED INFRASTRUCTURE TO REMAIN OR TO BE UPGRADED. NOTE THAT THE NEW TFB STREET IMPROVEMENTS ARE BEING CONSTRUCTED AT THE TIME OF THIS SUBMITTAL, AND ARE ANTICIPATED TO BE COMPLETE BY THE START OF CONSTRUCTION OF THIS PROJECT. THEREFORE THE TFB IMPROVEMENTS ARE ASSUMED TO BE THE "EXISTING CONDITION."
- SEDIMENTATION AND EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO START OF DEMOLITION.
- UPON REQUEST, OWNER'S REPRESENTATIVE WILL MAKE AVAILABLE TO CONTRACTOR ANY SITE SPECIFIC REPORTS PRIOR TO DEMOLITION. SEE SHEETS C-111 AND C-112 FOR EROSION CONTROL PLAN AND DETAILS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR RE-ROUTING EXISTING UTILITIES TO MAINTAIN SERVICES TO ADJACENT BUILDINGS. CONTRACTOR SHALL BE RESPONSIBLE FOR DISCONNECTING AND CAPPING OF EXISTING UTILITIES AND SHALL COORDINATE WITH THE PORT OF SAN FRANCISCO, SFPUC AND/OR OTHER UTILITY COMPANIES, AS APPLICABLE, FOR UTILITY SHUT OFF AND DISCONNECTION PRIOR TO DEMOLITION.
- CONTRACTOR SHALL CONFIRM THAT ANY REMOVAL OF ELECTRICAL LINES, LIGHT POLES, AND BOXES WILL NOT AFFECT OR DISRUPT THE POWER TO THE ADJACENT BUILDINGS, STREET LIGHTS, OR TRAFFIC LIGHTS.
- CONTRACTOR SHALL REMOVE AND RECYCLE/SALVAGE/DISPOSE OF ALL EXISTING SITE FEATURES AND FACILITIES SUCH AS BUILDING FOOTINGS, WALLS, AND PAVEMENTS IN ACCORDANCE WITH KEYNOTES ON THIS SHEET AND SPECIFICATIONS. ITEMS TO BE DISPOSED OF SHALL BE DONE SO IN A LEGAL MATTER AS THE CONTRACTOR'S PROPERTY.
- CONTRACTOR SHALL PROTECT ALL ADJACENT BUILDINGS, FOUNDATIONS, SHORELINE REVETMENTS, SIDEWALKS, ROADWAYS, TREES, UTILITIES, OR OTHER INFRASTRUCTURE DURING DEMOLITION. CONTRACTOR IS RESPONSIBLE FOR REPAIRS TO AND/OR REPLACEMENT OF ANY DAMAGE RELATED TO DEMOLITION ACTIVITIES.
- DISCONNECT, CAP, AND PLUG EXISTING STORM DRAIN AND SANITARY SEWER PIPE WITHIN THE LIMITS OF WORK PER PORT STANDARDS.
- DISCONNECT AND REMOVE EXISTING WATER, GAS, ELECTRIC, AND DATA UTILITIES WITHIN THE LIMITS OF WORK PER APPROVED METHODS OF RELEVANT UTILITY PROVIDER.
- AREAS TO BE IMPROVED SHALL BE STRIPPED OF CONCRETE, LOOSE SURFACE SOIL, ROCKS, BOULDERS, VEGETATION, AND TOPSOIL WHERE THEY CONFLICT WITH NEW FOUNDATIONS OR OTHER IMPROVEMENTS. EXISTING SLABS, COLUMNS, GRADE BEAMS, FOUNDATIONS AND OTHER BELOW-GRADE STRUCTURES SHALL BE REMOVED DURING SITE DEMOLITION. ANY RESULTING EXCAVATIONS, WHICH EXTEND BELOW FINISHED SUBGRADE AND ARE NOT BENEATH NEW FOUNDATIONS, SHALL BE BACKFILLED WITH GEOTECHNICAL ENGINEER APPROVED SOILS PER SPECIFICATIONS.
- ALL EXISTING FOUNDATIONS, WHICH WILL NOT BE REUSED, SHOULD BE REMOVED. SPECIFICALLY, WHERE ENCOUNTERED, ALL PILE CAPS AND FOOTINGS SHOULD BE COMPLETELY REMOVED BENEATH NEW UTILITIES, PAVEMENTS, SIDEWALKS, AND LANDSCAPED AREAS. PILES SHOULD BE REMOVED SUFFICIENTLY DEEP TO PREVENT "HARD SPOTS". IN GENERAL, SINGLE PILES SHOULD BE REMOVED TO A DEPTH OF AT LEAST FOUR FEET BELOW NEW IMPROVEMENTS AND/OR UTILITIES AND PILE GROUPS SHOULD BE REMOVED AT LEAST EIGHT FEET BELOW NEW IMPROVEMENTS AND/OR UTILITIES, OR TO THE BAY MUD, WHICHEVER IS SHALLOWER. THE GEOTECHNICAL ENGINEER MAY VARY THE DEPTH OF PILE REMOVAL BASED UPON SITE SPECIFIC CONDITIONS.
- ALL HAZARDOUS WASTES, TRANSFORMERS, AND WIRING SHALL BE PROPERLY DISPOSED PER STATE LAW AND/OR PORT STANDARDS, WHICHEVER IS MORE STRINGENT.
- REMOVE NOTED UNDERGROUND UTILITIES & STRUCTURES ON PROPERTY WITHIN SPECIFIED DEPTH REQUIRED BY GEOTECHNICAL ENGINEER.
- ALL EXISTING STREET CURBS, PAVEMENT, SIGNS, PARKING METERS, ETC. WITHIN LIMITS OF WORK TO REMAIN SHALL BE PROTECTED THROUGHOUT COURSE OF CONSTRUCTION UNLESS SPECIFICALLY DESIGNATED FOR REMOVAL.
- CONTRACTOR SHALL NOTIFY ARCHEOLOGIST FOR INSPECTION OF EARTHWORK AS APPLICABLE.
- ALL ASPHALT PAVING WITHIN LIMITS OF WORK TO BE REMOVED AND DELIVERED TO RECYCLING FACILITY.
- REMOVED CONCRETE CURBS, SLABS, WALLS AND OTHER CONCRETE STRUCTURES SHALL BE RECYCLED INTO REUSABLE AGGREGATES.
- OTHER SITE HARDSCAPE MATERIALS TO BE RECYCLED TO THE EXTENT POSSIBLE. SEE SPECIFICATIONS.
- PLANT MATERIAL TO BE REMOVED SHALL BE SHIPPED FOR DELIVERY TO A COMPOSTING FACILITY OR SALVAGED FOR REUSE ON PROJECT OR AS DIRECTED BY THE PORT OF SAN FRANCISCO.
- CONTRACTOR SHALL TAKE EXTREME CARE TO PROTECT ALL EXISTING SURVEY MONUMENTS IN PLACE.
- REFER TO WATERSIDE DEMOLITION PLANS FOR REMOVAL OF ALL INFRASTRUCTURE BEYOND THE TOP OF BANK.

TREE PROTECTION NOTES

- SEE EROSION CONTROL PLAN SHEETS C-111 AND C-112 FOR TREE REMOVAL AND PROTECTION PROCEDURES.
- CONTRACTOR SHALL COORDINATE WITH LANDSCAPE PLANS FOR TREES TO BE REMOVED AND/OR PROTECTED. FOR PROTECTION OF TREES DURING CONSTRUCTION, CONTRACTOR SHALL FOLLOW THE CITY OF SAN FRANCISCO TREE PROTECTION STANDARDS.

DEMOLITION LEGEND

LANDSIDE DEMOLITION LIMITS OF WORK (OFFSET 2' FOR CLARITY)

PAVEMENT SAWCUT LINE

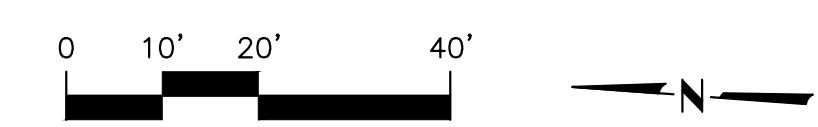
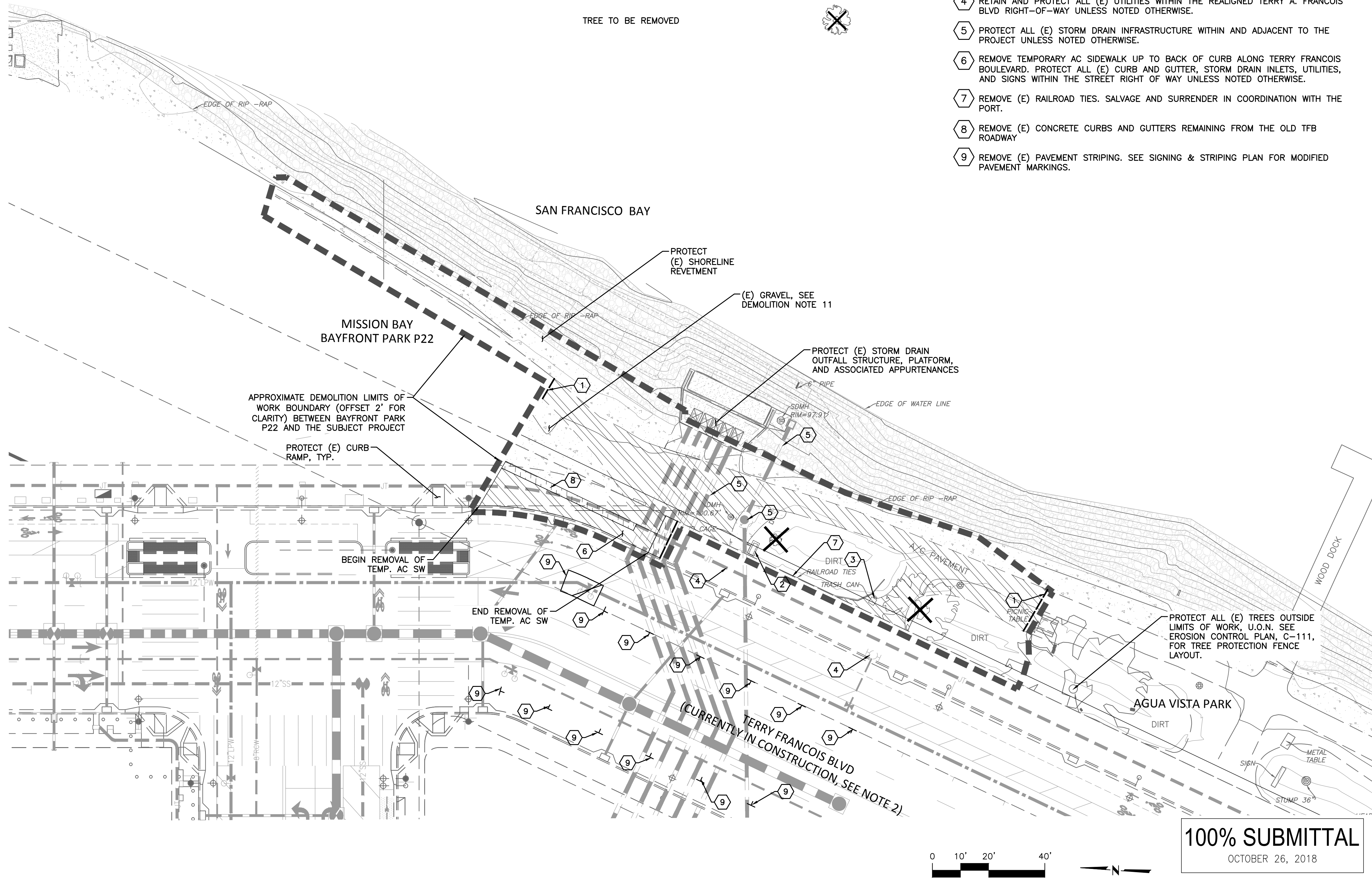
REMOVE (E) AC PAVING TO SUBBASE PER GEOTECH RECOMMENDATIONS

REMOVE (E) CONC. PAVING TO SUBBASE PER GEOTECH RECOMMENDATIONS

TREE TO BE REMOVED

DEMOLITION KEY NOTES

- CLEANLY SAWCUT EX. AC PAVING/CONCRETE PAVEMENT AND CURBS WHERE INDICATED.
- RELOCATE (E) IRRIGATION BACKFLOW PREVENTER. REFER TO THE SITE UTILITY PLAN FOR THE NEW LOCATION.
- REMOVE (E) TRASH CANS. SALVAGE AND SURRENDER IN COORDINATION WITH THE PORT.
- RETAIN AND PROTECT ALL (E) UTILITIES WITHIN THE REALIGNED TERRY A. FRANCOIS BLVD RIGHT-OF-WAY UNLESS NOTED OTHERWISE.
- PROTECT ALL (E) STORM DRAIN INFRASTRUCTURE WITHIN AND ADJACENT TO THE PROJECT UNLESS NOTED OTHERWISE.
- REMOVE TEMPORARY AC SIDEWALK UP TO BACK OF CURB ALONG TERRY FRANCOIS BOULEVARD. PROTECT ALL (E) CURB AND GUTTER, STORM DRAIN INLETS, UTILITIES, AND SIGNS WITHIN THE STREET RIGHT OF WAY UNLESS NOTED OTHERWISE.
- REMOVE (E) RAILROAD TIES. SALVAGE AND SURRENDER IN COORDINATION WITH THE PORT.
- REMOVE (E) CONCRETE CURBS AND GUTTERS REMAINING FROM THE OLD TFB ROADWAY
- REMOVE (E) PAVEMENT STRIPING. SEE SIGNING & STRIPING PLAN FOR MODIFIED PAVEMENT MARKINGS.



