

**Item 8 Enclosure
Board
September 15, 2020**

**Prop K/AA Allocation Request Forms
September 2020 Board Action
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2	Prop K Prop AA	SFMTA	Guideways - Undesignated, Transit Reliability and Mobility Improvements	L-Taraval Transit Enhancements (Segment B) - Additional Funds	Construction	\$ 7,719,191	9
3	Prop K	SFMTA	Upgrades to Major Arterials	Fulton Street Safety [NTIP Capital]	Construction	\$ 236,215	25
4	Prop K	SFMTA	Signals & Signs	Clay & Grant and Stockton & Sutter Conduits and Signal Modifications	Construction	\$ 420,000	45
5	Prop K	SFMTA	Traffic Calming	Bayview Community Based Transportation Plan Implementation	Design	\$ 180,000	53
6	Prop K	SFMTA	Traffic Calming	6th Street Pedestrian Safety	Construction	\$ 4,000,000	63
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8	Prop K	SFMTA	Traffic Calming, Bicycle Circulation/ Safety	Slow Streets Program	Construction	\$ 1,175,400	97
9	Prop K	SFCTA	Traffic Calming, Bicycle Circulation/ Safety	Golden Gate Park Sustainable Travel Study [NTIP Planning]	Planning	\$ 60,000	115
Total Requested						\$ 14,369,430	

¹ Acronyms: PCJPB (Peninsula Counties Joint Powers Board); SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency)

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San Francisco
County Transportation
Authority

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Marin Street and Napoleon Avenue Bridges Rehabilitation
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Guideways - PCJPB
Current Prop K Request:	\$180,624
Supervisory District(s):	District 10

REQUEST

Brief Project Description

Project addresses structural deficiencies by retrofitting or replacing bridge structural elements to extend the useful life of the structures. The project also addresses trespasser encampments and illegal dumping through additional fencing and potential installation of fill material that still allows access to the bridge superstructure for inspections and repairs.

Detailed Scope, Project Benefits and Community Outreach

Marin Street and Napoleon Avenue bridges are located at MP 2.35 and MP 2.45 respectively in the City and County of San Francisco. The project scope is to rehabilitate and replace the bridge components that are in need of repair, as well as remove several short spans at Napoleon Street that are no longer needed for functionality.

Since the last Prop K allocation in 2019, the project cost has increased from \$13.4 million to \$16.4 million. The cost increase can be attributed to a number of factors identified in a constructability review following the completion of 95% design. The Marin and Napoleon Bridge replacement project will be in construction at same time as ongoing Peninsula Corridor Electrification Project overhead contact system project (OCS). The poles and wires for the OCS will be installed prior to Napoleon Bridge replacement project, adding to the complexity and cost. Additionally, an old sewer/storm box culvert owned by SFPUC runs the entire span of Napoleon Street, adding constraints such as load restrictions for bridge replacement equipment. Because of the culvert, the bridge design also needed to be changed from precast girders to steel girders. Since steel girders are a long lead procurement item, this added to the cost and duration of project. Additionally, the project must be completed before the energization of the Caltrain electrification OCS to avoid significant and avoidable project cost increases (approximately \$1.5-2M) as the equipment would need to be de-energized, removed and then re-installed for bridge construction. Other costs which have been refined include: city permit fees, public outreach costs, city inspections, weekend bus bridges, and construction support costs.

Project Location

Marin Street and Napoleon Street between Evans Avenue and Islais Creek Channel

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	New Project
Justification for Necessary Amendment	
Project will be funded from deobligations from previous projects that were completed under budget.	

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Marin Street and Napoleon Avenue Bridges Rehabilitation
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Nov-Dec	2015	Jan-Feb-Mar	2016
Environmental Studies (PA&ED)	Jan-Feb-Mar	2015	Apr-May-Jun	2016
Right of Way	Jan-Feb-Mar	2015	Oct-Nov-Dec	2016
Design Engineering (PS&E)	Apr-May-Jun	2016	Jul-Aug-Sep	2019
Advertise Construction	Jan-Feb-Mar	2020		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2020		
Operations				
Open for Use			Oct-Nov-Dec	2021
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2022

SCHEDULE DETAILS

The local homeless community near the bridge will be notified about the project. Also, information on weekly maintenance activities are provided on Caltrain's website. Additionally, any neighboring property owners will be notified of work that may cause excessive noise or dust.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Marin Street and Napoleon Avenue Bridges Rehabilitation
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Capital Improvement Program	\$0	\$0	\$200,000	\$200,000
PROP K: Guideways - PCJPB	\$0	\$180,624	\$868,000	\$1,048,624
AB664 BRIDGE TOLLS	\$0	\$0	\$640,000	\$640,000
FTA 5337	\$0	\$0	\$10,330,465	\$10,330,465
JPB MEMBER FUNDS (PROJECT SAVINGS)	\$0	\$0	\$273,361	\$273,361
STA STATE OF GOOD REPAIR	\$0	\$0	\$1,350,915	\$1,350,915
Phases in Current Request Total:	\$0	\$180,624	\$13,662,741	\$13,843,365

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$180,624	\$1,340,800	\$1,521,424
STA STATE OF GOOD REPAIR	\$0	\$0	\$1,350,915	\$1,350,915
JPB MEMBER FUNDS (PROJECT SAVINGS)	\$0	\$0	\$511,888	\$511,888
FTA 5337	\$0	\$0	\$12,375,773	\$12,375,773
AB664 BRIDGE TOLLS	\$0	\$0	\$640,000	\$640,000
Funding Plan for Entire Project Total:	\$0	\$180,624	\$16,219,376	\$16,400,000

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COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$600,000	\$0	Actual Costs
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$1,956,635	\$0	Actual Costs
Construction (CON)	\$13,843,365	\$180,624	JPB Budget/Actual Costs
Operations	\$0	\$0	
Total:	\$16,400,000	\$180,624	

% Complete of Design:	100.0%
As of Date:	07/01/2020
Expected Useful Life:	70 Years

PROJECT: Marin Street and Napoleon Avenue Bridges Rehabilitation

Project Cost	Project Phase	Original Estimate	Revised Estimate
	Planning/CD/Env		\$600,000
	PE/Env/PSE		
	Final Design		\$1,956,635
	ROW Acq/Utilities Relo.		
	Procurement		
	Construction		\$13,843,365
	Closeout		
	<i>Construction Contract</i>		<i>\$8,907,901</i>
	<i>Contingency Cost</i>		<i>\$890,790</i>
	<i>Design Services During Construction Cost</i>		<i>\$670,309</i>
	<i>Construction Management Cost</i>		<i>\$1,500,000</i>
	<i>PCJPB Staff Cost</i>		<i>\$950,000</i>
	<i>TransitAmerica Services</i>		<i>\$603,000</i>
	<i>Safety/Miscellaneous</i>		<i>\$321,365</i>
	TOTAL	\$0	\$16,400,000

Milestones	Project Phase	Expected Start	Expected Finish
	Planning/Conceptual Design	10/01/15	03/31/16
	Preliminary Engineering	04/01/16	9/31/2019
	Final Design		
	ROW Acquisition/Utilities Relo.	01/01/15	12/31/16
	Bid and Award		
	Procurement		
	Construction	07/01/20	12/01/21
	Closeout	10/01/21	03/01/22

Total Budget	FY2021	Prior Year	Future Budget	Total Request
	\$9,696,000	\$6,704,000	\$0	\$16,400,000

FY21 Funding Plan	Funding Source	Proposed
	Federal *	\$6,386,986
	State	\$1,350,915
	Local Match JPB Member:	\$1,318,099
	<i>San Francisco</i>	<i>\$180,624</i>
	<i>San Mateo*</i>	<i>\$236,402</i>
	<i>Santa Clara*</i>	<i>\$901,073</i>
	AB664	\$640,000
	TOTAL	\$9,696,000

*Includes Prior Year Savings

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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Marin Street and Napoleon Avenue Bridges Rehabilitation
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$180,624	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$180,624	Total Prop AA Recommended:	\$0

SGA Project Number:	122-x1	Name:	Marin Street and Napoleon Avenue Bridges Rehabilitation
Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)	Expiration Date:	12/31/2022
Phase:	Construction	Fundshare:	9.02

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-122P	\$0	\$90,312	\$90,312	\$0	\$0	\$180,624

Deliverables

1. Quarterly progress reports shall include 2-3 photos of project during project construction and upon project completion.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	90.98%	No Prop AA
Actual Leveraging - This Project	90.72%	No Prop AA

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Marin Street and Napoleon Avenue Bridges Rehabilitation
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$180,624
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement
JF

CONTACT INFORMATION

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San Francisco
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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	L-Taraval Transit Enhancements (Segment B) - Additional Funds
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Guideways - Undesignated
Prop AA EP categories:	Prop AA Transit Projects
Current Prop K Request:	\$4,055,032
Current Prop AA Request:	\$3,664,159
Supervisory District(s):	District 04, District 07

REQUEST

Brief Project Description

Replace light rail track and overhead contact system components along the L-Taraval light rail line, between West Portal and Sunset Blvd. This project is part of a larger set of transit and street improvements including transit stop placement optimization, new sewer and water systems, construction of bus bulbs and boarding islands, pedestrian improvements, street resurfacing, installation of traffic signals, and traffic and turn lane modifications to improve safety, reduce travel time, and improve reliability on the L-Taraval corridor.

Detailed Scope, Project Benefits and Community Outreach

The L-Taraval light rail line, part of Muni's Rapid Network, provides an important connection between the Sunset/Parkside district and downtown San Francisco and carries over 33,000 daily riders. The surface portion of the L-Taraval operates at an average speed of under eight miles per hour due to close transit stop spacing, frequent stop signs, and traffic delays due to significant congestion. Taraval Street is also a high-injury corridor for pedestrians, with 46 pedestrian injury collisions in five years, 22 of which involved passengers boarding or alighting the L-Taraval at stops without a boarding island. Most of the existing track and overhead contact system (OCS) infrastructure dates to the late 1970s and is due for replacement.

The full project will implement engineering changes to improve safety, reduce travel time, and improve reliability on the L-Taraval corridor between West Portal Station and the zoo, along Ulloa Street, 15th Avenue, Taraval Street, 36th Avenue, Vicente Street, Sunset Blvd, and Wawona Street. Various enhancements throughout the corridor include construction of:

- New transit bulbs
- New and extended transit boarding islands
- High-level accessible transit platforms
- New and relocated transit stops
- Pedestrian curb bulbs
- Right Turn Only and No Left Turn signs
- Traffic signals with transit signal priority
- Traffic and turn lane modifications
- Overhead Contact System replacement
- Track Replacement
- Curb ramps

The SFMTA-led transit enhancements are part of a larger project that includes scope elements led by the Department of Public Works (SFPW), including street resurfacing and sewer and water infrastructure upgrades. Overall, the project will rebuild Taraval Street in a way that enhances both transit reliability and pedestrian safety.

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With a corridor that is over 2 miles long with complex work involving coordination of utilities, construction sequencing and phasing, and contractor and community outreach, the City divided the work into two contracts in order to minimize unforeseen conditions and facilitate work effort and outreach, with both segments implementing similar improvements:

- Segment A: L-Taraval corridor from Sunset Blvd. to the zoo. The project is currently in construction and substantial completion is expected to be February 2021.

- Segment B: West Portal to Sunset Blvd (subject request)

Segment B work will include bus substitution for 320 days when the light rail service will not be operational. The bus substitution effort includes at least one full time Muni ambassador for the duration of the project (2.5 years), parking control officers, on-site supervisors, and temporary signage. Muni ambassadors help passengers along the transit corridor navigate temporary and long term changes to the route.

The project also includes an outreach component that will include posting of signs, distribution of flyers, and maintaining the project website with regular updates on project progress, upcoming construction, traffic diversions and service interruptions. Before the start of construction the project outreach team will host a community meeting to share the construction schedule and mitigation strategy. During construction, the SFMTA will continue to provide project updates to community stakeholders and district supervisors by attending periodic key stakeholder meetings, merchant association meetings, and neighborhood community meetings.

In December 2018 the Board approved \$11.2 million in Prop K funds for Segment B with an intent to allocate \$4,055,732 in Fiscal Year 2019/20. The SFMTA received and publicly opened five bid proposals on September 12, 2019. Following receipt of bids, the SFMTA reassessed the viability of commencing the Project without finalizing the storage and staging areas through public outreach efforts. Considering the lengthy public outreach efforts due to contentious opposition to the staging area for Segment A, the SFMTA determined that the public outreach efforts could not be completed within the contract-specified duration of 90 days, and that there could be a potential liability for delays associated with the outreach effort. As a result, the SFMTA rejected all bids so as to first conduct public outreach and finalize the storage and staging areas. From late 2019 to early 2020 the project team worked with the community and came to a mutual agreement for five potential staging areas. SFMTA had planned to re-advertise this project in April 2020, but due to the COVID 19 pandemic advertisement is now tentatively scheduled for October 2020.

SFMTA is requesting \$3,664,159 in Prop AA funds in lieu of Regional Measure 3 funds originally planned to help fully fund the project.

Outreach for this project has been conducted jointly with SFPW in multiple efforts and events from 2015 through 2019.

Project website: <https://www.sfmta.com/projects/l-taraval-rapid-project>

Project Location

Ulloa from West Portal to 15th; 15th from Ulloa to Taraval; Taraval from 15th to Sunset

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$4,055,032
Prop AA Strategic Plan Amount:	\$3,664,159

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	L-Taraval Transit Enhancements (Segment B) - Additional Funds
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Jul-Aug-Sep	2015	Jan-Feb-Mar	2017
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2017	Jul-Aug-Sep	2020
Advertise Construction	Oct-Nov-Dec	2020		
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2021		
Operations				
Open for Use			Jul-Aug-Sep	2023
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2024

SCHEDULE DETAILS

Construction will be closely coordinated with SFPW's Taraval Street Pavement Renovation project and with SFMTA's Transit Division to ensure all resource needs for bus substitution are met.

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

FY of Allocation Action:	FY2020/21
Project Name:	L-Taraval Transit Enhancements (Segment B) - Additional Funds
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Guideways - MUNI	\$0	\$0	\$11,240,331	\$11,240,331
PROP K: Guideways - Undesignated	\$0	\$4,054,983	\$0	\$4,054,983
PROP AA: Prop AA Transit Projects	\$3,664,159	\$0	\$0	\$3,664,159
GO BOND 2020	\$0	\$0	\$36,000,000	\$36,000,000
PROP B GENERAL FUNDS (POPULATION BASELINE)	\$0	\$0	\$7,428,034	\$7,428,034
REVENUE BOND	\$0	\$1,885,762	\$0	\$1,885,762
TRANSPORTATION SUSTAINABILITY FEE (TSF)	\$0	\$0	\$2,185,742	\$2,185,742
Phases in Current Request Total:	\$3,664,159	\$5,940,745	\$56,854,107	\$66,459,011

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$4,054,983	\$11,240,331	\$15,295,314
PROP AA	\$3,664,159	\$0	\$0	\$3,664,159
TRANSPORTATION SUSTAINABILITY FEE (TSF)	\$0	\$0	\$2,185,742	\$2,185,742
REVENUE BOND	\$0	\$1,885,762	\$0	\$1,885,762
PROP B GENERAL FUNDS (POPULATION BASELINE)	\$0	\$0	\$7,428,034	\$7,428,034
GO BOND 2020	\$0	\$0	\$36,000,000	\$36,000,000
GO BOND 2015	\$0	\$0	\$1,000,000	\$1,000,000
5337 FTA	\$0	\$0	\$3,750,000	\$3,750,000
Funding Plan for Entire Project Total:	\$3,664,159	\$5,940,745	\$61,604,107	\$71,209,011

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$1,000,000	\$0	\$0	Actual
Environmental Studies (PA&ED)	\$0	\$0	\$0	
Right of Way	\$0	\$0	\$0	
Design Engineering (PS&E)	\$3,750,000	\$0	\$0	Actual
Construction (CON)	\$66,459,011	\$4,054,983	\$3,664,159	Based on 99% design
Operations	\$0	\$0	\$0	
Total:	\$71,209,011	\$4,054,983	\$3,664,159	

% Complete of Design:	99.0%
As of Date:	07/24/2020
Expected Useful Life:	50 Years

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

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MAJOR LINE ITEM BUDGET: L-Taraval Transit Enhancements (Segment B)						
SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK) - CONSTRUCTION						
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor	
1. Contracts & Purchase Orders	\$41,994,000				\$ 41,994,000	
Track	\$17,000,000				\$ 17,000,000	
OCS	\$6,300,000				\$ 6,300,000	
Roadway	\$5,200,000				\$ 5,200,000	
Traffic Signal	\$1,573,000				\$ 1,573,000	
Street Light	\$1,540,000				\$ 1,540,000	
Traction Power	\$950,000				\$ 950,000	
Boarding Island	\$3,100,000				\$ 3,100,000	
Landscape	\$1,531,000				\$ 1,531,000	
Other (general traffic routing, allowance for unforeseen conditions)	\$4,800,000				\$ 4,800,000	
2. Construction Management	\$10,650,000	25%		\$ 10,650,000		
Project Management	\$1,460,000			\$ 1,460,000		
Engineering, QA&QC, Contract Administration	\$2,330,000			\$ 2,330,000		
Construction Management	\$8,360,000			\$ 8,360,000		
Construction Management (Credit From PUC)	(\$1,500,000)					
3. Construction Support*	\$10,094,901	24%	\$550,000	\$9,544,901		
MTA Sustainable Streets	\$1,500,000			\$ 1,500,000		
SF Public Works (Street Inspection)	\$450,000		\$ 450,000			
SF Public Works (SAR Inspection)	\$100,000		\$ 100,000			
MTA Transit Operations *	\$6,894,901			\$ 6,894,901		
MTA Outreach **	\$750,000			\$ 750,000		
Other Direct Costs	\$400,000			\$ 400,000		
4. Contingency	\$3,720,148	8.86%				
TOTAL CONSTRUCTION PHASE	\$66,459,049		\$ 550,000	\$ 20,194,901	\$ 41,994,000	

* Includes 12-14 months of bus substitution, transit ambassadors, parking control officers, on-site supervisors, temporary signage and overall start-up costs.

** Includes posting of signs, distribution of flyers, and maintaining the project website with regular updates on project progress, upcoming construction, traffic diversions and service interruptions. Also includes community meeting before start-up, periodic key stakeholder meetings, merchant association meetings, and neighborhood community meetings.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	L-Taraval Transit Enhancements (Segment B) - Additional Funds
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$4,055,032	Total Prop AA Requested:	\$3,664,159
Total Prop K Recommended:	\$4,055,032	Total Prop AA Recommended:	\$3,664,159

SGA Project Number:		Name:	L-Taraval Transit Enhancements (Segment B) (Prop AA)
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2024
Phase:	Construction	Fundshare:	5.51

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP AA EP-703	\$1,832,080	\$1,832,079	\$0	\$0	\$0	\$3,664,159

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, description of improvements completed to date, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement (SGA).

2. With the first progress report, due January 30, 2021, Sponsor shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork, Sponsor shall submit a photo documenting compliance with the Prop K attribution and format requirements as described in the SGA; upon completion Sponsor shall provide 2-3 photos of completed project.

Special Conditions

1. Allocation of \$3,664,159 in Prop AA funds is conditioned upon Board approval of the Prop AA program of projects selected through the recent call for projects, which is a separate item on the September 2020 Board meeting agenda.

2. The Transportation Authority will not reimburse for construction expenses until sponsor submits evidence of completion of design (e.g. copy of design certifications page).

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

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SGA Project Number:		Name:	L-Taraval Transit Enhancements (Segment B) - Additional Funds (Prop K)
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2024
Phase:	Construction	Fundshare:	23.01

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-122U	\$0	\$522,795	\$2,354,825	\$1,177,412	\$0	\$4,055,032

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, description of improvements completed to date, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. With the first progress report, due January 30, 2021, Sponsor shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork, Sponsor shall submit a photo documenting compliance with the Prop K attribution and format requirements as described in the SGA; upon completion Sponsor shall provide 2-3 photos of completed project.

Special Conditions

1. The Transportation Authority will not reimburse for construction expenses until sponsor submits evidence of completion of design (e.g. copy of design certifications page).

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

Notes

1. Allocation of \$4,055,032 in Prop K funds fulfills the Intent to Allocate approved by the Board in December 2018.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	76.99%	94.49%
Actual Leveraging - This Project	78.52%	94.85%

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	L-Taraval Transit Enhancements (Segment B) - Additional Funds
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$4,055,032
Current Prop AA Request:	\$3,664,159

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

Initials of sponsor staff member verifying the above statement
JJ

CONTACT INFORMATION

	Project Manager	Grants Manager
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Title:	Project Manager	Grants Procurement Manager
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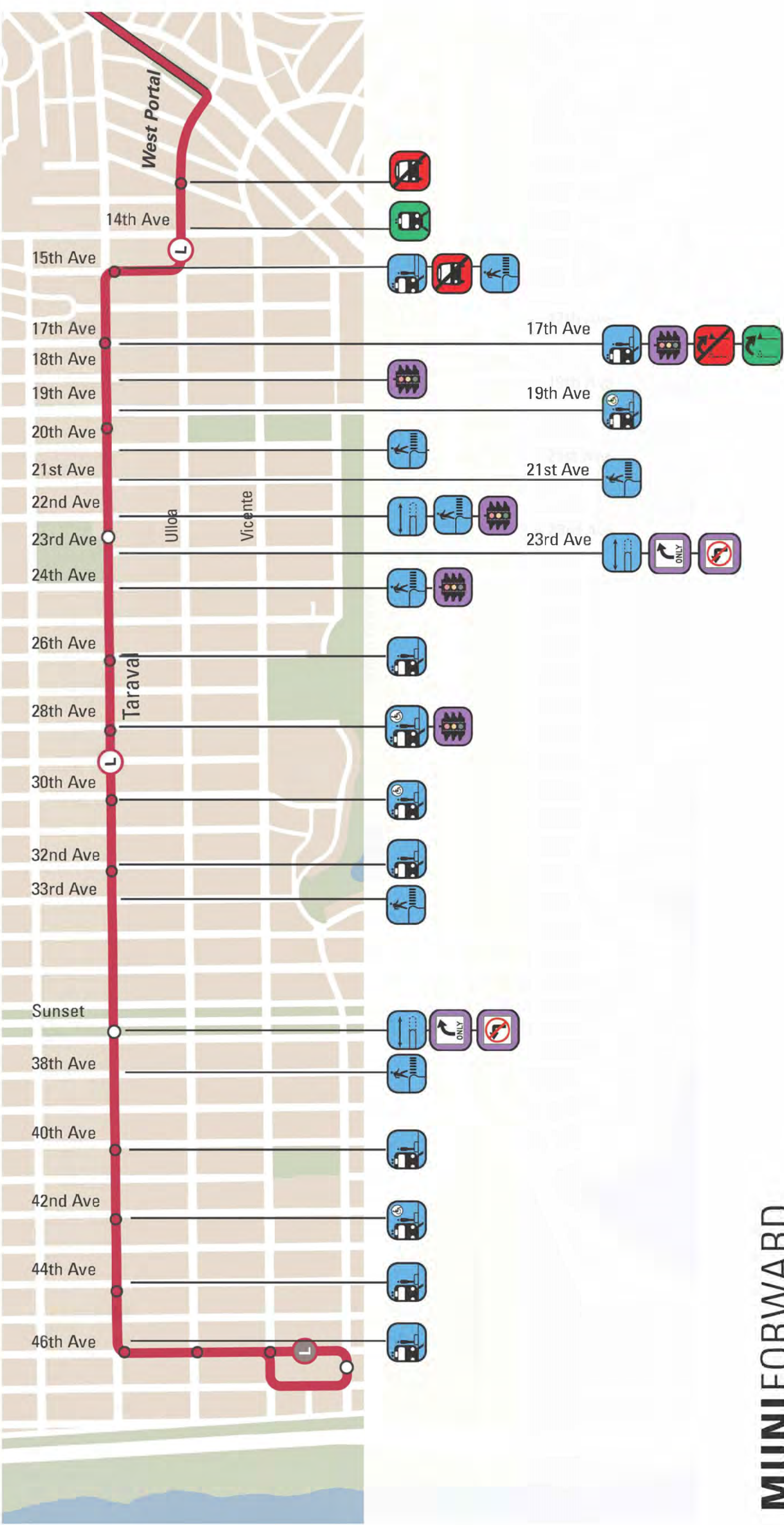
Taraval Improvement Project: Muni Forward Project Details

April 2019 update

Project Summary



- | | | | |
|---------------------|--|--------------------|-----------------------|
| Stop Relocation | New Boarding Islands w/ high-level accessible platform | New Traffic Signal | New Transit Bulbs |
| New Transit Stop | New Boarding Islands | No Left Turn | Extend Transit Island |
| Remove Transit Stop | New Pedestrian Bulbs | | Right Turn Only |



