

STANDARD GRANT AGREEMENT
Proposition K
Transportation Authority Project No. 139-907165, 140-907109
Resolution 23-037

SECTION 1
AGREEMENT

I. PURPOSE OF AGREEMENT

THIS AGREEMENT is entered into by and between the San Francisco County Transportation Authority (TRANSPORTATION AUTHORITY) and the City and County of San Francisco acting through its Municipal Transportation Agency (RECIPIENT), to document the funding conditions necessary for the RECIPIENT of a TRANSPORTATION AUTHORITY funding allocation (GRANT) to comply with applicable law and TRANSPORTATION AUTHORITY policies as provided in the TRANSPORTATION AUTHORITY GRANT Resolution. This AGREEMENT consists of Sections 1 and 2 and all additional documents stated in these sections as being attached hereto and incorporated in the AGREEMENT by reference.

In consideration of the mutual covenants, promises, and representations herein, the parties hereto agree as follows:

II. PURPOSE OF GRANT

This GRANT, approved through Resolution 23-037 of the TRANSPORTATION AUTHORITY, in accordance with the requirements of the TRANSPORTATION AUTHORITY'S Proposition K Expenditure Plan and Strategic Plan, is made for the following purposes identified in the RECIPIENT'S Proposition K Sales Tax Program Allocation Request Form (Attachment):

Lake Merced Quick Build - Additional Funds

III. PROJECT DEFINITION AND SCOPE

Subject to completion of any required environmental review, the RECIPIENT agrees to undertake and complete the project identified in the RECIPIENT'S Allocation Request Form (PROJECT) with all practicable dispatch, in a sound, economical, and efficient manner, and in accordance with all the provisions of Sections 1 and 2 hereof, and as described in the Scope section and any Special Conditions of the Proposition K Sales Tax Program Allocation Request Form, which are attached to this AGREEMENT, and made a part hereof. If RECIPIENT determines that it will no longer pursue the PROJECT, RECIPIENT will, with all practicable dispatch, provide the TRANSPORTATION AUTHORITY with an explanation and reason for ceasing pursuit of the PROJECT, and work with the TRANSPORTATION AUTHORITY to develop a plan to explain and justify as needed this change to members of the TRANSPORTATION AUTHORITY Board of Commissioners, and to establish a timeline for submitting a final reimbursement request, returning any unspent funds, and closing out the GRANT, consistent with the provisions in Section 2, below.

IV. GRANT

The TRANSPORTATION AUTHORITY hereby grants to the RECIPIENT the sum of \$1,385,352 as designated in the GRANT Resolution cited below and included in this AGREEMENT by reference.

Res. No.	Date	Project #	Proposition K Funds Allocated	Proposition K Fund Expiration Date
23-037	3/21/2023	139-907165	\$660,352	6/30/2025
		140-907109	\$725,000	6/30/2025

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V. ACCEPTANCE OF GRANT

The RECIPIENT does hereby declare that all written statements, representations, covenants, and materials submitted as a condition of this AGREEMENT are true and correct and does hereby accept the TRANSPORTATION AUTHORITY'S GRANT and agrees to all of the terms and conditions of this AGREEMENT.

This AGREEMENT is effective as of the DATE OF EXECUTION as defined in Section 2, STANDARD TERMS AND CONDITIONS, DEFINITIONS, below.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

DocuSigned by:
By: Maria Lombardo
For Tilly Chang, Executive Director
3F8950ADB8BD437

Date 4/14/2023

RECIPIENT: City and County of San Francisco acting through its Municipal Transportation Agency

DocuSigned by:
By: Jeffrey Tumlin
5D9CA93F693F43E
Jeffrey Tumlin, Director of Transportation

Date 4/3/2023

Approved as to Form: David Chiu, City Attorney

DocuSigned by:
By: Isidro Jimenez
57E8A0F5ACCC47B
Deputy City Attorney

SECTION 2 STANDARD TERMS AND CONDITIONS

I. DEFINITIONS

As used in this AGREEMENT:

- A. AGREEMENT shall mean Sections 1 and 2 of this Standard Grant Agreement and all additional documents stated in these sections as being attached and incorporated by reference.
- B. TRANSPORTATION AUTHORITY shall mean the San Francisco County Transportation Authority.
- C. DATE OF EXECUTION shall mean the date when the TRANSPORTATION AUTHORITY'S Executive Director or his/her authorized designee signs this agreement.
- D. DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM shall mean any DBE program adopted by RECIPIENT, or an equivalent program approved directly by the California Department of Transportation or accepted by the federal agency providing financial assistance, that is applicable to the PROJECT as determined by RECIPIENT.
- E. FISCAL YEAR shall mean the TRANSPORTATION AUTHORITY'S fiscal year from July 1 of a calendar year through June 30 of the next calendar year.
- F. FORCE ACCOUNT shall mean personnel costs incurred by the RECIPIENT directly associated with implementing the PROJECT.
- G. FUND EXPIRATION DATE shall mean the final date when eligible costs may be incurred and be reimbursable from a GRANT.
- H. GRANT shall mean the allocation of any Proposition K sales tax funds.
- I. LOCAL BUSINESS ENTERPRISE (LBE) PROGRAM shall mean any LBE program adopted by RECIPIENT that is applicable to the PROJECT as determined by RECIPIENT.
- J. LOCAL HIRING PROGRAM shall mean any local hiring ordinance adopted by RECIPIENT or another employment opportunity program developed by RECIPIENT that is applicable to the PROJECT as defined by RECIPIENT.
- K. EXPENDITURE PLAN shall mean the City and County of San Francisco Transportation Expenditure Plan administered by the TRANSPORTATION AUTHORITY and approved by the voters on November 4, 2003.
- L. PROJECT shall mean the scope of work set forth in the attached Proposition K Sales Tax Program Allocation Request Form. The eligibility of this scope of work for a Proposition K GRANT is based on the applicable language in the EXPENDITURE PLAN.
- M. CASH FLOW DISTRIBUTION SCHEDULE shall mean the table of cash flows in the Recommendation section of the Proposition K Sales Tax Program Allocation Request Form, titled Cash Flow Distribution Schedule by Fiscal Year.
- N. RECIPIENT shall mean SPONSORING AGENCY that receives a GRANT from the TRANSPORTATION AUTHORITY for the purpose of carrying out the PROJECT.
- O. SMALL BUSINESS ENTERPRISE (SBE) PROGRAM shall mean any SBE program adopted by RECIPIENT that is applicable to the PROJECT as determined by RECIPIENT,
- P. SPONSORING AGENCY shall mean the RECIPIENT shown on page 20 of 21 of the EXPENDITURE PLAN for the PROJECT.
- Q. STRATEGIC PLAN shall mean the long-range Strategic Plan adopted by the TRANSPORTATION AUTHORITY Board in place at the time of the allocation, which updates assumptions about level and availability of Proposition K revenues and sets policy on Proposition K expenditures, project budgets, cost eligibility, and expected cash flows.