100% SUBMITTAL
OCTOBER 26, 2018

\\102.068.215.52\projects\1003 Mission Bay Ferry Landing\Para\400 Technical\201 CAD Design\425 Construction Documents\01 Sheet Files\C-110-DEMOLITION-PLAN.dwg, 10/26/2018, 3:38:49 PM

NO.	DATE	DESCRIPTION	BY	APP.
0	10/26/18	100% SUBMITTAL	JS	SD

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

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

COWI-OLMM
CONSULTANT

LOTUS WATER, INC.
660 Mission Street, Suite 200
San Francisco, CA 94105

DESIGNED: JS	DATE: 2/14/18
DRAWN: TS	DATE: 2/14/18
CHECKED: SDD	DATE: 2/16/18

APPROVED BY: SAN FRANCISCO PORT COMMISSION	DATE: _____
CHIEF HARBOR ENGINEER	

SCALE: 1"=20'
SHEET OF SHEETS

MISSION BAY FERRY LANDING
AND WATER TAXI LANDING

LANDSIDE SITE DEMOLITION PLAN

CONTRACT NO. A085311
SHEET NO. C110
FILE NO.
REV. NO. C

EROSION CONTROL NOTES:

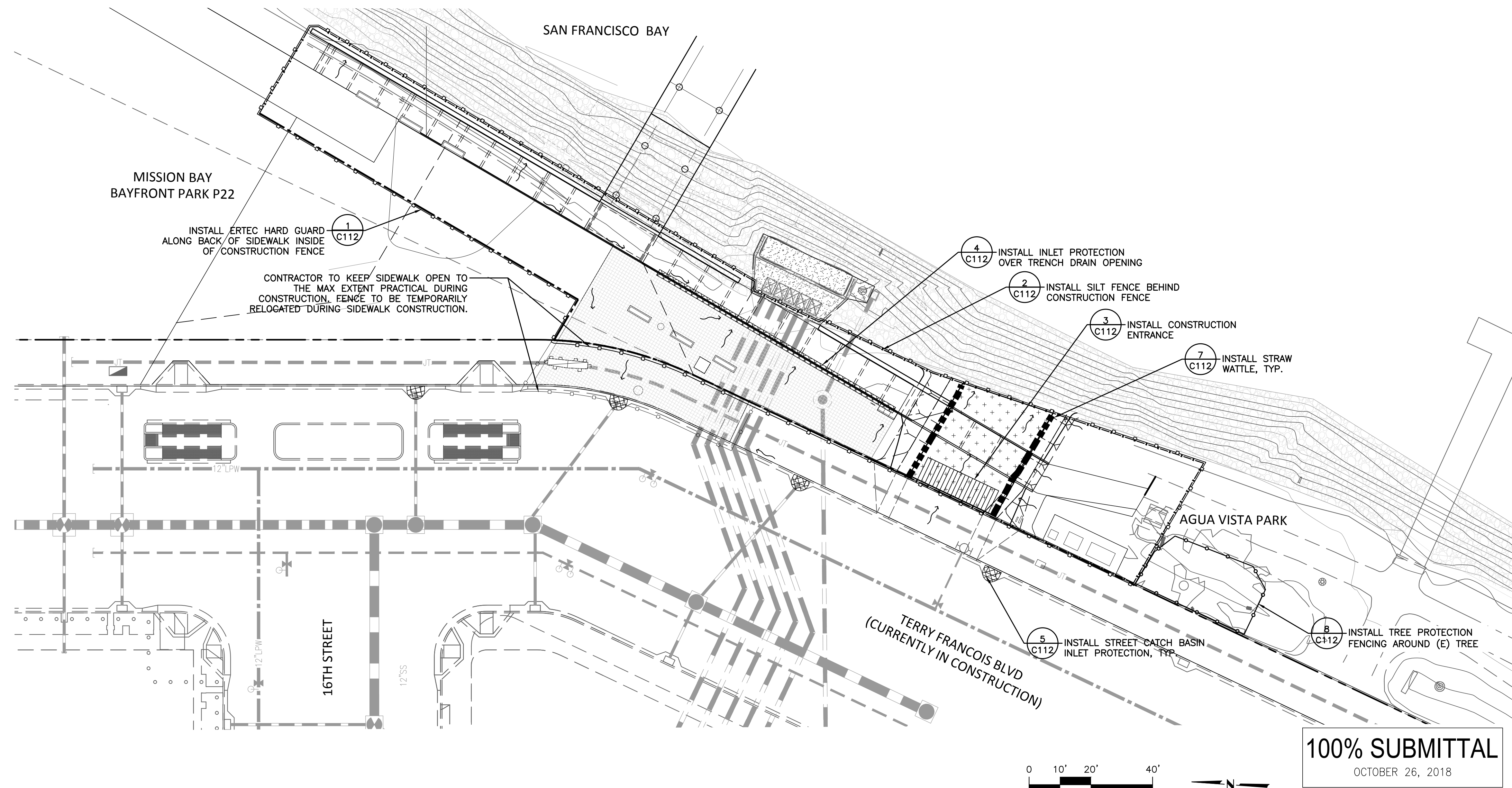
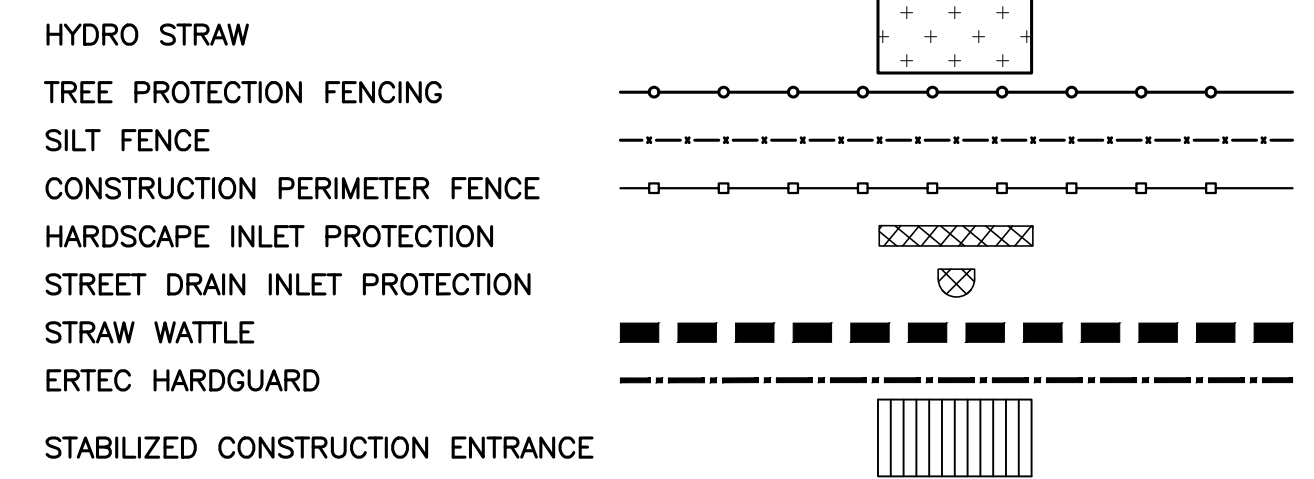
- THIS EROSION CONTROL PLAN WILL SUPPLEMENT THE PROJECT STORM WATER POLLUTION PREVENTION PLAN PROVIDED BY OTHERS, IF REQUIRED.
- THIS PLAN MAY NOT COVER ALL THE SITUATIONS THAT ARISE DURING CONSTRUCTION DUE TO UNANTICIPATED FIELD CONDITIONS. IN GENERAL, THE CONTRACTOR IS RESPONSIBLE FOR KEEPING SEDIMENT STORM RUNOFF FROM LEAVING THE SITE. SEDIMENT ROLLS AND SILT FENCES SHALL BE USED BY THE CONTRACTOR ON AN AS-NEEDED BASIS TO INHIBIT SILT FROM LEAVING THE SITE AND ENTERING THE STORM DRAIN SYSTEM. TEMPORARY EROSION CONTROL DEVICES WHICH INTERFERE WITH THE WORK SHALL BE RELOCATED OR MODIFIED WHEN THE INSPECTOR SO DIRECTS AS THE WORK PROGRESSES. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE OPERABLE YEAR AROUND OR UNTIL VEGETATION IS ESTABLISHED ON SLOPED SURFACES.
- AFTER OCTOBER 1ST TO APRIL 15TH, ALL EROSION CONTROL MEASURES SHALL BE INSPECTED AND MAINTAINED DAILY, WHENEVER RAIN IS IN THE FORECAST AND AFTER EACH STORM. BREACHES IN DIKES AND TEMPORARY SWALES WILL BE REPAIRED AT THE CLOSE OF EACH DAY AND WHENEVER RAIN IS FORECAST. THE NAME OF THE PERSON RESPONSIBLE FOR THE DAILY MAINTENANCE OF THESE FACILITIES SHALL BE ON RECORD WITH THE CITY ALONG WITH A PHONE NUMBER WHERE THEY CAN BE REACHED 24 HOURS A DAY. THESE FACILITIES SHALL CONTROL AND CONTAIN EROSION-CAUSED SILT DEPOSITS AND PROVIDE FOR THE SAFE DISCHARGE OF SILT FREE STORM WATER INTO EXISTING AND PROPOSED STORM DRAIN FACILITIES AND PRE-EXISTING DRAINAGE PATTERNS. DESIGN OF THESE FACILITIES MUST BE APPROVED AND UPDATED EACH YEAR BY THE CIVIL ENGINEER.
- ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE SAN FRANCISCO PUBLIC UTILITIES COMMISSION AND THE PORT OF SAN FRANCISCO. CONTROL MEASURES ARE SUBJECT TO THE INSPECTION AND APPROVAL OF THE CITY OF SAN FRANCISCO AND THE PORT OF SAN FRANCISCO.
- THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL SUB-CONTRACTORS AND SUPPLIERS ARE AWARE OF ALL STORM WATER QUALITY MEASURES AND CORRECTLY IMPLEMENT SUCH MEASURES. FAILURE TO COMPLY WITH THE APPROVED CONSTRUCTION WILL RESULT IN THE ISSUANCE OF CORRECTION NOTICES, CITATIONS, AND/OR A PROJECT STOP ORDER.
- ALL LOOSE SOIL AND DEBRIS SHALL BE REMOVED FROM THE STREET AREAS UPON STARTING OPERATIONS AND PERIODICALLY THEREAFTER AS DIRECTED BY THE INSPECTOR. THE SITE SHALL BE MAINTAINED SO AS TO MINIMIZE SEDIMENT LADEN RUNOFF TO ANY STORM DRAIN SYSTEM.
- IF EXISTING DRIVEWAY IS REMOVED DURING CONSTRUCTION, THE CONTRACTOR SHALL PLACE AGES MUD MAT FOR THE FULL WIDTH AND LENGTH SHOWN IN THESE PLANS AT ENTRANCE TO THE SITE. LOCATION TO BE APPROVED BY CITY ENGINEER IN THE FIELD. CONSTRUCTION EGRESS SHALL BE EQUIPPED WITH A TRUCK WASHING STATION. ALL TRUCKS SHALL WASH TIRES AND UNDERSIDE OF VEHICLES AS APPROPRIATE WHEN LEAVING THE ANY MUD THAT IS TRACKED ONTO PUBLIC STREETS SHALL BE REMOVED THE SAME DAY AS REQUIRED BY THE CITY ENGINEER.
- DURING THE RAINY SEASON (OCTOBER 1 TO APRIL 15), ALL PAVED AREAS ARE TO BE KEPT CLEAR OF EARTH MATERIAL AND DEBRIS. THE SITE IS TO BE MAINTAINED SO AS TO MINIMIZE SEDIMENT RUNOFF TO ANY STORM DRAIN SYSTEM OR ADJACENT LANDSCAPE.
- DURING PERIODS WHEN STORMS ARE FORECAST -
 - EXCAVATED SOILS SHOULD NOT BE PLACED IN STREETS OR ON PAVED AREAS.
 - ANY EXCAVATED SOILS SHOULD BE REMOVED FROM THE SITE BY THE END OF THE DAY.
 - WHERE STOCKPILING IS NECESSARY, USE A TARPULIN AND SURROUND THE STOCKPILED MATERIAL WITH SEDIMENT ROLLS, GRAVEL SEDIMENT BARRIER, SILT FENCE, OR OTHER RUNOFF CONTROLS.
 - USE INLET CONTROLS AS NEEDED (E.G. ERTEC DRAIN INLET PROTECTION) FOR STORM DRAINS IMMEDIATELY DOWNSTREAM FROM THE PROJECT SITE OR STOCKPILED SOIL.
- THOROUGHLY SWEEP ALL PAVED AREAS EXPOSED TO SOIL EXCAVATION AND PLACEMENT.
- STAND-BY CREWS SHALL BE ALERTED BY THE PERMITEE OR CONTRACTOR FOR EMERGENCY WORK DURING RAINSTORMS.
- AS A PART OF THE EROSION CONTROL MEASURES, UNDERGROUND STORM DRAIN FACILITIES AND CONCRETE SHALL BE INSTALLED COMPLETE AS SHOWN ON THE IMPROVEMENT PLANS AS APPROPRIATE FOR THE CURRENT DRAINAGE INLET PROTECTION. SEDIMENT BARRIERS SHALL BE INSTALLED AS SOON AS THE STORM DRAINAGE SYSTEM IS INSTALLED.
- BORROW AREAS AND TEMPORARY STOCKPILES SHALL BE PROTECTED WITH APPROPRIATE EROSION CONTROL MEASURES TO THE SATISFACTION OF THE CITY ENGINEER.

