

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name and Sponsor			
Project Name:	I-280 Southbound Ocean Ave Off-Ramp Improvement		
Implementing Agency:	SFCTA		
Prop L Expenditure Plan Information			
Prop L Program:	21- Vision Zero Ramps		
Prop L Sub-Program (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	The I-280 Ocean Avenue Off-Ramp Realignment Project will realign the existing Southbound Ocean Avenue Off-Ramp from a free flow right turn to a signalized T-intersection to reduce conflicts and improve safety for all road users. The SFCTA project team is working closely with Caltrans, SFMTA, and City College of SF to advance this project.		
Project Location and Limits:	I-280 Southbound Ocean Avenue Off-Ramp and Ocean Avenue Intersection		
Supervisory District(s):	District 07		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	Is the project located in an Equity Priority Community (EPC)?	No
Which EPC(s) is the project located in?	The project is located immediately adjacent to the Oceanview-Ingleside EPC and the Excelsior-Outer Mission EPC.		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>The project was a recommendation of the Balboa Park Station Area Circulation Study in 2014 which included the Transportation Authority, SFMTA, Caltrans, and BART. That study also conducted two rounds of outreach and received support from the community to improve traffic circulation. The current configuration of the SB I-280 off-ramp intersection with Ocean Avenue creates potential conflicts between multi-modal users. The current configuration is a single-lane, free-right turn onto WB Ocean Avenue just prior to the intersection with Howth Street. The ramp becomes a new rightmost lane as it joins WB Ocean Avenue. When vehicles on WB Ocean Avenue attempt to shift to the right lane immediately past the ramp merge area to turn right at Howth Street into City College of SF, they are required to merge with vehicles exiting the off-ramp over a short distance of approximately 150 feet. Bicyclists at this location also experience merging conflicts with vehicles exiting the freeway.</p> <p>The project area supports a high volume of pedestrian traffic due to the vicinity of the Balboa Park BART and Muni stations. Additionally, there are pedestrian destinations in the vicinity of the Balboa Park neighborhood, such as the City College of SF, Lick-Wilmerding High School, Balboa Park, and neighborhood retail along Ocean Avenue to the west of the college. This project will realign the off ramp to a signalized T-intersection with crosswalks and curb ramps to improve safety for pedestrians and bicyclists.</p> <p>This project experienced a number of project delivery challenges during the environmental phase. The project team required additional environmental investigation due to a landfill next to the off-ramp and methane within the landfill which may be released during construction. The team took additional geotechnical borings that indicated that the hazardous material level of risk may be mitigated during construction. This process delayed execution of the Cooperative Agreement between SFCTA and Caltrans to investigate liabilities related to the potentially hazardous materials. Also, the project was delayed due to a prolonged schedule for the pre-award audit by Caltrans. The project has received NEPA Categorical Exclusion and CEQA Categorical Exemption.</p>		

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	<p>The project team has started the design phase which requires Caltrans oversight and SFMTA and SFPW design and permit approvals. The project team has developed the geometric drawings and profiles, performed an aerial survey, completed numerous environmental and technical reports, and received Caltrans design exceptions.</p> <p>This Prop L request will provide funding for the following work and an associated cost increase in the design phase:</p> <ul style="list-style-type: none"> - Provide additional funding for the City Department review and permit approval process - Provide funding for the environmental investigation that was conducted to determine hazardous materials from landfill next to site that may be impacted during construction - Meet recent inflation increase in soft cost - Allow design of potential pedestrian entrance to City College San Francisco where there is an existing informal pedestrian path that does not meet safety standards. This design may also require additional coordination with Caltrans. - Allow for additional utility coordination and potholing. Anticipated utility includes underground PG&E vault and MTA overhead contact system. 					
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Area Map attached					
Type of Environmental Clearance Required:	Categorically Exempt					
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	Caltrans - Al Lee					
Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering	100%	Contracted	Q3-Jan-Feb-Mar	Previous	Q3-Jan-Feb-Mar	2020/21
Environmental Studies (PA&ED)	100%	Contracted	Q3-Jan-Feb-Mar	Previous	Q3-Jan-Feb-Mar	2020/21
Right of Way						
Design Engineering (PS&E)	25%	Contracted	Q1-Jul-Aug-Sep	2023/24	Q4-Apr-May-Jun	2024/25
Advertise Construction	0%	Contracted	Q2-Oct-Nov-Dec	2025/26		
Start Construction (e.g. Award Contract)	0%	Contracted	Q3-Jan-Feb-Mar	2025/26		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2027/28
Project Completion (means last eligible expenditure)					Q3-Jan-Feb-Mar	2028/29
Notes						