II. GENERAL CONDITIONS

A. Cost Eligibility

Cost eligibility shall be determined by the TRANSPORTATION AUTHORITY'S STRATEGIC PLAN policies. Any costs incurred by RECIPIENT prior to the DATE OF EXECUTION of this AGREEMENT shall be ineligible for reimbursement by the TRANSPORTATION AUTHORITY, except as follows:

1. Where the TRANSPORTATION AUTHORITY has previously approved the scope of a project and that scope has incurred increased costs; and
2. Capital costs of a multi-year project to which the TRANSPORTATION AUTHORITY has made a formal commitment in a resolution for out-year costs, although the funds have not been allocated.

While these costs shall be eligible for reimbursement in the situations cited above, the timing and amount of reimbursement will be subject to a TRANSPORTATION AUTHORITY allocation, based on available revenues, other anticipated project requests, and project category and subcategory limits established in the EXPENDITURE PLAN. Travel costs shall not exceed the per diem rates and allowances established by the U.S. General Services Administration when traveling within the United States, and U.S. Department of State when traveling outside the United States and applicable at the time of the travel. All costs incurred by RECIPIENT after the FUND EXPIRATION DATE shall be ineligible for reimbursement by the TRANSPORTATION AUTHORITY. Any waiver of cost eligibility policies must be included in the Proposition K Sales Tax Program Allocation Request Form as approved by the TRANSPORTATION AUTHORITY.

B. Non-Substitution of Funds

In accordance with Sections 131000 et seq. of the California Public Utilities Code under which the TRANSPORTATION AUTHORITY was created, a GRANT awarded to the RECIPIENT is intended to supplement existing local revenues being used for public transportation purposes and shall not replace funds previously provided by property tax revenues for public transportation purposes.

Any GRANT determined by the TRANSPORTATION AUTHORITY to replace existing local revenues shall be refunded by the RECIPIENT to the TRANSPORTATION AUTHORITY in a manner determined by the TRANSPORTATION AUTHORITY.

C. Compliance with Law

In the performance of its obligations pursuant to this AGREEMENT, the RECIPIENT shall keep itself fully informed of the federal, state and local laws, ordinances and regulations in any manner affecting the performance of this AGREEMENT, and shall at all times comply with such laws, ordinances, and regulations as they may be amended from time to time.

D. Budget and Scope

The RECIPIENT shall maintain a PROJECT budget. The RECIPIENT shall carry out the PROJECT and shall incur obligations against and make disbursements of the GRANT in conformity with the TRANSPORTATION AUTHORITY'S requirements and the budget. The PROJECT budget may be revised from time to time through the submission of a revised budget to the TRANSPORTATION AUTHORITY.

The RECIPIENT may not make any changes to the scope of the PROJECT without prior written approval of the TRANSPORTATION AUTHORITY. Approval by the TRANSPORTATION AUTHORITY of a change of scope shall not constitute an increase in the GRANT amount unless additional funds are specifically allocated by the TRANSPORTATION AUTHORITY Board for that purpose.

E. Third Party Contract Audits

The TRANSPORTATION AUTHORITY reserves the right to audit third party contracts for any reason. If the RECIPIENT is subject to third party financial audit requirements imposed by another funding source, copies of audits performed in fulfillment of such requirements shall be provided to the TRANSPORTATION AUTHORITY. If the RECIPIENT is an agency, department or other subdivision of the City and County of San Francisco, third party contracts include those contractual agreements entered into by the RECIPIENT and any other City and County of San Francisco entity.

F. Project Management

RECIPIENT shall be responsible for the PROJECT and provide for management of consultant and contractor activities for which RECIPIENT contracts, including responsibility for schedule, scope, and budget, consistent with the TRANSPORTATION AUTHORITY'S resolution allocating the GRANT unless otherwise agreed upon in writing.

G. Project Oversight

The RECIPIENT shall fully cooperate with the TRANSPORTATION AUTHORITY'S project oversight team and shall promptly provide any requested PROJECT information, including any PROJECT information that is reportable to any other oversight body responsible for monitoring the PROJECT. Project progress reports may be calendared on the TRANSPORTATION AUTHORITY Board and/or Citizens Advisory Committee meeting agendas, at the discretion of the Board Chair and Executive Director. Project updates may be consent items or discussion items with presentation by RECIPIENT staff. In either case RECIPIENT staff shall be in attendance to present and/or answer questions from Board and Citizens Advisory Committee members.

H. Attribution and Signage

RECIPIENT shall demonstrate compliance with the TRANSPORTATION AUTHORITY'S attribution and signage requirements as a mandatory condition for authorization of Proposition K reimbursement for project expenses. Logo files and brand guide are available at www.sfcta.org/logo.

1. Required Attribution and Acknowledgement of TRANSPORTATION AUTHORITY Funding for Construction Capital Projects with Proposition K funding on any Project Phase(s) (e.g., Planning/Preliminary Engineering, Environmental, Right of Way, Specifications and Estimates, Construction and Procurement).

Prior to public display of signage, the RECIPIENT shall submit for TRANSPORTATION AUTHORITY review and approval the design of the proposed attribution and signage identifying Proposition K Local Transportation Sales Tax Funds and the TRANSPORTATION AUTHORITY as a funding source, as described below. Exceptions may be made at the sole discretion of the TRANSPORTATION AUTHORITY.

Upon initiation of field work or at the earliest feasible time thereafter, RECIPIENT shall install and maintain this sign at the construction site. With the first quarterly report following initiation of fieldwork, RECIPIENT shall submit to the TRANSPORTATION AUTHORITY a photograph documenting compliance with the Proposition K attribution and format requirements herein contained.