Taraval Improvement Project

39th Ave to Sunset Blvd
April 2019 update



Taraval Improvement Project

33rd Ave to 29th Ave
April 2019 update



Taraval Improvement Project

28th Ave to 25th Ave
April 2019 update



New high-level accessible platform



New Boarding Island

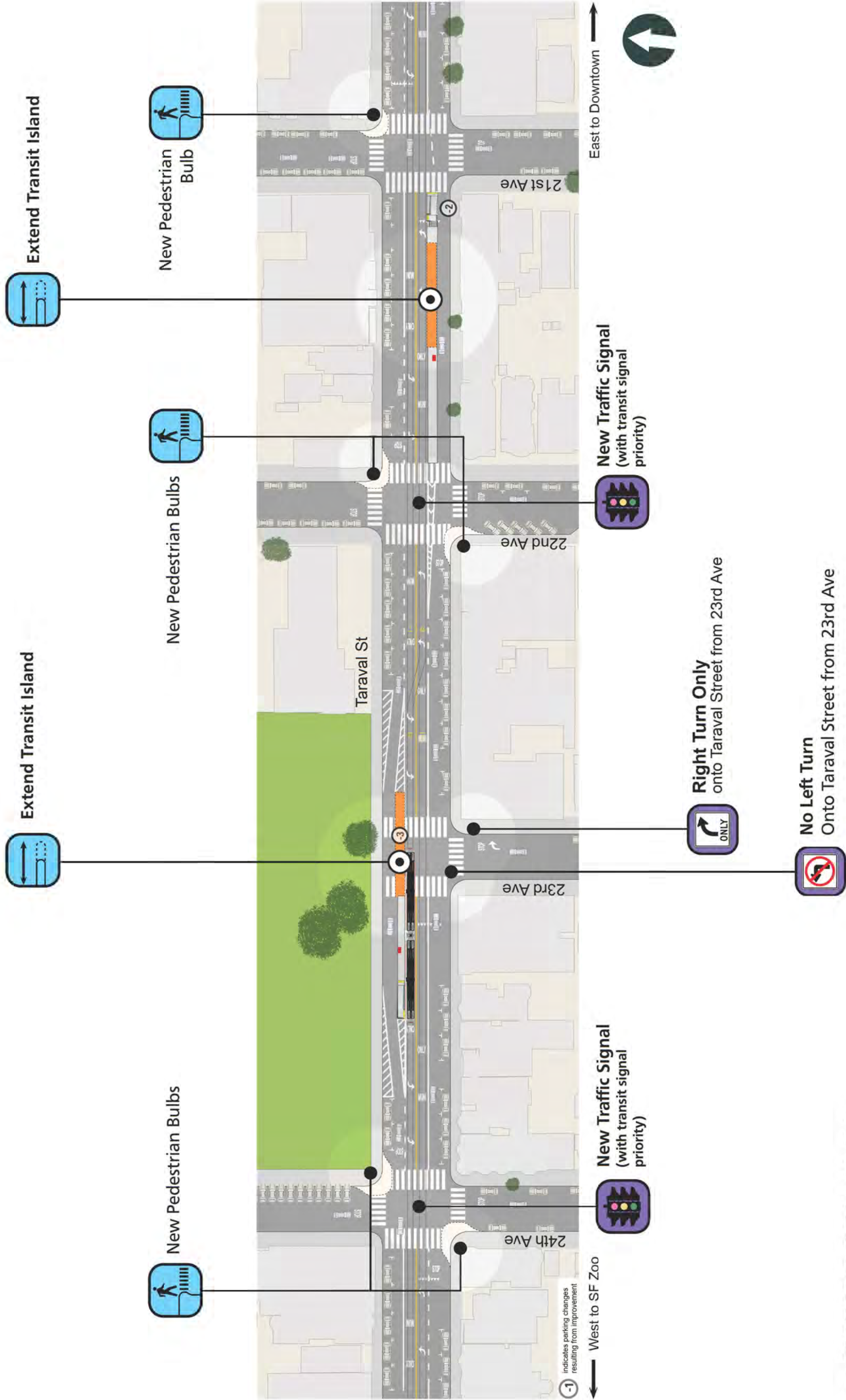


West to SF Zoo

East to Downtown

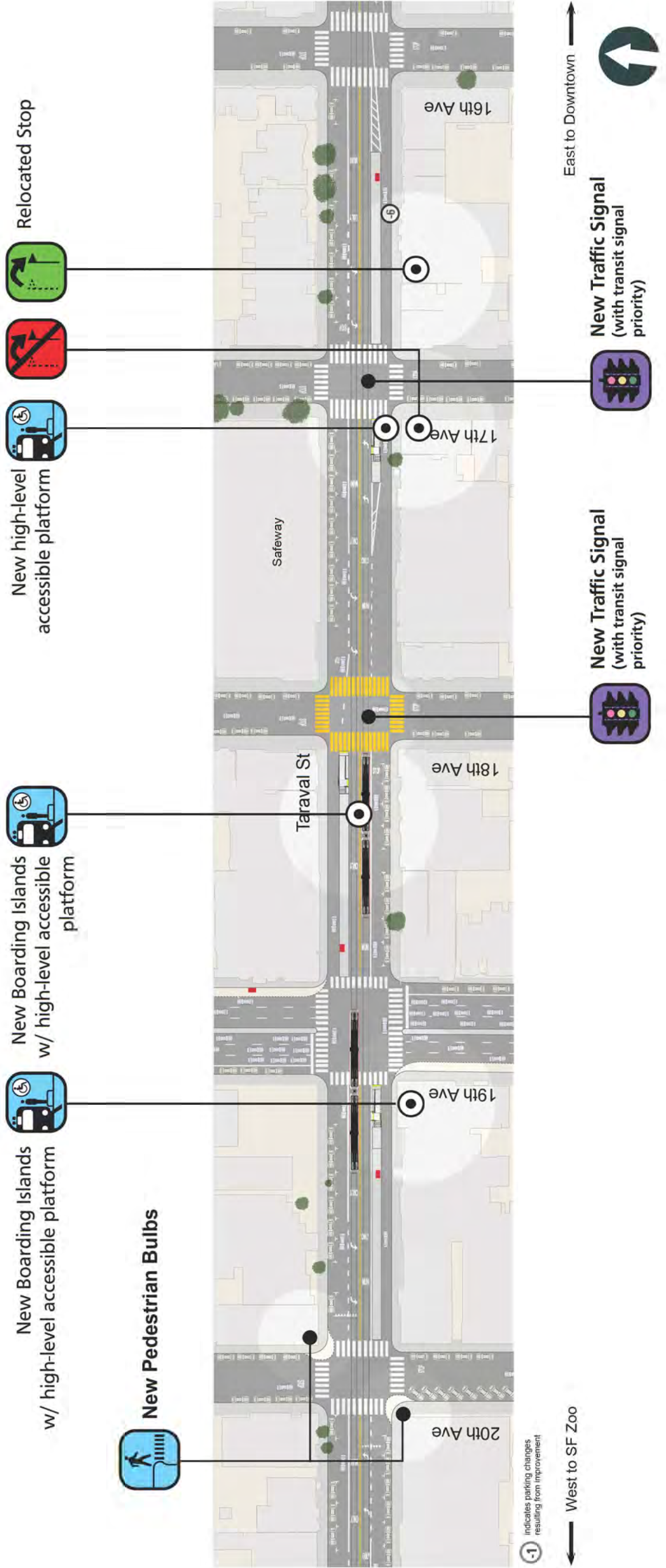


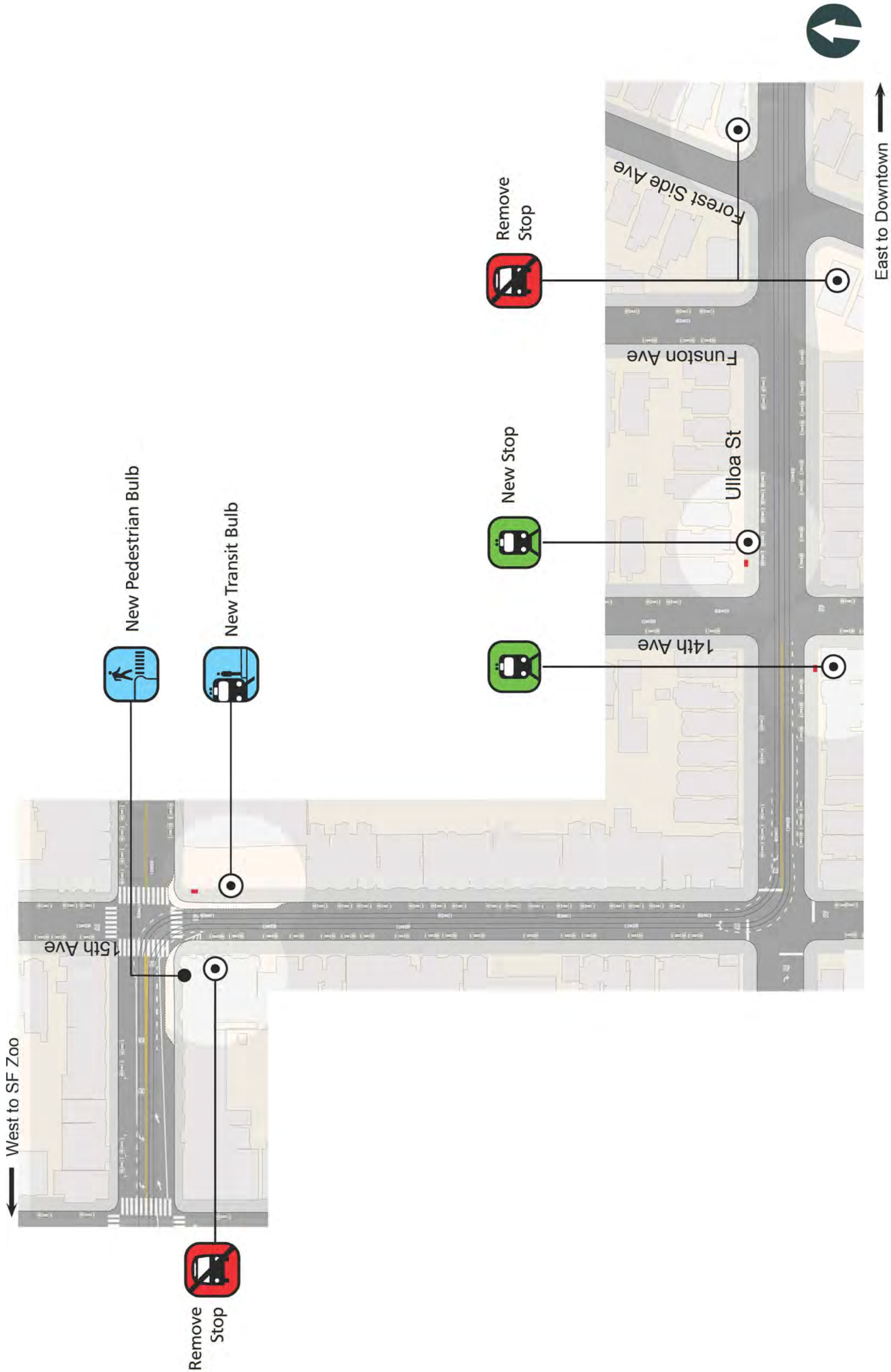
New Traffic Signal
(with transit signal
priority)



Taraval Improvement Project

20th Ave to 16th Ave
April 2019 update





San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Fulton Street Safety [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Other Upgrades to Major Arterials
Current Prop K Request:	\$236,215
Supervisory District(s):	District 01

REQUEST

Brief Project Description

Implement safety improvements along 3 miles of Fulton Street between Stanyan and La Playa Streets along the border of Golden Gate Park, segments of which are located on the High Injury Network. Improvements include adding and extending daylighting at crosswalks at 34 intersections, implementing painted safety zones at 14 locations, adding signalized bike connections to Golden Gate Park at 10th and 22nd Avenues, paving an existing dirt path in Golden Gate Park at 22nd Avenue, and installing a westbound speed radar sign approaching 41st Avenue.

Detailed Scope, Project Benefits and Community Outreach

This request will fund the implementation of recommendations from the Fulton Street Safety Project planning/conceptual engineering phase, which received \$82,521 in Neighborhood Transportation Improvement Program (NTIP) capital funds in FY 18/19. The proposed scope of work includes adding and extending daylighting at crosswalks at 34 intersections, implementing painted safety zones at 14 locations, adding signalized bike connections to Golden Gate Park at 10th and 22nd Avenues, paving an existing dirt path in Golden Gate Park at 22nd Avenue, and installing a westbound speed radar sign approaching 41st Avenue. A list of the locations of each treatment as well as striping drawings depicting all the curb treatments for the Fulton corridor, from Willard North to La Playa, are attached.

Prior public engagement: The planning/conceptual engineering phase of the Fulton Street Safety Project built on the San Francisco Planning Department's prior work, including an extensive community needs assessment conducted for the Richmond District Strategy. Further outreach was conducted to confirm the current validity of previously identified needs and challenges, to communicate the tradeoffs of different design options, and to understand community preferences.

- The Safety Project engaged stakeholder groups representing the interests of senior citizens, pedestrians, and bicyclists traveling on and across Fulton Street. These stakeholder interviews informed the development of a community survey.
- The community survey was conducted in the Fall of 2019, receiving approximately 1,500 responses.
- The survey results informed the development of an initial project proposal, which was shared with the community at an open house held in February 2020.
- Following the open house, the project team refined the final proposed project and developed project recommendations, which were presented at the SFMTA Engineering Public Hearing in July 2020.

Project benefits: The project will significantly enhance pedestrian visibility and reduce turn conflicts on Fulton Street by implementing daylighting and painted safety zones to ensure approaches to marked crosswalks are clear of visual obstructions for drivers. The project improves bicycle access between the Richmond District and Golden Gate Park by providing two new bike signals and a paved path connecting the 22nd Avenue east crosswalk with Golden Gate Park. Finally, the project will improve safety on westbound Fulton Street between 40th and 43rd Avenues by installing a new speed radar sign to encourage people driving to observe safe driving speeds.

Tasks:

All Fulton Street Safety Project implementation will be completed by municipal staff, so no contract will need to be advertised. The project is categorically exempt and does not require environmental review. This project will include the

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following tasks:

- Install daylighting, painted safety zones, and bicycle route changes: Project manager will develop and submit work orders to the SFMTA Paint Shop for daylighting at 34 intersections and painted safety zones at 14 intersections. This work will include relocating three blue accessible parking zones. Project manager will also develop and submit work orders for the relocation of the 23rd Avenue bicycle route from 23rd Avenue, from Cabrillo to Fulton, to 22nd Avenue, from Cabrillo to Fulton. These changes were environmentally cleared and legislated in the planning/conceptual engineering phase of the Fulton Street Safety Project. The SFMTA Paint Shop will install the daylighting, painted safety zones, and bicycle route changes.
- Install new bike signal heads and minor signal timing changes: Project manager will develop and submit signal retiming cards to the SFMTA Signal Shop for two new bike signal heads to be installed on existing signals on Fulton at 22nd Avenue and 10th Avenue. Project manager will develop and submit signal retiming cards for additional minor signal timing changes, including removing the pedestrian push button at 22nd Avenue and retiming the pedestrian signal at Stanyan to accommodate a crossing speed of 3 feet per second. The SFMTA Signal Shop will install the new signal heads and implement signal timing changes.
- Design, environmentally clear, legislate and install speed radar sign: Project manager will work with the Livable Streets Traffic Calming Team to design and install a new speed radar sign to be installed on westbound Fulton Street between 40th and 41st Avenues. This will include obtaining environmental clearance, legislating through SFMTA Engineering Public Hearing, and submitting work orders for installation. The SFMTA Signal Shop will install the speed radar sign.
- Pave path at 22nd Avenue in Golden Gate Park: Project manager will prepare and submit an Interdepartmental Services Agreement (ISA) with San Francisco Public Works to pave a path connecting the 22nd Avenue east crosswalk with the path inside of Golden Gate Park. Project manager will coordinate with Recreation and Parks Department and Public Works staff to plan and design the path. San Francisco Public Works will perform the paving work.

The Transportation Authority's NTIP is intended to strengthen project pipelines and advance the delivery of community supported neighborhood-scale projects, especially in Communities of Concern and other neighborhoods with high unmet needs.

Project Location

Fulton Street from Stanyan to La Playa

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$1,067,459

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Fulton Street Safety [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Fulton Street Safety [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Other Upgrades to Major Arterials	\$0	\$236,215	\$0	\$236,215
Phases in Current Request Total:	\$0	\$236,215	\$0	\$236,215

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$236,215	\$82,521	\$318,736
Funding Plan for Entire Project Total:	\$0	\$236,215	\$82,521	\$318,736

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$82,521	\$0	Approved funding allocation for planning/conceptual engineering phase
Environmental Studies (PA&ED)	\$0	\$0	Included in planning phase
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$0	\$0	Included in planning phase
Construction (CON)	\$236,215	\$236,215	Engineer's cost estimate based on 100% design and prior similar work.
Operations	\$0	\$0	
Total:	\$318,736	\$236,215	

% Complete of Design:	100.0%
As of Date:	06/09/2020
Expected Useful Life:	30 Years

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

MAJOR LINE ITEM BUDGET - Fulton Street Safety Project Implementation [NTIP Capital]						
SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)						
Budget Line Item	Totals	% of contract	SFPW	Livable Streets	SFMTA Shops	
1. SFMTA Shops						
Task 1: Paint	\$ 119,397	27%		\$ 6,200	\$ 113,197	
Task 2: Signal	\$ 18,240	4%		\$ 3,840	\$ 14,400	
Subtotal	\$ 137,637	31%		\$ 10,040	\$ 127,597	
2. Golden Gate Park Pathway	\$ 10,768	2%	\$ 10,000	\$ 768		
3. Speed Radar Sign	\$ 57,000	13%		\$ 9,500	\$ 47,500	
5. Contingency	\$ 30,810.75	15%				
TOTAL CONSTRUCTION PHASE	\$ 236,216		\$ 10,000	\$ 20,308	\$ 175,097	

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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Fulton Street Safety [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$236,215	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$236,215	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	Fulton Street Safety [NTIP Capital]
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	03/31/2022
Phase:	Construction	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-130	\$177,161	\$59,054	\$0	\$0	\$0	\$236,215

Deliverables

1. Quarterly progress reports (QPRs) shall include: % complete; upcoming project milestones (e.g. open for use); and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement (SGA).

2. Over the course of the project, quarterly progress reports shall include 2-3 photos each of typical before conditions, work in progress, and completed work.

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. The Transportation Authority will not reimburse for construction expenses until sponsor submits evidence of completion of design (e.g. copy of design certifications page or work authorization)

Notes

1. Progress reports will be shared with the Transportation Authority Board.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	0.0%	No Prop AA

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Fulton Street Safety [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$236,215
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement
JJ

CONTACT INFORMATION

	Project Manager	Grants Manager
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Title:		Grants Procurement Manager
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Fulton Street Safety Improvements Treatment List

PEDESTRIAN SAFETY ZONES

1. Fulton Street, north side, from 4th Avenue to 20 feet easterly
2. Fulton Street, north side, from 8th Avenue to 20 feet easterly
3. Fulton Street, north side, from 10th Avenue to 20 feet easterly
4. Fulton Street, south side, from 10th Avenue to 20 feet westerly
5. Fulton Street, north side, from 18th Avenue to 18 feet easterly
6. Fulton Street, north side, from 22nd Avenue to 20 feet easterly
7. Fulton Street, north side, from 24th Avenue to 20 feet easterly
8. Fulton Street, north side, from 25th Avenue to 20 feet easterly
9. Fulton Street, north side, from 26th Avenue to 20 feet easterly
10. Fulton Street, north side, from 37th Avenue to 20 feet easterly
11. Fulton Street, south side, from 8 feet west of 39th Avenue west crosswalk to east crosswalk
12. Fulton Street, north side, from 40th Avenue to 35 feet easterly
13. Fulton Street, north side, from 43rd Avenue to 28 feet easterly
14. Fulton Street, north side, from 46th Avenue to 30 feet easterly

RED ZONES (Extending or Implementing Daylighting)

Various locations (64) along the corridor. See design drawings.

OTHER TREATMENTS

NO PARKING

1. Fulton Street, south side, between La Playa crosswalks

BLUE ZONE (accessible parking)

2. Fulton Street, south side, from 42 to 64 feet west of 8th Avenue (relocation)
3. Fulton Street, south side, from 9th Avenue to 22 feet easterly
4. Fulton Street, south side, from 11th Avenue to 22 feet easterly

CAR SHARE

5. Fulton Street, north side, from 20 to 37 feet east of 37th Avenue (relocation)

BIKE ROUTE - RESCIND

6. 23rd Avenue from Cabrillo Street to Fulton Street

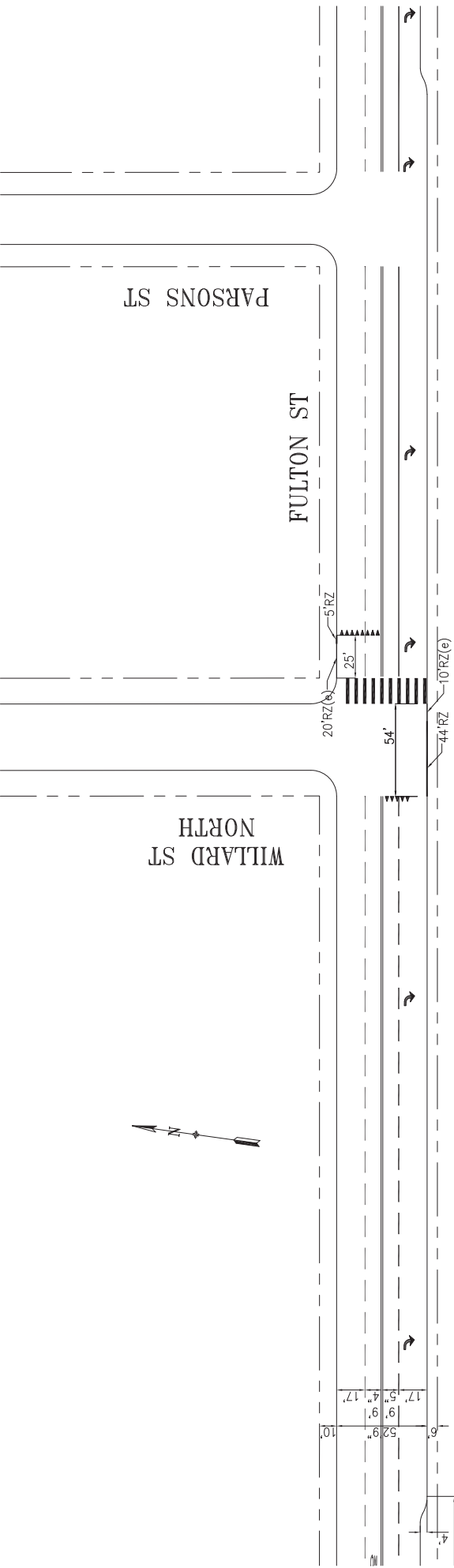
7. Fulton Street from 22nd Avenue to 23rd Avenue

BIKE ROUTE (CLASS 3) - ESTABLISH

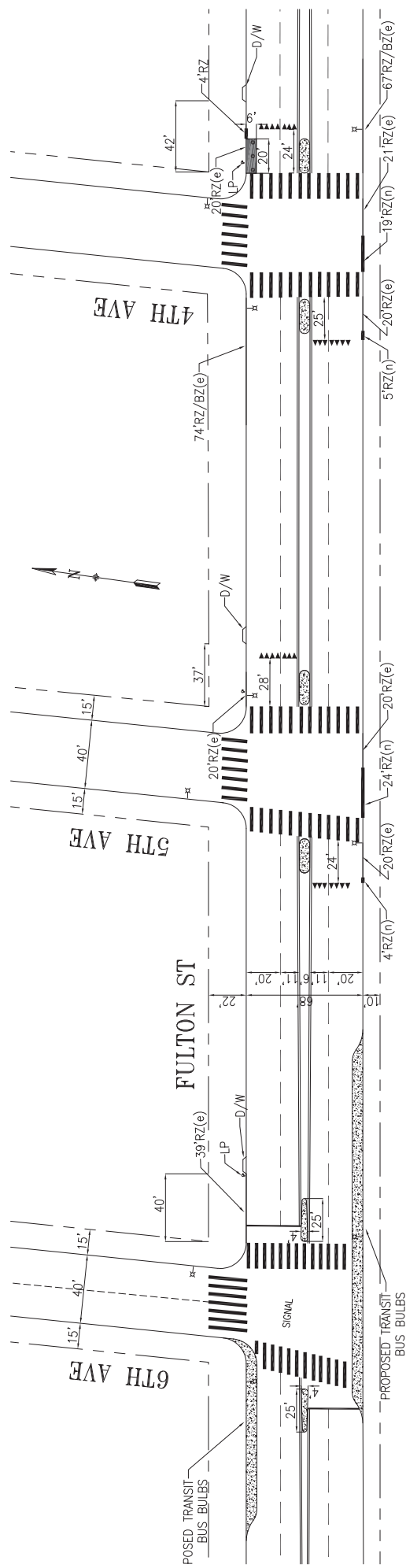
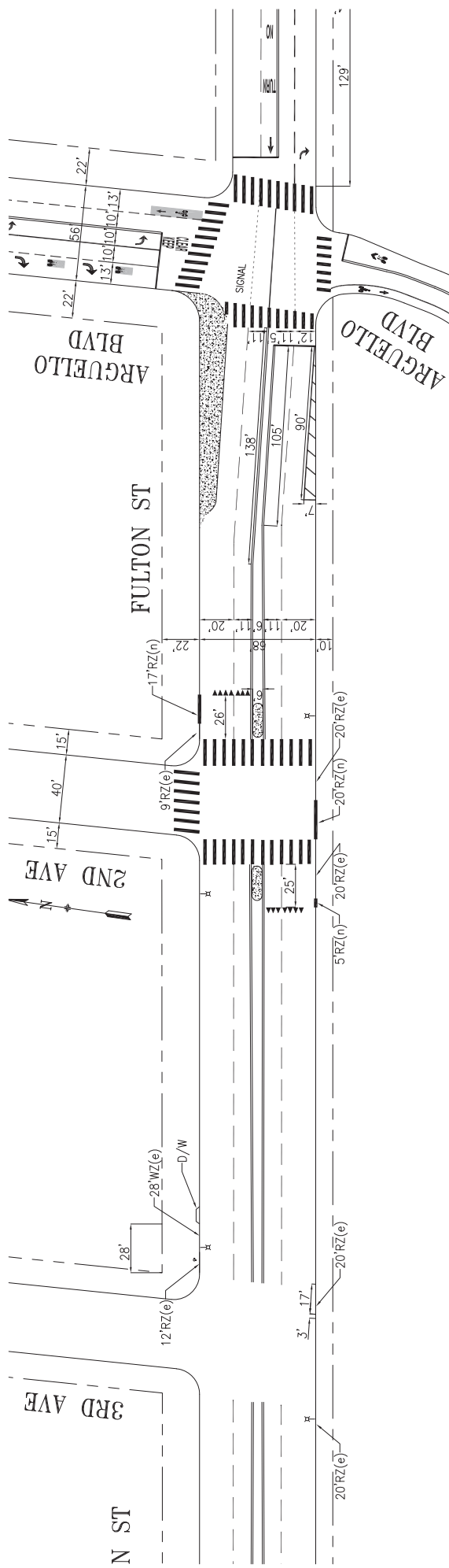
8. 10th Avenue from Cabrillo Street to Fulton Street
9. 22nd Avenue from Cabrillo Street to Fulton Street

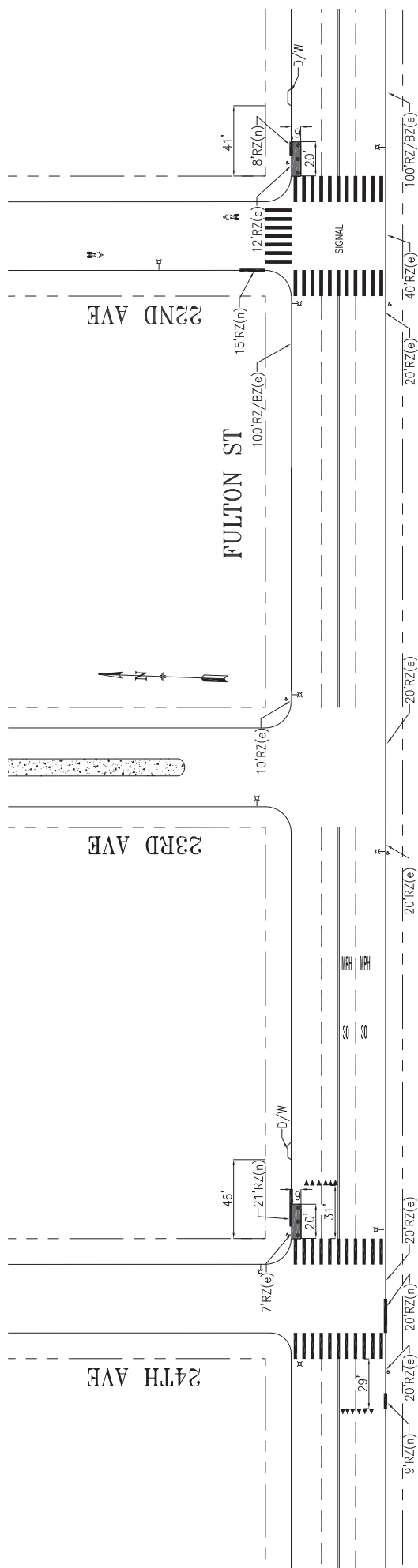
RADAR SPEED SIGN

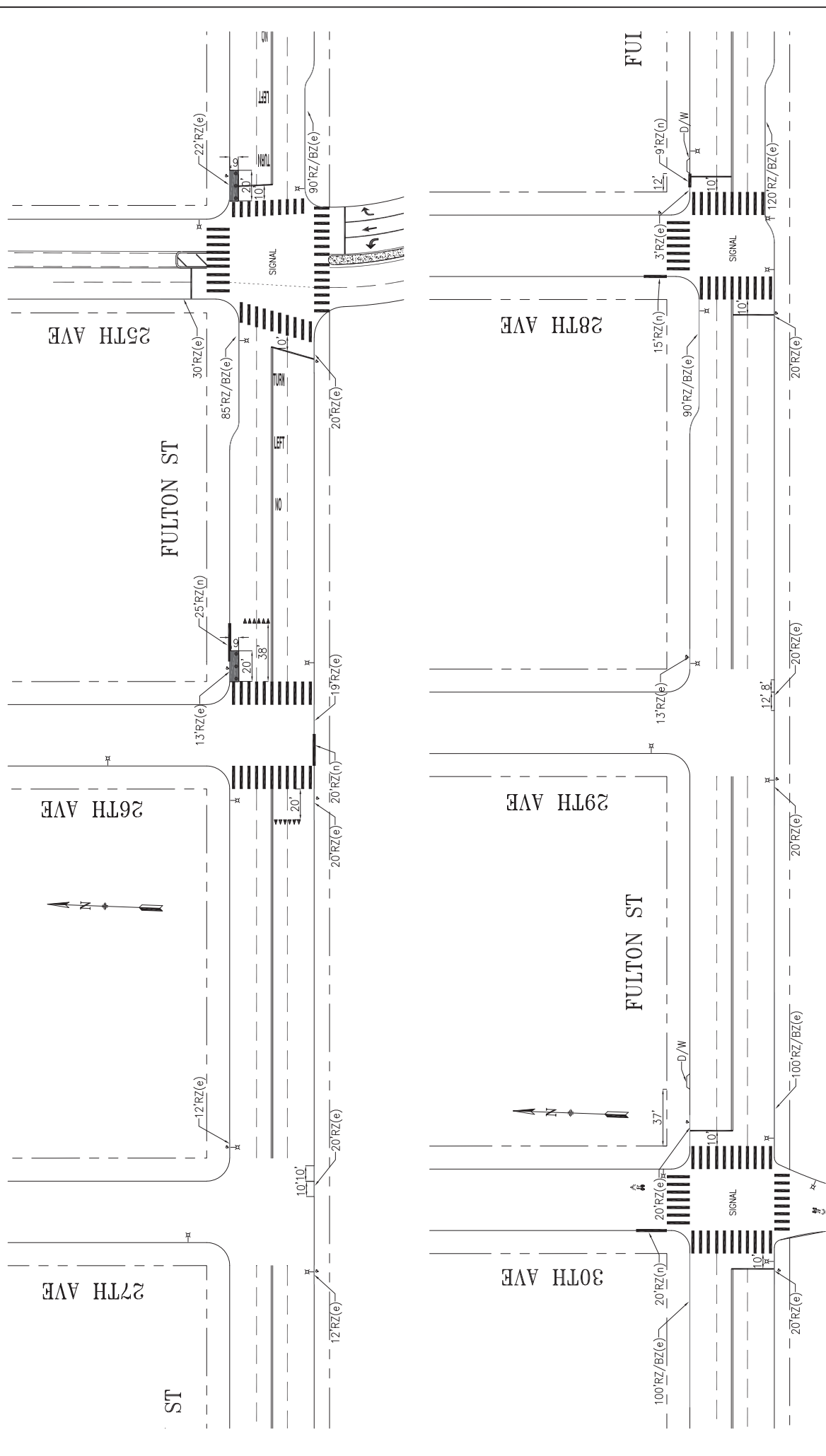
10. Fulton Street, westbound, midblock between 40th and 41st Avenues