TREE PROTECTION NOTES:

- PROTECT ALL EXISTING TREES WHOSE DRIP LINE IS WITHIN 25 FEET OF EXCAVATION, TRENCHING, GRADING, OR PATHWAY WORK, AGAINST INJURY OR DAMAGE FROM CONSTRUCTION OPERATIONS.
- EXISTING TREES AND SHRUBS OUTSIDE THE LIMITS OF WORK SHALL BE REMOVED ONLY UPON PRIOR APPROVAL.
- TREES TO BE SAVED SHALL BE FLAGGED AND MARKED BY THE LANDSCAPE ARCHITECT PRIOR TO ANY CLEARING OR STRIPPING WORK AND, AFTER PAVEMENT AND/OR WALL REMOVAL, PROTECTIVE FENCING SHALL BE INSTALLED TO ENCOMPASS ALL AREAS BENEATH THE CANOPY.
- REFER TO LANDSCAPE ARCHITECT BEFORE COMMENCING WITH ANY DEMOLITION WORK OR GRADING FOR PROPER PROCEDURES IN VICINITY OF EXISTING TREES.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ALL THE TREES AND PLANTING DESIGNATED TO REMAIN RECEIVE ALL REASONABLE PROTECTION, CARE AND MAINTENANCE REQUIRED FOR THEIR SURVIVAL DURING AND AFTER CONSTRUCTION.
- TREE PROTECTION AREAS SHALL BE PROTECTED FROM STOCKPILING OF MATERIALS, VEHICLE PARKING AND TRAFFIC, DUMPING OF REFUSE, GARBAGE AND WASTE, AND CONTINUOUS PUDDLING OR RUNNING WATER.

- IF TREE PROTECTION FENCING IS MOVED DURING THIS WORK WITHIN THE ROOT ZONE, THE CONTRACTOR SHALL REPLACE THE FENCING FOLLOWING THE WORK.
- WHERE IT IS NECESSARY TO TRENCH, EXCAVATE OR GRADE WITHIN THE DRIP LINES AND ROOT ZONES OF EXISTING TREES, THE CONTRACTOR SHALL USE ALL POSSIBLE CARE TO AVOID INJURY TO TREE AND TREE ROOTS. EXCAVATION IN THESE AREAS SHALL BE DONE BY HAND. WHERE TWO (2) INCH AND LARGER ROOTS OCCUR AT THE TREE, NOTIFY THE LANDSCAPE ARCHITECT PRIOR TO PROCEEDING. ROOTS SHALL BE CUT AT THE TIME OF EARTHWORK WITH CLEAN VERTICAL CUT. CLOSE ALL TRENCHES WITHIN ROOT ZONE WITHIN 24 HOURS. WHERE THIS IS NOT POSSIBLE, ANY ROOTS EXPOSED FOR MORE THAN 24 HOURS SHALL BE COVERED WITH BURLAP AND KEPT MOIST ON THE SIDE OF THE TRENCH ADJACENT TO THE TREE. WHENEVER POSSIBLE, COMBINE UTILITIES, LIGHTING AND IRRIGATION IN COMMON TRENCHES.

EROSION CONTROL LEGEND



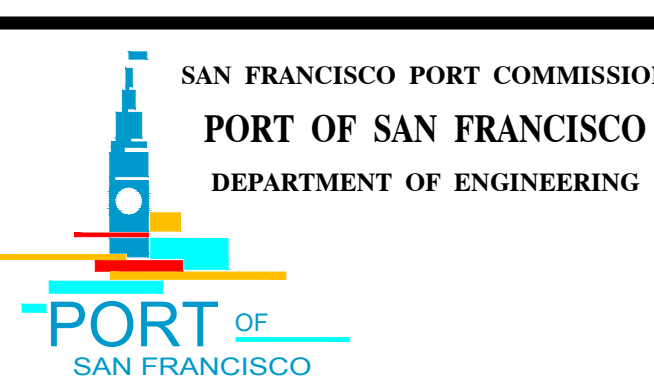
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OCTOBER 26, 2018

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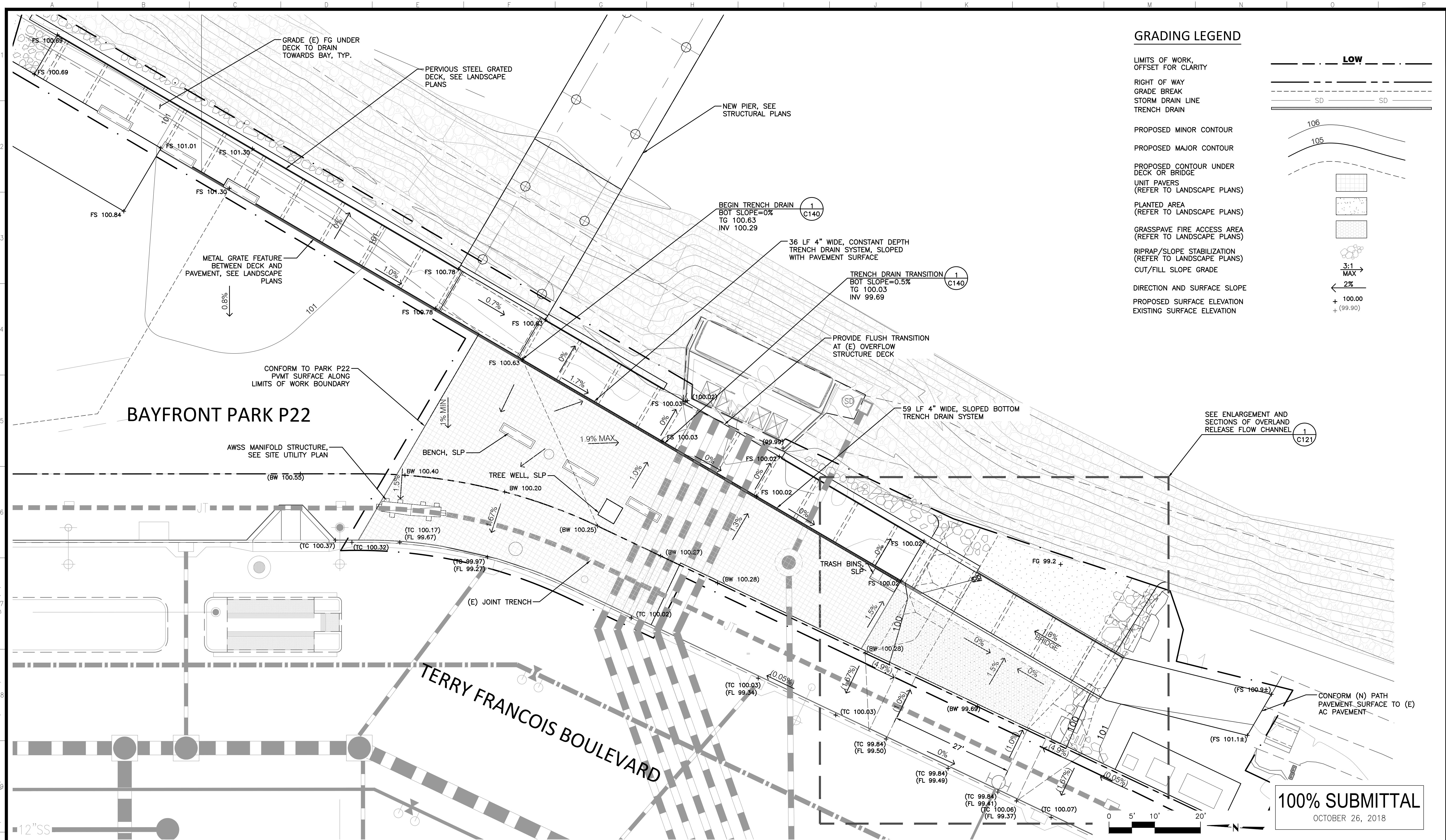
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CHECKED: SDD DATE: 2/16/18

APPROVED BY: SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE: 1"=20'
SHEET OF SHEETS

MISSION BAY FERRY LANDING AND WATER TAXI LANDING
EROSION AND SEDIMENT CONTROL PLAN

CONTRACT NO. A085311
SHEET NO. C111
FILE NO.
REV. NO. C

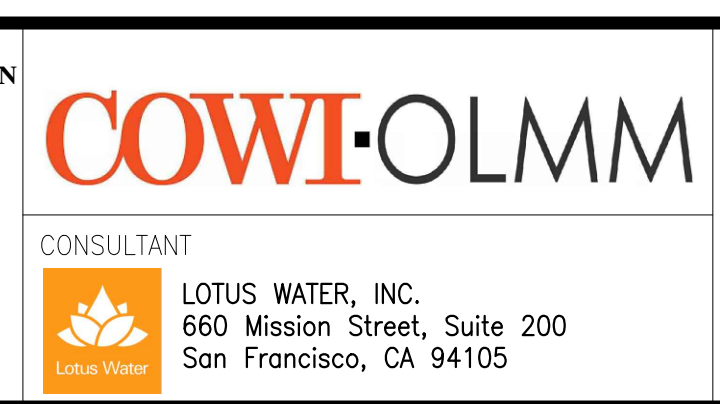
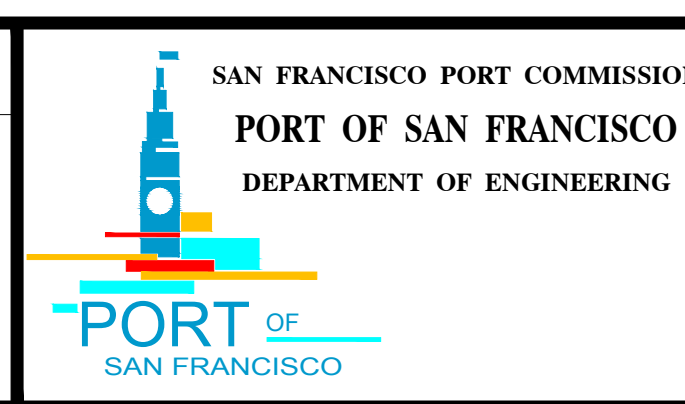