Construction sign shall display the following items:

- a. The official TRANSPORTATION AUTHORITY logo, available at www.sfcta.org/logo, the same size as the RECIPIENT'S own seal or official logo appearing on the sign, whichever is larger.

- Your Proposition K*
Sales Tax Dollars at Work

c. Examples of Construction Sign Layout (template files available at sfcta.org/attribution)

Figure 1 – Example of Construction Sign Layout for City and County of San Francisco Agencies



ONE SF

Building Our Future

onesanfrancisco.org

BERNAL SUBSTATION UPGRADE PROJECT

Contract No. 1262

BEGINS WINTER 2012, COMPLETION DATE: SPRING 2014

MORE INFORMATION:

Please visit us at

www.sfmta.com

CONTACT:

**San Francisco Municipal
Transportation Agency
415-734-8432**

AFTER HOURS:

**Balfour Beatty Rail
650-243-5660**

A PROJECT OF THE CITY'S TEN-YEAR CAPITAL PLAN
There is only one San Francisco and we're taking care of it.

This project is
brought to you by:

MAJOR
Honorable London N. Breed

BOARD OF SUPERVISORS
Norman L. Friedman
Vicki Brown
Doreen Lee
Mark Healy
Edgar Hernandez
Antonio Hall
Aaron Peskin
Helene Persson
Alexis Solis
Catherine Strickland
Sherman Holmes

Your Proposition K Sales Tax Dollars at Work

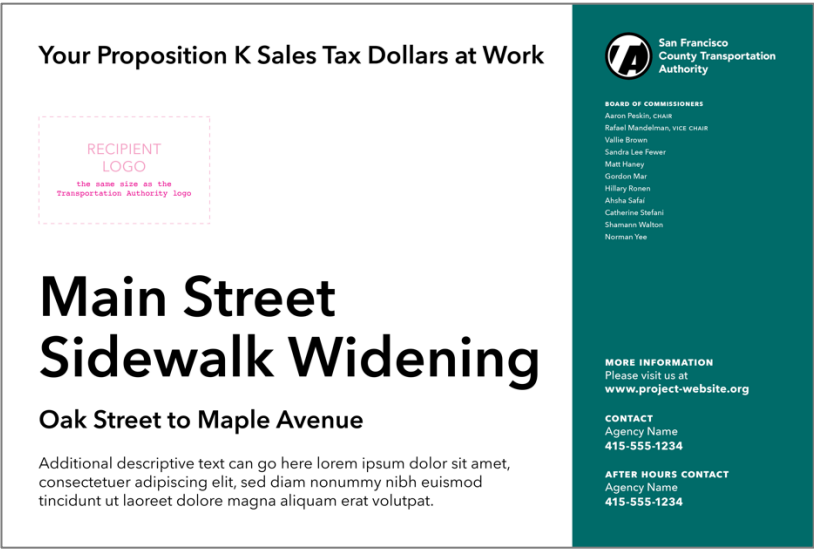


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County Transportation
Authority

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**Figure 2 – Example of Construction Sign Layout for
Non-City and County of San Francisco Agencies
Project Fully Funded by Prop K**

Sign shall include a listing of current members of the TRANSPORTATION AUTHORITY Board of Commissioners, starting with Chair and Vice Chair, followed by Board members names listed in alphabetical order, left-aligned to the TRANSPORTATION AUTHORITY logo. See example in Figure 2.



**Figure 3 – Example of Construction Sign Layout for
Non-City and County of San Francisco Agencies
Construction Partially Funded by Prop K**

Figure 3a

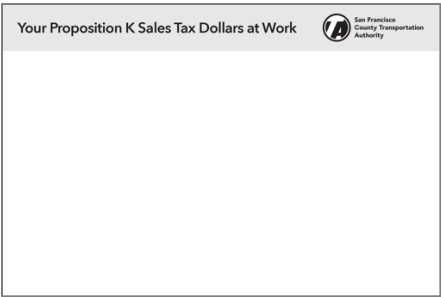


Figure 3b



2. Required Attribution and Acknowledgement of TRANSPORTATION AUTHORITY Funding for Non-Construction Capital Projects.

All capital purchases, including but not limited to transit fleet and non-revenue fleet vehicles and maintenance vehicles, partially or entirely funded by Proposition K, shall bear permanent signage. RECIPIENT shall affix permanent signage, to be provided by the TRANSPORTATION AUTHORITY, identifying the TRANSPORTATION AUTHORITY and the Sales Tax Funds as a funding source according to the standard

format.

Non-revenue vehicles shall display the decal on either exterior side or on the rear of the vehicle, at least 6 inches in from the perimeter of the surface where it is displayed. Transit and paratransit vehicles shall display the decal prominently on the vehicle in a location to be agreed upon by RECIPIENT and TRANSPORTATION AUTHORITY.

3. Required Attribution and Acknowledgement of TRANSPORTATION AUTHORITY Funding of Studies and Reports.

All reports funded in whole or in part by Proposition K shall, on the credits or attribution page, include a box containing the following text, left-aligned, set in the same size and font used in the body of the report.

a. For reports and studies entirely funded through Proposition K:

This report was funded by the San Francisco County Transportation Authority through a grant of Proposition K Local Transportation Sales Tax funds



b. For reports and studies partially funded through Proposition K:

This report was supported by the San Francisco County Transportation Authority through a grant of Proposition K Local Transportation Sales Tax funds



4. Required Attribution and Acknowledgement of TRANSPORTATION AUTHORITY Funding for Project Communication Materials.

All press releases, project fact sheets, websites, flyers, brochures, posters, blogs or editorial and communication materials produced about the PROJECT following receipt of the GRANT, whether the production of those materials are funded by Proposition K or not, shall include the TRANSPORTATION AUTHORITY logo and the following statement:

This project was made possible in part by Proposition K Sales Tax dollars provided by the San Francisco County Transportation Authority.

The logo should be grouped with those of any other participating agencies.

III. ENVIRONMENTAL COMPLIANCE

The RECIPIENT shall undertake all environmental mitigation measures that may be identified as commitments in applicable documents (such as environmental assessments, environmental impact statements, findings and reports, and memoranda of agreement), and comply with any conditions and mitigation required or imposed as a part of a finding of no significant impact or a record of decision. All such mitigation measures are incorporated in this AGREEMENT by reference. Approval of this GRANT does not constitute approval of the PROJECT for California Environmental Quality Act (CEQA) purposes.