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Project Cost Estimate		Funding Source			
Phase	Cost	Prop L	Other	Source of Cost Estimate	
Planning/Conceptual Engineering	\$ -	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ 750,000	\$ -	\$ 750,000	actual cost	
Right of Way	\$ -	\$ -	\$ -		
Design Engineering (PS&E)	\$ 2,750,000	\$ 650,000	\$ 2,100,000	PSR-PR, 25% design	
Construction	\$ 28,000,000	\$ -	\$ 28,000,000	PSR-PR, 25% design	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -		
Total Project Cost	\$ 31,500,000	\$ 650,000	\$ 30,850,000		
Percent of Total		2%	98%		

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2023/24	2024/25	2025/26	2026/27	2027/28
Prop K		Environmental Studies (PA&ED)	Allocated	Previous	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K		Design Engineering (PS&E)	Allocated	2020/21	\$ 1,050,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LPP Formula		Design Engineering (PS&E)	Allocated	2021/22	\$ 1,050,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	21- Vision Zero Ramps	Design Engineering (PS&E)	Planned	2023/24	\$ 650,000	\$ -	\$ -	\$ 325,000	\$ 325,000	\$ -	\$ -
TBD		Construction		2025/26	\$ 28,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 31,500,000	\$ -	\$ -	\$ 325,000	\$ 325,000	\$ -	\$ -

Notes

Local Partnership Program (LPP) funds must be fully expended by June 30, 2024. SFCTA will request and expects to receive a one year extension to allow expenditures until June 30, 2025.

Potential funding for construction includes Highway Safety Improvement Program, SHOPP, federal Safe Streets 4 All grants, and federal earmarks. During the design phase, the project team will continue to refine the funding strategy for construction.

Overall leveraging of sales tax funds (Props K and L) for the proposed project is 8% sales tax leveraging 92% in other funds.