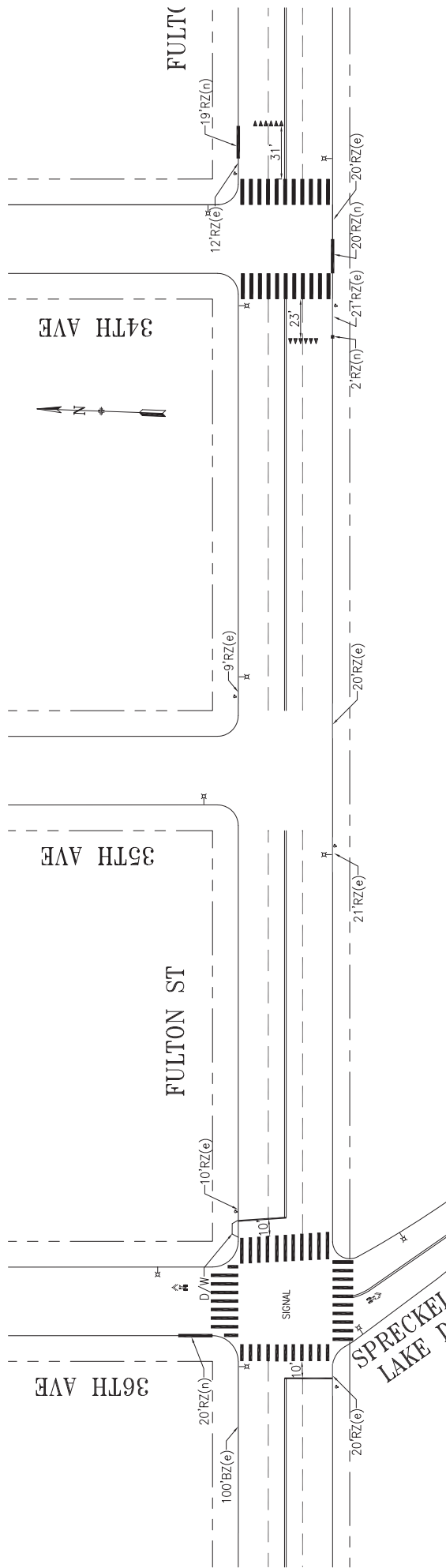
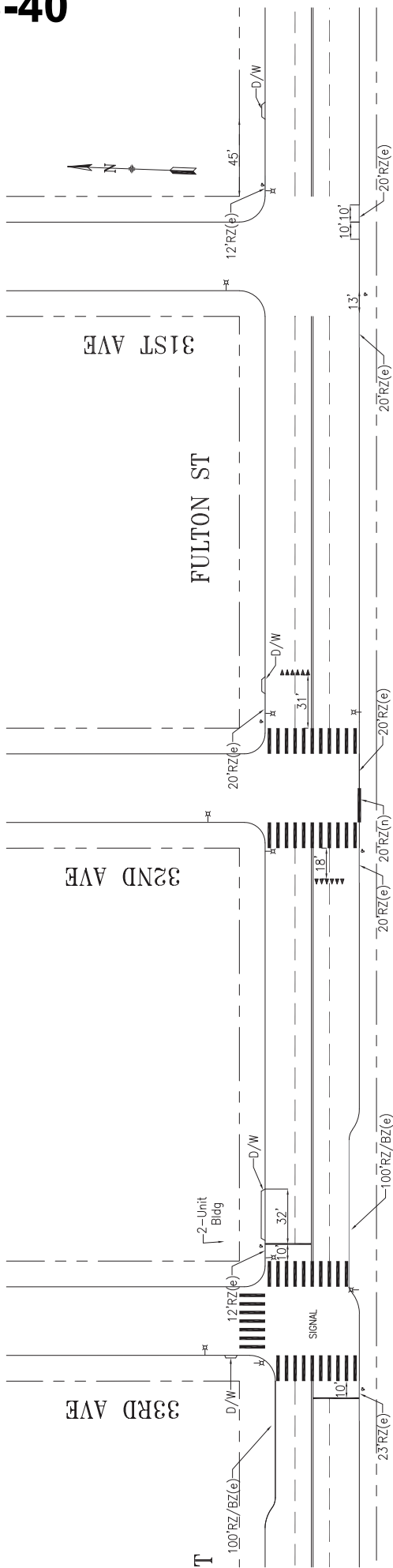
																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											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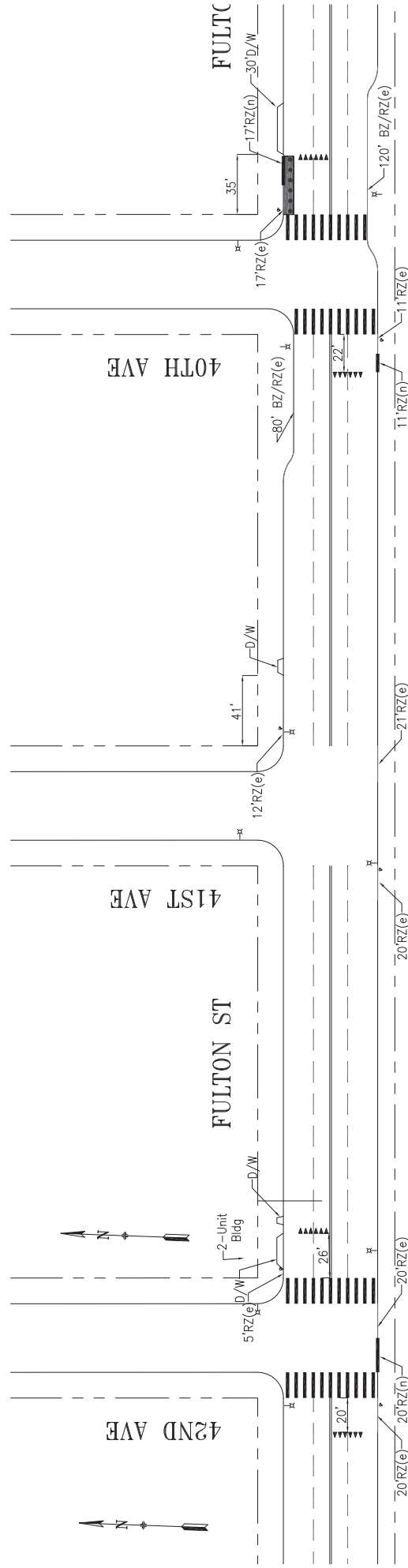
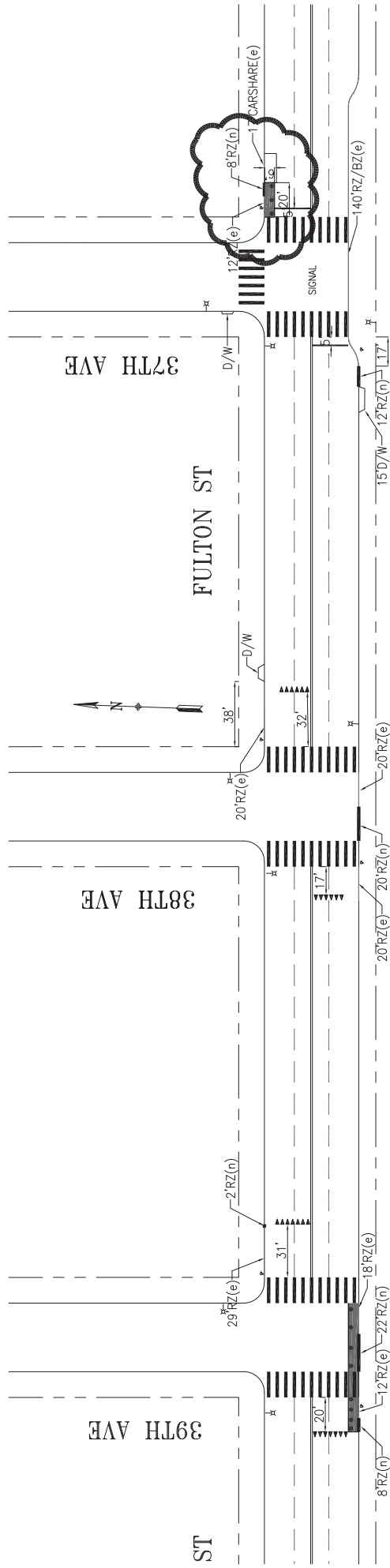
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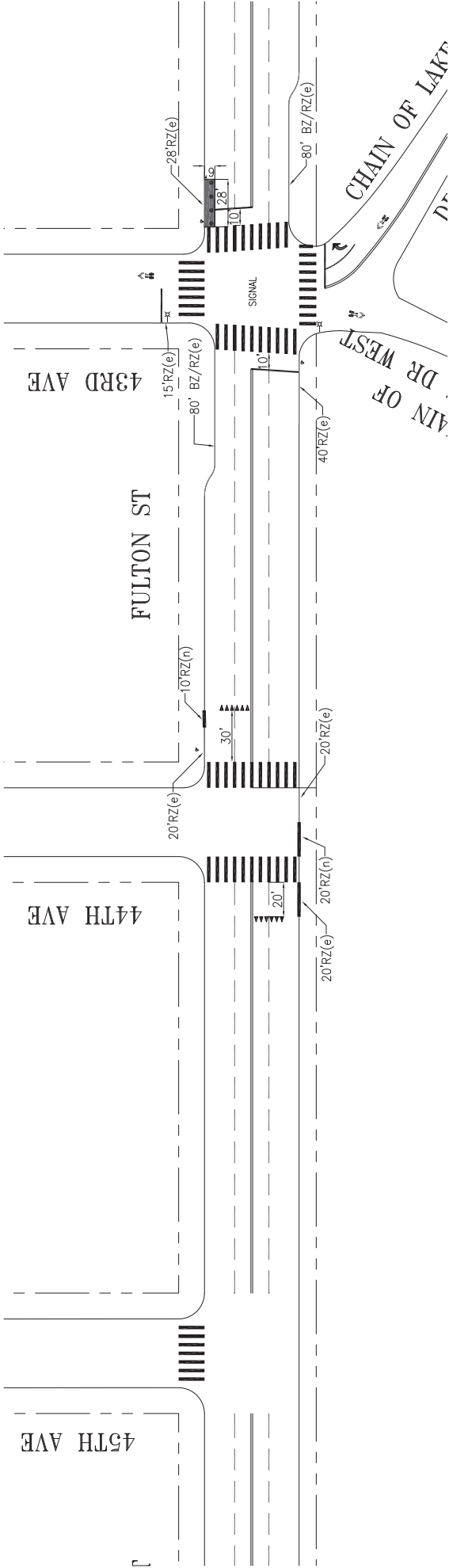
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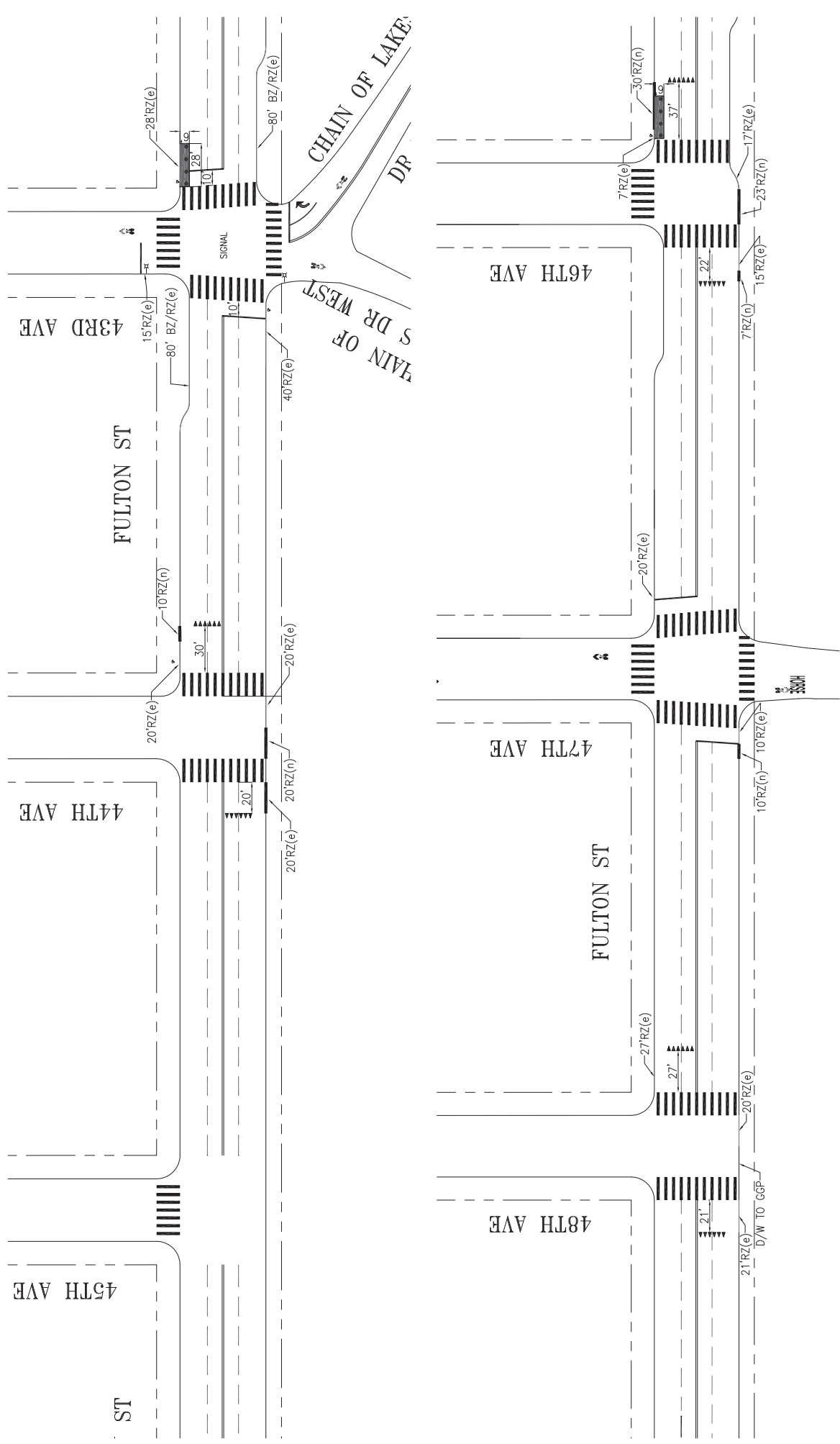
																																							

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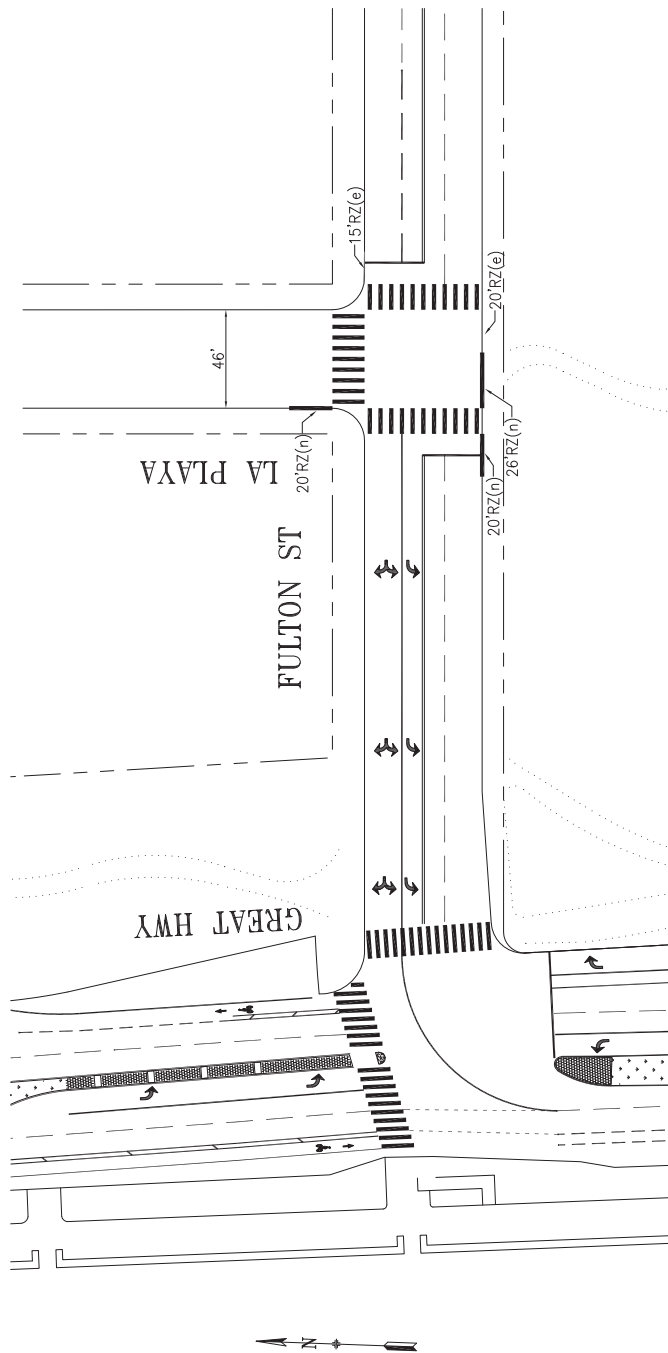
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NO.		DATE	DESCRIPTION	BY	APP	TABLE OF REVISIONS CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION		 		DRAWN: DATE: SENIOR ENGINEER CHECKED: DATE: CITY TRAFFIC ENGINEER		SCALE: SHEET/SHEETS		FULTON STREET SAFETY PROJECT 43RD AVENUE TO 48TH AVENUE EXISTING AND PROPOSED		CONTRACT NO. DRAWING NO. FILE NO. REV. NO.	

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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Clay & Grant and Stockton & Sutter Conduits and Signal Modifications
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Signals and Signs
Current Prop K Request:	\$420,000
Supervisory District(s):	District 03

REQUEST

Brief Project Description

Install traffic signal conduits, pole foundations and poles, upgraded vehicular signals and new pedestrian signals at the intersections of Clay & Grant Streets and Stockton & Sutter Streets as part of Public Works' sub-sidewalk basement curb ramp project.

Detailed Scope, Project Benefits and Community Outreach

The proposed scope of this project is to install new subsurface electrical conduits and other upgrades to the traffic signals at the intersections of Clay & Grant Streets and Stockton & Sutter Streets. The project is part of an upcoming Public Works Sub-sidewalk Basement Curb Ramp project, which will install curb ramps located over sub-sidewalk basements at the two intersections. Curb ramps located on top of sub-sidewalk basements require special design for sub-sidewalk foundations and are typically expensive and difficult to construct. The presence of basements also makes signal construction especially difficult at these intersections, so adding signal scope to the Public Works project is a good opportunity to implement signal improvements that would otherwise be more difficult. The signal improvements will support San Francisco's Vision Zero program and help keep SFMTA's pedestrian safety assets in a state of good repair, which is critical to ensuring a safe and reliable transportation system.

Specifically, the scope of the signal work will include

- > new pole foundations and poles at both intersections
 - > new signal conduits at both intersections
 - > installation of 4 new Pedestrian Countdown Signals (PCS) at the intersection of Clay and Grant Streets
 - > replacement of existing PCS at both intersections to allow placement in better pole locations
 - > Replacement/ upgrade of a total of 7 existing vehicular signal heads at the Clay/Grant and Stockton/Sutter intersection.
- The new signal heads will have higher visibility with 12-inch diameter indicators.

Project Location

Clay & Grant Streets and Stockton & Sutter Streets

Project Phase(s)

Construction (CON)

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5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$600,000

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Clay & Grant and Stockton & Sutter Conduits and Signal Modifications
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2020	Jul-Aug-Sep	2020
Advertise Construction	Oct-Nov-Dec	2020		
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2021		
Operations				
Open for Use			Jul-Aug-Sep	2021
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2022

SCHEDULE DETAILS

The Public Works sub-sidewalk curb ramp project that will include the conduits and signal work is expected to reach 100% design in September 2020 and start construction in early 2021. SFPW will lead the construction phase that includes installation of the signal conduit and pedestrian countdown signals. SFMTA will design the signal work in 2020.

At the time of this allocation request submittal, SFMTA staff acknowledges that environmental review has not been done yet on the conduit and signal work but expects to request review in summer 2020. Before start of construction phase, SFMTA will request environmental clearance review under the California Environmental Quality Act (CEQA). Public Works shall not proceed with construction until there has been complete compliance with CEQA. Prior to billing for any construction funds, if requested by the Transportation Authority, the SFMTA will provide documentation confirming that CEQA review has been completed.

Due to the nature of this project, we do not anticipate that an outreach plan is needed. Residents and business owners located near the project intersections will receive 30 day notices from the Contractor prior to commencement of construction work.

E8-48

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Clay & Grant and Stockton & Sutter Conduits and Signal Modifications
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Signals and Signs	\$0	\$420,000	\$0	\$420,000
Phases in Current Request Total:	\$0	\$420,000	\$0	\$420,000

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$0	\$0	
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$0	\$0	
Construction (CON)	\$420,000	\$420,000	Based on similar projects
Operations	\$0	\$0	
Total:	\$420,000	\$420,000	

% Complete of Design:	90.0%
As of Date:	07/30/2020
Expected Useful Life:	30 Years

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

CLAY & GRANT AND STOCKTON & SUTTER CONDUITS AND SIGNAL UPGRADES

MAJOR LINE ITEM BUDGET - CONSTRUCTION PHASE

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Contract					
a. Pull boxes/Conduits	\$ 96,250				\$ 96,250
b. Poles	\$ 25,700				\$ 25,700
d. Signals	\$ 56,450				\$ 56,450
e. Misc Electrical *	\$ 145,600				\$ 145,600
Contract Subtotal	\$ 324,000				\$ 324,000
2. MTA Provided Materials					
a. Ped Countdown Modules	\$ 3,000	1%			\$ 3,000
3. Construction Management/Support	\$ 60,000	19%	\$ 20,000	\$ 40,000	
4. Contingency	\$ 33,000.00	10%	\$ 11,000	\$ 11,000	\$ 11,000
TOTAL CONSTRUCTION PHASE	\$ 420,000		\$ 31,000	\$ 51,000	\$ 338,000

* Misc Electrical includes wiring work, traffic routing, Contractor mobilization, Contractor demobilization, and allowance for traffic control during signal switchovers.

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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Clay & Grant and Stockton & Sutter Conduits and Signal Modifications
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$420,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$420,000	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	Clay & Grant and Stockton & Sutter Conduits and Signal Modifications
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2022
Phase:	Construction	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-133	\$0	\$220,000	\$200,000	\$0	\$0	\$420,000

Deliverables

1. Quarterly progress reports (QPRs) shall include: % complete; photos of existing conditions, of work being performed, and completed work; upcoming project milestones (e.g. open for use); delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter; and, any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement (SGA).

Special Conditions

- The Transportation Authority will not reimburse for construction expenses until sponsor submits evidence of completion of design (e.g. copy of design certifications page).
- The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	0.0%	No Prop AA

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Clay & Grant and Stockton & Sutter Conduits and Signal Modifications
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$420,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement
JJ

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Geraldine De Leon	Joel C Goldberg
Title:	Lead Engineer	Grants Procurement Manager
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Email:	geraldine.deleon@sfmta.com	joel.goldberg@sfmta.com

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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Bayview Community Based Transportation Plan Implementation
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Traffic Calming
Current Prop K Request:	\$180,000
Supervisory District(s):	District 10

REQUEST

Brief Project Description

The Bayview Community Based Transportation Plan (CBTP) was a two-year community-driven planning effort in partnership with the SFMTA. The SFMTA collaborated with residents and community groups to identify transportation priorities that reflect community values and support a growing and resilient Bayview Hunters Point neighborhood. This project will build on the CBTP, designing pedestrian safety improvements, including two Rectangular Rapid Flashing Beacons and up to nine bulbouts at high priority locations identified in the Plan.

Detailed Scope, Project Benefits and Community Outreach

The project scope will include the design of:

- Two Rectangular Rapid Flashing Beacons (RRFBs) at the intersections of Innes Avenue/Arelious Walker and Williams Avenue/Apollo Street
- Nine bulbouts at locations to be confirmed through the district Supervisor's office and community outreach

SFMTA staff will design two RRFBs, one on Innes Avenue at Arelious Walker and the other on Williams Avenue at Apollo Street, segments of both of these corridors are on San Francisco's High Injury Network. The RRFB on Innes Avenue will improve pedestrian crossing safety from the eastbound 19-Muni stop across the four-lane roadway towards the steps to high-density housing on Northridge Road. The RRFB on Williams Avenue will improve pedestrian crossing safety for pedestrians crossing three travel lanes plus a turn lane to FoodsCo.

Additionally, SFMTA staff will work with neighborhood stakeholders and the district Supervisor to prioritize and confirm locations for pedestrian bulbouts included in the Bayview CBTP and then work with SFPW on designing these improvements. The SFMTA staff and engineers at SFPW will design up to nine bulbouts in the Bayview neighborhood at these prioritized locations. The highest priority locations for corner pedestrian safety improvements included in the CBTP will be prioritized for corner bulbouts and will be considered at the following 11 intersections:

- Hudson Ave and Mendell St
- Jerrold Ave and 3rd St
- Quesada Ave and Lane St
- Silver Ave and Topeka Ave
- Silver Ave and Revere Ave
- Silver Ave and Quesada Ave
- Oakdale Ave and Lane St
- Underwood Ave and Lane St
- Wallace Ave and 3rd St
- Revere Ave and Lane St
- Revere Ave and Bayview St

The final scope of bulbout locations will be determined and approved through discussions with the District 10 Supervisor as well as neighborhood stakeholders from the Bayview Community Advisory Committee (CAC), Shipyard CAC, and

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Southeast Community Facility Commission. Additionally, SFMTA will inform the public of project locations by way of the Bayview CBTP CAC email list. When the list of locations is finalized, it will be submitted to the Transportation Authority.

During the two-year CBTP process, the SFMTA partnered with residents and community groups to identify transportation priorities that reflect community values and support a growing and resilient Bayview. There are many past, ongoing, and future infrastructure projects and studies across the Bayview, and this plan brought them together, creating a clear picture of community priorities, City commitments, and future demands on the transportation network. Bringing together SFMTA technical expertise and the local knowledge of the community, the plan includes a list of local projects for implementation that emphasize walking, biking, taking the bus, and improving access for transit-dependent groups like seniors and residents of public housing. Over 60 locations were identified for safety improvements in the CBTP. Improvements at additional locations are pending additional, future design and construction funding.

Project Location

Innes Avenue and Arelious Walker, Williams Avenue and Apollo Street, intersections in Bayview neighborhood

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$180,000

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Bayview Community Based Transportation Plan Implementation
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Nov-Dec	2018	Jan-Feb-Mar	2020
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2020	Oct-Nov-Dec	2021
Advertise Construction	Jan-Feb-Mar	2022		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2022		
Operations				
Open for Use			Jul-Aug-Sep	2023
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2023

SCHEDULE DETAILS

Outreach is anticipated for 11/2020-2/2021. SFMTA will coordinate the RRFB design with the two quick-build projects along the same corridors, Innes and Williams avenues. For bulbouts, SFMTA staff will coordinate with the Supervisor's office and CBTP stakeholders.

Upon completion of the design phase, SFMTA staff will pursue construction funding, seek a contractor for the RRFBs and start construction in fall 2022 upon awarding the construction contract. RRFB implementation will require a contractor and bulbout implementation may require contractors, to be determined based on the designs.

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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Bayview Community Based Transportation Plan Implementation
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Traffic Calming	\$0	\$180,000	\$0	\$180,000
PROP B GENERAL FUND	\$0	\$103,000	\$0	\$103,000
Phases in Current Request Total:	\$0	\$283,000	\$0	\$283,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$2,460,000	\$107,851	\$2,567,851
PROP B GENERAL FUND	\$0	\$103,000	\$0	\$103,000
PROP B GENERAL FUND	\$0	\$12,000	\$0	\$12,000
CALTRANS SUSTAINABLE PLANNING GRANT	\$0	\$0	\$292,149	\$292,149
Funding Plan for Entire Project Total:	\$0	\$2,575,000	\$400,000	\$2,975,000

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$400,000	\$0	Phase completed
Environmental Studies (PA&ED)	\$12,000	\$0	Based on prior similar work
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$283,000	\$180,000	Based on prior similar work
Construction (CON)	\$2,280,000	\$0	Based on prior similar work
Operations	\$0	\$0	
Total:	\$2,975,000	\$180,000	

% Complete of Design:	0.0%
As of Date:	07/27/2020
Expected Useful Life:	20 Years

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

MAJOR LINE ITEM BUDGET - DESIGN

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 254,700	90%
2. Contingency	\$ 28,300	10%
TOTAL PHASE	\$ 283,000	

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 173,000
SFPW	\$ 110,000
TOTAL	\$ 283,000

Scope of Design	Totals	Prop B	Prop K
2 SFMTA Rectangular Rapid Flashing Beacons	\$ 70,000		\$ 70,000
9 SFPW Bulbouts	\$ 110,000		\$ 110,000
SFMTA Project Management	\$ 103,000	\$ 103,000	
Total	\$ 283,000	\$ 103,000	\$ 180,000

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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Bayview Community Based Transportation Plan Implementation
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$180,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$180,000	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	Bayview Community Based Transportation Plan Implementation: Bulbouts
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2022
Phase:	Design Engineering	Fundshare:	61.02

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-138	\$30,000	\$80,000	\$0	\$0	\$0	\$110,000

Deliverables

1. Quarterly progress reports shall include % complete of design, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact the schedule, in addition to all other requirements described in the Standard Grant Agreement.