The following is applicable when RECIPIENT is the San Francisco Municipal Transportation Agency: Prior to approval of the PROJECT for construction, the San Francisco Municipal Transportation Agency will conduct review under the CEQA. The San Francisco Municipal Transportation Agency shall not proceed with the approval of the PROJECT for construction until there has been complete compliance with CEQA. Prior to billing for any construction funds, if requested by the TRANSPORTATION AUTHORITY, the San Francisco Municipal Transportation Agency will provide the TRANSPORTATION AUTHORITY with documentation confirming that CEQA review has been completed.

IV. FINANCES

A. Documentation of Project Costs

All costs charged to the PROJECT, including any approved FORCE ACCOUNT services performed by the RECIPIENT, shall be supported by properly prepared and documented time records, invoices, or vouchers evidencing in detail the nature and propriety of the charges and the basis for the percentage charged to the TRANSPORTATION AUTHORITY.

B. Records

All checks, payrolls, invoices, contracts, vouchers, journal entries, work orders, and other accounting documents pertaining in whole or in part to the PROJECT shall be maintained by the RECIPIENT for a period of five (5) years after the later of PROJECT closeout or termination of GRANT. Such PROJECT documents shall be clearly identified, readily accessible, and, to the extent feasible, kept separate and apart from all other similar documents not pertaining to the PROJECT.

C. Reimbursements

Payment shall be made to the RECIPIENT for costs reimbursable under the terms of this AGREEMENT and incurred prior to the termination date of this AGREEMENT. Payment to RECIPIENT of the GRANT shall be upon written approval by the TRANSPORTATION AUTHORITY, upon submittal by the RECIPIENT of appropriate support documentation including proof of attribution and identification of expenses incurred.

Reimbursement shall be made on a quarterly basis. The TRANSPORTATION AUTHORITY, in consultation with the RECIPIENT, may provide an alternate reimbursement schedule or quarterly calendar to the RECIPIENT. However, RECIPIENT shall submit fourth (4th) quarter reimbursement requests or an expenditure accrual schedule in time to meet the TRANSPORTATION AUTHORITY'S FISCAL YEAR closing process. Except for the GRANT closeout or end of FISCAL YEAR billing, the minimum reimbursement request amount shall be \$5,000. In the case of GRANT closeout, the TRANSPORTATION AUTHORITY reserves the right to retain up to \$25,000 or 10% of the GRANT amount, whichever is less, until all project requirements, including special conditions and deliverables, have been met, and closeout documentation, including proof of attribution and project completion, have been submitted and accepted.

Reimbursements shall not exceed the cumulative amount shown for a given fiscal year in the CASH FLOW DISTRIBUTION SCHEDULE. RECIPIENT may make a request for exceptions in writing. Exceptions may be made at the sole discretion of the TRANSPORTATION AUTHORITY.

The Transportation Authority will only reimburse RECIPIENT up to the approved overhead multiplier rate for the fiscal year in which RECIPIENT incurs charges.

D. Interest Expense

1. RECIPIENT acknowledges that the TRANSPORTATION AUTHORITY may have to issue debt to honor reimbursement requests, including, but not limited to, the planned reimbursement requests shown in the current CASH FLOW DISTRIBUTION SCHEDULE. If, as of the date of a reimbursement, the sum of the reimbursements for an Expenditure Plan line item exceeds such Expenditure Plan line item's cumulative pro-rata shares of Proposition K revenues as such revenues and pro-rations are shown in the current adopted Proposition K Strategic Plan, and the TRANSPORTATION AUTHORITY issues debt to satisfy its reimbursement obligations to RECIPIENT or any other recipient of Proposition K revenues, then such Expenditure Plan line item shall be responsible for and

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allocated its pro-rata share of the costs and expenses of such debt, including all interest expense, fees, and other costs of issuance (collectively, "Debt Expenses"). Actual Debt Expenses shall be reported at the end of the FISCAL YEAR in which the reimbursement occurs, and such Debt Expenses will be charged against applicable Expenditure Plan line item reimbursement limits.

2. The TRANSPORTATION AUTHORITY may request an updated PROPOSITION K CASH FLOW DISTRIBUTION SCHEDULE, and RECIPIENT shall respond to any such request within ten (10) business days. Changes in the CASH FLOW DISTRIBUTION SCHEDULE require approval by the TRANSPORTATION AUTHORITY. The most recently approved CASH FLOW DISTRIBUTION SCHEDULE will be the basis for determining Debt Expenses and reimbursement request limits.
3. Notwithstanding anything to the contrary within this Section III.D., in the event that the TRANSPORTATION AUTHORITY specifically issues debt on behalf of RECIPIENT's PROJECT, any Debt Expenses related to such debt will be directly allocated and charged against the applicable Expenditure Plan line item and not pro-rated as set forth in Section III.D.1.
4. Notwithstanding anything to the contrary within this Section III.D.1, in the event that this GRANT funds one of the four projects grandfathered from the Proposition B Expenditure Plan, no finance costs will be assigned to the project. These four projects are the Third Street Light Rail Project, the New Central Subway Project, the Illinois Street Bridge Project and the Bernal Heights Project.

E. Proportional Expenditure of GRANT

If this GRANT leverages non-Prop K funds, the RECIPIENT shall expend this GRANT at a rate equal to or less than the Proposition K fund share as shown in the Proposition K Sales Tax Program Allocation Request Form, unless the TRANSPORTATION AUTHORITY provides written approval of a different expenditure rate.

F. Proceeds from Sale of Equipment or Vehicles Purchased with GRANT

If RECIPIENT uses any portion of the GRANT to purchase equipment or vehicles, and later sells the equipment or vehicles, RECIPIENT shall return to the TRANSPORTATION AUTHORITY a portion of the proceeds from the sale of such assets with fair market value of \$5,000 or more. RECIPIENT shall return to the TRANSPORTATION AUTHORITY that proportion of the net sales proceeds that is equal to the percentage of the original purchase price that consisted of GRANT funds. The TRANSPORTATION AUTHORITY will program any returned funds in accordance with Strategic Plan policies.

