

Attachment 1

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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K Category: Gray cells will automatically be filled in.

Prop K Subcategory:

Prop K EP Project/Program:

Prop K EP Line Number (Primary): Current Prop K Request: \$

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

SCOPE

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

Indicate whether work is to be performed by outside consultants and/or by force account.

The full scope of work begins on the next page.

Scope

The SFMTA requests \$100,000 in Prop K NTIP planning funds to engage the community, the Supervisor's Office and other relevant stakeholders to gather data that will support a future planning process for Kearny Street (and also potentially Montgomery Street & Stockton Street) that will enhance travel safety and performance for pedestrians, transit customers, and bicyclists. This District 3 Neighborhood Transportation Improvement Program (NTIP) planning study was developed in response to input from the Supervisor's office. Project deliverables and recommendations will respond to Supervisor and community concerns. The Transportation Authority's NTIP was developed 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.

Background

Kearny Street is a major street in the Financial District of San Francisco that carries multiple transportation modes including drivers, transit riders (the 30 Stockton, 8 Bayshore and the 8AX and 8BX Bayshore Express), people walking, and people biking. The street has been identified as a Vision Zero High Injury Corridor, indicating a high number of severe injuries or fatalities to people using the street. The Kearny/Montgomery corridor was also flagged as a key corridor for improving facilities for people biking as part of the SFMTA 2013 Bicycle Strategy.

This NTIP project will help to advance comprehensive enhancements along Kearny Street between Market and Broadway, including a potential reduction in the number of travel lanes, traffic signal timing and phasing modifications, bus stop optimization, and examining Kearny, Stockton and Montgomery streets for new bicycle and transit facilities. The goal of the project is to collect information to support future decisions on the scale and shape of transportation improvements in this area.

This proposal will build upon transportation planning studies and projects in various phases of development within District 3, including: the Columbus Avenue Multimodal Project; the Broadway Chinatown Streetscape Improvement Project; the Cable Car Safety and Reliability Project (Powell Street); the Chinatown Neighborhood Transportation Plan; the Portsmouth Square Area Project; and the Central Subway, which will begin revenue service to Chinatown Station in 2019.

Project Goals

A. *Identifying the links between transportation and economic development in Chinatown.*

The Chinatown community is concerned about the economic vitality of their district and the effects that changes to the transportation network may have on Chinatown business. This project proposes to study this link by deploying an intercept survey targeting the travel behavior of shoppers and interviewing merchants about transportation's effects on their business.

B. *Evaluating traffic, bicycle, and transit patterns in the north-south corridor centered on Kearny St*

Owing to its central location, the north-south corridor consisting of Kearny St, Montgomery St, and Stockton St is a critical part of the road, transit, and bike networks. Travel patterns will be determined from Bluetooth sensor data and traffic counts in order to gain understanding as to how this corridor is used by travelers. Bluetooth sensors placed at locations such as Kearny & Market, Broadway Tunnel, or Columbus & Stockton can reveal the preferred routes through the corridor for a specific trip profile, e.g. North Beach residents headed for the Bay Bridge, 101 travelers headed for Chinatown, etc.

C. *Developing a detailed understanding of parking and loading needs in Chinatown that would be affected by future projects.*

Curb space is at a premium in Chinatown, and changes to the transportation network could affect the amount of space available for on-street parking and commercial loading. The study will collect data on loading patterns, space occupancy, and parking turnover, to ensure that this space is being used in the most efficient manner.

D. *Evaluating the effects of a scramble phase at the Columbus/Stockton/Green intersection.*

The six-legged intersection of Columbus, Stockton, and Green is a key intersection in the North Beach neighborhood that is relied upon by travelers of all modes. Recently, concerns have been raised that the intersection does not work well for pedestrians. In the past, staff have proposed bulbs to reduce crossing distances, and the community has requested City staff evaluate the intersection for the suitability of a scramble phase.

Outreach

Outreach for this project will be primarily undertaken by a community-based organization, with support from the Commissioner's office and SFMTA. The community partner will assist with the preparation of the project meeting, prepare materials, and document public comments. Potential stakeholder groups include the Chinatown Community Development Center, the San Francisco Bicycle Coalition, Walk San Francisco, the San Francisco Planning Department, and other community organizations as identified/requested.

The project will culminate in a publically-available report addressing each of the above project goals and providing recommendations to inform future street designs. The SFMTA will also host one public meeting in cooperation with community organizations and the Commissioner's office, which will present information, analysis and recommendations contained in the report, receive feedback, and gather public input on possible future street designs.