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Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>I-280 Southbound Ocean Ave Off-Ramp Improvement</i>
Relative Level of Need or Urgency (time sensitive)	<p>The project is starting the design phase which will last 2 years. However, the project has LPP funding which requires timely use of funds by June 2024. The project team will request a one year extension from CTC if possible and complete the project by June 2025. The delay of the start of the project was due to additional environmental investigation of hazardous material from a landfill next to the project location. The project team is also working closely with Caltrans, SFMTA, and SFPW. The team is executing the Caltrans Co-op and will then finalize the design contract with Mark Thomas for engineering services. The requested funding will also help fund SFMTA and SFPW staff for the permit approval process which will be necessary before accepting traffic signals and infrastructure for long term maintenance.</p>
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	<p>The project was recommended from the Balboa Park Station Area Circulation Study in 2014 which analyzed the traffic circulation around the BART and Muni stations and proposed a number of recommendations. The study also involved transportation agencies including Caltrans, BART, and SFMTA. The study included two rounds of outreach to local education institutions and community/residential groups.</p> <p>The project conducted additional outreach during the PA&ED phase starting in 2016. SFCTA led the public outreach process, including frequent community interaction. Extensive outreach was done to ensure the members of the community, which includes the Oceanview-Ingleside EPC, were notified of the community meetings to discuss the project. SFCTA efforts include</p> <ul style="list-style-type: none"> - Email notifications to thirty community-based organizations, including the Balboa Park Email Group; - Distribution of over 500 meeting announcement flyers to the Balboa Park Station Area's surrounding businesses, grocery stores/corner markets, libraries, schools, community centers, gathering places, and transit shelters; - Muni bus banner ads displayed on local lines to promote the project and notify the public of meeting; - Mailer notification to all addresses within a 300-foot radius of the project; - Media advisory was issued to various media outlets in advance of the meetings <p>Balboa Park residents are generally supportive of improving pedestrian and bicycle safety and movement, and transit service. The Balboa Park Station Community Advisory Committee (BPSCAC) voted to support adoption of the Balboa Park Circulation Study which recommended this project and SFCTA provided updates to the BPSCAC.</p> <p>The project team also gave presentation to the Ocean Avenue Community Benefit District (OACBD). Comments received from OACBD include members' desire to improve traffic congestion along Ocean Avenue and to improve safety crossing for pedestrian and bicyclists. OACBD provided a letter of support for the project.</p>
Benefits to Disadvantaged Populations and Equity Priority Communities	<p>This project is located next to the Oceanview-Ingleside Equity Priority Community and is also across from the Excelsior Equity Priority Community. It is next to City College of San Francisco. This project will improve safety for residents and students attending City College of SF. The project area supports a high volume of pedestrian traffic due to vicinity of the Balboa Park BART station, Muni station, City College of San Francisco, Balboa Park High School, Lick Wilmerding High School, and local businesses.</p>
Compatibility with Land Use, Design Standards, and Planned Growth	Yes

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<p><u>San Francisco Transportation Plan Alignment (SFTP)</u></p>	<p>Safety and Livability</p> <p>The project meets SFTP safety and livability goals and the City's Vision Zero policy. This intersection is included on the San Francisco High Injury Network. According to the San Francisco Department of Public Health (SFDPH) TransBASE database, there were at least two pedestrian injury collisions, one bicyclist injury, and one single vehicle injury collision in the area at the intersection of Ocean Avenue/SB I-280/Howth between April 2018 and March 2023. SFTP safety goals includes reducing speed and street redesign. The project achieves speed reduction by installing a controlled traffic signal intersection to reduce speed. The project also redesigns the off-ramp from a free-flow right turn with limited sight distance to a T-intersection that has higher visibility. The project goal is to address safety issues due to multi-modal conflicts.</p> <p>Although the project will widen the future off-ramp from one lane to two lanes, it actually does not increase capacity since the goal of the ramp widening is to ensure that the redesigned off-ramp has enough storage area to prevent the traffic queue due to a traffic signal from backing up to the southbound I-280 SB Mainline freeway and causing collisions.</p> <p>The City of SF and SFMTA also have long term plans to upgrade Ocean Avenue corridor to improve businesses and increase capacity for new housing units next to City College. The City of SF will widen Ocean Avenue west of the I-280 freeway and this project will be contribute to that widening to increase vehicle capacity.</p>
<p align="center">The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.</p>	
<p align="center">21- Vision Zero Ramps</p>	
<p>Safety</p>	<p>The purpose of the project is to resolve a multi-modal conflict by reconfiguring the free-flow right turn off-ramp into a signalized T-intersection. The existing off-ramp has poor sight distance for vehicles exiting the freeway at high-speed and merging into westbound Ocean Avenue. This is a hazard for pedestrians and bicyclists crossing the off-ramp to City College SF.</p> <p>The existing off-ramp configuration creates potential conflicts between multi-modal users. This intersection is included on the San Francisco High Injury Network. According to the San Francisco Department of Public Health (SFDPH) TransBASE database, there were at least two pedestrian injury collisions, one bicyclist injury, and one single vehicle injury collision in the area at the intersection of Ocean Avenue/SB I-280/Howth between April 2018 and March 2023.</p>