G. Return of Project Cost Savings

If the actual costs of the PROJECT are less than the amount budgeted or the amount advanced by the TRANSPORTATION AUTHORITY, RECIPIENT shall return to the TRANSPORTATION AUTHORITY that proportion of the project cost savings that is equal to the percentage of the original project budget that consisted of Proposition K grant funds. The TRANSPORTATION AUTHORITY will program any returned funds in accordance with Strategic Plan policies.

V. REPORTING

A. Progress Reports

As a condition for reimbursement, RECIPIENT shall submit quarterly progress reports through the TRANSPORTATION AUTHORITY'S online grants portal. RECIPIENT must submit a quarterly progress report for each grant regardless of progress made during the reporting period.

The TRANSPORTATION AUTHORITY may, at its discretion, allow RECIPIENT to submit one quarterly progress report covering multiple Proposition K grants for the same project.

RECIPIENT shall submit progress reports no later than April 30, July 31, October 31, and January 31. The TRANSPORTATION AUTHORITY, in consultation with RECIPIENT, may agree to an alternate reporting schedule for the RECIPIENT.

Progress reports shall address the status of the project including the scope, schedule, and cost as listed in the Allocation Request Form or as listed in approved amendments. Progress reports shall include the required information in the progress report form in the online grants Portal, verification of compliance with the TRANSPORTATION AUTHORITY'S signage and attribution requirements, and any other required information specified in the attached Allocation Request Form.

B. Annual Reports

RECIPIENT shall submit no later than December 1 or first business day thereafter each year a project update covering the current calendar year for potential inclusion in the TRANSPORTATION AUTHORITY Annual Report, through the TRANSPORTATION AUTHORITY'S online grants portal. This update shall include at least the following information: a description of project activities and accomplishments during the calendar year; percent complete; total value of work contracted; SBE, DBE and LBE goals and utilization to date; LOCAL HIRING PROGRAM utilization to date; and presentation quality photos if project is completed or under construction.

VI. AUDITS AND CLOSEOUT PROCEDURES

A. Ongoing

The TRANSPORTATION AUTHORITY reserves the right at any time to conduct or require a financial or performance audit of the RECIPIENT'S compliance with this AGREEMENT. The TRANSPORTATION AUTHORITY will give advance notice of the requirement. The RECIPIENT shall permit the TRANSPORTATION AUTHORITY, or any of its duly authorized representatives, to inspect all work, materials, payrolls, and other data and records with regard to the PROJECT, and to audit the books, records, and accounts of the RECIPIENT and its contractors with regard to the PROJECT.

B. Closeout

PROJECT closeout occurs either when the TRANSPORTATION AUTHORITY notifies the RECIPIENT through the online grants portal that RECIPIENT'S closeout request has been approved, or when the RECIPIENT'S remittance of the proper refund has been acknowledged by the TRANSPORTATION AUTHORITY. Within ninety (90) days of the PROJECT completion date or termination by the TRANSPORTATION AUTHORITY, whichever comes first, the RECIPIENT shall submit a closeout request or submit an amendment request through the online grants portal with a schedule and justification for an alternate closeout date. At closeout, RECIPIENT shall submit a Project Closeout Form via the online grants portal. If applicable, the closeout request may include a certified financial statement and/or third-party audit reports identifying any ineligible expenditures, which RECIPIENT shall be required to refund. PROJECT closeout shall not terminate any continuing obligations imposed on the RECIPIENT by this AGREEMENT. For multi-year AGREEMENTS, the TRANSPORTATION AUTHORITY may request closeout of a portion of a PROJECT as it is completed. Final reimbursement will be in accordance with TRANSPORTATION AUTHORITY policies and procedures.

RECIPIENT shall provide to the TRANSPORTATION AUTHORITY the following

information at project closeout:

1. Final Expenditure Report

This report shall consist of the total expenditures for each funding source for the approved scope of work. RECIPIENT shall provide supporting documentation for expenditures and revenues from its accounting and financial management system.

2. Final Project Update

RECIPIENT shall provide a final project update with at least the following information: a description of project activities and accomplishments; total value of work contracted; and presentation quality photos if project is completed or under construction.

3. SBE, DBE, LBE and LOCAL HIRING PROGRAMS Utilization Report

Closeout request shall include a breakdown of work performed by RECIPIENT forces and work that was contracted out. The breakdown of contracted work shall include the amounts contracted to SBE, DBE, LBE and/or local residents, as well as the contract and project goals and the applicable utilization rates.

These project closeout documents shall be submitted via the online grants portal under the electronic signature of RECIPIENT staff authorized to administer the AGREEMENT.

Release of the final reimbursement request or allocation of additional grants shall be subject to receipt of required closeout materials. The TRANSPORTATION AUTHORITY reserves the right to retain up to \$25,000 or 10% of the GRANT, whichever is less, until all closeout documentation, including proof of attribution and project completion, have been submitted and accepted.

C. Rescission of Authorization of Funds

The TRANSPORTATION AUTHORITY reserves the right to rescind its authorization of unneeded GRANT funds prior to, or at the time of, PROJECT closeout. Funds are determined to be unneeded if they are uncommitted at time of project closeout.

D. Repayment of Ineligible Costs

The TRANSPORTATION AUTHORITY reserves the right to offset RECIPIENT payback of ineligible costs against future GRANT approvals for this PROJECT or other projects in the EXPENDITURE PLAN for which RECIPIENT is the SPONSORING AGENCY.

VII. LIABILITY

A. Indemnification

RECIPIENT agrees to defend, indemnify and hold harmless the TRANSPORTATION AUTHORITY, its officers, employees and agents, from any and all acts, claims, omissions, liabilities and losses asserted by any third party arising out of acts or omissions of RECIPIENT in connection with this AGREEMENT, except those arising by reason of the sole negligence of the TRANSPORTATION AUTHORITY, its officers, employees and agents.

TRANSPORTATION AUTHORITY agrees to defend, indemnify and hold harmless the RECIPIENT, its officers, employees and agents, from any and all acts, claims, omissions, liabilities and losses asserted by any third party arising out of acts or omissions of TRANSPORTATION AUTHORITY in its obligations under this AGREEMENT, except those arising by reason of the sole negligence of the RECIPIENT, its officers, employees and agents.

In the event of concurrent negligence of RECIPIENT and TRANSPORTATION AUTHORITY, the liability for any and all claims for injuries or damages to persons and/or property shall be apportioned under the California theory of comparative negligence as presently established or as may hereafter be modified.