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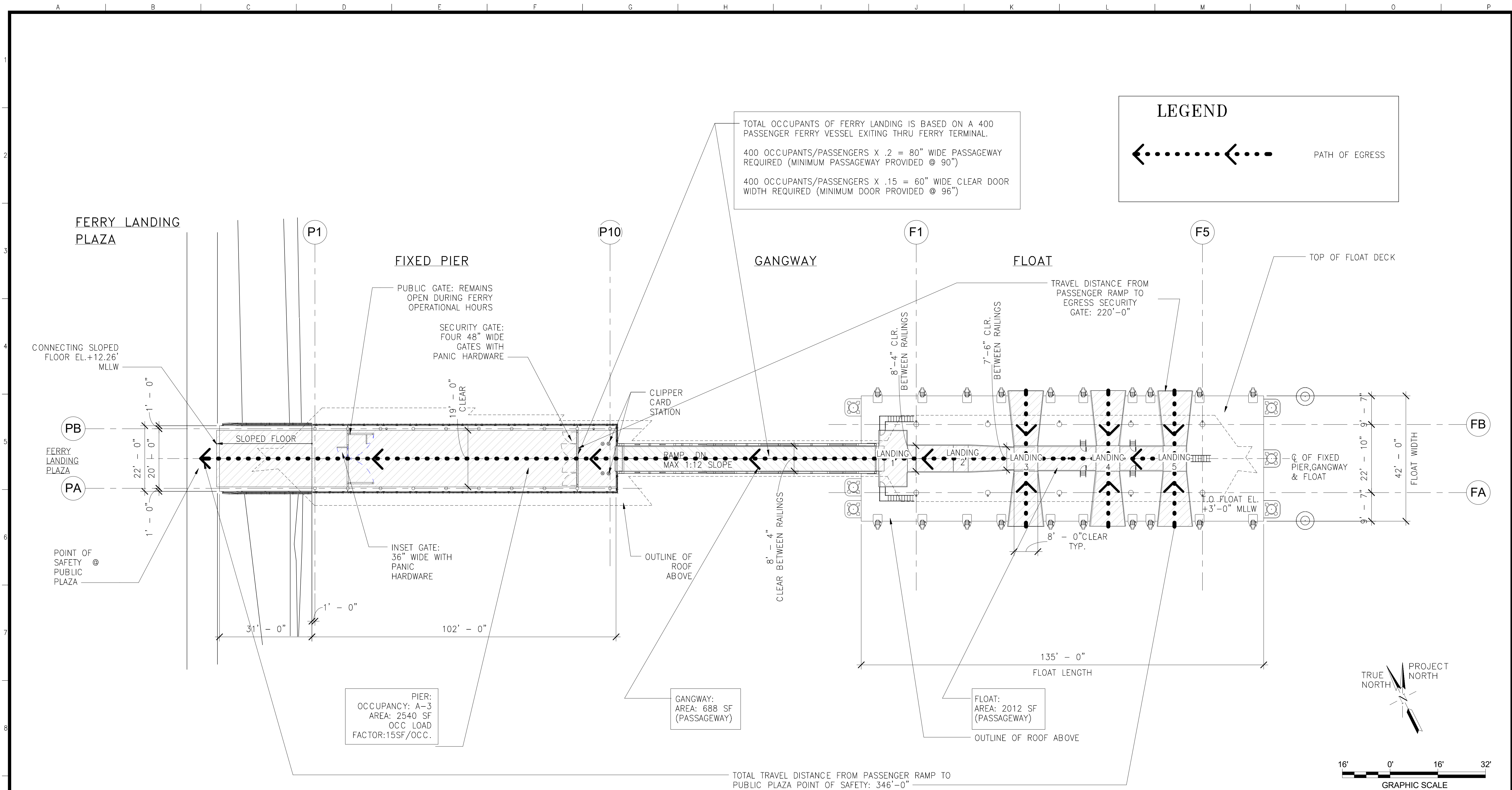
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APPROVED BY: SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE: 1"=10'
SHEET OF SHEETS

MISSION BAY FERRY LANDING AND WATER TAXI LANDING
GRADING AND DRAINAGE PLAN

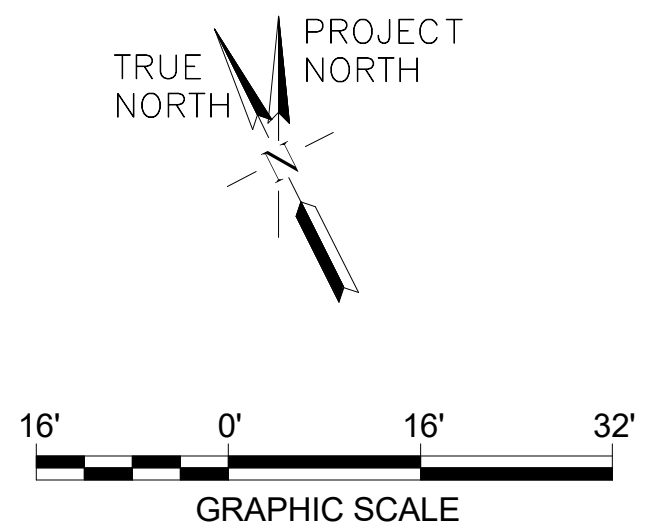
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SHEET NO. C120
FILE NO.
REV. NO. C



OVERALL FERRY LANDING FLOOR PLAN EXIT DIAGRAM

1
A003 A003

SCALE: 1/16" = 1'-0"



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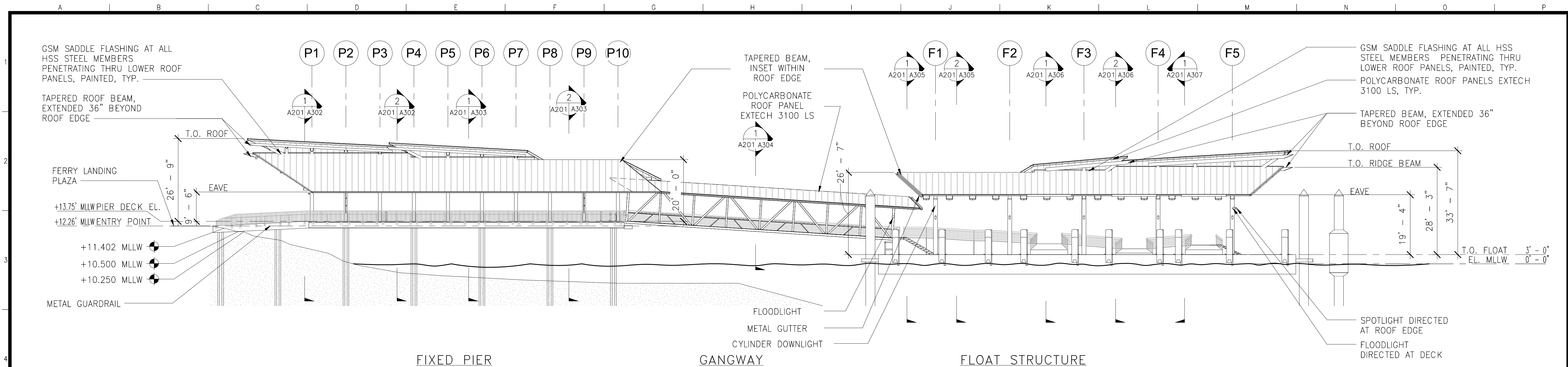
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 CHIEF HARBOR ENGINEER

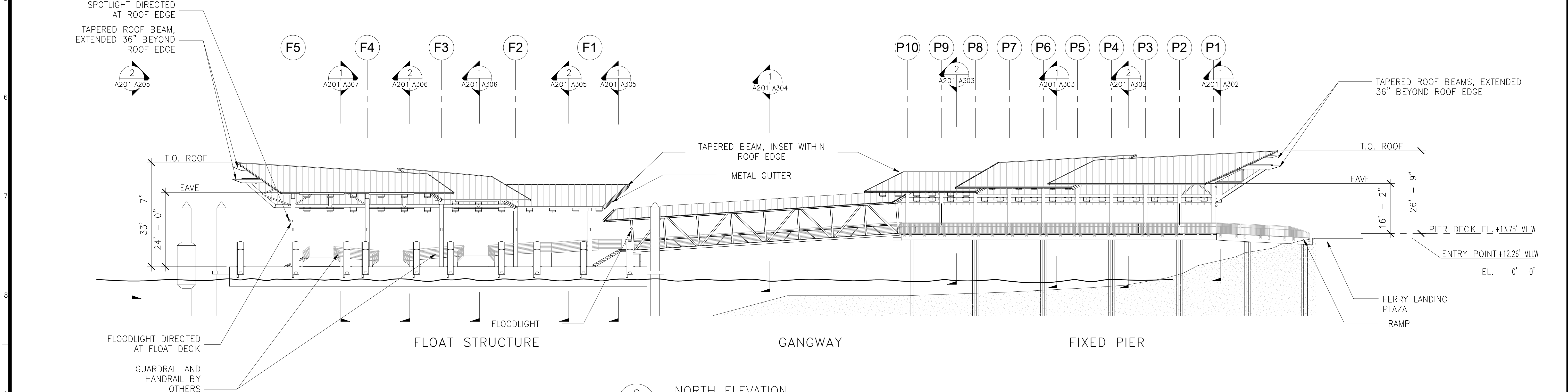
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MISSION BAY FERRY LANDING AND WATER TAXI LANDING
 EXIT DIAGRAM