2. By April 2021, SFMTA shall provide a final list of bulbout locations as approved by the District supervisor.

3. Upon completion, SFMTA shall provide evidence of completion of 100% design (e.g., copy of certifications page or copy of work order) and updated scope, schedule, budget, and funding plan for construction. This deliverable may be met with an allocation request for construction.

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. SFCTA will not reimburse expenses for the design of the bulbouts until the intersection locations are confirmed by the District Supervisor (anticipated April 2021).

SGA Project Number:		Name:	Bayview Community Based Transportation Plan Implementation: Rectangular Rapid Flashing Beacons
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2022

SGA Project Number:		Name:	Bayview Community Based Transportation Plan Implementation: Rectangular Rapid Flashing Beacons
Phase:	Design Engineering	Fundshare:	61.02

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-138	\$70,000	\$0	\$0	\$0	\$0	\$70,000

Deliverables

1. Quarterly progress reports shall include % complete of design, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.

2. Upon completion, SFMTA shall provide evidence of completion of 100% design (e.g., copy of certifications page or copy of work order) and updated scope, schedule, budget, and funding plan for construction. This deliverable may be met with an allocation request for construction.

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.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	36.4%	No Prop AA
Actual Leveraging - This Project	13.69%	No Prop AA

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

FY of Allocation Action:	FY2020/21
Project Name:	Bayview Community Based Transportation Plan Implementation
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$180,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

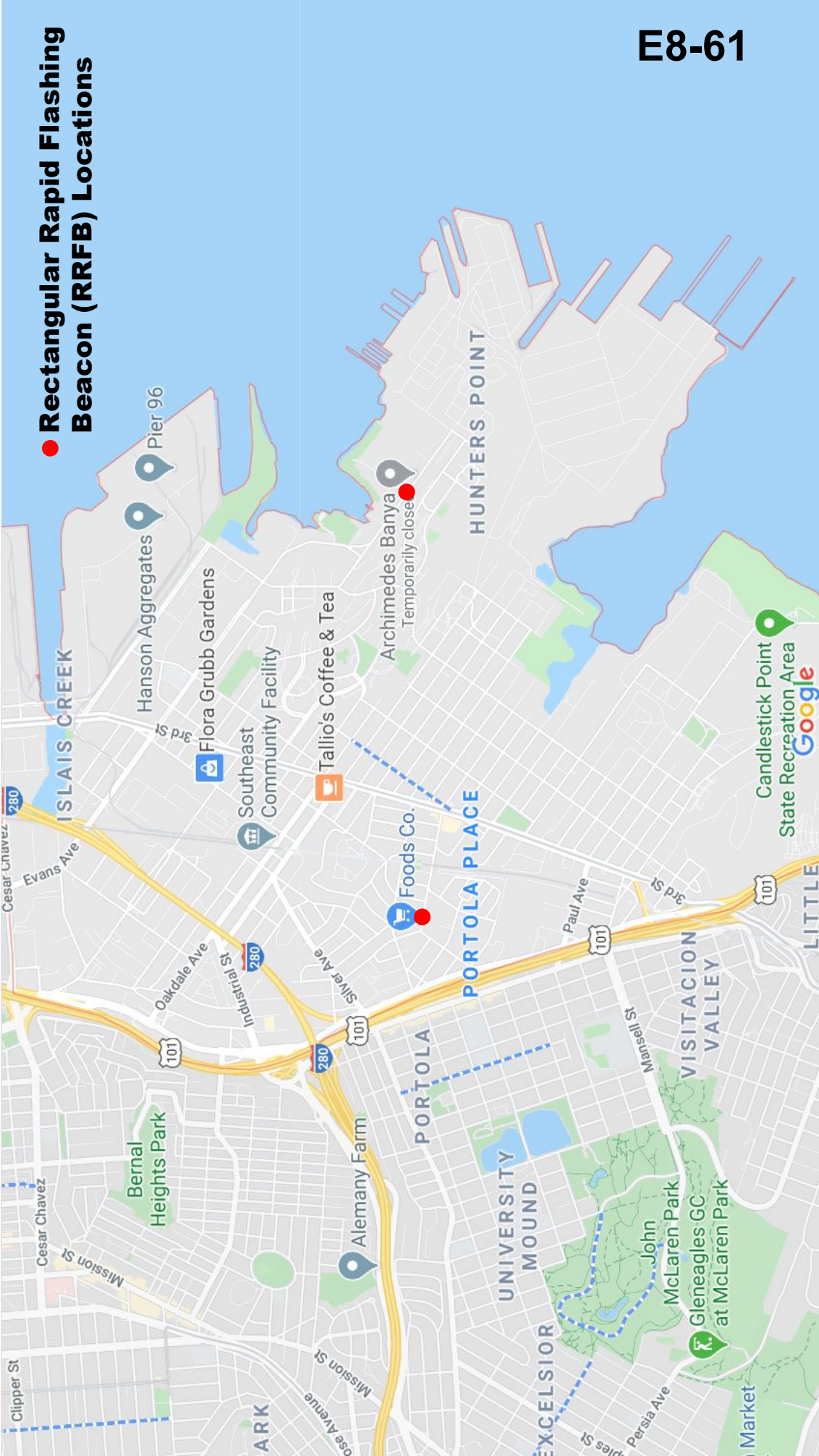
Initials of sponsor staff member verifying the above statement
JJ

CONTACT INFORMATION

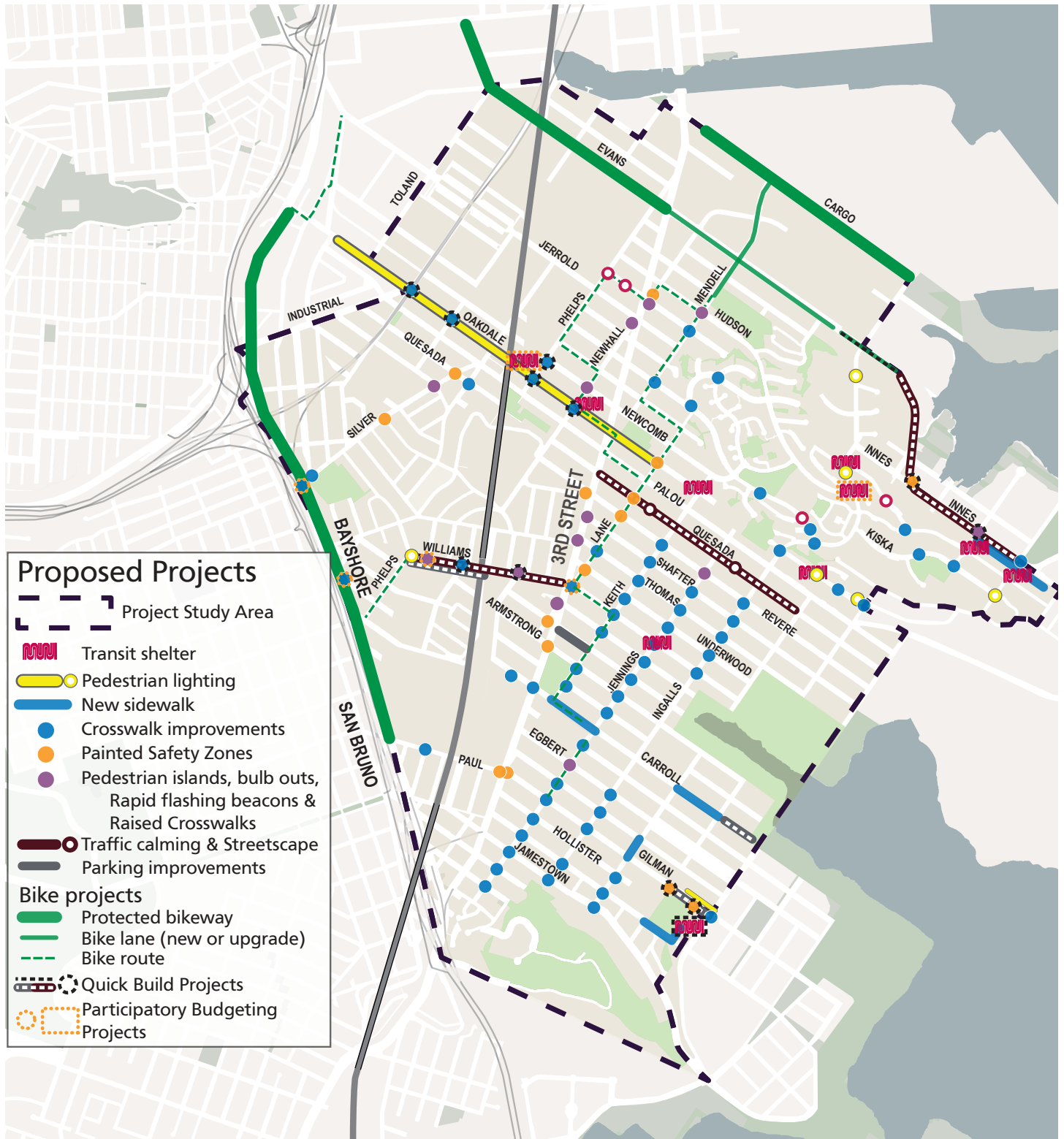
	Project Manager	Grants Manager
Name:	Philip Louie	Joel C Goldberg
Title:	School Safety Program Manager	Grants Procurement Manager
Phone:	(415) 701-4464	(415) 646-2520
Email:	philip.louie@sfmta.com	joel.goldberg@sfmta.com

Rectangular Rapid Flashing Beacon (RRFB) Locations

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Proposed Bayview Community Based Transportation Projects - \$8.63 Million



San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	6th Street Pedestrian Safety
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Traffic Calming
Current Prop K Request:	\$4,000,000
Supervisory District(s):	District 06

REQUEST

Brief Project Description

The 6th Street Pedestrian Safety project will transform 6th Street into a multi-modal corridor that improves safety for all street users including pedestrians, cyclists, and motorists, and creates a safe and inviting public space for people who live, work, and visit 6th Street. The project will implement a series of treatments on the High Injury Network corridor including widened sidewalks, crosswalks, corner bulbouts, traffic signals, a lane reduction, and other streetscape and safety features on 6th Street between Market Street and Brannan Street.

Detailed Scope, Project Benefits and Community Outreach

The SFMTA is pursuing a lane reduction and pedestrian safety improvements including new traffic signals on 6th Street from Market Street to Brannan Street in the South of Market (SoMa) neighborhood. The goals of the 6th Street Pedestrian Safety project are to 1) improve safety for all street users, including pedestrians, cyclists and motorists; and 2) create a safe and inviting public space for all people who live, work and visit 6th Street.

Project elements include:

- The removal of one southbound vehicle traffic lane between Market and Howard Streets. One southbound vehicular travel lane and two northbound vehicular travel lanes would be maintained at each intersection approach;
- Widening sidewalks to 15 feet minimum for two blocks on both sides of 6th Street between Market and Howard Streets;
- 23 pedestrian bulbouts at intersections between Market and Howard Streets (two at Market St, four at Stevenson St, four at Jessie St, two at Mission St, four at Minna St, four at Natoma St, and three at Howard St);
- The installation of new traffic signal infrastructure at Stevenson Street and Natoma Street, unsignalized alley crossings between Market and Howard Streets, to reduce the number of mid-block pedestrian collisions, providing a proximate, protected and safe place to cross the street.
- Five new marked crosswalks at all alley intersections between Market and Howard Streets (north and south legs at Stevenson St, north leg at Minna St, north and south legs at Natoma St).

PROJECT BENEFITS

Crash analysis on 6th Street showed that turning vehicles and failure to yield to pedestrians are the most prevalent crash types at all intersections; vulnerable populations including seniors, persons with disabilities, and homeless populations are highly likely to be involved in the collisions. This project proposes to remove a single travel lane to calm traffic to reduce the number of conflicts between vehicles and pedestrians, and to provide designated space and time for turning vehicles or to prohibit turns where this is not possible.

The resulting space from the lane reduction will be allocated to improving pedestrian infrastructure, including wider sidewalks and corner bulbouts at intersections, addressing another key concern for the neighborhood: limited public space and gathering areas. New bulbouts and curb ramps at intersections will shorten crossing distances, improve sightlines of crossing pedestrians, slow turning vehicles, and provide greater accessibility to people with disabilities.

COMMUNITY OUTREACH

Open Houses

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In 2013 the SFMTA held a series of events including three community meetings and walkalongs inviting members of the community to meet and discuss ways to improve traffic safety and livability on 6th Street. The focus of these meetings was to understand the needs of the community and interest in alternatives to finalize design elements of the project. Approximately 100 people attended the three meetings.

Two additional open house sessions were held in August 2017 at Bayanihan Community Center and June 2018 at Gene Friend Recreation Center. Approximately 1,500 community meeting postcards were sent to all addresses within a one block radius of 6th Street and 20 posters promoting the open houses sessions were posted along the project corridor. Staff also hired Spanish, Filipino, and Chinese translators to be available for non-native English-speaking attendees. Approximately 70 members of the community, represented by local residents, businesses, and employees as well as those who walk and bike through SoMa, attended the two open houses.

Surveys were offered at both open houses to get feedback from the public about streetscape improvements proposed by Public Works. For members of the public that were unable to attend the open house, the project team posted the streetscape survey with Filipino and Spanish translations on the project website and sent it directly to community groups. Staff obtained 124 responses in English, 0 in Spanish, and 0 in Filipino. A parking and loading survey was also provided at the first open house with ten responses.

Residents and Community Based Organizations

The 6th Street project will have significant benefits and challenges to those who live, work and visit the corridor. As a result, the project team sought to engage the many diverse community-based organizations and residents on the project goals, alternatives, and finalized proposal. Since 2013, project staff engaged with at least 500 residents or community members with presentations to the following groups:

- Bayanihan Community Center
- Bessie Carmichael
- Central City SRO Collaborative (CCSRO)
- Chabad of SF
- Chinatown Community Development Center
- District 6 Public Safety Committee
- Episcopal Community Services
- Golden Gate Block Safety Group
- Hospitality House
- Lighthouse for the Blind and Visually Impaired
- Independent Living Resource Center
- Mercy Housing
- SFMTA Multimodal Accessibility Advisory Committee
- Safe Routes to Schools
- South of Market Community Action Network (SOMCAN)
- SoMa Community Collaborative
- SoMa Pilipinas
- South of Market Youth Collaborative
- Tenants and Owners Development Corporation (TODCO)
- Tenderloin Safe Passage
- United Playaz
- Vision Zero Coalition - Senior & Disability Workgroup
- West Bay Pilipino Cultural Center
- Western SoMa Voice
- West Bay Pilipino Multi-Service Center

The community based organization outreach specifically targeted vulnerable populations, including seniors, people with disabilities, and the diverse populations on and around 6th Street.

Businesses and Merchants

Since 2016, project staff conducted door-to-door outreach to businesses along 6th Street to raise awareness and gather feedback for the project. Staff met with 50 businesses to inform them of the proposed changes to the street, obtain feedback regarding parking and loading, and provide information about City efforts in addressing the proposed project's construction impacts, if approved. This portion of outreach also allowed staff to share a loading survey which asked businesses to describe their loading practices and identify any possibilities for curbside management improvement.

Project staff also presented, discussed, and obtained feedback on project elements through over a dozen meetings with business and merchant associations including Tenderloin Central Business District, Central Market Community Benefit District, Hotel Council, Chamber of Commerce, San Francisco Travel Association, Union Square Business Improvement

District, South of Market Business Association.

Public Hearing

Two public hearings were held on July 20, 2018 and August 3, 2018 to solicit additional feedback from the community. In total 17 people provided comment at the two public hearings. Nine expressed full support of the project, three had concerns about the bicycle lane removal from the project elements, and five opposed the project due to concerns about vehicular mobility and increased traffic congestion.

Project Location

6th Street between Market and Brannan streets

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount
Prop K 5YPP Amount:	\$4,000,000
Justification for Necessary Amendment	
SFMTA's request includes a cost-neutral amendment to the Prop K Traffic Calming 5YPP to advance the cash flow for the 6th Street Pedestrian Safety project by delaying cash flow to other projects. Advancing Prop K cash flow is needed due to anticipated delays in the availability of project funds from the Interagency Plan Implementation Committee (IPIC) funds from the Central SOMA Plan. This amendment, detailed below and in the attached 5YPP, will not impact delivery for any of the projects. - Ocean Avenue Safety Improvements (Design). Delay \$385,000 in cash flow from FY2020/21 to FY2022/23. There is \$930,000 in FY2020/21 Prop K funds available for allocation to the project. - Excelsior Neighborhood Traffic Calming (Construction): Delay \$1,300,000 in cash flow from FY2021/22 to FY2022/23. There is \$2,080,000 in FY2020/21 funds available for allocation to the project. - Safer Taylor (Construction): Reduce programming from \$1,022,499 to \$0 in FY 2020/21. Construction will be fully funded with General Obligation Bond funds. There is \$359,292 in FY2020/21 Prop K funds that will remain programmed to the project. - 6th Street Safety Improvements: Advance cash flow from FY2022/23 to FY2020/21 (\$500,000) and FY2021/22 (\$2,207,499) due to an anticipated delay in Central SOMA IPIC funds.	

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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	6th Street Pedestrian Safety
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Negative Declaration
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2012	Apr-May-Jun	2015
Environmental Studies (PA&ED)	Jul-Aug-Sep	2015	Jan-Feb-Mar	2019
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2019	Jul-Aug-Sep	2020
Advertise Construction	Jul-Aug-Sep	2020		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2020		
Operations				
Open for Use			Apr-May-Jun	2023
Project Completion (means last eligible expenditure)			Apr-May-Jun	2024

SCHEDULE DETAILS

The project will continue the robust community outreach completed during the planning, environmental and design phases of the project. This has included significant door to door outreach, with personal connections with small businesses along the corridor, and monthly project status updates from the project team. In addition, during the construction phase, the project team will have the following support for all 6th Street users:

- 1) Dedicated Public Information Officer from SFMTA, to provide timely updates regarding lane changes, sidewalk changes, and evolving staging
- 2) Support from Public Works public information for concerns and complaints related to construction activity such as dirt, noise or loss of access
- 3) Dedicated street ambassador team to serve the 6th St community for de-escalating conflicts between daily street activities and/or unhoused populations and construction crews
- 4) Support from Office of Economic and Workforce Development for business marketing and business support services during construction.

Contract duration is 858 calendar days.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	6th Street Pedestrian Safety
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Traffic Calming	\$0	\$4,000,000	\$0	\$4,000,000
ACTIVE TRANSPORTATION PROGRAM (ATP) FY19	\$0	\$6,000,000	\$0	\$6,000,000
AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC)	\$0	\$0	\$2,400,000	\$2,400,000
INTERAGENCY PLAN IMPLEMENTATION COMMITTEE (IPIC) SOMA	\$0	\$6,826,200	\$0	\$6,826,200
Phases in Current Request Total:	\$0	\$16,826,200	\$2,400,000	\$19,226,200

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$4,000,000	\$2,050,601	\$6,050,601
PROP K	\$0	\$0	\$123,451	\$123,451
PROP A GENERAL OBLIGATION BOND	\$0	\$0	\$3,235,000	\$3,235,000
OPERATING FUNDS	\$0	\$0	\$14,858	\$14,858
INTERAGENCY PLAN IMPLEMENTATION COMMITTEE (IPIC) SOMA	\$0	\$6,826,200	\$0	\$6,826,200
AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC)	\$0	\$0	\$2,400,000	\$2,400,000
ACTIVE TRANSPORTATION PROGRAM (ATP) FY19	\$0	\$6,000,000	\$0	\$6,000,000
Funding Plan for Entire Project Total:	\$0	\$16,826,200	\$7,823,910	\$24,650,110

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COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$138,309	\$0	Phase completed
Environmental Studies (PA&ED)	\$2,050,601	\$0	Phase completed
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$3,235,000	\$0	Phase completed
Construction (CON)	\$19,226,200	\$4,000,000	Based on 100% Design
Operations	\$0	\$0	
Total:	\$24,650,110	\$4,000,000	

% Complete of Design:	100.0%
As of Date:	05/08/2020
Expected Useful Life:	20 Years

6th Street Pedestrian Safety Project**Construction Phase Major Line Item Budget**

Updated: 8/21/20

Construction Budget Summary	
SFPW Construction Support	\$ 3,344,662
SFPW Consultant Contracts	\$ 255,000
Other Agency Support	\$ 434,399
SFMTA Support	\$ 1,005,731
Construction Contract	\$ 11,846,600
Reserve Hazmat Abatement and Construction Contingency	\$ 1,384,660
Project Reserve	\$ 955,148
Total Budget	\$ 19,226,200

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)		
Budget Line Item	Totals	% of contract
1. Contract		
Task 1: General	\$ 1,471,600	
Task 2: Contaminated Soils and Materials	\$ 392,000	
Task 3: Roadway	\$ 5,007,700	
Task 4: Landscape	\$ 586,900	
Task 5: Structural	\$ 1,763,200	
Task 6: Sewer and drainage	\$ 877,500	
Task 7: Electrical - Streetscape Lighting	\$ 402,900	
Task 8: Electrical - Traffic Signal	\$ 1,089,800	
Task 9: Overhead Contact System	\$ 210,000	
Task 10: Electrical Traction Power	\$ 45,000	
Reserve Hazmat Abatement (incidental to Mobilization)	\$ 200,000	
Contract Subtotal	\$ 11,846,600	
(Estimate - Pending Contract Award)*		

2. SFPW Construction Management/Support		
Project Management	\$ 400,000	3%
Project Lead and Street and Highway	\$ 269,100	2%
Construction Management	\$ 1,988,425	17%
Public Affairs	\$ 139,750	1%
Site Assessment and Remediation (SAR)	\$ 62,400	0.5%
Materials Testing Lab - QA	\$ 71,346	1%
Structural Engineering	\$ 211,278	2%
Landscape Architecture	\$ 81,888	1%
Hydraulic Engineering	\$ 42,600	0.4%
Electrical - Streetlights	\$ 35,911	0.3%
Electrical - Traffic Signal	\$ 41,964	0.4%

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SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)		
Budget Line Item	Totals	% of contract
3. SFMTA Support		
SFMTA - Traffic Engineering	\$ 60,500	1%
SFMTA - Signal Shop	\$ 5,600	0.05%
SFMTA - Meter Shop	\$ 32,900	0.3%
SFMTA - Paint Shop - Final Striping	\$ 89,961	1%
SFMTA - Overhead Division Support	\$ 16,770	0%
SFMTA - Project Management	\$ 400,000	3%
SFMTA - OEWD	\$ 150,000	1%
SFMTA - Outreach, Community Ambassadors	\$ 250,000	2%
4. SFPW Consultant Contracts		
SAR Consultant - Maher	\$ 105,000	1%
SAR Consultant - SSB Abatement	\$ 50,000	0.4%
SSB Structural Inspection (ISI) Consultant	\$ 100,000	1%
5. Other Agency Support		
San Francisco Public Utilities Commission (SFPUC - CDD) - Utilities Relocation	\$ 385,219	3%
Department of Technology (DT) - Fire Alarm Relocation	\$ 28,920	0.2%
Bureau of Street Use and Mapping (SFPW - BSM) - Survey Monument Referencing	\$ 18,760	0%
Bureau of Urban Forestry (SFPW - BUF) - Tree Removal Permit	\$ 1,500	0.01%
Construction Management Subtotal	\$ 5,039,792	43%
6. 10% Construction Contingency (Estimate - Pending Contract Award) *	\$ 1,184,660	10%
PROJECT RESERVE **	\$ 955,148	8%
TOTAL CONSTRUCTION PHASE	\$ 19,226,200	

* Refer to 04/27/20 Engineer's Cost Estimate for full bid item breakdown.

** Project reserve is for SFMTA and SFPW staff time.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	6th Street Pedestrian Safety
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$4,000,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$4,000,000	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	6th Street Pedestrian Safety
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2024
Phase:	Construction	Fundshare:	14.7

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-138	\$500,000	\$2,207,499	\$1,292,501	\$0	\$0	\$4,000,000

Deliverables

- Quarterly progress reports shall include work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, notice of upcoming project milestones and events (e.g. groundbreaking, ribbon cutting), and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement (SGA).
- Prior to starting construction activities, provide 2-3 photos of typical before conditions. For every quarter during which project construction activities are happening, provide 2-3 photos of work being performed and work completed.

Special Conditions

- Allocation is conditioned upon a cost-neutral amendment to the Traffic Calming 5YPP to accommodate SFMTA's requested cash flow for the project. See attached 5YPP amendment for details.
- The Transportation Authority will not reimburse for construction expenses until sponsor submits evidence of completion of design (e.g. copy of design certifications page).
- The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	79.2%	No Prop AA
Actual Leveraging - This Project	75.45%	No Prop AA

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

FY of Allocation Action:	FY2020/21
Project Name:	6th Street Pedestrian Safety
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$4,000,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement
JJ

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Kimberly Leung	Joel C Goldberg
Title:	Engineer	Grants Procurement Manager
Phone:	(415) 646-2329	(415) 646-2520
Email:	kimberly.leung@sfmta.com	joel.goldberg@sfmta.com

ENGINEER'S COST ESTIMATE
100% Submittal
6TH STREET PEDESTRIAN SAFETY PROJECT
6th Street, between Market St and Howard St
6th Street & Bryant Street

Prepared By: K.Chang
Checked By: D.Calleros
Date: 4/27/20

Bid No.	Bid Item Description	Unit	Unit Price	Total Qty	Total Ext
GENERAL					
G-1	TRAFFIC CONTROL	LS	--	---	\$ 540,000
G-2	MOBILIZATION (MAXIMUM 3% OF THE SUM OF ALL BID ITEMS EXCLUDING ALLOWANCES, THIS BID ITEM, AND DEMOBILIZATION BID ITEM)	LS	--	--	\$ 314,800
G-3	DEMOBILIZATION (MAXIMUM 2% OF THE SUM OF ALL BID ITEMS EXCLUDING ALLOWANCES, THIS BID ITEM, AND MOBILIZATION BID ITEM)	LS	--	--	\$ 209,900
G-4	ALLOWANCE FOR UNIFORMED OFF-DUTY SAN FRANCISCO POLICE OFFICERS, AS REQUIRED BY THE CITY REPRESENTATIVE	AL	--	--	\$ 5,776
G-5	ALLOWANCE FOR AS-NEEDED OVERHEAD CONTACT SYSTEM (OCS) ISOLATION SUPPORT PROVIDED BY CONTRACTOR	AL	--	--	\$ 247,500
G-6	ALLOWANCE FOR AS-NEEDED TRANSIT SUPPORT PROVIDED BY CONTRACTOR	AL	--	--	\$ 33,540
G-7	ALLOWANCE FOR UNFORESEEN ENVIRONMENTAL WORK	AL	--	--	\$ 100,000
G-8	ALLOWANCE FOR CITY'S SHARE OF PARTNERING FACILITATION AND RELATED COSTS	AL	--	--	\$ 20,000
Subtotal					\$ 1,471,600
CONTAMINATED SOILS AND MATERIALS					
CS-1	TRANSPORTATION OF SURPLUS CALIFORNIA CLASS I (NON-RCRA) HAZARDOUS WASTE (SOILS) TO A CLASS I DISPOSAL FACILITY	US SHORT TON	\$ 80	1,200	\$ 96,000
CS-2	DISPOSAL OF SURPLUS CALIFORNIA CLASS I (NON-RCRA) HAZARDOUS WASTE (SOILS) TO A CLASS I DISPOSAL FACILITY	US SHORT TON	\$ 80	1,200	\$ 96,000
CS-3	TRANSPORTATION OF SURPLUS NON-HAZARDOUS SOILS (CLASS II & III) CALIFORNIA DESIGNATED WASTE (SOILS) TO A CLASS II & III DISPOSAL FACILITY	US SHORT TON	\$ 40	2,500	\$ 100,000
CS-4	DISPOSAL OF SURPLUS NON-HAZARDOUS SOILS (CLASS II & III) CALIFORNIA DESIGNATED WASTE (SOILS) TO A CLASS II & III DISPOSAL FACILITY	US SHORT TON	\$ 40	2,500	\$ 100,000
Subtotal					\$ 392,000
ROADWAY					
R-1	FULL DEPTH PLANNING PER 2- INCH DEPTH OF CUT	SF	\$ 2	79,120	\$ 158,240
R-2	HOT MIX ASPHALT (TYPE A, 1/2-INCH MAXIMUM WITH MEDIUM GRADING)	TON	\$ 300	1,240	\$ 372,000
R-3	10-INCH THICK CONCRETE BASE	SF	\$ 45	51,174	\$ 2,302,830
R-4	8-INCH THICK CONCRETE PARKING STRIP OR GUTTER	SF	\$ 50	7,400	\$ 370,000
R-5	12-INCH WIDE CONCRETE CURB	LF	\$ 70	1,640	\$ 114,800
R-6	6-INCH WIDE CONCRETE CURB	LF	\$ 50	1,670	\$ 83,500
R-7	RESET EXISTNG GRANITE CURBS	LF	\$ 100	70	\$ 7,000
R-8	3 ½-INCH THICK CONCRETE SIDEWALK	SF	\$ 20	140	\$ 2,800
R-9	3 ½-INCH THICK CONCRETE SIDEWALK WITH INTEGRAL COLOR AND SPARKLE FINISH	SF	\$ 30	34,600	\$ 1,038,000
R-10	CONCRETE CURB RAMP WITH CONCRETE DETECTABLE SURFACE TILES	EA	\$ 6,500	51	\$ 331,500
R-11	ADJUST CITY-OWNED MANHOLE FRAME AND COVER AND CATCH BASIN FRAME AND GRATE TO GRADE (CONTINGENCY BID ITEM) ²	EA	\$ 500	41	\$ 20,480
R-12	ADJUST CITY-OWNED HYDRANT AND WATER MAIN VALVE BOX CASTING COVER TO GRADE (CONTINGENCY BID ITEM) ²	EA	\$ 300	120	\$ 35,910
R-13	BRICK RING FOR AWSS FIRE CISTERN	EA	\$ 25,000	1	\$ 25,000
R-14	PARKING METER POLE SLEEVE	EA	\$ 200	31	\$ 6,200
R-15	EXCAVATION AND BACKFILL SUPPORT FOR SAN FRANCISCO WATER DEPARTMENT (SFWD)	CY	\$ 500	150	\$ 75,000
R-16	TEMPORARY RETROFLECTIVE PAVEMENT MARKINGS	LF	\$ 2	4,600	\$ 9,200
R-17	CHANGEABLE MESSAGE SIGNS	EA	\$ 2,600	2	\$ 5,200
R-18	ALLOWANCE TO PERFORM NECESSARY WORK DUE TO UNFORESEEN SUB-SIDEWALK BASEMENT CONDITIONAS RELATED TO ROADWAY WORK	AL	---	---	\$ 50,000
Subtotal					\$ 5,007,700