VIII. DEFAULT

A. Termination for Cause

The RECIPIENT agrees that, upon ten (10) working days written notice, the TRANSPORTATION AUTHORITY may suspend or terminate all or part of the financial assistance provided herein for failure to correct a breach of this AGREEMENT. Any failure to make reasonable progress, inconsistency with the EXPENDITURE PLAN or Proposition K Sales Tax Program Allocation Request Form, unauthorized use of GRANT funds as specified in this AGREEMENT, or other violation of the AGREEMENT that significantly endangers substantial performance of the PROJECT shall be deemed to be a breach of this AGREEMENT and cause for termination.

B. Correction of Breach

With respect to any breach, which is reasonably capable of being cured, the RECIPIENT shall have thirty (30) days from the date of notice of breach to initiate steps to cure. If the RECIPIENT diligently pursues cure, such RECIPIENT shall be allowed a reasonable time to cure, not to exceed sixty (60) days from the date of the initial notice, unless a further extension is granted in writing by the TRANSPORTATION AUTHORITY.

C. Obligations

In general, termination of financial assistance under this AGREEMENT will not invalidate obligations properly incurred by the RECIPIENT before the termination date, to the extent those obligations cannot be canceled.

IX. INTEGRATION

This AGREEMENT represents the entire AGREEMENT of the parties with respect to the subject matter thereof. No representations, warranties, inducements or oral agreements have been made by any of the parties except as expressly set forth herein, or in other contemporaneous written agreements.

X. AMENDMENT

Except as otherwise provided herein, this AGREEMENT may not be changed, modified or rescinded except in writing, signed by all parties hereto, and any attempt at oral modification of this AGREEMENT shall be void and of no effect.

XI. INDEPENDENT AGENCY

RECIPIENT performs the terms and conditions of this AGREEMENT as an entity independent of the TRANSPORTATION AUTHORITY. None of the RECIPIENT'S agents or employees shall be agents or employees of the TRANSPORTATION AUTHORITY.

XII. ASSIGNMENT

The AGREEMENT may not be assigned, transferred, hypothecated, or pledged by any party without the express written consent of the other party.

XIII. BINDING ON SUCCESSORS, ASSIGNEES OR TRANSFEREES

This AGREEMENT shall be binding upon the successor(s), assignee(s) or transferee(s) of the TRANSPORTATION AUTHORITY or the RECIPIENT as may be the case. This provision shall not be construed as an authorization to assign, transfer, hypothecate or pledge this AGREEMENT other than as provided above.

XIV. EXPENSES

Each party shall be solely responsible for and shall bear all of its own respective legal expenses in

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connection with any dispute arising out of this AGREEMENT and the transactions hereby contemplated. RECIPIENT may not use GRANT funds, or other TRANSPORTATION AUTHORITY programmed funds for the aforementioned purpose.

XV. SEVERABILITY

Should any part of this AGREEMENT be declared unconstitutional, invalid, or beyond the authority of either party to enter into or carry out, such decisions shall not affect the validity of the remainder of this AGREEMENT, which shall continue in full force and effect provided that the remainder of this AGREEMENT can, absent the excised portion, be reasonably interpreted to give effect to the intentions of the parties.

Attachment: Proposition K Sales Tax Program Allocation Request Form, attached and incorporated by this reference.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Lake Merced Quick Build - Additional Funds
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Bicycle Circulation/Safety, Pedestrian Circulation/Safety
Current PROP K Request:	\$1,385,352
Supervisory Districts	District 04, District 07

REQUEST

Brief Project Description

Requested funds would fund an expanded scope of the Lake Merced Quick-Build Project. This project will reallocate roadway space and narrow lanes on sections of Lake Merced Boulevard from John Muir Drive to Skyline Boulevard, promoting traffic calming and allowing for multimodal street improvements. The Lake Merced Quick-Build Project has two principal goals: 1) Install traffic calming improvements to reduce collisions and improve comfort for all travelers along Lake Merced Boulevard, and 2) Implement safe pedestrian and bicycle connections to or along Lake Merced Boulevard.

Detailed Scope, Project Benefits and Community Outreach

Background

The Lake Merced Quick-Build Project builds upon two previous studies conducted in coordination with District 7:

1. The Lake Merced Bikeway Feasibility Study was completed in January 2021 using Neighborhood Transportation Improvement Program (NTIP) funding. The primary goal of this study was to understand options for relieving congestion on the multi-use pathway around the lake through near-term options for adding bikeways at road-level on streets adjacent to the lake, and through long-term options for widening the multi-use pathway around the lake.
2. The Lake Merced Pedestrian Community Based Transportation Plan (CBTP) was completed in October 2021. The CBTP prioritizes recommendations for both spot and corridor wide pedestrian safety improvements on Lake Merced Boulevard from Skyline Boulevard to John Muir Drive. The Quick Build scope incorporates many of these identified improvements.

The Project incorporates many of the recommendations of these two plans to propose important traffic calming, bike, and pedestrian safety upgrades on the corridor. While some funding has been previously secured for construction, final detailed design and approved scope requires additional funding. Specifically, the project includes a large amount of capital work including the installation of seven transit boarding islands, concrete buffers for approximately 2.5 miles of protected bike lanes, and 6 new or upgraded curb ramps.

Scope Details

Proposed safety improvements include a vehicle travel lane reduction and removing parking on some sections of the Project area to provide the opportunity to install upgraded pedestrian, bicycle, and transit infrastructure. In general, improvements are as follows:

1. Removal of vehicle travel lanes in the following sections:
 - Northbound and southbound Lake Merced Boulevard between Brotherhood Way and John Muir Drive (from two lanes in either direction to one lane in either direction)
 - Northbound Lake Merced Boulevard between Font Blvd. and Winston Drive (from three lanes to two lanes)
2. Removal of parking in the following sections:
 - West side of Lake Merced Boulevard between Vidal Drive and Font Boulevard
 - East side of Lake Merced Boulevard between Higuera Avenue and North State Drive
 - North and south sides of Lake Merced Boulevard between Sunset Boulevard and Skyline Boulevard
 - Project results in a net loss of 324 parking spaces
3. Installation of one 100-foot passenger loading zone on the west side of Lake Merced Boulevard near Font Boulevard to facilitate necessary pick-ups and drop-off of passengers using the lake and surrounding uses.
 - Narrowing of travel lanes widths to a typical 12-foot-wide lane on Lake Merced Boulevard between John Muir Drive and Skyline Boulevard to increase driver awareness and lower motor vehicle speeds.
 - Pedestrian safety improvements throughout the Project area include:
 - Refreshing road paint to improve crosswalk visibility.
 - Installing advanced limit lines to create buffers between crosswalks and vehicles at traffic lights.
 - Upgrading transverse crosswalks (crosswalks outlined by only two parallel lines) to continental ("striped") crosswalks.
 - Closing one slip lane from northbound Lake Merced Boulevard to eastbound Brotherhood Way.
 - Upgrade traffic signal lens size from 8" to 12" to improve visibility.
4. Installation of on-street protected bikeways:
 - One-way protected bikeways are proposed in the following locations:
 - a. Northbound and southbound on east and west sides of Lake Merced Boulevard from John Muir Drive to Brotherhood Way
 - b. Northbound on the east side of Lake Merced Boulevard from Acevedo Avenue to Middlefield Drive
 - c. Eastbound on the south side of Lake Merced Boulevard from Skyline Boulevard to Middlefield Drive
 - A two-way protected bikeway is proposed on one section on the north side of Lake Merced Boulevard from Sunset Boulevard to Berkshire Way.
 - The bike lanes will be separated from vehicle traffic by raised concrete islands and plastic delineators to provide protection and comfort for cyclists on the road.
5. Implementation of neighborways to serve as an alternative to constrained streets with high speeds and heavy vehicle traffic. Neighborway street design measures include traffic calming and wayfinding pavement markings to make residential streets friendlier for walking and biking. Neighborways are proposed on Vidal Drive and Gellert Drive.

6. Installation of seven transit boarding islands with associated ramps, or dedicated passenger waiting areas that are separated from the sidewalk by a bikeway. Seven flag stops will be upgraded to transit boarding islands along Lake Merced Boulevard, which will streamline transit service by enabling in-lane stops and eliminating bike-bus conflicts. Proposed transit boarding islands include:
 - Lake Merced Boulevard, east side, at John Muir Drive
 - Lake Merced Boulevard, east side, at Lake Merced Hill North
 - Lake Merced Boulevard, east side, south of Brotherhood Way
 - Lake Merced Boulevard, east side, at Font Boulevard
 - Lake Merced Boulevard, south side, at Lakeshore Drive
 - Lake Merced Boulevard, west side, at Lake Merced Hill North
 - Lake Merced Boulevard, west side at Lake Merced Hill South
7. New curb ramps and ramp upgrades at intersection of Lake Merced Boulevard and Brotherhood Way

Project Outreach (in Planning and Preliminary Engineering Phases)

The Project was initiated by and coordinately closely with District 7 Supervisor Myrna Melgar and her staff. From July 2021 to November 2022, the Lake Merced Quick-Build Project team conducted comprehensive community outreach to gather input. Major outreach activities that took place in support of this Project include:

- Reviewed recommendations and information from related projects/plans (July 2021)
- Interviewed Lake Merced Pedestrian Community Based Transportation Plan Steering Committee, which included ten members representing diverse interests and organizations such as Walk SF, Merced Extension Triangle Neighborhood Association, Lakeshore Elementary, San Francisco State University, Pomeroy Recreation and Rehabilitation Center, District 7 staff, residents, and regular commuters. (August- November 2021)
- Ongoing meetings with District 7 staff (July 2021- November 2022)
- Held bi-monthly (every two months) meetings with Coalition on Homelessness and District 7 Staff (April- November 2022)
- Held numerous stakeholder meetings with groups listed below (August 2021- November 2022):
 - Balboa Terrace Homes Association
 - Bicycle Advisory Committee (SFMTA BAC)
 - Caltrans District 4 Bike and Pedestrian Section
 - Coalition on Homelessness
 - City of Daly City
 - District 4 (former Supervisor Gordon Mar)
 - Girl Scouts
 - Lakeshore Elementary School
 - Lakeside Property Owners Association
 - Lowell High School
 - Mayor's Office of Economic Workforce Development
 - Merced Extension Triangle Neighborhood Association (METNA)
 - Neighbors of Ardenwood
 - Parkmerced
 - Pacific Utilities Commission
 - San Francisco Bicycle Coalition (SFBC)
 - San Francisco State University (SFSU)
 - SamTrans
 - WalkSF
 - Individual residents and interested parties in the Lake Merced neighborhood

- Held a virtual Town Hall in coordination with District 7 and Supervisor Myrna Melgar's staff . Town Hall was held in multiple languages, utilizing a PowerPoint presentation and Virtual Handout in the form of an ArcGIS StoryMap (April 2022)
- Conducted Lake Merced Quick-Build Public Survey with comment forms (April 2022)
- Published responses to comments and summary of survey responses (June 2022)
- Public outreach including e-blasts, postcards, and flyers leading up to SFMTA Board Meeting (November 2022)

Initial outreach events included a series of over 25 interviews and meetings with key stakeholders in and around the Project area followed by a virtual Town Hall in April 2022 conducted simultaneously in English, Cantonese, and Spanish. The Town Hall was attended by over 70 participants. The focus of the Town Hall was to hear feedback on the recommended design from members of the public. The Town Hall was noticed two weeks in advance through an email to a project listserv, individual phone calls and emails, and posters placed along the corridor. Postcard mailers were mailed two weeks in advance to addresses within a mile radius of Lake Merced Boulevard. All notices included Chinese and Spanish translations.

A public survey was conducted in April 2022. Staff also posted the survey on the SFMTA website and shared it with community groups. The survey was released in English, Chinese, and Spanish. Staff obtained over 350 response and 1000 comments. Survey results showed 70% of respondents fully or partially support the project across the entire length of the corridor. From the comments, we also heard many who partially support the project would like to see more improvements/additional bike infrastructure in the future.

In addition to the public, the Lake Merced Quick-Build Project team reached out and coordinated closely with affected sister agencies and cities, including SamTrans and the City of Daly City. SamTrans has reviewed and approved all changes to their affected transit stops, and the SFMTA is currently coordinating with the City of Daly City to ensure changes connect seamlessly into their Right of Way at the southern end of the Project corridor.