SFMTA Tasks and Deliverables

Task	Deadline	Deliverable
1. Review Existing Conditions: site visits and review of previous studies (e.g. Chinatown Neighborhood Transportation Plan)	Jun 2017	N/A
2. Collect traffic volume, transit ridership and bicycle data	Jul 2017	Traffic volume, transit ridership and bicycle counts
3. Administer intercept survey	Sep 2017	Intercept survey results
4. Collect traffic routing data	Aug 2017	Traffic O-D table and route choice information
5. Collect parking occupancy & loading data	Aug 2017	Parking occupancy & loading data
6. Conduct feasibility study on scramble at Columbus / Stockton / Green	Nov 2017	Staff report
7. Staff Analysis	Dec 2017	Staff report
8. Public Meeting	Jan 2018	Public Meeting
9. Final Report	Jan 2018	Summary report

Project Results

The project will inform improvements to Kearny Street, and potentially also to Montgomery Street and Stockton Street. A staff report summarizing the findings of the studies will be published and presented to the SFMTA Board, the Board of Supervisors, and the Chinatown community. At the end of the project, a community meeting will be held where staff will present the data collected along with the results of the accompanying analysis. Community members will have the opportunity to comment on the report and to articulate their vision for a future Kearny Street. All feedback received from the community will be included in the final staff report and inform future capital projects on Kearny Street.

Benefits

This project will support the following goals from the SFMTA Strategic Plan:

1. **Safety:** Create a safer transportation experience for everyone.

Kearny Street is identified as one of San Francisco's high-injury pedestrian corridors in need of targeted improvements.

2. **Travel Choices:** Make transit, walking and bicycling the most attractive and preferred means of travel.

Research into the travel behaviors of people in this area will help facilitate better designs that accommodate existing behaviors and promote these modes of transportation.

3. **Livability:** Improve the environment and quality of life in San Francisco.

This project will research the connection between transportation and economic development.

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

Revised 5/19/17

FY 2015/16

Project Name: Kearny Street Multimodal Implementation Plan [NTIP Planning]

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : N/A **Completion Date (mm/dd/yy)**

Status:

PROJECT DELIVERY MILESTONES

Enter dates for ALL project phases, not just for the current request. Use July 1 as the start of the fiscal year. Use 1, 2, 3, 4 to denote quarters and XXXX/XX for the fiscal year (e.g. 2010/11). Additional schedule detail may be provided in the text box below.

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	1	2017/18	3	2017/18
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)				
Prepare Bid Documents				
Advertise Construction				
Start Construction (e.g., Award Contract)				
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)	-	-	3	2017/18
Project Closeout (i.e., final expenses incurred)	-	-	3	2017/18

SCHEDULE COORDINATION/NOTES

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

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FY 2015/16

Project Name: Kearny Street Multimodal Implementation Plan [NTIP Planning]

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.
Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	Yes	\$100,000	\$100,000	
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$100,000	\$100,000	\$0

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$ 100,000	Similar previous efforts
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
Total:	\$ 100,000	

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

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Revised 5/19/2017

MAJOR LINE ITEM BUDGET	
<p>1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.</p> <p>2. Requests for project development should include preliminary estimates for later phases such as construction.</p> <p>3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.</p> <p>4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.</p> <p>5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.</p> <p>6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.</p>	

Work Breakdown by Task		Budget by Task		Subtask
Task 1. Review Existing Conditions		\$	2,000	
Task 2. Collect Volume Data		\$	3,000	
	Task 2A Traffic Volumes			\$ 1,000
	Task 2B Transit Ridership			\$ 1,000
	Task 2C Bicycle Volumes			\$ 1,000
Task 3. Intercept Survey		\$	35,000	
	Task 3A Draft Survey Instrument			\$ 2,000
	Task 3B Conduct Survey			\$ 25,000
	Task 3C Administer Survey			\$ 3,000
	Task 3D Merchant Interviews			\$ 5,000
Task 4. Collect Traffic Route Data		\$	8,000	
	Task 4A Deploy & Retrieve Sensors			\$ 2,500
	Task 4B Sensor Use Fee			\$ 5,500
Task 5. Collect Loading & Parking Data		\$	20,000	
	Task 5A Gather Existing Data			\$ 2,000
	Task 5B Loading Study			\$ 10,000
	Task 5C Parking Occupancy Study			\$ 8,000
Task 6. Scramble Feasibility Study		\$	2,000	
Task 7. Staff Analysis		\$	5,000	
Task 8. Public Meeting		\$	23,000	
	Task 7A Preparation & Materials			\$ 5,000
	Task 7B Public Meeting			\$ 17,000
Task 9. Final Report		\$	2,000	
TOTAL		\$	100,000	

Project Budget By Cost			
	SFMTA SSD Engineering Staff	\$	44,000
	SFMTA SSD Shop Labor	\$	2,500
	Consultant	\$	48,000
	Materials	\$	5,500
TOTAL		\$	100,000

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

FY 2015/16

Project Name: Kearny Street Multimodal Implementation Plan [NTIP Planning]

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$100,000

5-Year Prioritization Program Amount: \$100,000 (enter if appropriate)

If the amount requested is inconsistent (e.g., greater than) with the Prop K/Prop AA Strategic Plan amount and/or the 5-Year Prioritization Program (5YPP), provide a justification in the space below including a detailed explanation of which other project or projects will be deleted, deferred, etc. to accommodate the current request and maintain consistency with the 5YPP and/or Strategic Plan annual programming levels.