Bid No.	Bid Item Description	Unit	Unit Price	Total Qty	Total Ext
LANDSCAPE					
L-1	TREE AND STUMP REMOVAL	EA	\$ 1,000	11	\$ 11,000
L-2	CUSTOM THERMOPLASTIC CROSSWALKS	SF	\$ 30	7,895	\$ 236,850
L-3	GREEN TERRAZZO SIDEWALK WITH BRASS STRIP EXPANSION JOINTS	SF	\$ 40	350	\$ 14,000
L-4	COMMUNITY IDENTITY PLAQUES	EA	\$ 2,000	18	\$ 36,000
L-5	TRASH RECEPTACLE	EA	\$ 2,600	11	\$ 28,600
L-6	INSTALL BIKE RACKS	EA	\$ 500	16	\$ 8,000
L-7	18-FOOT TALL BROWN TRUNK HEIGHT PALM TREE	EA	\$ 2,500	18	\$ 45,000
L-8	TEMPORARY TREE PROTECTION	EA	\$ 200	18	\$ 3,600
L-9	DECOMPOSED GRANITE AT TREE WELLS	CY	\$ 200	8	\$ 1,600
L-10	GRANITE EDGING	LS	--	--	\$ 65,000
L-11	PAINT EXISTING POLES AND UTILITY COVER	LS	--	--	\$ 40,000
L-12	TEXTURED ASPHALT FINISHING	SF	\$ 20	3,058	\$ 61,160
L-13	ALLOWANCE FOR THREE (3) YEAR LANDSCAPE MAINTENANCE PERIOD	AL	--	--	\$ 36,000
Subtotal					\$ 586,900
STRUCTURAL					
S-1A	MAST ARM POLE FOUNDATIONS IN SUB-SIDEWALK BASEMENTS	EA	\$ 100,000	1	\$ 100,000
S-1B	STANDARD CITY LIGHT POLE FOUNDATIONS IN SUB-SIDEWALK BASEMENTS	EA	\$ 80,000	2	\$ 160,000
S-2	STEEL POLE SUPPORT AT SUB-SIDEWALK BASEMENT FOR PEDESTRIAN LIGHT POLES AND TYPE 1-A POLES	EA	\$ 12,000	8	\$ 96,000
S-3A	CAST-IN-DRILLED-HOLE (CIDH) CONCRETE DRILLED PIER PEDESTRAIN LIGHT POLE FOUNDATION OUTSIDE OF SUB-SIDEWALK BASEMENT	EA	\$ 15,000	14	\$ 210,000
S-3B	CAST-IN-DRILLED-HOLE (CIDH) CONCRETE DRILLED PIER CITY STANDARD LIGHT POLE FOUNDATION OUTSIDE OF SUB-SIDEWALK BASEMENT	EA	\$ 18,000	9	\$ 162,000
S-4	DEMOLITION OF EXISTING SUB-SIDEWALK BASEMENT ROOF FRAMING AT 20-24 6TH ST.	SF	\$ 114	240	\$ 27,270
S-5	CONSTRUCTION OF NEW SUB-SIDEWALK BASEMENT ROOF SLAB AT 20-24 6TH ST.	SF	\$ 170	240	\$ 40,900
S-6	DEMOLITION OF EXISTING SUB-SIDEWALK BASEMENT ROOF FRAMING AT 26-28 6TH ST.	SF	\$ 114	56	\$ 6,370
S-7	CONSTRUCTION OF NEW SUB-SIDEWALK BASEMENT ROOF SLAB AT 26-28 6TH ST.	SF	\$ 170	56	\$ 9,550
S-8	DEMOLITION OF EXISTING SUB-SIDEWALK BASEMENT ROOF FRAMING AT 35-37 6TH ST.	SF	\$ 114	112	\$ 12,730
S-9	CONSTRUCTION OF NEW SUB-SIDEWALK BASEMENT ROOF SLAB AT 35-37 6TH ST.	SF	\$ 170	112	\$ 19,090
S-10	DEMOLITION OF EXISTING SUB-SIDEWALK BASEMENT ROOF FRAMING AT 139-149 6TH ST.	SF	\$ 114	183	\$ 20,790
S-11	CONSTRUCTION OF NEW SUB-SIDEWALK BASEMENT ROOF SLAB AT 139-149 6TH ST.	SF	\$ 170	183	\$ 31,190
S-12	DEMOLITION OF EXISTING SUB-SIDEWALK BASEMENT ROOF FRAMING AT 201-211 6TH ST.	SF	\$ 114	600	\$ 68,160
S-13	CONSTRUCTION OF NEW SUB-SIDEWALK BASEMENT ROOF SLAB AT 201-211 6TH ST.	SF	\$ 170	600	\$ 102,240
S-14A	DEMOLITION OF EXISTING SIDEWALK AND INSTALLATION OF GEOFOAM UNDERLAYMENT ON TOP OF EXISTING SUB-SIDEWALK BASEMENT ROOF DROPPED SLAB AT 1001-1005 MARKET ST./6-10 6TH ST.	SF	\$ 50	606	\$ 30,300
S-14B	GRIND EXISTING SIDEWALK AND INSTALLATION OF ELEPHANT ARMOR OVERLAY ON TOP OF EXISTING SIDEWALK AND REPAIR OF STRUCTURAL CONCRETE AT 1001-1005 MARKET ST./6-10 6TH ST.	SF	\$ 100	639	\$ 63,900
S-15A	DEMOLITION OF EXISTING SIDEWALK AND INSTALLATION OF GEOFOAM UNDERLAYMENT ON TOP OF EXISTING SUB-SIDEWALK BASEMENT ROOF DROPPED SLAB AT 39-41 6TH ST.	SF	\$ 50	170	\$ 8,500
S-15B	GRIND EXISTING SIDEWALK AND INSTALLATION OF ELEPHANT ARMOR OVERLAY ON TOP OF EXISTING SIDEWALK AT 39-41 6TH ST.	SF	\$ 100	171	\$ 17,100
S-16	DEMOLITION OF EXISTING SIDEWALK AND INSTALLATION OF GEOFOAM UNDERLAYMENT ON TOP OF EXISTING SUB-SIDEWALK BASEMENT ROOF SLAB AT 995-997 MARKET ST./1 6TH ST.	SF	\$ 50	2,300	\$ 115,000
S-17	DEMOLITION OF EXISTING SIDEWALK AND INSTALLATION OF GEOFOAM UNDERLAYMENT ON TOP OF EXISTING SUB-SIDEWALK BASEMENT ROOF SLAB AT 42-46 6TH ST.	SF	\$ 50	194	\$ 9,700
S-18	DEMOLITION OF EXISTING SIDEWALK AND INSTALLATION OF GEOFOAM UNDERLAYMENT ON TOP OF EXISTING SUB-SIDEWALK BASEMENT ROOF SLAB AT 48-62 6TH ST.	SF	\$ 50	193	\$ 9,650

Bid No.	Bid Item Description	Unit	Unit Price	Total Qty	Total Ext
STRUCTURAL (CONTINUED)					
S-19	DEMOLITION OF EXISTING SIDEWALK AND INSTALLATION OF GEOFOAM UNDERLAYMENT ON TOP OF EXISTING SUB-SIDEWALK BASEMENT ROOF SLAB AT 43-45 6TH ST.	SF	\$ 50	341	\$ 17,070
S-20	DEMOLITION OF EXISTING SIDEWALK AND INSTALLATION OF GEOFOAM UNDERLAYMENT ON TOP OF EXISTING SUB-SIDEWALK BASEMENT ROOF SLAB AT 47-55 6TH ST.	SF	\$ 50	744	\$ 37,200
S-21	DEMOLITION OF EXISTING SIDEWALK AND INSTALLATION OF GEOFOAM UNDERLAYMENT ON TOP OF EXISTING SUB-SIDEWALK BASEMENT ROOF SLAB AT 72-76 6TH ST.	SF	\$ 50	645	\$ 32,250
S-22	DEMOLITION OF EXISTING SIDEWALK AND INSTALLATION OF GEOFOAM UNDERLAYMENT ON TOP OF EXISTING SUB-SIDEWALK BASEMENT ROOF SLAB AT 65-83 6TH ST.	SF	\$ 50	472	\$ 23,600
S-23	DEMOLITION OF EXISTING SIDEWALK AND INSTALLATION OF GEOFOAM UNDERLAYMENT ON TOP OF EXISTING SUB-SIDEWALK BASEMENT ROOF SLAB AT 87-99 6TH ST.	SF	\$ 50	88	\$ 4,400
S-24	DEMOLITION OF EXISTING SIDEWALK AND INSTALLATION OF GEOFOAM UNDERLAYMENT ON TOP OF EXISTING SUB-SIDEWALK BASEMENT ROOF SLAB AT 106-112 6TH ST.	SF	\$ 50	948	\$ 47,400
S-25	DEMOLITION OF EXISTING SIDEWALK AND INSTALLATION OF GEOFOAM UNDERLAYMENT ON TOP OF EXISTING SUB-SIDEWALK BASEMENT ROOF SLAB AT 133-135 6TH ST.	SF	\$ 50	447	\$ 22,370
S-26	DEMOLITION OF EXISTING SIDEWALK AND INSTALLATION OF GEOFOAM UNDERLAYMENT ON TOP OF EXISTING SUB-SIDEWALK BASEMENT ROOF SLAB AT 157-161 6TH ST.	SF	\$ 50	107	\$ 5,330
S-27	DEMOLITION OF EXISTING SIDEWALK AND INSTALLATION OF GEOFOAM UNDERLAYMENT ON TOP OF EXISTING SUB-SIDEWALK BASEMENT ROOF SLAB AT 162-170 6TH ST.	SF	\$ 50	137	\$ 6,830
S-28	ALLOWANCE TO PERFORM NECESSARY WORK DUE TO UNFORESEEN CONDITIONS RELATED TO EXISTING STRUCTURAL ROOF FRAMING DIFFERING FROM PLAN RESULTING IN PARTIAL OR FULL DEMOLITION AND REPLACEMENT OF THE SUB-SIDEWALK BASEMENT ROOF SLAB AT 64-68 6TH ST.	AL	--	--	\$ 6,400
S-29	ALLOWANCE TO PERFORM NECESSARY WORK DUE TO UNFORESEEN CONDITIONS RELATED TO EXISTING STRUCTURAL ROOF FRAMING DIFFERING FROM PLAN RESULTING IN PARTIAL OR FULL DEMOLITION AND REPLACEMENT OF THE SUB-SIDEWALK BASEMENT ROOF SLAB AT 133-135 6TH ST.	AL	--	--	\$ 104,600
S-30	ALLOWANCE TO PERFORM NECESSARY WORK DUE TO UNFORESEEN CONDITIONS RELATED TO EXISTING STRUCTURAL ROOF FRAMING DIFFERING FROM PLAN RESULTING IN PARTIAL OR FULL DEMOLITION AND REPLACEMENT OF THE SUB-SIDEWALK BASEMENT ROOF SLAB AT 157-161 6TH ST.	AL	--	--	\$ 25,040
S-31	ALLOWANCE TO PERFORM NECESSARY WORK DUE TO UNFORESEEN CONDITIONS RELATED TO TEMPORARY SUPPORT OF OR REMOVAL AND REINSTALLING IN PLACE EXISTING BASEMENT MEP EQUIPMENT AT 20-24 6TH ST.	AL	--	--	\$ 54,000
S-32	ALLOWANCE TO PERFORM NECESSARY WORK DUE TO UNFORESEEN CONDITIONS RELATED TO TEMPORARY SUPPORT OF OR REMOVAL AND REINSTALLING IN PLACE EXISTING BASEMENT MEP EQUIPMENT AT 26-28 6TH ST.	AL	--	--	\$ 840
S-33	ALLOWANCE TO PERFORM NECESSARY WORK DUE TO UNFORESEEN CONDITIONS RELATED TO TEMPORARY SUPPORT OF OR REMOVAL AND REINSTALLING IN PLACE EXISTING BASEMENT MEP EQUIPMENT AT 35-37 6TH ST.	AL	--	--	\$ 8,400
S-34	ALLOWANCE TO PERFORM NECESSARY WORK DUE TO UNFORESEEN CONDITIONS RELATED TO TEMPORARY SUPPORT OF OR REMOVAL AND REINSTALLING IN PLACE EXISTING BASEMENT MEP EQUIPMENT AT 139-149 6TH ST.	AL	--	--	\$ 10,980
S-35	ALLOWANCE TO PERFORM NECESSARY WORK DUE TO UNFORESEEN CONDITIONS RELATED TO TEMPORARY SUPPORT OF OR REMOVAL AND REINSTALLING IN PLACE EXISTING BASEMENT MEP EQUIPMENT AT 201-211 6TH ST.	AL	--	--	\$ 36,000
Subtotal					\$ 1,763,200

Bid No.	Bid Item Description	Unit	Unit Price	Total Qty	Total Ext
SEWER AND DRAINAGE					
SW-1	TRENCH AND EXCAVATION SUPPORT WORK FOR WORK ON SW-DRAWINGS	LS	--	--	\$ 88,000
SW-2	CONCRETE CATCH BASIN WITHOUT CURB INLET AND WITH NEW FRAME AND GRATING (PER SFDPW STD PLAN 87,188) AND CAST IRON TRAP INCLUDING CLEANOUT CAP	EA	\$ 8,000.00	20	\$ 160,000
SW-3	CONCRETE CATCH BASIN UNDER SIDEWALK WITH CURB INLET AND WITH MANHOLE COVER (PER DRAWING SW-0.2) AND CAST IRON TRAP INCLUDING CLEANOUT CAP	EA	\$ 8,500.00	2	\$ 17,000
SW-4	6-INCH OR 8-INCH DIAMETER SIDE SEWER REPAIR, REPLACEMENT, OR CONSTRUCTION LOCATED WITHIN LIMITS SHOWN ON SW-DRAWINGS (CONTINGENCY BID ITEM) ²	LF	\$ 250.00	350	\$ 87,500
SW-5	6-INCH OR 8-INCH DIAMETER SIDE SEWER CONNECTION TO RCP MAIN SEWER (CONTINGENCY BID ITEM) ²	EA	\$ 750.00	33	\$ 24,750
SW-6	10-INCH DIAMETER VCP CULVERT	LF	\$ 450.00	287	\$ 129,150
SW-7	STANDARD SIDE SEWER VENT AND AIR TRAP ASSEMBLY (PER SFDPW STANDARD PLAN 87,196)	EA	\$ 5,000.00	15	\$ 75,000
SW-8	4-INCH OR 6-INCH DIAMETER CAST IRON PIPE (CIP) BUILDING SEWER EXTENSION (CONTINGENCY BID ITEM) ²	LF	\$ 550.00	183	\$ 100,650
SW-9	POST-CONSTRUCTION TELEVISION INSPECTION OF NEWLY CONSTRUCTED CULVERTS	EA	\$ 250.00	19	\$ 4,750
SW-10	TELEVISION INSPECTION OF EXISTING SIDE SEWERS IN SUB-SIDEWALK BASEMENT BEFORE AND AFTER CONSTRUCTION WORK	EA	\$ 500.00	12	\$ 6,000
SW-11	EXPLORATORY HOLES OR POTHOLES FOR WORK ON SW-DRAWINGS (CONTINGENCY BID ITEM) ²	CY	\$ 700.00	24	\$ 16,800
SW-12	ABANDON EXISTING CATCH BASIN	EA	\$ 3,000.00	17	\$ 51,000
SW-13	10-INCH DIAMETER VCP CONNECTIONS TO EXISTING REINFORCED CONCRETE AND BRICK SEWERS WHERE INDICATED ON SW-DRAWINGS	EA	\$ 3,000.00	11	\$ 33,000
SW-14	RECONSTRUCT PAVEMENT OUTSIDE OF CULVERT TRENCH LIMIT AND OUTSIDE OF CONCRETE BASE REPAIR AND CONCRETE PAVEMENT WORK LIMITS UNDER R-DRAWINGS WITH 8-INCH OR 10-INCH THICK CONCRETE BASE PER EXCAVATION CODE AS DIRECTED BY THE CITY REPRESENTATIVE (CONTINGENCY BID ITEM) ²	SF	\$ 25.00	156	\$ 3,900
SW-15	ALLOWANCE TO PERFORM NECESSARY WORK DUE TO UNFORESEEN CONDITIONS RELATED TO SEWER WORK ON SW-DRAWINGS	AL	--	--	\$ 80,000
Subtotal					\$ 877,500
ELECTRICAL - STREETScape LIGHTING					
E-1	PULL BOX TYPE I (STREETLIGHT)	EA	\$ 1,250	39	\$ 48,750
E-2	1-1.5" GRS CONDUIT (UNDERGROUND)	LF	\$ 135	1,090	\$ 147,150
E-3	16-FOOT PEDESTRIAN LIGHT POLE AND LED FIXTURE WITH RECEPTACLE AND POLE BASE COVER (WITHOUT FOUNDATION)	EA	\$ 6,000	20	\$ 120,000
E-4	27-FOOT ROADWAY LIGHT POLE AND DUAL TEAR DROP FIXTURES (WITHOUT FOUNDATION)	EA	\$ 10,000	2	\$ 20,000
E-5	16-FOOT PEDESTRIAN LIGHT POLE AND LED FIXTURE WITH RECEPTACLE (SPARE)	EA	\$ 3,500	2	\$ 7,000
E-6	MISCELLANEOUS ELECTRICAL WORK	LS	\$ 50,000	1	\$ 50,000
E-7	REMOVE AS CONTRACTOR'S PROPERTY	LS	\$ 10,000	1	\$ 10,000
Subtotal					\$ 402,900
ELECTRICAL - TRAFFIC SIGNAL					
ET-1	(3S12") 3-SECTION, 12-INCH VEHICLE SIGNAL FACE WITH TYPE 1 LED RED, YELLOW, AND GREEN	EA	\$1,250	44	\$ 55,000
ET-2	(3S12"LA) 3-SECTION, 12-INCH VEHICLE SIGNAL FACE WITH TYPE 1 LED RED, YELLOW, AND GREEN LEFT ARROWS	EA	\$1,300	2	\$ 2,600
ET-3	(TV-1-T) ONE-WAY POST TOP-MOUNTED VEHICLE SIGNAL MOUNTING WITH TERMINAL COMPARTMENT	EA	\$1,000	5	\$ 5,000
ET-4	(TV-2-T) TWO-WAY TOP-MOUNTED VEHICLE SIGNAL MOUNTING WITH TERMINAL COMPARTMENT	EA	\$1,300	5	\$ 6,500
ET-5	(SV-1-T) ONE-WAY POST SIDE-MOUNTED VEHICLE SIGNAL MOUNTING WITH TERMINAL COMPARTMENT	EA	\$1,300	21	\$ 27,300
ET-6	(SV-2-TA) TWO-WAY SIDE-MOUNTED VEHICLE SIGNAL MOUNTING WITH TERMINAL COMPARTMENT IN CONFIGURATION A	EA	\$1,300	2	\$ 2,600
ET-7	SIGNAL BACK PLATE	EA	\$ 350.00	6	\$ 2,100
ET-8	(1S-COUNT HOUSING) ONE SECTION LED PEDESTRIAN COUNTDOWN SIGNAL HOUSING	EA	\$ 1,000.00	29	\$ 29,000

EA = Each, LF = Linear Feet, LS = Lump Sum, SF = Square Feet, TON = Tons, CY = Cubic Yards, AL = Allowance, Balk Face = Block Face, Lane = Lane

Bid No.	Bid Item Description	Unit	Unit Price	Total Qty	Total Ext
ELECTRICAL - TRAFFIC SIGNAL (CONTINUED)					
ET-9	LABOR COST ONLY TO INSTALL CITY FURNISHED (1S-COUNT MODULE) ONE SECTION LED PEDESTRIAN COUNTDOWN SIGNAL MODULE	EA	\$ 500.00	29	\$ 14,500
ET-10	(TP-1) ONE-WAY POST TOP-MOUNTED PEDESTRIAN SIGNAL MOUNTING	EA	\$ 900.00	1	\$ 900
ET-11	(SP-1) ONE-WAY POST SIDE-MOUNTED PEDESTRIAN SIGNAL MOUNTING	EA	\$ 900.00	28	\$ 25,200
ET-12	TYPE 1-A POLE (7 FEET) WITH CONCRETE FOUNDATION	EA	\$ 3,000.00	2	\$ 6,000
ET-13	TYPE 1-A POLE (10 FEET) WITH CONCRETE FOUNDATION	EA	\$ 3,500.00	9	\$ 31,500
ET-14	TYPE 1-A POLE (10 FEET) WITHOUT FOUNDATION	EA	\$ 2,500.00	1	\$ 2,500
ET-15	CITY STANDARD STREET LIGHT POLE WITH 6-FOOT LUMINAIRE ARM, LED LUMINAIRE, AND CONCRETE FOUNDATION	EA	\$ 10,000.00	7	\$ 70,000
ET-16	CITY STANDARD STREET LIGHT POLE WITH 6-FOOT LUMINAIRE ARM, LED LUMINAIRE, WITHOUT FOUNDATION	EA	\$ 5,000	2	\$ 10,000
ET-17	TYPE 17-2-100 POLE WITH 8-FOOT SIGNAL MAST ARM, MAC MOUNTING, 6-FOOT LUMINAIRE ARM, LED LUMINAIRE, AND CONCRETE FOUNDATION	EA	\$ 12,000	1	\$ 12,000
ET-18	TYPE 17-2-100 POLE WITH 20-FOOT SIGNAL MAST ARM, MAC MOUNTING, 6-FOOT LUMINAIRE ARM, LED LUMINAIRE, AND CONCRETE FOUNDATION	EA	\$ 18,000	4	\$ 72,000
ET-19	TYPE 17-2-100 POLE WITH 20-FOOT SIGNAL MAST ARM, MAC MOUNTING, 6-FOOT LUMINAIRE ARM, LED LUMINAIRE, WITHOUT FOUNDATION	EA	\$ 10,000	1	\$ 10,000
ET-20	PEDESTRIAN PUSH BUTTON (PPB) POLE WITH CONCRETE FOUNDATION	EA	\$ 2,000	2	\$ 4,000
ET-21	PULL BOX TYPE I (STREETLIGHT)	EA	\$ 1,250	12	\$ 15,000
ET-22	PULL BOX TYPE III	EA	\$ 1,500	20	\$ 30,000
ET-23	PULL BOX TYPE 36X	EA	\$ 2,000	4	\$ 8,000
ET-24	PULL BOX TYPE 48X	EA	\$ 2,500	4	\$ 10,000
ET-25	1-1" PVC SCHEDULE 80 CONDUIT (UNDERGROUND)	LF	\$ 110	30	\$ 3,300
ET-26	1-2" PVC SCHEDULE 80 CONDUIT (UNDERGROUND)	LF	\$ 125	550	\$ 68,750
ET-27	1-3" PVC SCHEDULE 80 CONDUIT (UNDERGROUND)	LF	\$ 125	220	\$ 27,500
ET-28	2-2" PVC SCHEDULE 80 CONDUIT (UNDERGROUND) IN SAME TRENCH	LF	\$ 130	280	\$ 36,400
ET-29	1-2" AND 1-3" PVC SCHEDULE 80 CONDUIT (UNDERGROUND) IN SAME TRENCH	LF	\$ 135	100	\$ 13,500
ET-30	1-2" GRS CONDUIT (UNDERGROUND)	LF	\$ 135	200	\$ 27,000
ET-31	1-2" GRS CONDUIT AND 2-2" PVC SCHEDULE 80 CONDUIT (UNDERGROUND) IN SAME TRENCH	LF	\$ 135	430	\$ 58,050
ET-32	1-2" GRS CONDUIT AND 3-2" PVC SCHEDULE 80 CONDUIT (UNDERGROUND) IN SAME TRENCH	LF	\$ 140	190	\$ 26,600
ET-33	4-2" HDPE SCHEDULE 80 CONDUIT (UNDERGROUND) IN SAME TRENCH	LF	\$ 200	1000	\$ 200,000
ET-34	CONSTRUCT STANDARD "M-SF" TRAFFIC SIGNAL CONTROLLER CONCRETE FOUNDATION.	EA	\$ 2,500	3	\$ 7,500
ET-35	LABOR COST ONLY TO INSTALL CITY-FURNISHED 2070 INTERSECTION CONTROLLER "M-SF" CABINET	EA	\$ 2,500	3	\$ 7,500
ET-36	REPLACE (E) ROADWAY LIGHT FIXTURE WITH (N) FIXTURE	EA	\$ 1,000	1	\$ 1,000
ET-37	GUARD POSTS (BOLLARDS) WITH CONCRETE FOUNDATION	EA	\$ 1,500	2	\$ 3,000
ET-38	MISCELLANEOUS ELECTRICAL WORK	LS	\$ 120,000	-	\$ 120,000
ET-39	REMOVE AND SALVAGE AS CITY'S PROPERTY	LS	\$ 24,500	-	\$ 24,500
ET-40	REMOVE AS CONTRACTOR'S PROPERTY	LS	\$ 13,500	-	\$ 13,500
Subtotal					\$ 1,089,800
OVERHEAD CONTACT SYSTEM					
OV-1	PROVIDE TANGENT SPAN	EA	\$ 5,100	1	\$ 5,100
OV-2	PROVIDE FEEDER SPAN	EA	\$ 9,200	1	\$ 9,200
OV-3	PROVIDE BRAIL SPAN	EA	\$ 8,000	1	\$ 8,000
OV-4	PROVIDE AND INSTALL STEEL POLE TYPE 767	EA	\$ 27,200	4	\$ 108,800
OV-5	PROVIDE AND INSTALL POLE FOUNDATION FOR TYPE 126.6 KIP-FT CAPACITY POLE	EA	\$ 10,500	4	\$ 42,000
OV-6	PROSPECT HOLE FOR DEPTH UP TO 3 FEET	EA	\$ 2,800	2	\$ 5,600
OV-7	REMOVE AND DISPOSE OF EXISTING TROLLEY POLE AND DISPOSE OF FOUNDATION ENTIRELY	EA	\$ 7,100	2	\$ 14,200
OV-8	REMOVE AND DISPOSE OF EXISTING TROLLEY POLE AND DISPOSE OF FOUNDATION 3 FT BELOW FINISH GRADE	EA	\$ 3,600	2	\$ 7,200
OV-9	ALLOWANCE TO PERFORM NECESSARY WORK DUE TO UNFORESEEN CONDITIONS RELATED TO OVERHEAD CONTACT SYSTEM WORK	AL	--	--	\$ 5,000
Subtotal					\$ 210,000

Bid No.	Bid Item Description	Unit	Unit Price	Total Qty	Total Ext
ELECTRICAL - TRACTION POWER					
TP-1	PROVIDE AND INSTALL 500 KCMIL RISER CABLE	LF	\$ 86	120	\$ 10,400
TP-2	PROVIDE AND INSTALL 1- 2" GALVANIZED RIGID STEEL (GRS) CONDUIT UNDERGROUND FOR RISER CABLE	LF	\$ 203	70	\$ 14,300
TP-3	PROVIDE AND INSTALL IN-LINE SPLICE CONNECTOR	EA	\$ 5,646	1	\$ 5,700
TP-4	PROVIDE AND INSTALL GROUNDING OF NEW TROLLEY POLE	EA	\$ 731	4	\$ 3,000
TP-5	TESTING OF TRACTION POWER SYSTEM AND TROLLEY POLES	LS	--	1	\$ 6,000
TP-6	ALLOWANCE TO PERFORM NECESSARY WORK DUE TO UNFORESEEN CONDITIONS RELATED TO TRACTION POWER WORK	AL	--	--	\$ 5,000
Subtotal					\$ 45,000

CONSTRUCTION COST SUBTOTAL	\$ 11,846,600
[RESERVE] Hazmat Abatement (incidental to Mobilization)	\$ 200,000
Contingency (10%)	\$ 1,184,700
TOTAL CONSTRUCTION COSTS	\$ 13,300,000

6th Street Pedestrian Safety Project

Improving safety and livability for people walking and living on 6th Street from Market Street to Brannan Street
www.sfmta.com/6thSt

PROJECT OVERVIEW

6th Street between Market and Howard has one of the highest concentrations of pedestrian collisions, injuries, and fatalities in San Francisco. In support of San Francisco’s Vision Zero initiative, the 6th Street Pedestrian Safety Project aims to create a safe and inviting place by transforming 6th Street with wider sidewalks, new traffic signals, corner bulbouts, pedestrian lighting, and streetscape improvements.