CONTRACT NO. A085311
 SHEET NO. A003
 FILE NO.
 REV. NO. 0



1 SOUTH ELEVATION
 A100 A201 A110 A111
 SCALE: 1/16" = 1'-0"



2 NORTH ELEVATION
 A100 A201 A110 A111
 SCALE: 1/16" = 1'-0"

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 OCTOBER 26, 2018

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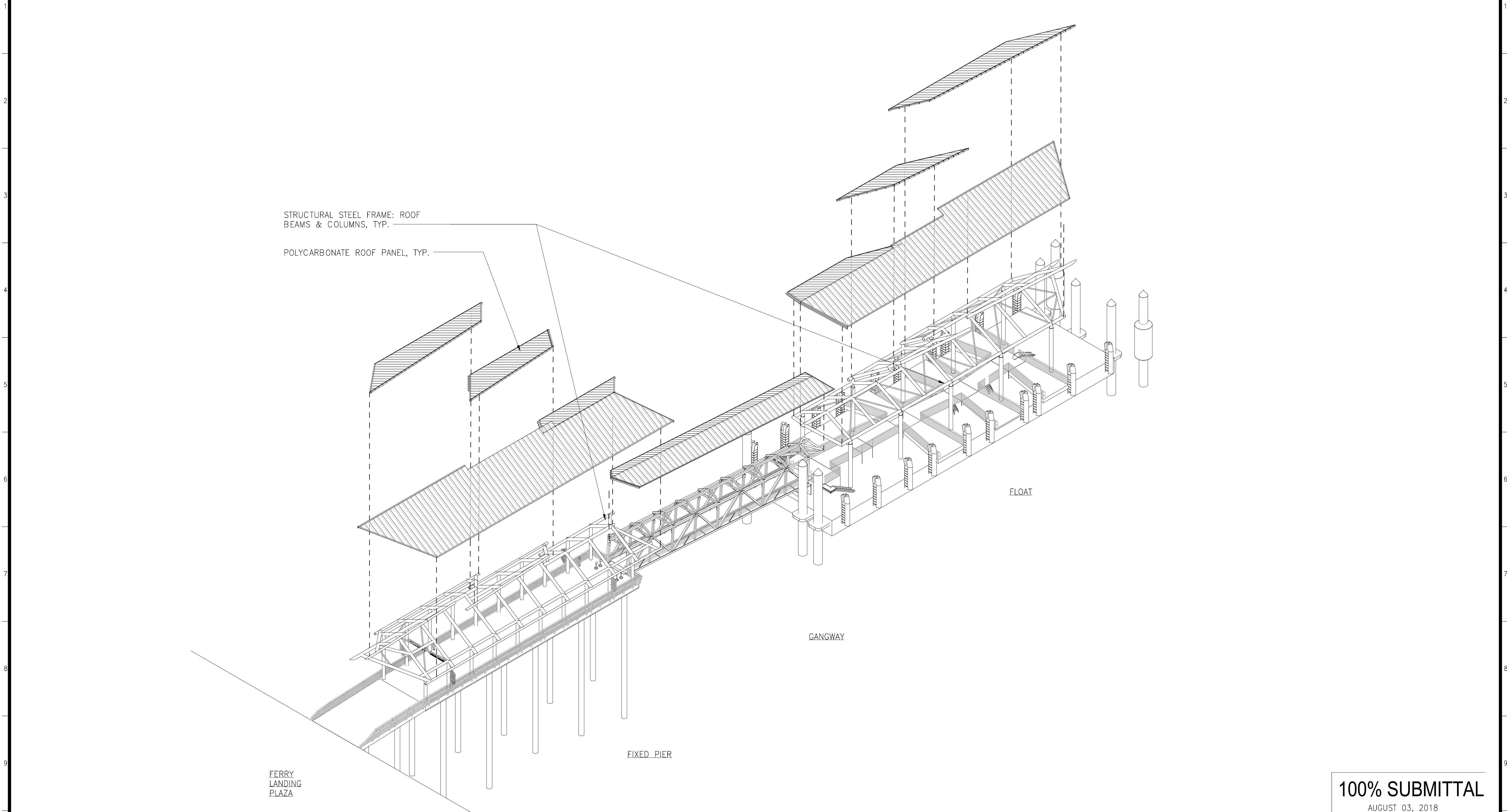
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 SAN FRANCISCO PORT COMMISSION
 DATE: _____

 CHIEF HARBOR ENGINEER

SCALE:
 AS SHOWN
 SHEET OF SHEETS

MISSION BAY FERRY LANDING
 AND WATER TAXI LANDING
 FERRY LANDING ELEVATIONS

CONTRACT NO.
 A085311
 SHEET NO.
 A201
 FILE NO.
 REV. NO.
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C	06/08/18	90% SUBMITTAL	VF	RB
B	02/16/18	60% SUBMITTAL	TM	RB
A	09/07/17	30% SUBMITTAL	TM	RB

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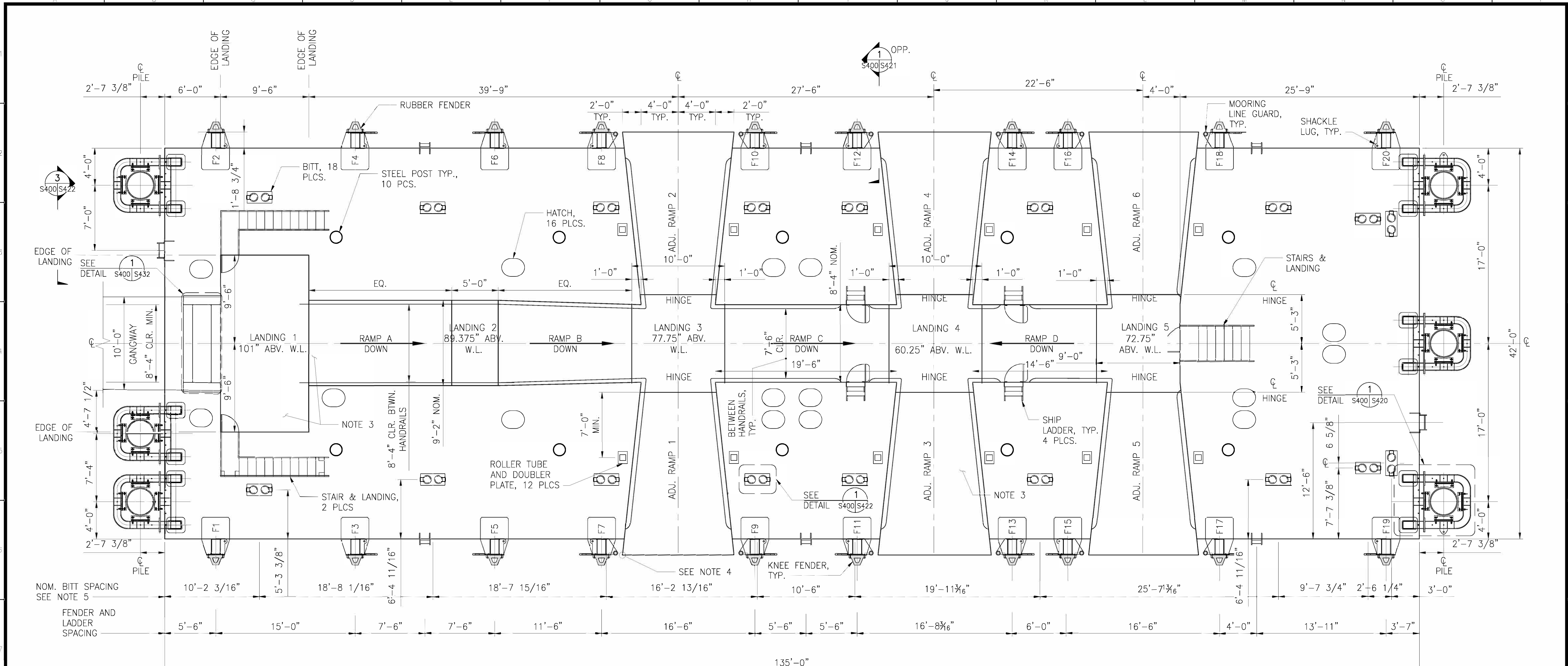
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CHECKED: DATE: 01-26-18

APPROVED BY: SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE: AS SHOWN
SHEET OF SHEETS

MISSION BAY FERRY LANDING AND WATER TAXI LANDING
EXPLODED AXONOMETRIC VIEW LOOKING NORTHEAST

CONTRACT NO. A085311
SHEET NO. A830
FILE NO.
REV. NO. D



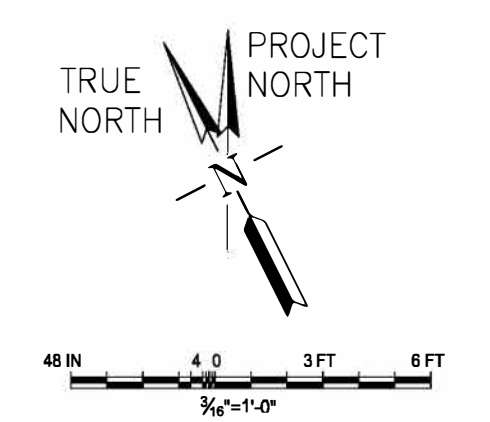
1 FLOAT DECK PLAN
 S100 S400 SCALE: 3/16"=1'-0"

SCHEDULE 1 - FENDERS				
FENDER MARK	MOORING LINE GUARD	NAV. LIGHT	MOORING LINE RACKS	SHACKLE LUG
F1, F2	-	-	-	O
F3, F4	-	-	O	O
F5, F6	-	-	S	O
F7, F8	O	-	S	S
F9, F10	S	-	O	O
F11, F12	O	-	S	S
F13, F14	S	-	O	O
F15, F16	O	-	S	S
F17, F18	S	-	O	-
F19, F20	-	X	S	S

SCHEDULE 2 - ADJUSTABLE RAMPS		
RANGE OF END-OF-RAMP ELEVATIONS ABOVE WATER LEVEL W/ 3'-0" FLOAT FREEBOARD.		
ADJ. RAMP	NORMAL USE RANGE	ULTIMATE RANGE
1, 2	60 1/4" TO 95 1/4"	58" TO 102"
3, 4	42 3/4" TO 77 3/4"	CONTACT WITH FLOAT EDGE. GOAL IS TO HAVE AS CLOSE TO FLOAT DECK AS FEASIBLE (RAMP END 41" NOM.) TO 80"
5, 6	55 1/4" TO 90 1/4"	50" TO 95"

THE NORMAL USE RANGE ENTAILS RAMP SLOPES NOT STEEPER THAN 1:12
 THE ULTIMATE RANGE ASSUMES A 19" STROKE LIFT LEG, 7'-0" FROM RAMP HINGE.
 O= ITEM ON OFFSHORE END OF KNEE FENDER
 S= ITEM ON SHORESIDE END OF KNEE FENDER

- NOTE:
- FOR FEATURES AND DIMENSIONS NOT IDENTIFIED, SEE S405 AND S410.
 - MAXIMUM ALLOWED SLOPE OF FIXED RAMPS, A, B, C AND D IS 1:12.
 - ALUMINUM DECKING WITH NON-SLIP SURFACE AND WITH RIVETS FOR FUTURE REPLACEMENT.
 - VERTICAL POST MUST SLOPE AWAY FROM VESSEL 1:12 OR MORE SO THAT TOP OF POST DOES NOT PROJECT TOWARD VESSEL WHEN ADJ. RAMP IS IN LOW POSITION.
 - WHERE ONE EDGE OF THE MOORING BITT IS SUPPORTED BY A BHD OR FRM, DESIGN INTENT IS FOR THE BITT TO BE POSITIONED SUCH THAT THE EDGE OF THE BASE PLATE REACHES PAST THE BHD PLATE OF FRM WEB, FOR FULL SUPPORT. FIELD VERIFY AND ADJUST FINAL DIMENSION ACCORDINGLY.



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FILE LOCATION: I:\00710172 MISSION BAY FERRY LANDING\00 DRAWINGS\2 STRUCTURAL\REVISED\S400\S400.DWG DATE: 10/26/18 5:56 PM DWG PERSON: HEINZ QAO

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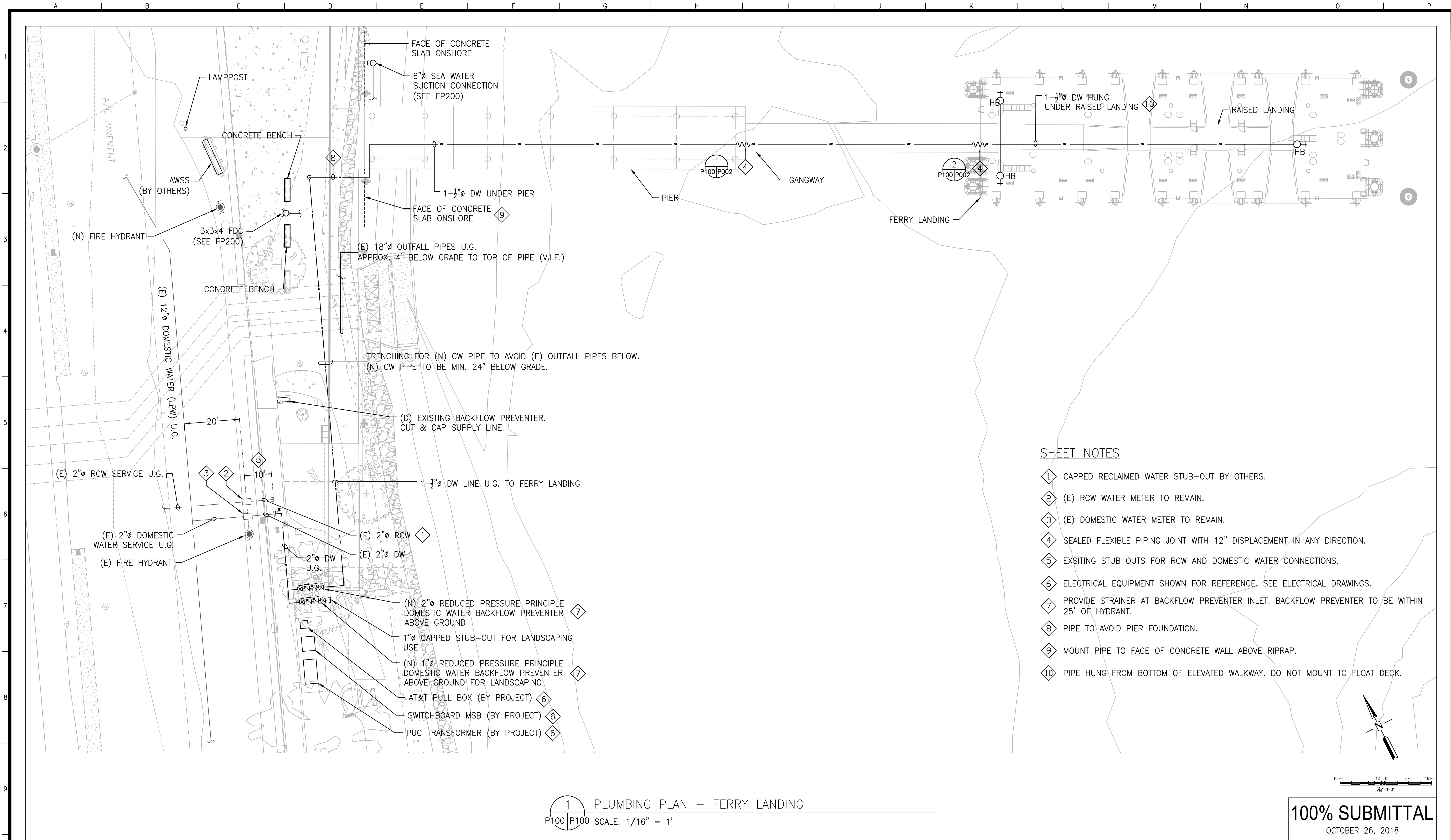
REFERENCE INFORMATION & FILE NO. OF SURVEYS