Enter the funding plan for the phase or phases for which Prop K/Prop AA funds are currently being requested. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$100,000		\$100,000
				\$0
				\$0
Total:	\$100,000	\$0	\$0	\$100,000

Actual Prop K Leveraging - This Phase: 0.00%

Expected Prop K Leveraging per Expenditure Plan: 40.48%

\$100,000
Total from Cost worksheet

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Is Prop K/Prop AA providing **local match funds** for a state or federal grant? No

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$100,000		\$100,000
				\$0
				\$0
Total:		\$100,000	\$100,000	\$ 100,000

Actual Prop K Leveraging - Entire Project:	0.00%	
Expected Prop K Leveraging per Expenditure Plan:	40.48%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	100.00%	\$ 100,000

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

Use the table below to enter the proposed cash flow distribution schedule (e.g. the maximum Prop K/Prop AA funds that are guaranteed to be available for reimbursement each fiscal year) for the current request. If the schedule is more aggressive than the Prop K/Prop AA Strategic Plan and/or 5YPP, please explain in the text box below how cash flow for other projects and programs will be slowed down to accommodate the current request without exceeding annual cash flow assumptions made in the Strategic Plan.

Prop K Funds Requested: \$100,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$70,000	70.00%	\$30,000
FY 2016/17	\$30,000	30.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$100,000		

**San Francisco County Transportation Authority
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Revised 5/19/17

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 10.21.2015 Resolution No. 2016-018 Res. Date: 10/27/2015

Project Name: Kearny Street Multimodal Implementation Plan [NTIP Planning]

Implementing Agency: San Francisco Municipal Transportation Agency

Amount		Phase:
Funding Recommended: Prop K Allocation	\$100,000	Planning/Conceptual Engineering
Total:	\$100,000	

Notes (e.g., justification for multi-phase recommendations, notes for multi-EP line item or multi-sponsor recommendations):

Cash Flow Distribution Schedule by Fiscal Year (for entire allocation/appropriation)

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 44	FY 2017/18	\$100,000	100.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$100,000	100%	

Cash Flow Distribution Schedule by Fiscal Year & Phase (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2017/18	Planning/Conceptual Engineering	\$100,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$100,000		

Prop K/Prop AA Fund Expiration Date: 09.30.2018 Eligible expenses must be incurred prior to this date.

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Revised 5/19/17

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

	Action	Amount	Fiscal Year	Phase
Future Commitment to:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Trigger: <input type="text"/>			

Deliverables:

1. Quarterly progress reports shall provide a percent complete by task and percent complete for the overall project scope in addition to the requirements described in the Standard Grant Agreement.
2. With the quarterly progress report submitted following the completion of Tasks 2-5 (anticipated October 15, 2017) (Collect traffic volume, Intercept survey, Collect traffic route data, Collect loading & parking data), provide a memo summarizing all information collected, with emphasis on the intercept survey results.
3. With the quarterly progress report submitted following the completion of Task 6 (anticipated January 15, 2017) (Scramble feasibility study), provide a memo summarizing the evaluation and recommendation for the suitability of a scramble phase at the Columbus/Stockton/Green intersection.
4. Following Board adoption (anticipated March 2018), submit final report.

Special Conditions:

1. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
2. Prior to Board adoption, (anticipated March 2018), SFMTA will present a draft final report, including key findings, recommendations, next steps, implementation, and funding strategy to the CAC and Board.

Notes:

1.

Supervisory District(s): Prop K proportion of expenditures - this phase:

Sub-project detail? If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer: Project # from SGA:

**San Francisco County Transportation Authority
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Revised 5/19/17

FY of Allocation Action: Current Prop K Request: \$
 Current Prop AA Request: \$

Project Name:

Implementing Agency:

Signatures

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

Project Manager

Grants Section Contact

Name (typed): Dan Howard

Joel Goldberg

Title: Engineer

Manager, Capital Procurement & I

Phone: 415 701 5691

415.701.4499

Fax: _____

Email: dan.howard@sfmta.com

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Address: 1 South Van Ness Ave
San Francisco, CA 94103

1 South Van Ness Ave
San Francisco, CA 94103

Signature: _____

Date: _____