To allow for these safety upgrades, this project will remove one lane of southbound vehicle traffic from Market to Howard Street (where only one lane feeds southbound into 6th Street from Golden Gate Avenue).

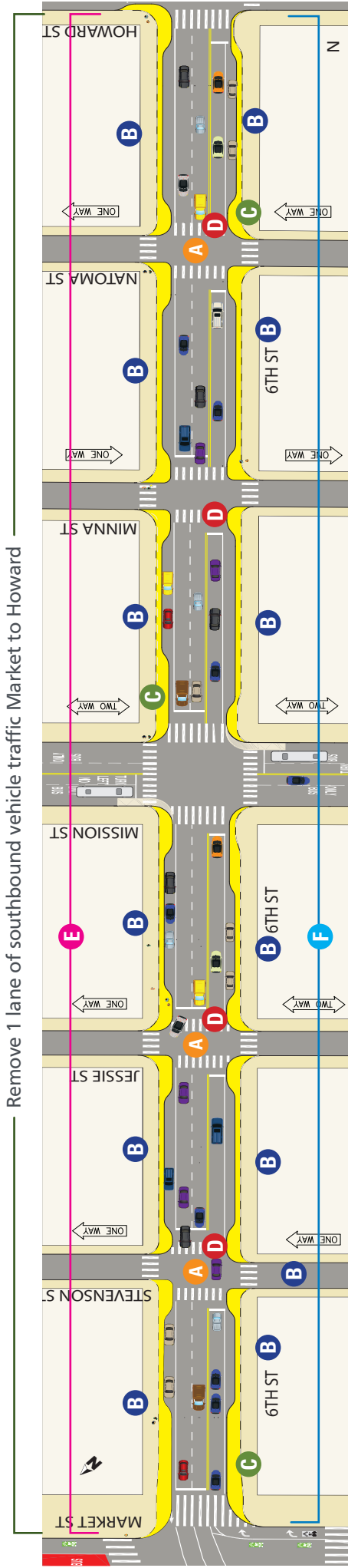
WE NEED YOUR SUPPORT!

If you care about the pedestrian safety elements of the 6th Street Project, or have other comments to share, please email the Project Manager at kimberly.leung@sfmta.com and attend the MTA Board Hearing on October 16, 2018. Your support and engagement is crucial to see that these vital safety improvements are approved for 6th Street residents and businesses!

SFMTA BOARD OF DIRECTORS

October 16, 2018 - 1:00 PM
 City Hall - Room 400 (Floor 4)

PROPOSED IMPROVEMENTS



A **INSTALL ALLEY TRAFFIC SIGNALS** at Stevenson St, Jessie St, and Natoma St (existing signal at Minna St)

B **NEW PEDESTRIAN STREET LIGHTS** from Market Street to Howard Street

C **CORNER BULBOUTS** to shorten crossing distances (in some cases by 20 feet!) for pedestrians along corridor (shown in yellow)

D **INSTALL NEW CROSSWALKS** at Stevenson St, Jessie St, Minna St, and Natoma St (with new signals)

E **STREETSCAPE IMPROVEMENTS** such as paving, upgraded sidewalks/tree wells, street furniture, and more (Market to Howard Street)

F **WIDEN SIDEWALKS** along the entire length of 6th St from Market St to Howard St (shown in yellow)



SFMTA

6th Street Pedestrian Safety Project

Improving safety and livability for people walking and living on 6th Street from Market Street to Brannan Street

www.sfmta.com/6thSt

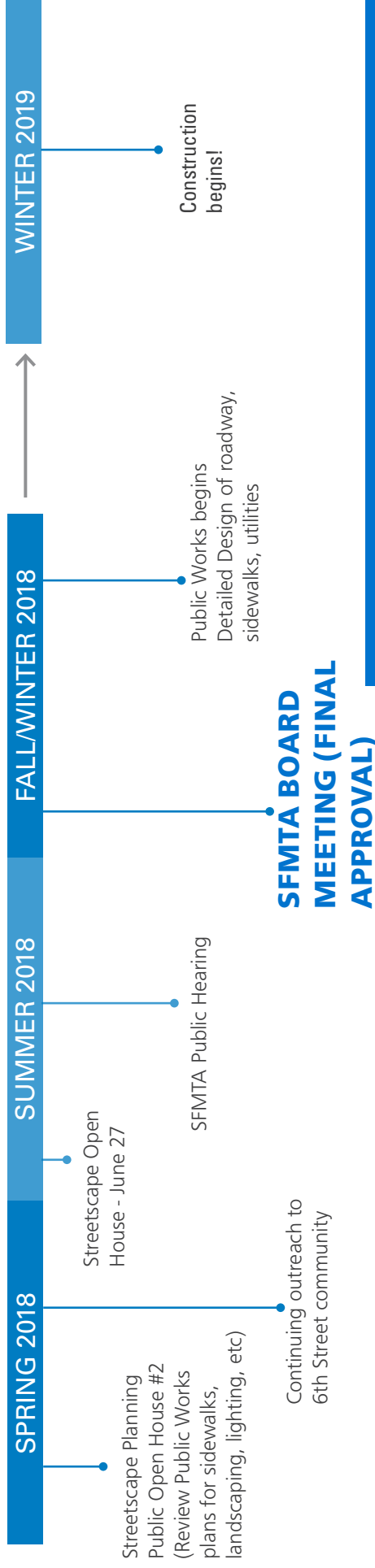
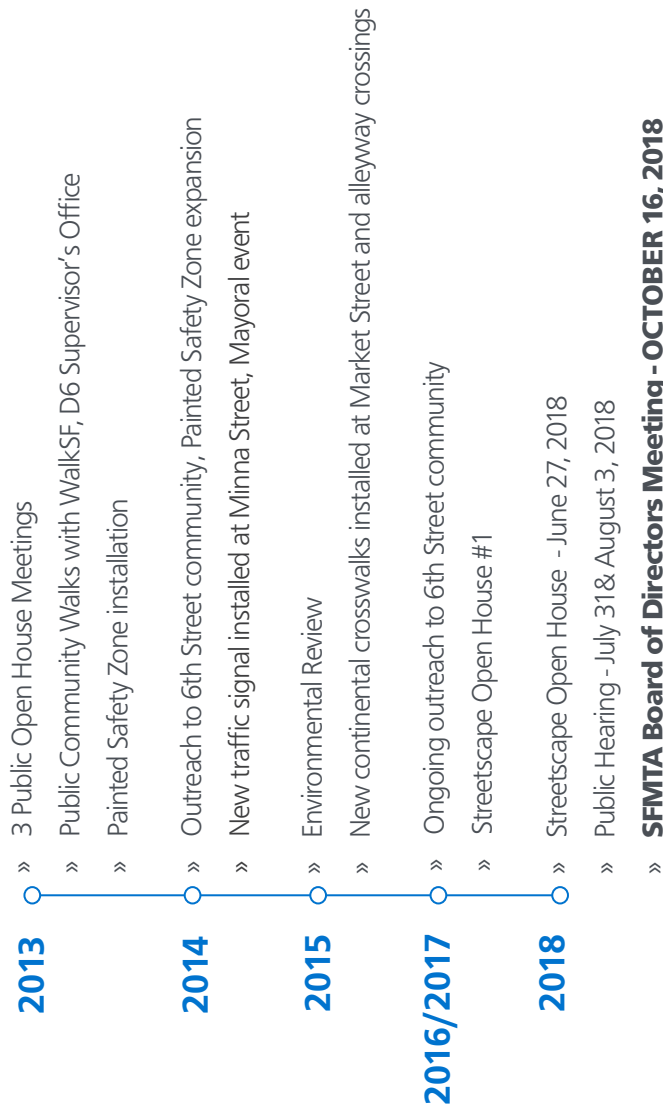


6TH STREET TODAY

- Four traffic lanes, wide crossings
- Narrow sidewalks
- High levels of pedestrian activity
- Unsignalized midblock crossings (alleyways)
- Congested and confusing traffic during rush hour
- High speeds at non-peak hour (late night)
- Poorly lit sidewalks

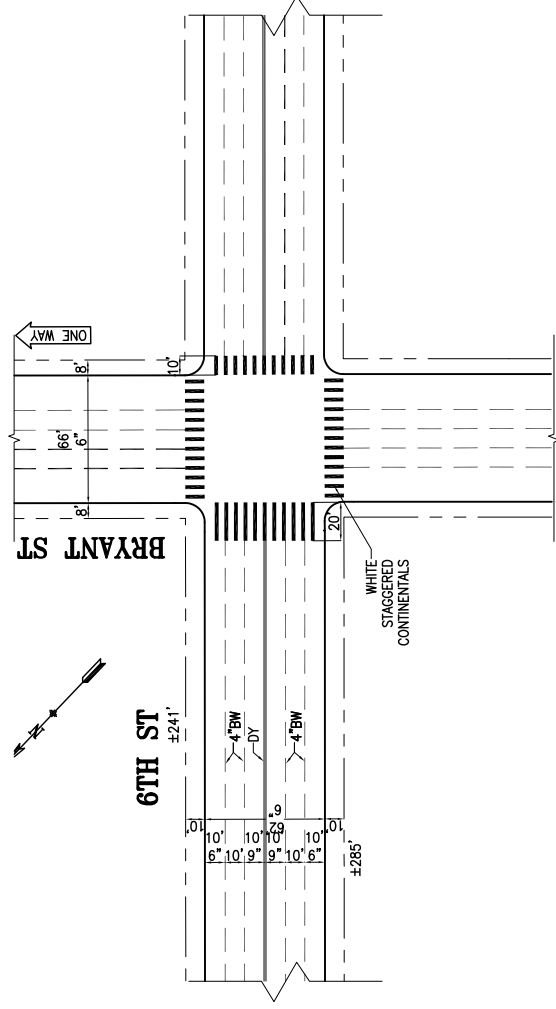
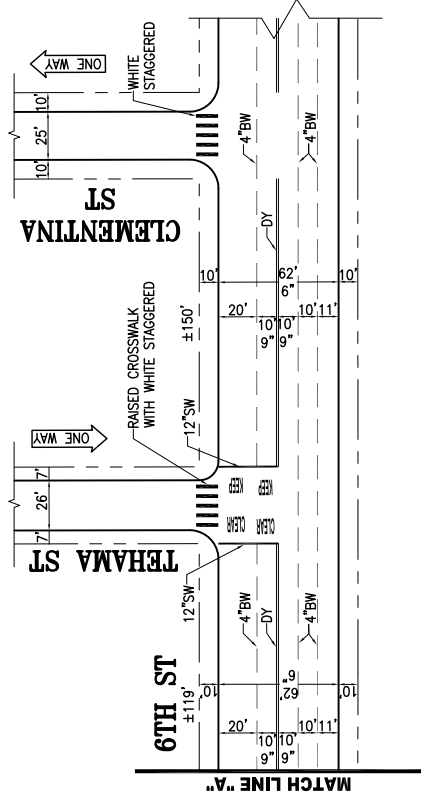
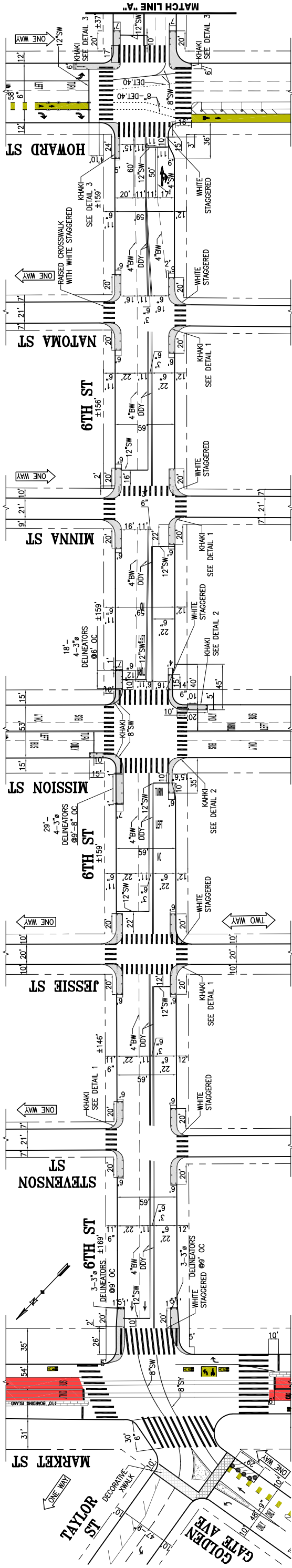
PROJECT TIMELINE

PAST OUTREACH AND SAFETY IMPROVEMENTS



311 Free language assistance / 免費語言協助 / Ayuda gratis con el idioma / Бесплатная помощь переводчиков /
 Trợ giúp Thông dịch Miễn phí / Assistance linguistique gratuite / 無料の言語支援 / 무료 언어 지원 /
 Libreng tulong para sa wikang Tagalog / การช่วยเหลือทางด้านการพูดภาษาไทย / ภาษามลายู / ภาษาลาว / ภาษากะเหรี่ยง / ภาษาม้ง / ภาษามูเซอ / ภาษามลายู / ภาษาลาว / ภาษากะเหรี่ยง / ภาษาม้ง / ภาษามูเซอ

For more information, please contact Kimberly Leung at:
kimberly.leung@sfmta.com - (415)-701-4653



GENERAL NOTES:

1. THE CONTRACTOR SHALL USE THE DRAWING TO PREPARE TRAFFIC CONTROL PLANS.
2. THE CONTRACTOR SHALL VERIFY ALL MEASUREMENTS IN THE FIELD.
3. ALL CROSSWALKS & STOP LANES SHALL BE 12" WIDE & WHITE IN COLOR UNLESS NOTED OTHERWISE.

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SEMTA



APPROVED	SCALE:	6TH STREET PEDESTRIAN SAFETY PROJECT	CONTRACT NO.
04/15/2020	1" = 50'		1000015023
DATE:	SHEET/SHEETS:	EXISTING TRAFFIC STRIPING 6TH STREET - MARKET ST TO HOWARD ST 6TH STREET AT BRYANT STREET	DRAWING NO.
04/15/2020	210 OF 212		T-1
SENIOR ENGINEER	DATE:	FILE NO.	116,562
for Ricardo Olea	04/15/2020	REV. NO.	0
CITY TRAFFIC ENGINEER			

DRAWN: <i>S. Law</i>	DATE: 04/2020
CHECKED:	DATE: 04/2020
D. VALLE-SCHWENK	

MTASFN[illegible][illegible]

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DESCRIPTION	TABLE OF REV
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GENERAL NOTES:

1. THE CONTRACTOR SHALL USE SHEETS T-2 & T-3 TO RESTORE STRIPING AFTER PAVING. SEE STRIPING PLANS ON SHEET T-1 FOR USE IN TRAFFIC CONTROL PLANS.
2. THE CONTRACTOR SHALL VERIFY ALL MEASUREMENTS IN THE FIELD.
3. ALL CROSSWALKS & STOP LINES SHALL BE 12" WIDE & WHITE IN COLOR UNLESS NOTED OTHERWISE.
4. PROPOSED NEW CROSSWALKS SHALL REMAIN UNMARKED UNTIL NEW PEDESTRIAN SIGNAL HEADS ARE INSTALLED AND OPERATIONAL. SEE SPECIFICATIONS SECTION 01 35 26 TRAFFIC CONTROL FOR MORE INFORMATION.
5. AS PART OF THE CONTRACTORS' REQUIREMENTS TO INSTALL PAVEMENT TAPE AFTER PAVING, THE CONTRACTOR SHALL RESTORE CROSSWALKS AS STANDARD CROSSWALKS WITH TWO PARALLEL LINES OF TEMPORARY TAPE, REGARDLESS OF EXISTING CROSSWALK DESIGN. CROSSWALKS SHALL BE RESTORED WITH THE SAME COLOR OF TEMPORARY TAPE AS EXISTING CROSSWALKS. THIS NOTE APPLIES TO BOTH EXISTING CROSSWALKS WITH AND WITHOUT DECORATIVE ELEMENTS.
6. SEE L-DRAWINGS FOR ADDITIONAL DETAILS REGARDING DECORATIVE ELEMENTS IN CROSSWALKS.
7. STRIPING DESIGN AS SHOWN ON MARKET STREET IS THE ANTICIPATED DESIGN OF MARKET STREET AS PART OF THE BETTER MARKET STREET PROJECT AND IS SUBJECT TO CHANGE.

[illegible]

CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

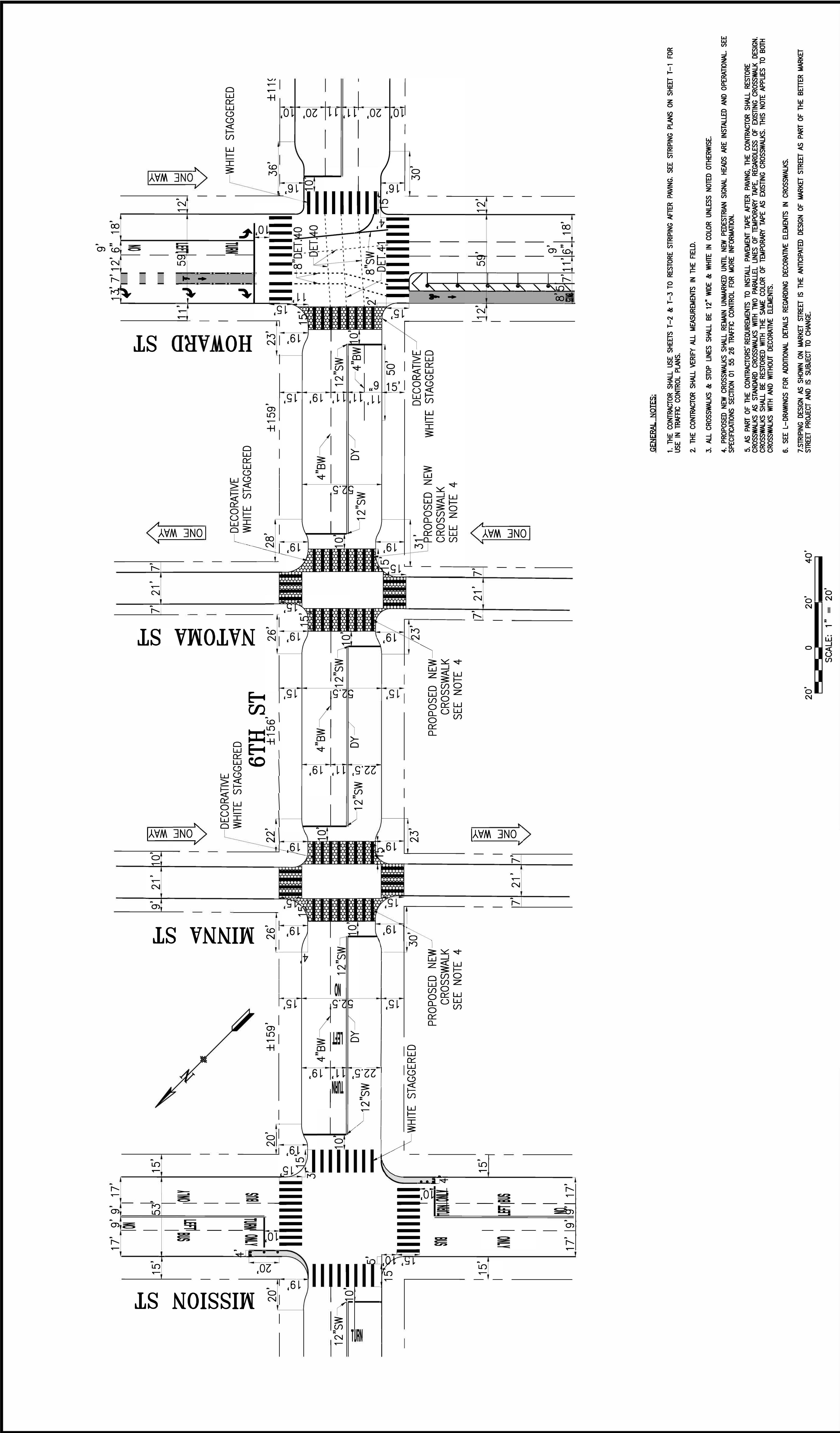


SFMTA



DRAWN: D. CARR	DATE: 04/2020	APPROVED: <i>Michael Saltsberg</i> 4/29/20	SCALE: 1" = 20'
CHECKED: K. E. LEUNG	DATE: 04/2020	DATE: 4/29/20	SHEET/SHEETS: 211 OF 212
		CITY TRAFFIC ENGINEER	

6TH STREET PEDESTRIAN SAFETY PROJECT	CONTRACT NO. 1000015023
	DRAWING NO. 1-2
PROPOSED TRAFFIC STRIPING	FILE NO.
6TH STREET - MARKET ST TO MISSION ST	REV. NO. 0



GENERAL NOTES:

1. THE CONTRACTOR SHALL USE SHEETS T-2 & T-3 TO RESTORE STRIPING AFTER PAVING. SEE STRIPING PLANS ON SHEET T-1 FOR USE IN TRAFFIC CONTROL PLANS.
2. THE CONTRACTOR SHALL VERIFY ALL MEASUREMENTS IN THE FIELD.
3. ALL CROSSWALKS & STOP LINES SHALL BE 12" WIDE & WHITE IN COLOR UNLESS NOTED OTHERWISE.
4. PROPOSED NEW CROSSWALKS SHALL REMAIN UNMARKED UNTIL NEW PEDESTRIAN SIGNAL HEADS ARE INSTALLED AND OPERATIONAL. SEE SPECIFICATIONS SECTION 01 55 26 TRAFFIC CONTROL FOR MORE INFORMATION.
5. AS PART OF THE CONTRACTOR'S REQUIREMENTS TO INSTALL PAVEMENT TAPE AFTER PAVING, THE CONTRACTOR SHALL RESTORE CROSSWALKS AS STANDARD CROSSWALKS WITH TWO PARALLEL LINES OF TEMPORARY TAPE, REGARDLESS OF EXISTING CROSSWALK DESIGN. CROSSWALKS SHALL BE RESTORED WITH THE SAME COLOR OF TEMPORARY TAPE AS EXISTING CROSSWALKS. THIS NOTE APPLIES TO BOTH CROSSWALKS WITH AND WITHOUT DECORATIVE ELEMENTS.
6. SEE L-DRAWINGS FOR ADDITIONAL DETAILS REGARDING DECORATIVE ELEMENTS IN CROSSWALKS.
7. STRIPING DESIGN AS SHOWN ON MARKET STREET IS THE ANTICIPATED DESIGN OF MARKET STREET AS PART OF THE BETTER MARKET STREET PROJECT AND IS SUBJECT TO CHANGE.



SFMTA					APPROVED <i>Michael Sallabury</i> 4/29/20 SENIOR ENGINEER		SCALE: 1" = 20'	6TH STREET PEDESTRIAN SAFETY PROJECT		CONTRACT NO. 1000015023
					DRAWN: D. CARR	DATE: 04/2020		DRAWING NO. T-3		DRAWING NO. 1000015023
					CHECKED: K. E. LEUNG	DATE: 04/2020		SHEET/SHEETS: 212 OF 212		FILE NO. T-3
								CITY TRAFFIC ENGINEER		REV. NO. 0
TABLE OF REVISIONS							CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION			
NO.	DATE	DESCRIPTION	BY	APP						

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Traffic Calming (EP 38)
Programming and Allocations to Date
 Pending September 22, 2020 Board

E8-84

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Carry Forward From 2014 5YPP									
SFMTA	John Yehall Chin Safe Routes to School	CON	Allocated	\$436,000					\$436,000
SFMTA	Ocean Avenue Safety Improvements	PLAN/CER	Allocated	\$210,000					\$210,000
SFMTA	Ocean Avenue Safety Improvements	PLAN/CER	Programmed	\$30,000					\$30,000
SFMTA	Excelsior Neighborhood Traffic Calming	PS&E	Programmed	\$520,000					\$520,000
SFMTA	Sloat Skyline Intersection Improvements	PA&ED	Programmed	\$379,000					\$379,000
Local/Neighborhood Program									
Any Eligible	NTTP Placeholder	Any	Programmed	\$1,654,400					\$1,654,400
SFPW	Buchanan Mall Bulbouts - Golden Gate and Turk [NTTP Capital]	PS&E	Allocated		\$300,000				\$300,000
SFMTA	District 3 Pedestrian Safety Improvements [NTTP Capital]	PS&E	Allocated	\$295,600					\$295,600
SFMTA	District 11 Traffic Calming [NTTP Capital]	PLAN, PS&E, CON	Allocated	\$600,000					\$600,000
SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds	CON	Allocated		\$50,000				\$50,000
SFMTA	Application-Based Traffic Calming Program - FY18/19 Cycle Implementation	PS&E, CON	Allocated	\$1,253,103					\$1,253,103
SFMTA	Application-Based Traffic Calming Program - FY19/20 Cycle Planning	PLAN/CER	Allocated	\$203,192					\$203,192
SFMTA	Application-Based Local Streets Traffic Calming Program	Any	Programmed		\$837,777				\$837,777
SFMTA	Application-Based Traffic Calming Program - FY19/20 Cycle Implementation	PS&E	Allocated		\$141,836				\$141,836
SFMTA	Application-Based Traffic Calming Program - FY20/21 Cycle Planning	PLAN	Allocated		\$220,387				\$220,387
SFMTA	Application-Based Local Streets Traffic Calming Program	Any	Programmed			\$1,200,000			\$1,200,000
SFMTA	Application-Based Local Streets Traffic Calming Program	Any	Programmed				\$1,200,000		\$1,200,000
SFMTA	Application-Based Local Streets Traffic Calming Program	Any	Programmed					\$1,200,000	\$1,200,000

SEMTA	Schools Engineering Program		Any	Programmed			\$1,000,000			\$1,000,000
SEMTA	Schools Engineering Program		Any	Programmed				\$1,000,000		\$1,000,000
SEMTA	Schools Engineering Program		Any	Programmed					\$1,000,000	\$1,000,000
Corridor Improvements										
SEMTA	6th Street Safety Improvements	² ¹⁰	CON	Pending			\$4,000,000			\$4,000,000
SEMTA	Vision Zero Quick-Build Program Implementation	²	PS&E, CON	Allocated	\$5,226,200					\$5,226,200
SEMTA	Vision Zero Quick-Build Program Implementation	^{2,11}	PS&E, CON	Programmed			\$500,000			\$500,000
SEMTA	Slow Streets Program	¹¹	CON	Pending			\$750,000			\$750,000
SEMTA	Vision Zero Quick-Build Program Implementation	²	PS&E, CON	Programmed				\$1,250,000		\$1,250,000
SEMTA	Ocean Avenue Safety Improvements	¹⁰	PS&E	Programmed	\$900,000					\$900,000
SEMTA	Bayview Community Based Transportation Plan Implementation		PS&E	Pending			\$180,000			\$180,000
SEMTA	Bayview Community Based Transportation Plan Implementation		CON	Programmed				\$2,280,000		\$2,280,000
SEMTA	Bayview Community Based Transportation Plan Near Term Implementation		CON	Programmed	\$85,000					\$85,000
SEMTA	Excelsior Neighborhood Traffic Calming	¹⁰	CON	Programmed			\$2,080,000			\$2,080,000
SEMTA	Sloat Skyline Intersection Improvements		PS&E	Programmed	\$660,000					\$660,000
SEMTA	Safer Taylor Street		PS&E	Programmed	\$359,292					\$359,292
SEMTA	Safer Taylor Street		PS&E	Allocated	\$2,047,958					\$2,047,958
SEMTA	Safer Taylor Street	¹⁰	CON	Programmed			\$0			\$0
Total Programmed in 2019 5YPP					\$16,939,745		\$10,990,000	\$6,760,000	\$3,130,000	\$40,949,745
Total Allocated and Pending					\$12,197,293		\$5,642,223	\$0	\$0	\$17,839,516
Total Unallocated					\$4,742,452		\$5,347,777	\$6,760,000	\$3,130,000	\$23,110,229
Total Programmed in 2019 Strategic Plan					\$20,933,450		\$7,662,499	\$6,760,000	\$3,130,000	\$41,615,949
Deobligated Funds					\$357,194		\$0	\$0	\$0	\$357,194
Cumulative Remaining Programming Capacity					\$4,350,899		\$1,023,398	\$1,023,398	\$1,023,398	\$1,023,398
Pending Allocation/Appropriation										
Board Approved Allocation/Appropriation										

FOOTNOTES:

¹ 5YPP amendment to accommodate allocation of \$596,420 for Central Richmond Traffic Safety (Resolution 20-003, 7/23/2019)

Advancing Equity through Safer Streets: Reduced by \$596,420 in FY2019/20 to \$153,580.

Central Richmond Traffic Safety: Added project with \$596,420 in FY2019/20.