SAN FRANCISCO PORT COMMISSION
 DEPARTMENT OF ENGINEERING

CONSULTANT
COWI
 COWI NORTH AMERICA INC
 1300 CLAY STREET,
 7TH FLOOR,
 OAKLAND, CA 94612

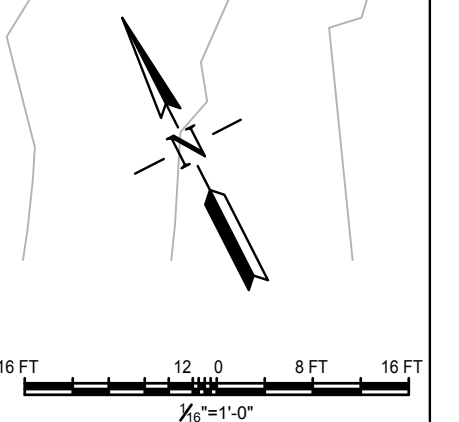
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CHECKED: MJG	DATE: 10-26-18	CHIEF HARBOR ENGINEER	

MISSION BAY FERRY LANDING AND WATER TAXI LANDING		CONTRACT NO. A085311
FLOAT DECK PLAN		SHEET NO. S400
		FILE NO.
		REV. NO. 0



SHEET NOTES

- ① CAPPED RECLAIMED WATER STUB-OUT BY OTHERS.
- ② (E) RCW WATER METER TO REMAIN.
- ③ (E) DOMESTIC WATER METER TO REMAIN.
- ④ SEALED FLEXIBLE PIPING JOINT WITH 12" DISPLACEMENT IN ANY DIRECTION.
- ⑤ EXSITING STUB OUTS FOR RCW AND DOMESTIC WATER CONNECTIONS.
- ⑥ ELECTRICAL EQUIPMENT SHOWN FOR REFERENCE. SEE ELECTRICAL DRAWINGS.
- ⑦ PROVIDE STRAINER AT BACKFLOW PREVENTER INLET. BACKFLOW PREVENTER TO BE WITHIN 25' OF HYDRANT.
- ⑧ PIPE TO AVOID PIER FOUNDATION.
- ⑨ MOUNT PIPE TO FACE OF CONCRETE WALL ABOVE RIPRAP.
- ⑩ PIPE HUNG FROM BOTTOM OF ELEVATED WALKWAY. DO NOT MOUNT TO FLOAT DECK.



1 PLUMBING PLAN - FERRY LANDING
 P100/P100 SCALE: 1/16" = 1'

100% SUBMITTAL
 OCTOBER 26, 2018

FILE LOCATION: \\FILES\SERVER\PROJECTS\2018\MISSION BAY FERRY LANDING - #16187 - 20180220.DWG DATE: 10/26/2018 3:38 PM DRAFTSPERSON: SPENCER WONG

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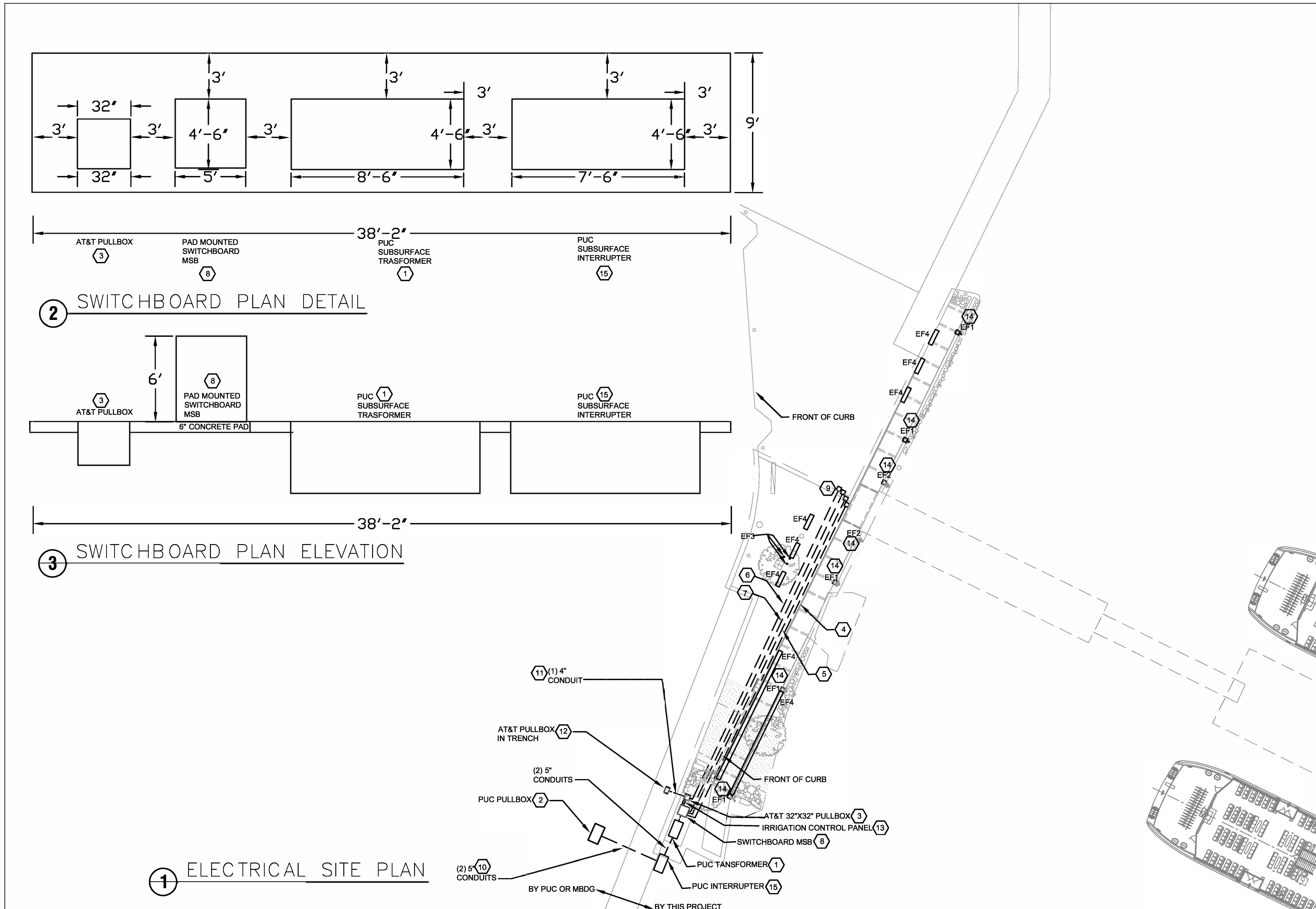
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APPROVED BY: SAN FRANCISCO PORT COMMISSION
 DATE: _____
 CHIEF HARBOR ENGINEER

SCALE: AS SHOWN
 SHEET OF SHEETS: -

MISSION BAY FERRY LANDING
 AND WATER TAXI LANDING
 PLUMBING PLAN - FERRY LANDING

CONTRACT NO. A085311
 SHEET NO. P100
 FILE NO.
 REV. NO. 0



- SHEET GENERAL NOTES**
1. ALL CONDUIT SHALL BE PVC COATED RIGID STEEL, 3/4" MINIMUM UNLESS OTHERWISE NOTED.
 2. CONNECT ALL LIGHTING AND POWER DEVICES TO MSB1 UNLESS OTHERWISE NOTED.
 3. COORDINATE WITH LANDSCAPE ARCHITECT AND CIVIL ENGINEER FOR LOCATION OF ALL ELECTRICAL EQUIPMENT.
 4. COORDINATE WITH LANDSCAPE ARCHITECT AND CIVIL ENGINEER FOR LOCATION OF ALL ELECTRICAL TRENCHES.

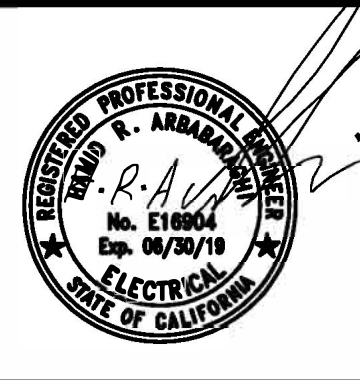
- SHEET KEYNOTES**
1. PROVIDE SUBSURFACE TRANSFORMER, DUAL VOLTAGE 34.5 KV/12KV-208/120V WITH PRIMARY AND SECONDARY PROTECTIONS PER SFPUC SPECIFICATIONS. PROVIDE 8' WORKING CLEARANCE IN FRONT OF TRANSFORMER PER PG&E GREEN BOOK. COORDINATE WITH SFPUC. SEE DETAILS 2 & 3.
 2. SFPUC TO FURNISH AND INSTALL PULLBOX, COORDINATE WITH PUC.
 3. PROVIDE AT&T PULLBOX, COORDINATE WITH AT&T.
 4. PROVIDE (2) 2" SPARE AND (2) 4" CONDUIT WITH (4) #500 MCM AWG WITH (1) #1/0 GROUND.
 5. PROVIDE (2) 2" SPARE CONDUIT.
 6. PROVIDE (3) 2" CONDUITS FOR AT&T + (1) 2" CONDUIT SPARE.
 7. PROVIDE (1) 2" CONDUIT FOR PUBLIC ART AND (2) 2" CONDUITS FOR EVENT POWER.. COORDINATE EXACT LOCATION WITH PORT.
 8. PROVIDE PAD MOUNTED SWITCHBOARD MSB, 400A, 208/120V, 3-PHASE, 4-WIRE. SEE DETAILS 2 & 3. SWITCHBOARD MSB SHALL BE FRONT ACCESSIBLE. PROVIDE 3' WORKING CLEARANCE IN FRONT OF SWITCHBOARD MSB.
 9. SEE SHEET E301 FOR CONTINUATION.
 10. FURNISH AND INSTALL UNDERGROUND CONDUITS TO SFPUC PULLBOX. COORDINATE AND FIELD VERIFY TRENCH LOCATION WITH PORT AND (E) AS-BUILTS.
 11. FURNISH AND INSTALL UNDERGROUND CONDUIT TO AT&T PULLBOX. COORDINATE AND FIELD VERIFY TRENCH LOCATION WITH PORT AND (E) AS-BUILTS.
 12. MISSION BAY DEVELOPMENT TO FURNISH AND INSTALL AT&T PULL BOX.
 13. COORDINATE EXACT LOCATION OF IRRIGATION CONTROL PANEL WITH SURFACE DESIGN.
 14. COORDINATE LIGHT FIXTURE SPECIFICATION AND MOUNTING DETAIL WITH SURFACE DESIGN.
 15. FURNISH AND INSTALL PUC INTERRUPTER PER SFPUC SPECIFICATIONS.