² Strategic Plan and 5YPP amendment to accommodate allocation of \$5,226,200 and programming of \$2,500,000 for Vision Zero Quick-Build Program Implementation (Resolution 20-

6th Street Safety Improvements: Reduced by \$5,226,200 in FY2019/20 to \$4,000,000.

Funds advanced from outside of current 5YPP period: \$1,250,000 advanced to FY2020/21, and \$1,250,000 advanced to FY2021/22.

Vision Zero Quick-Build Program Implementation: Added project with \$5,226,200 in FY2019/20, \$1,250,000 in FY2020/21, and \$1,250,000 in FY2021/22.

³ 5YPP amendment to accommodate allocation of \$1,253,103 for Application-Based Traffic Calming Program FY18/19 Cycle Implementation (Resolution 20-009, 09/24/2019).

Cumulative Remaining Programming Capacity: Reduced by \$53,103 from \$100,899 to \$47,796.

Application-Based Local Streets Traffic Calming Program: Programming increased by \$53,103 from \$1,200,000 to \$1,253,103 in FY2019/20.

⁴ 5YPP amendment to accommodate allocation of \$203,192 for Application-Based Traffic Calming Program - FY19/20 Cycle Planning (Resolution 20-009, 09/24/2019).

Cumulative Remaining Programming Capacity: Reduced by \$203,192 from \$304,091 to \$100,899.

Application-Based Local Streets Traffic Calming Program FY19/20 Cycle Planning: Added project with \$203,192 in FY2019/20.

⁵ 5YPP amendment to accommodate allocation of \$50,000 for Bayview Community Based Transportation Plan (Resolution 20-014, 10/22/2019).

Cumulative Remaining Programming Capacity: Reduced by \$50,000 from \$100,899 to \$50,899.

Bayview Community Based Transportation Plan: Added project with \$50,000 in FY2019/20.

⁶ 5YPP amendment to accommodate allocation of \$600,000 for District 11 Traffic Calming [NTIP Capital] (Resolution 20-014, 10/22/2019).

NTIP Placeholder: Reduced by \$600,000 from \$2,850,000 to \$2,250,000.

District 11 Traffic Calming [NTIP Capital]: Added project with \$600,000 in FY2019/20.

⁷ 5YPP amendment to fund District 3 Pedestrian Safety Improvements [NTIP Capital] (Resolution 2020-041, 4/14/2020).

NTIP Placeholder: Reduced from \$2,250,000 to \$1,954,400

District 3 Pedestrian Safety Improvements [NTIP Capital]: Added project with \$295,600 in Fiscal Year 2019/20 for construction.

⁸ 5YPP amendment to accommodate allocation of \$50,000 for Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds
Cumulative Remaining Capacity: Reduced from \$50,899 to \$899 in FY2020/21.

Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds: Added project with \$50,000 in FY2020/21.

⁹ To accommodate funding of Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital] (Resolution 2020-XXX, 06/23/2020):

NTIP Placeholder: Reduced from \$1,954,400 in FY2019/20 to \$1,654,400.

Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital]: Added project with \$300,000 in FY2020/21.

¹⁰ Cost-neutral 5YPP amendment to accommodate requested cash flow for 6th Street Safety Improvements (Resolution 20-XX, 09/22/2020).

Ocean Avenue Safety Improvements (Design): Slowed cash flow between FY2020/21 and FY2022/23 from FY2020/21 and FY2021/22 by delaying \$385,000 in cash flow from FY
Safer Taylor (Construction): Reduced programming from \$1,022,499 to \$0 in FY2020/21.

Excelsior Neighborhood Traffic Calming (Construction): Delayed \$1,300,000 in cash flow from FY2021/22 to FY2022/23.

6th Street Safety Improvements: Advanced cash flow from FY2022/23 to FY2020/21 (\$500,000) and FY2021/22 (\$2,207,499).

¹¹ 5YPP amendment to accommodate allocation of \$750,000 for Slow Streets Program (Resolution 21-0XX, 09/xx/2020).

Vision Zero Quickbuild Implementation: Reduced placeholder from \$1.25 million to \$500,000 in FY2020/21.

Slow Streets Program: Added project with \$750,000 in FY202021.

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San Francisco
County Transportation
Authority

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Short-term Bike Parking
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Bicycle Circulation/Safety
Current Prop K Request:	\$398,000
Supervisory District(s):	Citywide

REQUEST

Brief Project Description

Site, legislate, and install at least 1,420 bike racks (2,840 bike parking spaces) throughout San Francisco, including responding to requests for racks as well as proactive siting of racks in under-served areas. Providing additional bike parking spaces in San Francisco means that more people will be encouraged to reach their destinations using a non-motorized mode, knowing they will have a secure place to lock their personal bike, bikeshare bike, or scooter, which will in turn shift trips away from motor vehicles and reduce emissions.

Detailed Scope, Project Benefits and Community Outreach

This project will site, legislate, and install at least 1,420 bike racks (2,840 bike parking spaces) throughout San Francisco, including responding to requests for racks as well as proactive siting of racks in under-served areas.

The SFMTA maintains a list of public requests for short-term bicycle parking locations. The SFMTA currently receives 80-100 new bike rack requests each month via email, SFMTA website, and 311. These requests are for sites throughout the city, with the vast majority near San Francisco businesses and along transit routes. SFMTA staff know anecdotally and from experience that there is a latent demand for bicycle infrastructure in San Francisco; there are more people who would ride a bicycle if the proper facilities were available to support their trip.

Bicycle racks help meet this need by providing a secure parking location at trip destinations. In order to better serve businesses and people who bicycle throughout the city, the SFMTA has developed a strategy for surveying and installing short-term bicycle parking in proactively-identified locations, which represent approximately 30% of all installations. This citywide strategy focuses on commercial, retail and mixed-use corridors where a lack of secure bicycle parking exists (e.g., 7th, 8th, Folsom, Howard, outer Mission, Taylor, Third, Townsend, and Valencia streets, and Ocean Avenue), as well as Communities of Concern (CoCs), where the SFMTA targets installing 20% of all racks. Because rack requests tend to cluster in certain areas of the city, the bike parking team uses proactive installations to help ensure racks are installed in an equitable way. Proactive installation locations come from a number of sources, including:

- 1) From Project Managers working on corridor or neighborway projects in CoCs;
- 2) High-demand locations in CoCs as identified by the SFMTA's bikeshare/scootershare permittees;
- 3) High-demand locations in CoCs identified through Mobility Data Specification (MDS)* data from bikeshare/scootershare permittees and/or from other data sources such as bike counters; and
- 4) Through ongoing analysis of bike rack location data to identify and address gaps in bike rack coverage.

Bike parking is also a critical component of SFMTA's successful bikeshare and scootershare programs. San Francisco is the only city in the country to require 100% of its dockless bikeshare and scootershare fleet be completely "lock-to" capable to help maintain an accessible path of travel and reduce clutter on sidewalks. While lock-to has proven to be the signature success of these programs, it has also resulted in a dramatic increase in bike parking demand during the last 18 months since these services launched and expanded. By providing these parking facilities, the SFMTA will increase bike and scooter trips and reduce motor vehicle trips and emissions. As part of their permits, bikeshare and scootershare permittees also have equitable distribution requirements in outer neighborhoods and CoCs. The SFMTA works proactively with permittees to identify locations in these neighborhoods where there may be an insufficient number of racks, and uses

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proactive installations to add rack supply.

In addition to sidewalk locations, these funds may also be used for on-street bicycle parking corrals. The SFMTA currently receives 2-3 new bicycle corral applications each month. Bicycle corrals consist of several bicycle racks placed in the parking lane of a roadway where demand for bike parking is higher than can be accommodated on the sidewalk. Eight to twelve bicycles can be parked in the space occupied by just one motor vehicle, making bike corrals an efficient use of public roadway space. The SFMTA is also beginning to pilot proactive corral installation in red curb “daylighting” zones, and expects to install more of these corrals in the coming years.

This application does not include a line item for bicycle rack procurement. In 2014, the SFMTA used \$541,000 in revenue bond funds to purchase 6,018 racks and the fasteners to install them. The SFMTA has an ample supply of approximately three-foot tall by three-foot wide zinc-coated circular steel bicycle racks. These racks provide two points of contact between the rack and a bicycle, the bicycle parking industry standard for optimal bicycle parking.

Short-term bicycle parking is defined as simple bicycle rack fixtures to park at for two hours or less, per the 2015 Association of Pedestrian and Bicycle Professionals’ Bicycle Parking Guidelines. Short-term bicycle parking enables linked trips to multiple destinations (e.g., a trip from home, to the bank and to the grocery store.) Bicycle racks provide a large quantity of bicycle and scooter storage inexpensively and are a cost-effective solution to support non-polluting transportation modes.

Members of the public may request a bike rack by calling 311.

*The Mobility Data Specification (MDS), a project of the Open Mobility Foundation (OMF), is a set of Application Programming Interfaces (APIs) focused on dockless e-scooters, bicycles, mopeds and carshare. The goals of MDS are to provide a standardized way for municipalities or other regulatory agencies to ingest, compare and analyze data from mobility service providers, and to give municipalities the ability to express regulation in machine-readable formats.

Project Location

Citywide

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$796,000

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Short-term Bike Parking
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2020		
Operations				
Open for Use			Jan-Feb-Mar	2022
Project Completion (means last eligible expenditure)			Apr-May-Jun	2022

SCHEDULE DETAILS

Community outreach is ongoing - our survey technician completes outreach when siting each rack by leaving a door hanger and/or talking with business/property owners or residents adjacent to rack locations. For more controversial installations, the lead planner engages with relevant stakeholders. The bike parking team also engages with community-based organizations and the Board of Supervisors when appropriate as well, such as when siting a larger number of racks.

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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Short-term Bike Parking
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Bicycle Circulation/Safety	\$0	\$398,000	\$0	\$398,000
BIKESHARE/SCOOTERSHARE FEES	\$309,758	\$0	\$0	\$309,758
TFCA	\$0	\$0	\$465,723	\$465,723
Phases in Current Request Total:	\$309,758	\$398,000	\$465,723	\$1,173,481

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$0	\$0	
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$0	\$0	
Construction (CON)	\$1,173,481	\$398,000	Based on previous work
Operations	\$0	\$0	
Total:	\$1,173,481	\$398,000	

% Complete of Design:	0.0%
As of Date:	06/23/2020
Expected Useful Life:	10 Years

**SFMTA Short Term Bike Parking
Project Budget**

CLASS	HOURS	HOURLY RATE FY20	EXTENDED	NOTES
5290 - Planner IV	156	\$190.31	\$ 29,688	3 hour/week
5289 - Planner III	2080	\$162.05	\$ 337,064	1 FTE
1406 - Senior Clerk	624	\$91.61	\$ 57,165	12 hours/week
7457 - Sign Installer	3120	\$108.52	\$ 338,582	1.5 FTE
5302 - Traffic Survey Technician	2080	\$117.34	\$ 244,067	1 FTE

SUBTOTAL Livable Streets/Shops: \$ 1,006,567

CLASS	NO.	UNIT COST	EXTENDED	NOTES
Paint Shop	20	\$159.12	\$ 3,182	Installation labor at 20 corrals (8"SW)

SUBTOTAL other departments: \$ 3,182

	NO.	UNIT COST	EXTENDED	NOTES
Wheel Stop	40	\$62.00	\$ 2,480	Unit cost per rubber wheel stop
Flexible Post	40	\$100.00	\$ 4,000	Unit cost per flex post w/curb
8" Solid White	20	\$194.99	\$ 3,900	Unit cost is per corral

SUBTOTAL of materials: \$ 10,380

<i>SUBTOTAL all labor:</i>	\$ 1,009,749
<i>SUBTOTAL all materials:</i>	\$ 10,380
<i>15% Contingency</i>	\$ 153,352
<i>Grand total:</i>	\$ 1,173,481
<i>Per rack labor cost:</i>	\$ 708.85

CONSTRUCTION LABOR	\$ 1,009,749
CONSTRUCTION MATERIALS	\$ 10,380
CONSTRUCTION CONTINGENCY	\$ 153,019

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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Short-term Bike Parking
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$398,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$398,000	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	Short-term Bike Parking
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2022
Phase:	Construction	Fundshare:	43.99

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-139	\$0	\$398,000	\$0	\$0	\$0	\$398,000

Deliverables

- Quarterly reports shall include updates on project progress and upcoming milestones and identifying any issues which may delay project implementation. Reports shall include samples of of any outreach materials and photos of work in progress or completed to document Air District and Transportation Authority attribution as applicable.
- Upon project completion, SFMTA shall provide a list of rack locations, including supervisorial district and number of racks at each location.

Special Conditions

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

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	66.08%	No Prop AA
Actual Leveraging - This Project	66.08%	No Prop AA

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Short-term Bike Parking
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$398,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement
JJ

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Jason Hyde	Joel C Goldberg
Title:	Transportation Planner	Grants Procurement Manager
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San Francisco
County Transportation
Authority

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Slow Streets Program
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Traffic Calming, Bicycle Circulation/Safety
Current Prop K Request:	\$1,175,400
Supervisory District(s):	District 01, District 02, District 03, District 04, District 05, District 07, District 08, District 09, District 10, District 11

REQUEST

Brief Project Description

This project will convert Slow Streets implemented on 17 residential streets from temporary to more permanent by replacing temporary barricades with more durable materials fixed in the roadway to reduce ongoing maintenance while continuing to provide needed space for socially distanced walking and biking. SFMTA will also use the requested funds to implement Slow Streets on 14 additional corridors. Slow Streets have grown to become an element of the city's infrastructure that can support economic recovery and the buildout of a comfortable and safe citywide bicycle network.

Detailed Scope, Project Benefits and Community Outreach

See detailed scope description, attached.

Project Location

See scope

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount
Prop K 5YPP Amount:	\$2,740,000
Justification for Necessary Amendment	
Request includes amendments to the Traffic Calming and Bicycle Circulation/Safety 5YPPs to reprogram funds from the Vision Zero Quick-Build Program Implementation placeholder and the Citywide Neighborways placeholder, respectively. See attached 5YPP amendments for details.	

San Francisco Slow Streets Prop K Allocation Request – Detailed Scope Description

This project will convert Slow Streets implemented during the first six months of the citywide emergency from temporary to more permanent by changing out temporary infrastructure for more durable materials fixed in the roadway resulting in reduced ongoing maintenance while continuing to provide necessary space for socially distanced walking and biking. The durable materials will include flexible delineators in various configurations to reduce the width of intersections along Slow Streets and discourage through traffic along Slow Streets, along with pedestrian-scale and roadway signage indicating the shared nature of these streets.

During the COVID emergency response, SFMTA staff analyzed, planned, and installed with temporary barricades a network of 17 residential corridors as Slow Streets:

1.	20th Avenue from Lincoln Boulevard to Ortega Street	District 4
2.	20th Street from Valencia Street to Potrero Avenue	Districts 8 and 9
3.	23rd Avenue from Lake to Cabrillo streets	District 1
4.	41st Avenue from Lincoln Way to Vicente Street	District 4
5.	Chenery Street from Burnside Avenue to Lippard Avenue	District 8
6.	Excelsior Avenue from London to Munich streets	District 11
7.	Golden Gate Avenue from Masonic Avenue to Broderick Street	District 5
8.	Kirkham Street from 7th Ave to Great Highway	Districts 4, 5, 7
9.	Lake Street from 28th to Second avenues	Districts 1 and 2
10.	Lane Street from Oakdale Avenue to Third Street	District 10
11.	Lombard between Mason and Powell streets	District 3
12.	Mariposa Street from Kansas to Texas streets	District 10
13.	Ortega Street from 47th to 15th avenues	District 4
14.	Page Street from Stanyan to Gough streets	District 5
15.	Sanchez Street from 23rd to 30th streets	District 8
16.	Shotwell Street from Cesar Chavez to 14th Street	District 9
17.	Somerset Street from Silver Avenue to Woolsey Street	District 9

During the emergency response, SFMTA staff analyzed and planned an additional 14 residential corridors for future implementation as Slow Streets. On July 21, 2020 the SFMTA Board approved the additional locations as Phase III of the program. They are:

1.	20th Street from San Bruno to Pennsylvania avenues	District 10
2.	Arkansas from 23rd to 17th streets	District 10
3.	Arlington from Roanoke to Randall streets	District 8
4.	Cabrillo Street from 45th to 23rd avenues	District 1
5.	Cayuga Avenue from Naglee Avenue to Rousseau Street	District 11
6.	Clay Street from Arguello Boulevard to Steiner Street	District 2
7.	Duncan from Valencia to Sanchez streets	District 8
8.	Holly Park Circle	District 9
9.	Mariposa from Texas to Mississippi streets	District 10
10.	Minnesota from Mariposa to 22nd streets	District 10
11.	Noe Street from 18th to Duboce streets	District 8
12.	Pacific Avenue from Steiner to Gough streets	District 2
13.	Pierce from Hayes to Duboce streets	District 5
14.	Tompkins Avenue from Andover to Putnam streets	District 9

San Francisco Slow Streets Prop K Allocation Request – Detailed Scope Description

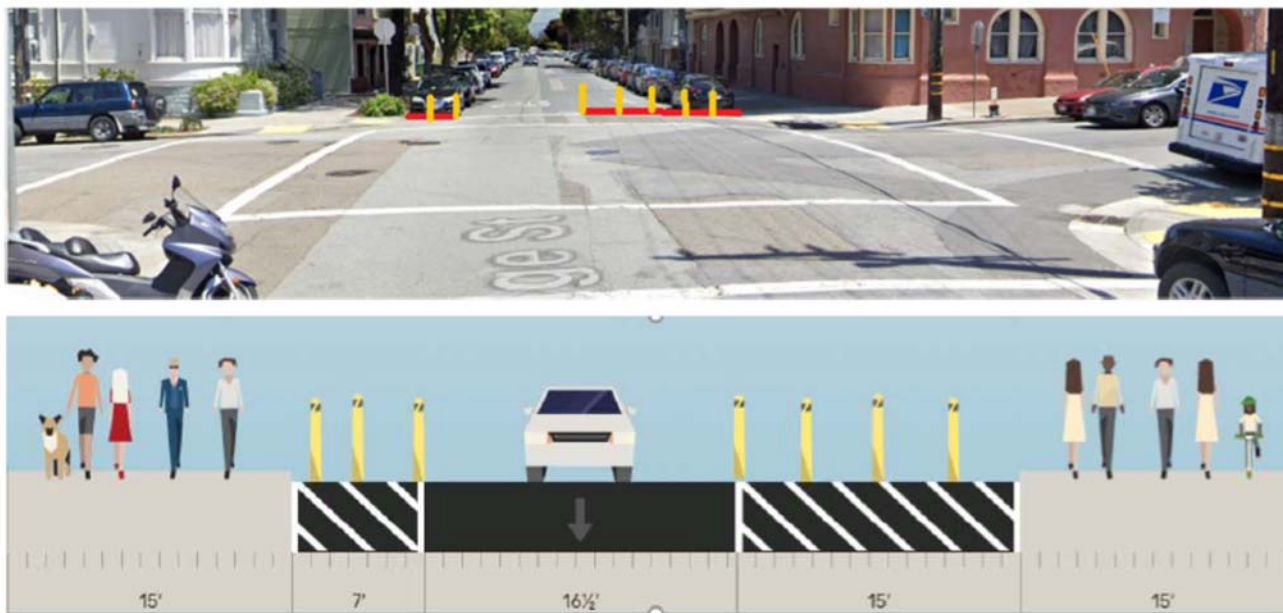


Figure 1: Photo and cross section of potential Slow Streets materials.

This project will upgrade the existing 17 corridors from temporary barricades and signs to flexible delineator posts and signs, and install the 14 planned corridors with flexible delineator posts and signs. Prop K funds will be used for construction and evaluation activities. The scope of the overall project, including planning and design work funded by other sources, is as follows (* items to be funded by Prop K).

Task 1: Construction Management *

- Task 1.1: Team Coordination Meetings
- Task 1.2: Weekly Interagency Coordination
- Task 1.3: Corridor Prioritization *
- Task 1.4: Implementation Reporting *

Task 2: Implementation Notification and Coordination *

- Task 2.1: External Communication
- Task 2.2: Neighborhood Outreach
- Task 2.3: Implementation Notification and Coordination *
- Task 2.4: SFMTA Reviews and Coordination

Task 3: Semi-Permanent Material Installation *

- Task 3.1: Detailed Design and Construction Reviews
- Task 3.2: Corridor Installation *

Task 4: Data Collection and Evaluation *

- Task 4.1: Conduct User and Resident Surveys *
- Task 4.2: Conduct Traffic Counts *
- Task 4.3: Review, Evaluate, and Present Data *

Task 5: Permanent Material Installation *

- Task 5.1: Traffic Analysis and Mitigation *
- Task 5.2: Cost Estimates for Potential Permanent Slow Streets *
- Task 5.3: Evaluate Alternative Materials *

While the Slow Streets program started as an emergency response program, it has grown to be a part of the city's lasting infrastructure of low-stress bicycle facilities for all users. The third phase of Slow Streets was developed with this network perspective to provide connectivity with other bicycle routes and facilities, and the

San Francisco Slow Streets Prop K Allocation Request – Detailed Scope Description

Lessons learned from the initial phase of Slow Streets will be applied to this more permanent installation. Lessons learned from the initial emergency response include:

- **Characteristics of successful Slow Streets:** Through the first six months of the program, the team has identified desired characteristics of a potential Slow Street corridor, including: residential land use, stop-controlled intersections, generally flat topography, connections to the existing bike network, and a 6-8 block length.
- **Infrastructure leads to behavior change:** The team has noted that building infrastructure that feels safe and comfortable for people traveling by bike and by foot leads to more bike/pedestrian use on corridors, and in turn the presence of people in the roadway is an effective form of traffic calming (decreasing both speeding vehicles and the volume of vehicles). This becomes a positive feedback loop, meaning that more bikes/pedestrians using a Slow Street lead to fewer incidents of speeding and unsafe vehicle behavior. The team will measure and compare safety and behavior change between the temporary treatments and alternative treatments.
- **More signs are needed:** The program was initially deployed with Slow Streets signs and barricades on alternating intersections to conserve a very limited supply of materials. While this was the best option to address the constraint of limited resources, this project will now deploy Slow Streets signs and treatments on every available block of a Slow Street. This will address resident concerns about certain blocks being left out of the program and provide a more continuous feel to Slow Streets corridors.
- **A growing maintenance burden:** Of the 17 corridors that have been installed with temporary materials, at least five are high-maintenance streets, requiring weekly (or, in extreme cases, daily) repairs to installed signs and barricades. The temporary nature of these materials makes them easy to move and prone to vandalism, and the more durable materials proposed will address these high-maintenance issues.

Throughout this program, SFMTA staff will continuously monitor the performance of Slow Streets and adjust deployed materials as needed. Slow Streets performance will be evaluated on active use of the Slow Street (as measured by bike/pedestrian counts and site visits), maintenance concerns (as measured by number of maintenance requests received), and transportation safety conflicts (as measured by number of complaints and site visits).

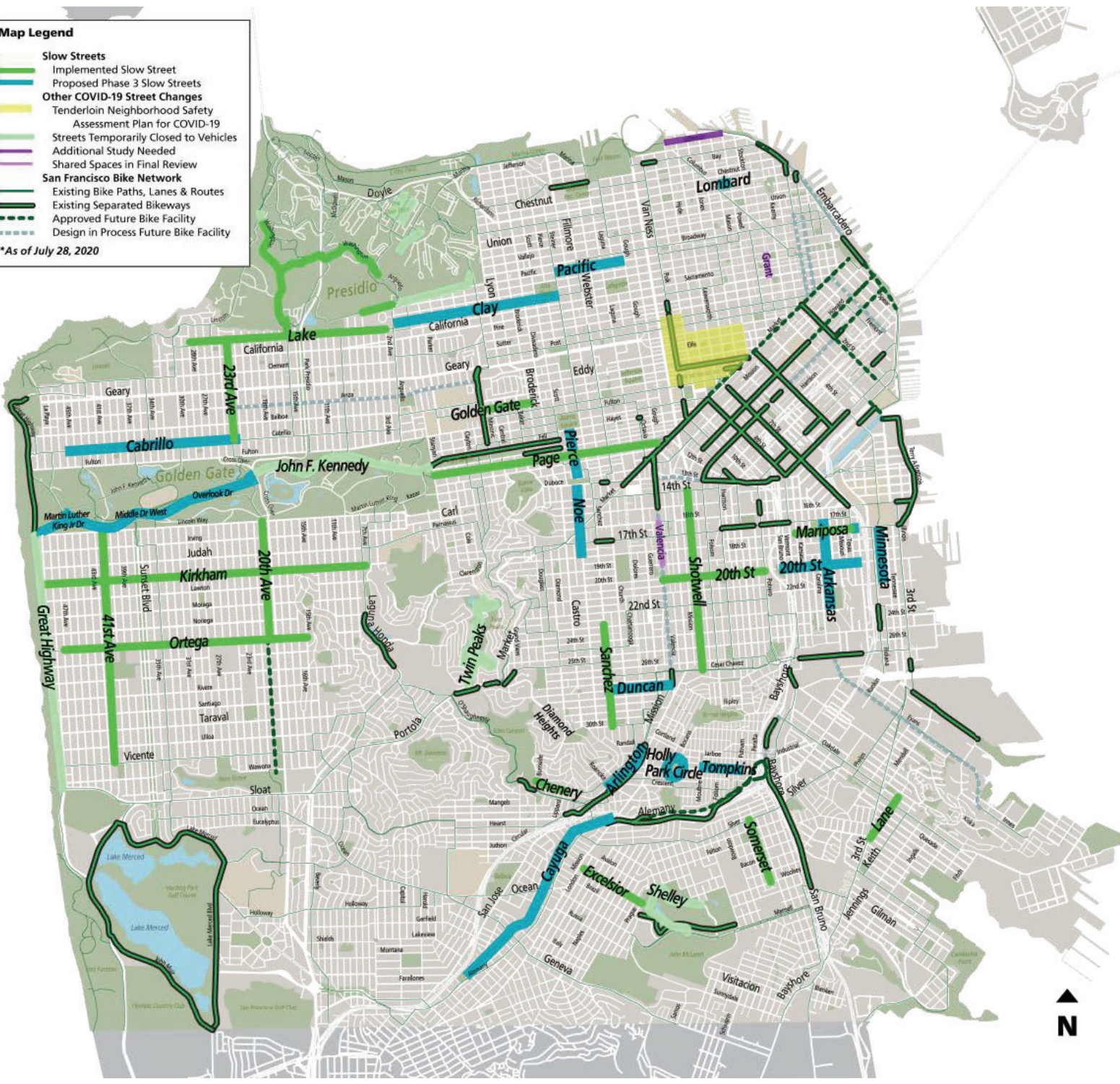
Prop K funded scope elements will include:

- **Specification, purchase, and installation of materials:** SFMTA staff have identified potential design treatments for Slow Streets using flexible delineator posts that narrow intersections and discourage through-traffic along Slow Streets corridors. These tools will be used, along with enhanced vehicle and pedestrian scale signs to designate Slow Streets corridors.
- **Data collection and reporting:** as initiated during the emergency response origin of the Slow Streets program, the project team will conduct surveys and traffic counts before and after implementation to evaluate the effectiveness of the improvements. Survey work will include translation and distribution for two surveys per corridor: a user survey and a resident survey. Data related to person throughput (by vehicle, by bicycle, and by foot) will be measured before and after implementation at 2 locations per corridor. These counts will include bike and pedestrian counts, diversion counts, and automobile volume/speed data. This data will help determine the impact of Slow Street infrastructure on corridor use as well as identifying potential diversions and impacts on adjacent streets.
- **Community Outreach:** The project scope includes notification and coordination regarding construction of planned implementation measures.

Map Legend

- Slow Streets
 - Implemented Slow Street
 - Proposed Phase 3 Slow Streets
- Other COVID-19 Street Changes
 - Tenderloin Neighborhood Safety Assessment Plan for COVID-19
 - Streets Temporarily Closed to Vehicles
 - Additional Study Needed
 - Shared Spaces in Final Review
- San Francisco Bike Network
 - Existing Bike Paths, Lanes & Routes
 - Existing Separated Bikeways
 - Approved Future Bike Facility
 - Design in Process Future Bike Facility

**As of July 28, 2020*



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

FY of Allocation Action:	FY2020/21
Project Name:	Slow Streets Program
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-May-Jun	2020	Jul-Aug-Sep	2020
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2020	Oct-Nov-Dec	2020
Advertise Construction				
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2020		
Operations (OP)				
Open for Use			Apr-May-Jun	2022
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2022

SCHEDULE DETAILS

Slow Streets Phase I secured a Statutory Exemption on April 21, Slow Streets Phase II secured a Statutory Exemption on June 23, and Slow Streets Phase III secured a Statutory Exemption on July 1, in compliance with the California Environmental Quality Act.

Prop K funded scope elements	Start	End
Implementation Notification	Fall 2020	Spring 2022
Corridor Installations	Fall 2020	Spring 2022
User and Resident Surveys Traffic	Spring 2021	Fall 2021
Counts	Spring 2021	Fall 2021
Effectiveness Evaluation	Summer 2021	Spring 2022

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Slow Streets Program
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Traffic Calming	\$750,000	\$0	\$0	\$750,000
PROP K: Bicycle Circulation/Safety	\$425,400	\$0	\$0	\$425,400
Phases in Current Request Total:	\$1,175,400	\$0	\$0	\$1,175,400

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$1,175,400	\$0	\$0	\$1,175,400
PROP B GENERAL FUND	\$0	\$0	\$200,000	\$200,000
EMERGENCY RESPONSE COVID FUNDS	\$0	\$0	\$300,000	\$300,000
Funding Plan for Entire Project Total:	\$1,175,400	\$0	\$500,000	\$1,675,400

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$300,000	\$0	Actual cost of planning and outreach
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$200,000	\$0	Based on previous similar projects
Construction (CON)	\$1,175,400	\$1,175,400	Based on 80% design
Operations (OP)	\$0	\$0	
Total:	\$1,675,400	\$1,175,400	

% Complete of Design:	80.0%
As of Date:	07/31/2020
Expected Useful Life:	20 Years

Major Line Item Budget: Slow Streets Program

Totals
SFMTA Labor \$ 675,400
Non-Labor Expenses \$ 500,000
Project Funding Request Total \$ 1,175,400

Tasks	Project Phase	
Task 1: Construction Management	Construction	\$ 130,000
Task 2: Implementation Notification and Coordination	Construction	\$ 180,000
Task 3: Semi-Permanent Material Installation	Construction	\$ 240,400
Task 4: Data Collection and Evaluation	Construction	\$ 80,000
Task 5: Permanent Material Installation	Construction	\$ 45,000
Expenses	Construction	
Consultant(s): Data Collection, Surveys, and Evaluation		\$ 120,000
- Surveys: translation and distribution for two surveys/corridor: user survey & resident survey	3 corridors have already been surveyed (Lake St, Page St, Shotwell St) at an approximate cost of \$1,000 each. The remaining corridors would cost slightly less (\$700 each) since the questions have already been developed and translated	\$ 20,000
- Counts: bike/pedestrian counts, diversion counts, and volume/speed: 2 locations/corridor	31 corridors require 496 total counts (1 speed/volume count per location, 2 adjacent diversion counts per location, 1 ped count per location) twice in two locations per corridor, at \$200/count	\$ 100,000
Materials: Slow Street Signs, Delineators and other semi-permanent materials for traffic diversion	\$200 in materials per intersection (delineators and signs), 24 installations per corridor, 31 corridors	\$ 150,000
SFMTA Shops' Labor: Sign and Diverter Installation		\$ 230,000

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Slow Streets Program
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$1,175,400	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$1,175,400	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	Slow Streets Program (EP-38)
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2023
Phase:	Construction	Fundshare:	77.33

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-138	\$250,000	\$500,000	\$0	\$0	\$0	\$750,000

Deliverables

- Quarterly progress reports (QPRs) shall include % complete to date of the overall project; a summary of work performed in the prior quarter, and photos of work being performed; stakeholder feedback received, and any project modifications made to accommodate that feedback; upcoming project milestones (e.g. outreach events, street closures); work anticipated to be performed in the upcoming quarter and any issues that may impact delivery; in addition to all other requirements described in the Standard Grant Agreement.
- With the first QPR (due Jan. 31, 2021) SFMTA shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop K attribution requirements as described in the SGA; and on completion of the project Sponsor shall provide 2-3 photos of completed work.
- With the first QPR due January 31, 2021, Sponsor shall provide a performance evaluation plan and evaluation of the before conditions.
- SFMTA shall provide annual evaluation updates (June 2021, June 2022) summarizing the effectiveness of the Slow Streets improvements at achieving the project goals and before/after results. Updates based on SFMTA's annual Safe Streets Evaluation report will be accepted to fulfill this deliverable, so long as it addresses the corridors included in this request.

Special Conditions

- Recommended allocation is conditioned upon amendment of the Traffic Calming 5YPP. See attached 5YPP amendments for details.
- The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

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SGA Project Number:		Name:	Slow Streets Program (EP-39)
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2023
Phase:	Construction	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-139	\$142,000	\$283,400	\$0	\$0	\$0	\$425,400

Deliverables

1. See Deliverable #1 of Slow Streets Program (EP-38)
2. See Deliverable #2 of Slow Streets Program (EP-38)
3. See Deliverable #3 of Slow Streets Program (EP-38)
4. See Deliverable #4 of Slow Streets Program (EP-38)

Special Conditions

1. Recommended allocation is conditioned upon amendment to the Bicycle Circulation/Safety 5YPP. See attached 5YPP amendment for details.
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	29.84%	No Prop AA

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Slow Streets Program
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$1,175,400
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement
JJ

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Shannon Hake	Joel C Goldberg
Title:	Team Leader/Project Manager	Grants Procurement Manager
Phone:	(202) 222-5078	(415) 646-2520
Email:	shannon.hake@sfmta.com	joel.goldberg@sfmta.com

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Traffic Calming (EP 38)
Programming and Allocations to Date
 Pending September 22, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Carry Forward From 2014 5YPP									
SFMTA	John Yehall Chin Safe Routes to School	CON	Allocated	\$436,000					\$436,000
SFMTA	Ocean Avenue Safety Improvements	PLAN/CER	Allocated	\$210,000					\$210,000
SFMTA	Ocean Avenue Safety Improvements	PLAN/CER	Programmed	\$30,000					\$30,000
SFMTA	Excelsior Neighborhood Traffic Calming	PS&E	Programmed	\$520,000					\$520,000
SFMTA	Sloat Skyline Intersection Improvements	PA&ED	Programmed	\$379,000					\$379,000
Local/Neighborhood Program									
Any Eligible	NTIP Placeholder	Any	Programmed	\$1,654,400					\$1,654,400
SFPW	Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital]	PS&E	Allocated		\$300,000				\$300,000
SFMTA	District 3 Pedestrian Safety Improvements [NTIP Capital]	PS&E	Allocated	\$295,600					\$295,600
SFMTA	District 11 Traffic Calming [NTIP Capital]	PLAN, PS&E, CON	Allocated	\$600,000					\$600,000
SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds	CON	Allocated		\$50,000				\$50,000
SFMTA	Application-Based Traffic Calming Program - FY18/19 Cycle Implementation	PS&E, CON	Allocated	\$1,253,103					\$1,253,103
SFMTA	Application-Based Traffic Calming Program - FY19/20 Cycle Planning	PLAN/CER	Allocated	\$203,192					\$203,192
SFMTA	Application-Based Local Streets Traffic Calming Program	Any	Programmed		\$837,777				\$837,777
SFMTA	Application-Based Traffic Calming Program - FY19/20 Cycle Implementation	PS&E	Allocated		\$141,836				\$141,836
SFMTA	Application-Based Traffic Calming Program - FY20/21 Cycle Planning	PLAN	Allocated		\$220,387				\$220,387
SFMTA	Application-Based Local Streets Traffic Calming Program	Any	Programmed			\$1,200,000			\$1,200,000
SFMTA	Application-Based Local Streets Traffic Calming Program	Any	Programmed				\$1,200,000		\$1,200,000
SFMTA	Application-Based Local Streets Traffic Calming Program	Any	Programmed						\$1,200,000
SFMTA	Central Richmond Traffic Safety	PS&E, CON	Allocated	\$596,420					\$596,420
SFMTA	Bayview Community Based Transportation Plan - Additional Funds	PLAN	Allocated	\$50,000				\$1,200,000	\$1,200,000
SFMTA	Advancing Equity through Safer Streets	Any	Programmed	\$153,580					\$153,580

Programming and Allocations to Date

Pending September 22, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
SFMTA	Advancing Equity through Safer Streets	Any	Programmed		\$750,000				\$750,000
SFMTA	Advancing Equity through Safer Streets	Any	Programmed			\$750,000			\$750,000
SFMTA	Advancing Equity through Safer Streets	Any	Programmed				\$750,000		\$750,000
SFMTA	Advancing Equity through Safer Streets	Any	Programmed					\$750,000	\$750,000
SFMTA	Speed Radar Sign Installation	Any	Programmed	\$1,180					\$1,180
SFMTA	Speed Radar Sign Installation	PLAN	Allocated	\$30,820					\$30,820
SFMTA	Speed Radar Sign Installation	CON	Allocated	\$148,000					\$148,000
SFMTA	Speed Radar Sign Installation	Any	Programmed		\$180,000				\$180,000
SFMTA	Speed Radar Sign Installation	Any	Programmed			\$180,000			\$180,000
SFMTA	Speed Radar Sign Installation	Any	Programmed				\$180,000		\$180,000
SFMTA	Speed Radar Sign Installation	Any	Programmed						\$180,000
SFMTA	Safe Streets Evaluation	PLAN/ CER	Allocated	\$100,000					\$100,000
SFMTA	Safe Streets Evaluation	PLAN/ CER	Programmed			\$100,000			\$100,000
Schools Program									
SFMTA	Schools Engineering Program FY 20	PLAN, PS&E, CON	Allocated	\$1,000,000					\$1,000,000
SFMTA	Schools Engineering Program	Any	Programmed		\$1,000,000				\$1,000,000
SFMTA	Schools Engineering Program	Any	Programmed			\$1,000,000			\$1,000,000
SFMTA	Schools Engineering Program	Any	Programmed				\$1,000,000		\$1,000,000
SFMTA	Schools Engineering Program	Any	Programmed					\$1,000,000	\$1,000,000
Corridor Improvements									
SFMTA	6th Street Safety Improvements ^{2, 10}	CON	Pending		\$4,000,000				\$4,000,000
SFMTA	Vision Zero Quick-Build Program Implementation ²	PS&E, CON	Allocated	\$5,226,200					\$5,226,200
SFMTA	Vision Zero Quick-Build Program Implementation ^{2, 11}	PS&E, CON	Programmed		\$500,000				\$500,000
SFMTA	Slow Streets Program ¹¹	CON	Pending		\$750,000				\$750,000
SFMTA	Vision Zero Quick-Build Program Implementation ²	PS&E, CON	Programmed			\$1,250,000			\$1,250,000
SFMTA	Ocean Avenue Safety Improvements ¹⁰	PS&E	Programmed	\$900,000					\$900,000
SFMTA	Bayview Community Based Transportation Plan Implementation	PS&E	Pending		\$180,000				\$180,000
SFMTA	Bayview Community Based Transportation Plan Implementation	CON	Programmed			\$2,280,000			\$2,280,000
SFMTA	Bayview Community Based Transportation Plan Near Term Implementation	CON	Programmed	\$85,000					\$85,000
SFMTA	Excelsior Neighborhood Traffic Calming ¹⁰	CON	Programmed		\$2,080,000				\$2,080,000

Programming and Allocations to Date

Pending September 22, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
SFMTA	Sloat Skyline Intersection Improvements	PS&E	Programmed	\$660,000					\$660,000
SFMTA	Safer Taylor Street	PS&E	Programmed	\$359,292					\$359,292
SFMTA	Safer Taylor Street	PS&E	Allocated	\$2,047,958					\$2,047,958
SFMTA	Safer Taylor Street	CON	Programmed		\$0				\$0
Total Programmed in 2019 5YPP				\$16,939,745	\$10,990,000	\$6,760,000	\$3,130,000	\$3,130,000	\$40,949,745
Total Allocated and Pending				\$12,197,293	\$5,642,223	\$0	\$0	\$0	\$17,839,516
Total Unallocated				\$4,742,452	\$5,347,777	\$6,760,000	\$3,130,000	\$3,130,000	\$23,110,229
Total Programmed in 2019 Strategic Plan				\$20,933,450	\$7,662,499	\$6,760,000	\$3,130,000	\$3,130,000	\$41,615,949
Deobligated Funds				\$357,194	\$0	\$0	\$0	\$0	\$357,194
Cumulative Remaining Programming Capacity				\$4,350,899	\$1,023,398	\$1,023,398	\$1,023,398	\$1,023,398	\$1,023,398
Pending Allocation / Appropriation									
Board Approved Allocation / Appropriation									

FOOTNOTES:

- ¹ 5YPP amendment to accommodate allocation of \$596,420 for Central Richmond Traffic Safety (Resolution 20-003, 7/23/2019)
Advancing Equity through Safer Streets: Reduced by \$596,420 in FY2019/20 to \$153,580.
Central Richmond Traffic Safety: Added project with \$596,420 in FY2019/20.
- ² Strategic Plan and 5YPP amendments to accommodate allocation of \$5,226,200 and programming of \$2,500,000 for Vision Zero Quick-Build Program Implementation (Resolution 20-003, 6th Street Safety Improvements: Reduced by \$5,226,200 in FY2019/20 to \$4,000,000.
Funds advanced from outside of current 5YPP period: \$1,250,000 advanced to FY2020/21, and \$1,250,000 advanced to FY2021/22.
Vision Zero Quick-Build Program Implementation: Added project with \$5,226,200 in FY2019/20, \$1,250,000 in FY2020/21, and \$1,250,000 in FY2021/22.
- ³ 5YPP amendment to accommodate allocation of \$1,253,103 for Application-Based Traffic Calming Program FY18/19 Cycle Implementation (Resolution 20-009, 09/24/2019).
Cumulative Remaining Programming Capacity: Reduced by \$53,103 from \$100,899 to \$47,796.
- ⁴ 5YPP amendment to accommodate allocation of \$203,192 for Application-Based Traffic Calming Program - FY19/20 Cycle Planning (Resolution 20-009, 09/24/2019).
Application-Based Local Streets Traffic Calming Program: Programming increased by \$53,103 from \$1,200,000 to \$1,253,103 in FY2019/20.
Cumulative Remaining Programming Capacity: Reduced by \$203,192 from \$304,091 to \$100,899.
- ⁵ 5YPP amendment to accommodate allocation of \$50,000 for Bayview Community Based Transportation Plan (Resolution 20-014, 10/22/2019).
Application-Based Local Streets Traffic Calming Program FY19/20 Cycle Planning: Added project with \$203,192 in FY2019/20.
Cumulative Remaining Programming Capacity: Reduced by \$50,000 from \$100,899 to \$50,899.
- ⁶ 5YPP amendment to accommodate allocation of \$600,000 for District 11 Traffic Calming [NTIP Capital] (Resolution 20-014, 10/22/2019).
NTIP Placeholder: Reduced by \$600,000 from \$2,850,000 to \$2,250,000.
District 11 Traffic Calming [NTIP Capital]: Added project with \$600,000 in FY2019/20.
- ⁷ 5YPP amendment to fund District 3 Pedestrian Safety Improvements [NTIP Capital] (Resolution 2020-041, 4/14/2020).
NTIP Placeholder: Reduced from \$2,250,000 to \$1,954,400
District 3 Pedestrian Safety Improvements [NTIP Capital]: Added project with \$295,600 in Fiscal Year 2019/20 for construction.
- ⁸ 5YPP amendment to accommodate allocation of \$50,000 for Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds (Resolution Cumulative Remaining Capacity: Reduced from \$50,899 to \$899 in FY2020/21.
Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds: Added project with \$50,000 in FY2020/21.

Programming and Allocations to Date

Pending September 22, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	

- ⁹ To accommodate funding of Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital] (Resolution 2020-XXX, 06/23/2020):
NTIP Placeholder: Reduced from \$1,954,400 in FY2019/20 to \$1,654,400.
Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital]: Added project with \$300,000 in FY2020/21.
- ¹⁰ Cost-neutral 5YPP amendment to accommodate requested cash flow for 6th Street Safety Improvements (Resolution 20-XX, 09/22/2020).
Ocean Avenue Safety Improvements: Slowed cash flow between FY2020/21 and FY2022/23 from FY2020/21 and FY2021/22 by delaying \$385,000 in cash flow from FY 2020/21 to Safer Taylor (Construction): Reduced programming from \$1,022,499 to \$0 in FY2020/21.
Excelsior Neighborhood Traffic Calming (Construction): Delayed \$1,300,000 in cash flow from FY2021/22 to FY2022/23.
6th Street Safety Improvements: Advanced cash flow from FY2022/23 to FY2020/21 (\$500,000) and FY2021/22 (\$2,207,499).
- ¹¹ 5YPP amendment to accommodate allocation of \$750,000 for Slow Streets Program (Resolution 21-0XX, 09/xx/2020).
Vision Zero Quickbuild Implementation: Reduced placeholder from \$1.25 million to \$500,000 in FY2020/21.
Slow Streets Program: Added project with \$750,000 in FY202021.

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Bicycle Circulation and Safety (EP 39)
Programming and Allocations to Date
 Pending September 22, 2020 Board

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Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Carry Forward From 2014 5YPP									
Any Eligible	NTTP Placeholder ³	ANY	Programmed	\$0					\$0
SFMTA	Beale Street Bikeway	PS&E	Allocated	\$330,000					\$330,000
SFMTA	Ocean Avenue Safety Improvements	PLAN	Programmed	\$110,000					\$110,000
Bicycle Safety, Education and Outreach									
SFMTA	Bike To Work Day Promotion	CON	Allocated	\$41,758					\$41,758
SFMTA	Bike To Work Day Promotion	CON	Programmed		\$41,758				\$41,758
SFMTA	Bike To Work Day Promotion	CON	Programmed						\$41,758
SFMTA	Bike To Work Day Promotion	CON	Programmed			\$41,758			\$41,758
SFMTA	Bike To Work Day Promotion	CON	Programmed				\$41,758		\$41,758
SFMTA	Bicycle Outreach and Education	CON	Allocated	\$80,000					\$80,000
SFMTA	Bicycle Outreach and Education ²	CON	Allocated	\$100,000					\$100,000
SFMTA	Bicycle Outreach and Education ²	CON	Programmed		\$0				\$0
SFMTA	Bicycle Outreach and Education	CON	Programmed			\$100,000			\$100,000
SFMTA	Bicycle Outreach and Education ²	CON	Programmed				\$110,000		\$110,000
System Evaluation and Innovation									
SFMTA	Safe Streets Evaluation	PLAN/ CER	Allocated	\$100,000					\$100,000
SFMTA	Safe Streets Evaluation	PLAN/ CER	Programmed			\$100,000			\$100,000
Bicycle Network Expansion and Upgrades									
SFMTA	Beale Street Bikeway	CON	Programmed	\$640,000					\$640,000
SFMTA	Cesar Chavez/ Bayshore/ Potrero Intersection Improvements (Hairball) Phase 2	PS&E	Allocated	\$480,000					\$480,000
SFMTA	Grove Street/ Civic Center Improvements	PS&E	Programmed	\$200,000					\$200,000
SFMTA	Grove Street/ Civic Center Improvements	CON	Programmed			\$1,391,000			\$1,391,000
SFMTA	Ocean Avenue Safety Improvements	PS&E	Programmed	\$900,000					\$900,000
SFMTA	Page Street Neighborway (Webster to Stanyan)	PA&ED	Programmed	\$110,000					\$110,000
SFMTA	Page Street Neighborway (Webster to Stanyan)	PS&E	Programmed		\$250,000				\$250,000
SFMTA	Page Street Neighborway (Webster to Stanyan)	CON	Programmed			\$1,210,000			\$1,210,000
SFMTA	The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements	PS&E	Programmed		\$250,000				\$250,000

Programming and Allocations to Date

Pending September 22, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
SFMTA	Valencia Bikeway Improvements	PS&E	Programmed		\$1,000,000				\$1,000,000
SFMTA	Citywide Neighborways	CON	Programmed	\$224,600					\$224,600
SFMTA	Slow Streets Program	CON	Pending		\$425,400				\$425,400
SFMTA	Citywide Neighborways	CON	Programmed		\$840,000				\$840,000
SFMTA	Citywide Neighborways	CON	Programmed			\$750,000			\$750,000
SFMTA	Citywide Neighborways	CON	Programmed				\$750,000		\$750,000
SFMTA	Citywide Neighborways	CON	Programmed					\$750,000	\$750,000
Any Eligible	NTIP Placeholder	ANY	Programmed	\$769,000					\$769,000
SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds	CON	Allocated		\$216,800				\$216,800
SFMTA	Anza Street Bike Lanes [NTIP Capital]	PLAN/ CER	Allocated	\$40,000					\$40,000
SFMTA	Anza Street Bike Lanes [NTIP Capital]	CON	Allocated	\$180,000					\$180,000
Bike Parking and Transit Access									
SFMTA	Short-term Bike Parking	CON	Pending		\$398,000				\$398,000
SFMTA	Short-term Bike Parking	PA&ED	Programmed		\$398,000				\$398,000
SFMTA	Short-term Bike Parking	PA&ED	Programmed			\$398,000			\$398,000
SFMTA	Short-term Bike Parking	PA&ED	Programmed				\$398,000		\$398,000
SFMTA	Short-term Bike Parking	PA&ED	Programmed					\$398,000	\$398,000
PCJPB	Caltrain Wayside Bike Parking Improvements	PS&E	Programmed	\$130,000					\$130,000
PCJPB	Caltrain Wayside Bike Parking Improvements	CON	Programmed			\$670,000			\$670,000
Total Programmed in 2019 5YPP				\$4,435,358	\$3,819,958	\$4,660,758	\$1,299,758	\$1,189,758	\$15,405,590
Total Allocated and Pending				\$1,351,758	\$1,040,200	\$0	\$0	\$0	\$2,391,958
Total Unallocated				\$3,083,600	\$2,779,758	\$4,660,758	\$1,299,758	\$1,189,758	\$13,013,632
Total Programmed in 2019 Strategic Plan									
Deobligated Funds				\$5,408,758	\$2,779,758	\$4,660,758	\$1,299,758	\$1,189,758	\$15,338,790
Cumulative Remaining Programming Capacity				\$66,800	\$0	\$0	\$0	\$0	\$66,800
Cumulative Remaining Programming Capacity				\$1,040,200	\$0	\$0	\$0	\$0	\$0
Pending Allocation/ Appropriation									
Board Approved Allocation/ Appropriation									

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Programming and Allocations to Date

Pending September 22, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2019/20	2020/21	2021/22	2022/23	2023/24

FOOTNOTES:

¹ 5YPP amendment to fund Anza Street Bike Lanes [NTIP Capital] (Resolution 2020-029, 1/28/2020).

NTIP Planning Placeholder: Reduced from \$1,000,000 to \$780,000 in Fiscal Year 2019/20.

Anza Street Bike Lanes [NTIP Capital]: Added project with \$220,000 in Fiscal Year 2019/20 for planning and construction.

² 5YPP amendment to fund Bicycle Outreach and Education (Resolution 2020-051, 04/28/2020).

Citywide Neighborhoods: Reduced from \$750,000 to \$650,000 in Fiscal Year 2019/20 and increased from \$750,000 to \$840,000 for construction in Fiscal Year 2020/21.

Bicycle Outreach and Education: Increased from \$80,000 to \$180,000 in Fiscal Year 2019/20 for construction and reduced from \$90,000 to \$0 in Fiscal Year 2020/21.

³ 5YPP amendment to accommodate allocation of \$216,800 to Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds (Resolution 20-

NTIP Placeholders: Reduced placeholder in FY2019/20 by \$11,000 to \$769,000 and reduced Carry Forward From 2014 5YPP from \$139,000 to \$0.

Cumulative Remaining Capacity: Reduced from \$66,800 to \$0 in FY2020/2021.

Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds: Added project with \$216,800 in FY2020/21.

⁴ 5YPP amendment to accommodate allocation of \$425,400 for Slow Streets Program (Resolution 21-0XX, 09/xx/2020).

Citywide Neighborhoods: Reduced placeholder from \$650,000 to \$224,600 in FY2019/20.

Slow Streets Program: Added project with \$425,400 in FY202021.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Golden Gate Park Sustainable Travel Study [NTIP Planning]
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Transportation/Land Use Coordination
Current Prop K Request:	\$60,000
Supervisory District(s):	District 01, District 04, District 05

REQUEST

Brief Project Description

At the request of Supervisor Fewer, the Transportation Authority will convene a working group of city agencies, public institutions, and community groups to review the current closure of JFK Drive in Golden Gate Park to vehicles and identify and address transportation needs. This would be conducted over the course of a small number of meetings that would be used to identify concerns, provide a transparent analysis of those concerns, and develop consensus on the long-term strategy for the closure (continue, modify or terminate).

Detailed Scope, Project Benefits and Community Outreach

Golden Gate Park is an important destination for local, citywide, and regional travelers, as well as tourists. There is and has been a need for a comprehensive transportation planning effort to identify strategies to provide safe, sustainable and equitable transportation options for people traveling to, through and within the park. In the short term, the COVID-19 pandemic has led to an ongoing closure of JFK Drive from MLK to Crossover Drive for use by people walking and bicycling. A specific concern to be addressed is access for disabled visitors to Golden Gate Park generally and to specific institutions within the Park.

This project will be a first phase of a comprehensive evaluation of strategies to increase the sustainability of transportation options to/from and around Golden Gate Park. The project will address any critical issues for the JFK closure related to disabled access to Golden Gate Park and specific institutions, employee access to those institutions, access between the Inner Richmond and Inner Sunset, and any other issues.

This project would focus on the short-term question about if/how to modify the current car-free JFK Open Street configuration and surrounding access routes as the city emerges out of Shelter in Place and the emergency order for the pandemic. The study tasks include:

1. Project Management. General project oversight and communication
2. Working Group. The primary work of this task is a convening of stakeholders, including public agencies, park institutions, residents adjacent to the park (D1, D4, D5, and D7), advocates, community organizations, businesses adjacent to the park, and visitors (potentially through SF Travel) to examine extending the closure of JFK Drive and the proposed connection to the Great Highway. We anticipate three meetings with the following general topics:
 - a. Meeting 1: Review current data and information about the closure including data on community feedback, available data on current travel patterns and travel patterns pre-pandemic. Identify critical areas of concern by stakeholders and work conducted to date to resolve those. Identify any additional analysis needed to support this work.
 - b. Meeting 2: Review the additional analysis identified in the first meeting. Identify potential solutions including design changes, operating improvements, transportation demand management (TDM) strategies, and communications that can help to mitigate potential issues. Identify areas of agreement and any outstanding questions or concerns.
 - c. Meeting 3: Finalize consensus around proposed outcome. Identify the need and objectives of a long-term study related to Golden Gate Park access.

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3. Technical Analysis. Technical analysis will be conducted on an as-needed basis to support this task up to the level of effort identified. Technical analysis is likely to include review of survey and model data to understand travel patterns of individuals traveling by auto through the park, one SF-CHAMP model run to estimate potential for diversion, data collection on travel patterns and speeds, and similar efforts.

4. Final Report. The Transportation Authority will summarize the findings of the working group and any technical analysis in a summary report.

Project Location

JFK Drive within Golden Gate Park

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$758,000

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Golden Gate Park Sustainable Travel Study [NTIP Planning]
Grant Recipient:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

September 2020 –	approval of task order
October 2020 –	convene first meeting of working group
November 2020 –	convene second meeting of working group
December 2020/January 2021 –	convene final working group meeting
December 2020/January 2021 –	complete final report
January 2021/February 2021 –	present final report to SFCTA Board

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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

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Project Name:	Golden Gate Park Sustainable Travel Study [NTIP Planning]
Grant Recipient:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Transportation/Land Use Coordination	\$0	\$60,000	\$0	\$60,000
Phases in Current Request Total:	\$0	\$60,000	\$0	\$60,000

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$60,000	\$60,000	Based on estimated cost for scope of work
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$0	\$0	
Construction (CON)	\$0	\$0	
Operations (OP)	\$0	\$0	
Total:	\$60,000	\$60,000	

% Complete of Design:	0.0%
As of Date:	08/21/2020
Expected Useful Life:	N/A

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

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MAJOR LINE ITEM BUDGET - Golden Gate Park Sustainable Travel Study

BUDGET SUMMARY					
Agency	Task 1 - Project Management	Task 2 - Working Group Meetings	Task 3 - Analysis	Task 4 - Recommendations and Report	Total
SFCTA	\$ 3,053	\$ 17,523	\$ 22,528	\$ 4,957	\$ 48,061
Consultant	\$ 2,100	\$ 8,400	\$ -	\$ 1,400	\$ 11,900
Total	\$ 5,153	\$ 25,923	\$ 22,528	\$ 6,357	\$ 59,961
Rounded					\$ 60,000

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Deputy Director	72	\$ 102.47	\$ 2.50	\$ 254.39	0.03	\$ 18,316
Transportation Planner	111	\$ 53.10	\$ 2.50	\$ 132.87	0.05	\$ 14,749
Senior Modeler	59	\$ 71.93	\$ 2.50	\$ 179.97	0.03	\$ 10,618
Communication Director	22	\$ 79.53	\$ 2.50	\$ 198.99	0.01	\$ 4,378
Total	264				0.13	\$ 48,061

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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Golden Gate Park Sustainable Travel Study [NTIP Planning]
Grant Recipient:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$60,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$60,000	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	Golden Gate Park Sustainable Travel Study [NTIP Planning]
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	09/30/2021
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-144	\$60,000	\$0	\$0	\$0	\$0	\$60,000

Deliverables

1. Monthly progress reports shall include % complete of the funded phase, % complete by task, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.

2. Progress reports shall include a summary of any working group meetings conducted during the prior quarter. Summary should include stakeholder concerns, proposed solutions, and consensus on preferred outcomes.

3. Upon completion of study, project team shall provide a final report, including photos of existing conditions, working group findings, technical analysis results, and study recommendations. Project team shall present the final report to the CAC and Board for approval.

Notes

1. Progress reports will be shared with the Transportation Authority Board.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	0.0%	No Prop AA

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Golden Gate Park Sustainable Travel Study [NTIP Planning]
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$60,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement
HL

CONTACT INFORMATION

	Project Manager	Grants Manager
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Title:	Principle Transportation Planner	Senior Transportation Planner
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