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NO.	DATE	DESCRIPTION	BY	APP.
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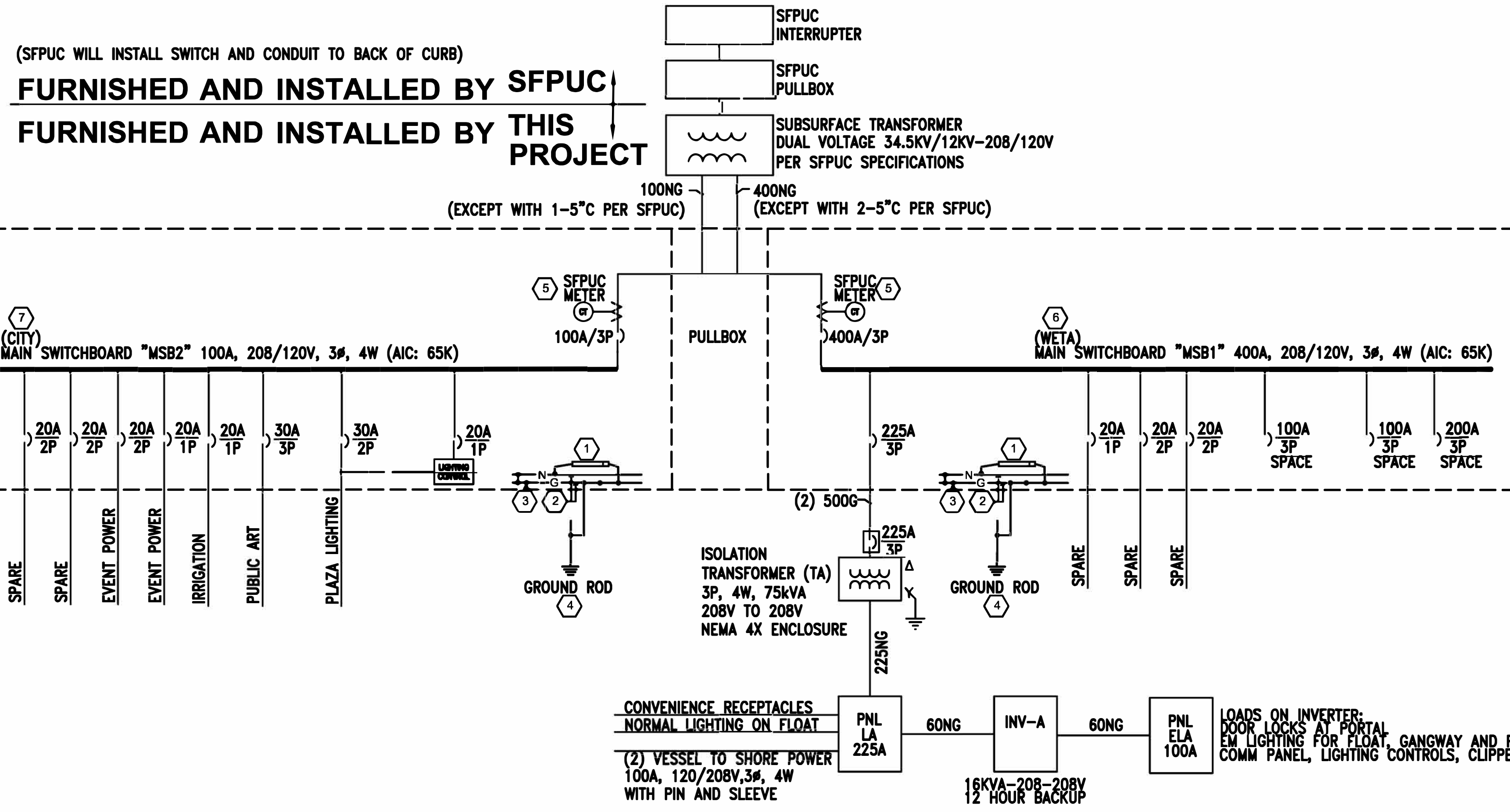
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 DATE: _____
 CHIEF HARBOR ENGINEER

SCALE:
SHEET OF SHEETS

MISSION BAY FERRY LANDING AND WATER TAXI LANDING

ELECTRICAL SITE PLAN

CONTRACT NO. A085311
 SHEET NO. **E101**
 FILE NO.
 REV. NO. 0



- KEYNOTES**
1. MAIN SWITCHBOARD NEUTRAL DISCONNECTING LINK.
 2. MAIN BONDING JUMPERS TO BE PROVIDED BY SWITCHBOARD MANUFACTURER.
 3. 1#250K GROUND, BONDED TO EQUIPMENT FRAME PER N.E.C.
 4. INSTALL (2) 10'-0" X 5/8" DIA. COPPER CLAD GROUND ROD. PROVIDE 1#250K GROUND, BOND AT SWITCHBOARD MAIN GROUND BUS "MGB" OR MAIN ELECTRICAL ROOM GROUND BUS "GB1" AND GROUND RODS AS SHOWN PER N.E.C.
 5. EUSERC RATED METER SOCKET. COORDINATE WITH SFPUC TO INSTALL METER.
 6. SEE E602 FOR MSB1 (WETA) ELECTRICAL CONNECTED LOADS.
 7. SEE E602 FOR MSB2 (CITY) ELECTRICAL ESTIMATED LOADS.

1 SINGLE LINE RISER DIAGRAM
 SCALE: NONE

CIRCUIT RATING	CONDUIT SIZE (INCHES)							CONDUCTOR SIZE		SUBSCRIPT	CONDUCTORS PER CONDUIT
	NONE	G	N	NG	NGI	NNG	NNGI	NEUTRAL	GROUND		
15	0.5	0.5	0.5	0.5	0.5	0.5	0.5	12	12	NONE	3 PHASE CONDUCTORS, CONDUIT GROUND
20	0.5	0.5	0.5	0.5	0.5	0.5	0.5	12	12	G	3 PHASE CONDUCTORS, 1 GROUNDING CONDUCTOR
30	0.5	0.5	0.5	0.5	0.75	0.75	0.75	10	10	N	3 PHASE CONDUCTORS, 1 NEUTRAL CONDUCTOR, CONDUIT GROUND
40	0.75	0.75	0.75	1	1	1	1	8	10	NG	3 PHASE CONDUCTORS, 1 NEUTRAL CONDUCTOR, 1 GROUNDING CONDUCTOR
50	1	1	1	1.25	1.25	1.25	1.25	6	10	NGI	3 PHASE CONDUCTORS, 1 NEUTRAL CONDUCTOR, 1 GROUNDING CONDUCTOR, 1 ISOLATED GROUNDING CONDUCTOR
60	1	1.25	1.25	1.25	1.5	1.5	1.5	4	10	NNG	3 PHASE CONDUCTORS, 2 NEUTRAL CONDUCTORS, 1 GROUNDING CONDUCTOR
70	1	1.25	1.25	1.25	1.5	1.5	1.5	4	8	NNGI	3 PHASE CONDUCTORS, 2 NEUTRAL CONDUCTORS, 1 GROUNDING CONDUCTOR, 1 ISOLATED GROUNDING CONDUCTOR
80	1.25	1.25	1.25	1.5	2	2	2	2	8		
90	1.25	1.25	1.25	1.5	2	2	2	2	8		
100	1.25	1.5	1.5	2	2	2	2	2.5	1	8	
110	1.25	1.5	1.5	2	2	2	2	2.5	1	6	
125	1.25	1.5	1.5	2	2	2	2	2.5	1	6	
150	1.5	2	2	2	2.5	2.5	2.5	1/0	6		
175	1.5	2	2	2	2.5	2.5	2.5	2/0	6		
200	2	2	2	2.5	2.5	2.5	3	3/0	6		
225	2	2.5	2.5	2.5	3	3	3	4/0	4		
250	2.5	2.5	2.5	3	3	3	3.5	250	4		
300	2.5	3	3	3.5	3.5	3.5	4	350	4		
350	3	3.5	3.5	4	4	4	5	500	2		
400	2@2	2@2	2@2	2@2.5	2@2.5	2@2.5	2@3	3/0	2		
450	2@2	2@2.5	2@2.5	2@2.5	2@3	2@3	2@3	4/0	2		
500	2@2.5	2@2.5	2@2.5	2@3	2@3	2@3	2@3.5	250	1		
600	2@2.5	2@3	2@3	2@3.5	2@3.5	2@3.5	2@4	350	1		
700	2@3	2@3.5	2@3.5	2@4	2@4	2@4	2@5	500	1/0		
800	3@2.5	3@3	3@3	3@3	3@3.5	3@3.5	3@3.5	300	1/0		
1000	3@3	3@3	3@3	3@3.5	3@4	3@4	3@4	400	2/0		
1200	4@2.5	4@3	4@3	4@3.5	4@3.5	4@3.5	4@4	350	3/0		
1600	5@3	5@3	5@3	5@3.5	5@4	5@4	5@4	400	4/0		
2000	6@3	6@3	6@3	6@3.5	6@4	6@4	6@5	500	250		
2500	7@3	7@3	7@3	7@3.5	7@4	7@4	7@4	500	350		
3000	8@3	8@3	8@3	8@3.5	8@4	8@4	8@4	500	400		

* SINGLE NEUTRAL CONDUCTOR SIZES FOR CIRCUIT RATING 125 AND LESS

CIRCUIT RATING	15	20	30	40	50	60
SINGLE NEUTRAL CONDUCTOR SIZE	10	8	4	2	1	1/0

CIRCUIT RATING	70	80	90	100	125
SINGLE NEUTRAL CONDUCTOR SIZE	2/0	3/0	4/0	250	250

EXAMPLES

SOURCE — 225NG — LOAD

CIRCUIT RATING — 225 NG — SUBSCRIPT

2 FEEDER SCHEDULE
 SCALE: NONE

100% SUBMITTAL
 OCTOBER 26, 2018

FILE LOCATION: P:\2017\1009-COMMISSION BAY FERRY TERMINAL BUILDING\DRAWINGS\ACADEMICAL\ELECTRICAL\1-SINGLE LINE DIAGRAM\DWGDATE: 10/10/18 2:56:43 PM - DRAFTER/PERSON: RAMAN ZARRABI

NO.	DATE	DESCRIPTION	BY	APP.
0	10/26/18	100% SUBMITTAL	HRA	HRA

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

REFERENCE INFORMATION & FILE NO. OF SURVEYS



DESIGNED: DATE: HRA 10-26-18
 DRAWN: DATE: HRA 10-26-18
 CHECKED: DATE: HRA 10-26-18

APPROVED BY: SAN FRANCISCO PORT COMMISSION
 DATE: _____
 CHIEF HARBOR ENGINEER

SCALE: AS NOTED
 SHEET OF SHEETS

MISSION BAY FERRY LANDING AND WATER TAXI LANDING

ELECTRICAL SINGLE LINE DIAGRAM

CONTRACT NO. A085311
 SHEET NO. **E501**
 FILE NO.
 REV. NO. 0

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Pedestrian Circulation and Safety Category (EP 40)
Programming and Allocations to Date
 Pending May 19, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Corridor Projects									
SFMTA	Grove Street/Civic Center Improvements	PS&E	Programmed	\$200,000					\$200,000
SFMTA	Grove Street/Civic Center Improvements ⁴	CON	Programmed			\$0			\$0
SFMTA	Folsom-Howard Streetscape	CON	Programmed		\$900,963				\$900,963
SFMTA	Lake Merced Pedestrian Safety	PS&E	Programmed	\$80,000					\$80,000
SFMTA	Lake Merced Pedestrian Safety	CON	Programmed			\$400,000			\$400,000
SFMTA	Leavenworth Livable Street	PLAN/ CER	Programmed		\$750,000				\$750,000
SFMTA	Mission Street Excelsior Safety	PS&E	Allocated	\$1,000,000					\$1,000,000
SFMTA	Mission / Geneva Safety Project ⁴	CON	Planned			\$1,391,000			
SFMTA	Monterey Street Safety Improvements	PS&E	Programmed	\$245,000					\$245,000
SFMTA	Vision Zero Quick-Build Program Implementation ²	PS&E, CON	Programmed		\$1,250,000				\$1,250,000
SFMTA	Vision Zero Quick-Build Program Implementation ²	PS&E, CON	Programmed			\$1,250,000			\$1,250,000
Citywide Pedestrian Safety & Circulation Improvements									
SFMTA	Vision Zero Improvements Placeholder ²	CON	Programmed				\$0		\$0
SFMTA	Vision Zero Improvements Placeholder ²	CON	Programmed					\$0	\$0
SFMTA	7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital] ¹	PS&E	Allocated	\$38,680					\$38,680
SFMTA	7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital] ¹	CON	Allocated	\$121,320					\$121,320
SFMTA	District 3 Pedestrian Safety Improvements [NTIP Capital] ³	CON	Allocated	\$279,200					\$279,200
Any Eligible	NTIP Placeholder ^{1,3}	Any	Programmed	\$688,238					\$688,238
Total Programmed in 2019 5YPP				\$2,652,438	\$2,900,963	\$3,041,000	\$0	\$0	\$8,594,401
Total Allocated and Pending				\$1,439,200	\$0	\$0	\$0	\$0	\$1,439,200
Total Unallocated				\$1,213,238	\$2,900,963	\$3,041,000	\$0	\$0	\$7,155,201

Total Programmed in 2019 Strategic Plan	\$2,652,438	\$2,900,963	\$3,041,000	\$0	\$0	\$8,594,401
Deobligated Funds	\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity	\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation						
Board Approved Allocation/Appropriation						

FOOTNOTES:

¹ 5YPP amendment to fund 7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital]] (Resolution 2019-062, 6/25/2019).

NTIP Placeholder: Reduced from \$1,100,000 to \$967,438

7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital]: Added project with \$160,000 in Fiscal Year 2019/20 for design

² Strategic Plan and 5YPP amendment to program \$2,500,000 for [Vision Zero Quick-Build Program Implementation] (Resolution 20-002, 7/23/2019)

[Vision Zero Improvements Placeholder]: Reduced from \$1,000,000 FY2022/23 to \$0 and from \$1,000,000 in FY2023/24 to \$0

Funds advanced from outside of current 5YPP period: \$250,000 advanced to FY2020/21, and \$250,000 advanced to FY2021/22.

[Vision Zero Quick-Build Program Implementation]: Added project with \$1,250,000 in FY2020/21, and \$1,250,000 in FY2021/22.

³ 5YPP amendment to fund District 3 Pedestrian Safety Improvements [NTIP Capital] (Resolution 2020-041, 4/14/2020).

NTIP Placeholder: Reduced from \$967,438 to \$688,238

District 3 Pedestrian Safety Improvements [NTIP Capital]: Added project with \$279,200 in Fiscal Year 2019/20 for construction.

⁴ 5YPP amendment to fund Mission/Geneva Safety Project (formerly known as Mission Street Excelsior Safety Project) (Resolution 2020-xx, 05/19/2020).

Grove Street/Civic Center Improvements: Reduced from \$1,391,000 to \$0 in Fiscal Year 2021/22 for construction. Project will advance with non-Prop K for

Mission/Geneva Safety Project: Increased from \$0 to \$1,391,000 in Fiscal Year 2021/22 for construction.



Memorandum

AGENDA ITEM 5

DATE: May 5, 2020

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 05/12/20 Board Meeting: Approve the Transportation Authority's Project Priorities for the Senate Bill 1 Local Partnership Program Competitive Grant Program and Amend the Prop K 5-Year Prioritization Program for the Pedestrian Circulation and Safety Category

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Approve the Transportation Authority's project priorities for Senate Bill 1 (SB 1) Local Partnership Program (LPP) Competitive Grant Program as shown in Attachment 1 • Authorize the Executive Director to enter into agreements designating the SFMTA and SF Port as the implementing agencies for the recommended projects • Amend the Prop K 5-Year Prioritization Program (5YPP) for the Pedestrian Circulation and Safety category <p>SUMMARY</p> <p>In March 2020, the California Transportation Commission (CTC) released a call for projects for up to \$187 million statewide in LPP Competitive Grant Program funds over Fiscal Years (FYs) 2020/21 - 2022/23 with applications due on June 22, 2020. Jurisdictions with voter approved taxes, tolls, or fees or imposed fees that are dedicated solely to transportation improvements are eligible applicants. In San Francisco, the Transportation Authority and the City are eligible applicants. If both entities submit one or more of the same projects to the CTC, they have to be in the same priority order per CTC guidelines. Transportation Authority and Mayor's Office staff reviewed LPP project nomination requests. We agree on the top priority shown in Attachment 1 (Mission/Geneva Safety Project) and are awaiting confirmation whether the Mayor's Office will also submit our recommended second priority (Mission Bay Ferry Landing). We reviewed each project's eligibility and assessed its potential to be competitive for this funding source. The SFMTA has requested an amendment to</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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the Prop K Pedestrian Circulation and Safety 5YPP to reprogram \$1,391,000 from the Grove Street/Civic Center Improvements project to the Mission/Geneva Safety Project to provide the required 1:1 local match to these LPP funds.	
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BACKGROUND

The Road Repair and Accountability Act of 2017, also known as SB 1, is a transportation funding package that provides funding for local streets and roads, multi-modal improvements, and transit operations. Among other things, SB 1 created the LPP and appropriates \$200 million annually to be allocated by the CTC to local or regional agencies that have sought and received voter approval of or imposed fees solely dedicated to transportation. The CTC adopted program guidelines on March 25, 2020 that allocate 60% of the program through a Formulaic Program and 40% through a Competitive Program, after \$20 million of incentive funding is taken off the top of the entire program to reward jurisdictions with newly passed measures.

The Transportation Authority is an eligible applicant as the administrator of the voter-approved Prop K sales tax and the Prop AA vehicle registration fee, and the City and County of San Francisco (CCSF) is an eligible applicant as administrator of the Transportation Network Company (TNC) Tax (Prop D, November 2019) and for the self-imposed fees portion of the Transportation Sustainability Fee.

The LPP program guidelines allow eligible applicants to identify a different entity as implementing agency, which assumes responsibility and accountability for the use and expenditure of program funds as established by the CTC. In the first cycle of the LPP Competitive Program, the CTC awarded \$6.7 million to the Transportation Authority, with SFPW as the implementing agency, for Jefferson Street Improvements Phase 2.

The LPP Competitive Program has broad project eligibility criteria which include projects that improve the state highway system, transit facilities or expand transit services, local roads, bicycle and pedestrian safety, among others. According to the LPP guidelines, Competitive Program funds are available for construction only and require a dollar-for-dollar local match. The minimum grant request for a jurisdiction the size of San Francisco is \$3 million, meaning the project must have a construction phase cost of at least \$6 million. The LPP Competitive Program will only fund projects, or segments of projects that are fully funded, have independent utility, and will be ready to start construction (contract award) by December 31, 2023.

Per the LPP guidelines, the CTC will give higher priority to projects that are more cost-effective, can commence construction sooner, leverage more committed funds per program dollar, demonstrate quantifiable air quality improvements including a significant reduction in



vehicle-miles traveled, demonstrate regional and community support, improve safety and current system conditions, and advance transportation, land use, and housing goals within the Regional Transportation Plan.

DISCUSSION

In February 2020, we held an informational workshop about the LPP Competitive Program call for projects for city agencies, regional transit operators and other project sponsors. We also provided monthly updates through the Transportation Authority's Technical Working Group.

Recommended LPP Competitive Program Project Priorities. We received requests to support the nomination of two projects, as described below and in detail in Attachments 1 and 2. After considering LPP guidelines and assessing project status and potential to be competitive in the statewide call for projects, and in close coordination with staff from the Mayor's Office, we recommend submitting San Francisco's project nominations in the following priority order, as required by CTC. Below is some of the key project information upon which our rationale for priority order is based.

Priority #1 Mission / Geneva Safety Project - \$8.7 million LPP request: SFMTA requests LPP funds for the construction phase of pedestrian safety, transit reliability, and loading improvements on Mission Street between Geneva Avenue and Trumbull Street and on Geneva Avenue between Mission and Prague streets. This project improves pedestrian and bicycle safety on Mission Street and Geneva Avenue on the High Injury Network. The project also improves transit reliability for eight Muni lines that serve the area and have average speeds below 5 mph on some blocks.

Design is underway and funded in part by Prop K. The project has obtained environmental and has a full funding plan with LPP funds matched with Prop K subject to Board approval as part of the recommended action (see 5YPP amendment below), Prop B General Fund, and Transportation Sustainability Fees. SFMTA could advertise the project for construction in July 2021.

Priority #2 Mission Bay Ferry Landing - \$7 million LPP request: SF Port is requesting LPP funds for the Mission Bay Ferry Landing to fund the construction of a single-float, two-berth ferry landing to provide regional ferry service to the Mission Bay area, a rapidly growing part of the city. This project will provide regional ferry services to and from Mission Bay, expected to serve over 350,000 annual weekday passengers and 125,000 passengers for special events. Project would reduce vehicle trips and greenhouse gas emissions and relieve stress on the Transbay corridor.

Design is complete and the project has environmental clearance. The first phase (dredging) will begin construction in summer 2020. Phase 2 (ferry landing) will be ready to advertise for construction by December 2021. The funding plan



overmatches the LPP funds with Regional Measure 3, General Obligation Bond funds, and a contribution from UCSF.

As noted above, Mayor's Office staff have indicated they will also submit the Mission / Geneva Safety Project as its #1 priority and they are considering whether to also submit the Mission Bay Ferry Landing project as their #2 priority.

Prop 5YPP Amendment for Mission/Geneva Safety Project Local Match. In order to demonstrate the required 1:1 local match commitment to CTC for the Mission / Geneva Safety Project, SFMTA has requested an amendment to the Prop K Pedestrian Circulation and Safety 5YPP to reprogram \$1,391,000 from the Grove Street/Civic Center Improvements to the Mission/Geneva Safety Project. Future allocation of these funds would be conditioned upon receipt of the requested LPP funds or securing other funds to fully fund a usable segment of the project.

The Grove Street/Civic Center Improvements project includes bicycle and pedestrian improvements on Grove Street between Octavia Boulevard and Market Street. This proposed 5YPP amendment would leave \$1.791 million in Prop K funds available to the project when its ready to advance, although SFMTA has indicated that it is considering funding the project with other sources. The Prop K 5YPP amendment is shown in Attachment 3.

LPP Formulaic Program for Voter-Approved Measures. As mentioned above, the Transportation Authority and CCSF also receive funds from the SB1 LPP Formulaic Program. LPP formula funds can be used for any project phase (i.e., planning, environmental, right-of-way, design, construction) but all other LPP program elements apply, including the dollar-for-dollar match requirement.

For this funding cycle covering FYs 2020/21 - 2022/23, the Transportation Authority will receive a total of \$6,015,00 in LPP formula funds based on Prop K and Prop AA revenues. CCSF will receive \$1,358,000 based on TNC Tax revenues as anticipated in legislation. In addition, CCSF will receive \$5 million in one-time incentive funds for passing the TNC Tax in 2019. Distribution of the LPP formula and one-time incentive funds will be split between the Transportation Authority and the SFMTA in accordance with the split of revenues in the legislation. LPP Formulaic Program projects are identified at the local level, but the CTC ultimately allocates the funds, which are subject to strict timely use of funds requirements.

Over the next few months we will develop a staff recommendation for the LPP formula funds as we monitor and analyze the impacts of the COVID-19 pandemic on our FY 2020/21 revenues, budget and work program priorities. We will consult with partner agencies and other stakeholders and plan to present these recommendations to the Board this fall.

Next Steps. Following Board approval of the project priorities for the LPP Competitive Program, we will submit project nominations to the CTC jointly with SFMTA and SF Port staff by the June 22, 2020 deadline. The CTC is scheduled to release staff recommendations on November 12, 2020 and adopt the program of projects at its December 2, 2020 meeting.



FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2019/20 budget.

CAC POSITION

None. The April 22 CAC meeting was cancelled in light of the local health emergency related to the COVID-19 pandemic.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Project Nominations for LPP Competitive Program
- Attachment 2 - Project Information Forms
- Attachment 3 - Prop K Pedestrian Circulation and Safety 5YPP