Utilizing the feedback received from these initial events along with internal review from SFMTA Transit, SFMTA Accessibility, and the San Francisco Fire Department, the project team made changes to the design including closing the right turn slip lane from northbound Lake Merced Boulevard to Brotherhood Way, including a 100-foot passenger loading zone near Font Boulevard, and including a two-way protected bike lane on the east side of Lake Merced Boulevard from Sunset Boulevard to Skyline Boulevard. All of these changes were included to address requests for additional pedestrian safety at slip lanes, flexibility for the drop off and pick up of passengers going to nearby destinations, and more connectivity to the Sloat and Skyline Boulevard intersection.

Given the robust outreach performed for this Project to-date, the SFMTA Board Meeting also serves as the Public Hearing for the Lake Merced Quick-Build Project and was noticed ten days in advance through an email to a project listserv, intercept outreach, and posters placed along the corridor. Postcard mailers were mailed two weeks in advance to addresses within a mile radius of Lake Merced Boulevard. All notices included Chinese and Spanish translations.

Project Cost

There are two major reasons why cost has increased.

The first is increased scope. Originally, SFMTA planned to use \$1.46 million in TNC Tax funds allocated by the Transportation Authority to the FY2022 Quick Build program to construct protected bikeways for parts of the corridor. SFMTA now recommends expanding beyond original scope to offer

more mileage of protected bike lanes including a total of ~2 miles of protected bikeway and short segment of a 2-way bikeway. This led to striping cost increases. In addition, SFMTA did not originally scope concrete buffer protected bike lanes (originally scoped safe hit posts), which increased costs. Lastly, SFMTA did not fully anticipate needing seven transit boarding islands and thought the number would be lower, but the roadway is so complicated at intersections that we must put all of these boarding islands in to accommodate the bikeway proposal.

The second reason is unanticipated complexity of the scope. Though the team knew the roadway was complex through previous studies such as the Lake Merced Bikeway Feasibility Study, this study did not fully account for constraints at each intersection. Each intersection is complex and the project needed to keep existing turning movements so as to not congest traffic (for vehicles, SFFD, and transit) given the lack of redundancy of roadways on the west side and changes to circulation in the greater project area (such as the future closure of the Great Highway extension). There was also an unanticipated level of outreach needed with specific stakeholders, including the Coalition on Homelessness to ensure parking removal strategies reduced the impact to RVs parked in the area, SFMTA Transit and SFFD to ensure minimal impacts to their services. This additional coordination required a lot more time and extended the schedule by 6-8 months, and utilized SFMTA's full design/planning budget (with no budget left for streets division staff labor through construction). This complexity of scope will also require a lot more construction management over the next year than anticipated. Construction management will now include coordination with Caltrans for an encroachment permit at the north end of the corridor, coordination with the City of Daly City for striping work in the south portion of the project, and coordination with Parkmerced for work in their property from Brotherhood Way to Higuera, where the north bound bikeway uses a shared path to connect to a neighborway on Vidal Street.

In summary, long-term recommendations from the Lake Merced Bike Feasibility Study including substantial concrete changes to Lake Merced Blvd. could cost in the \$60 million range. Though the subject request is quick build, due to it's length and complexity, the project still requires a lot of concrete and investment to make near-term changes on very busy, fast-moving arterial. However, the quick build can serve as an important initial step in implementing initial changes- once it is constructed, SFMTA can begin to understand effectiveness and build on these improvements.

Project Location

Lake Merced Boulevard between Skyline Boulevard and John Muir Drive

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:	\$480,000

Justification for Necessary Amendment

Request includes amendments to the Bicycle Circulation/Safety and Pedestrian Circulation/Safety 5YPPs to reprogram funds to the subject project follows:

- \$660,352 from Ocean Avenue Safety Improvements. Future improvements along Ocean Avenue will be informed by the NTIP-funded Ocean Avenue Mobility Action Plan, which will be presented to the Transportation Authority Board for approval this spring. SFMTA will prioritize Ocean Avenue improvements for Prop L funds through the upcoming 5YPP process.
- \$480,000 from Lake Merced Pedestrian Safety design and construction. SFMTA is implementing the Lake Merced Pedestrian Safety project through the subject quick build project.
- \$245,000 from Monterey Street Safety Improvements. Monterey Street is no longer on the High Injury Network and so SFMTA has revised its approach in delivering improvements in light of other Vision Zero priorities.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Lake Merced Quick Build - 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 (PLAN)	Jul-Aug-Sep	2021	Apr-May-Jun	2022
Environmental Studies (PA&ED)	Apr-May-Jun	2022	Oct-Nov-Dec	2022
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2022	Jan-Feb-Mar	2023
Advertise Construction				
Start Construction (e.g. Award Contract)	Apr-May-Jun	2023		
Operations (OP)				
Open for Use			Apr-May-Jun	2024
Project Completion (means last eligible expenditure)			Apr-May-Jun	2024

SCHEDULE DETAILS

Planning/Outreach Schedule:

Detailed project outreach and coordination was conducted from July 2021 through December 2022, during both the Planning and Design Engineering Phases of the Lake Merced Quick Build Project. For the construction phase of this project, outreach will consist of:

- May 2023- May 2024: Targeted meetings with the District 7 Supervisor's office to provide construction updates
- May 2023- May 2024: Targeted meetings with other key stakeholders such as Coalition on Homelessness to provide construction updates

Construction Schedule:

We expect construction of the Lake Merced Quick Build to occur in two phases as follows:

- April 2023- December 2023: Phase 1- Includes Signs, Posts, Striping, Concrete Bike Buffer, 4 Transit Boarding Islands, and 2 Bike Ramps. The SFMTA will work directly with shops and BUF to install scope.
- April 2023- May 2024: Phase 2-

Includes detailed design and implementation of 3 Transit Boarding Island and 6 Curb Ramps. The SFMTA will work with Public Works Streets & Highways to design this scope and implement once 100% designs are complete. Requires additional time to coordinate project through Public Works.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Lake Merced Quick Build - Additional Funds
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-139: Bicycle Circulation/Safety	\$660,352	\$0	\$0	\$660,352
EP-140: Pedestrian Circulation/Safety	\$725,000	\$0	\$0	\$725,000
EP-601: Quick Builds	\$0	\$0	\$1,460,000	\$1,460,000
Phases In Current Request Total:	\$1,385,352	\$0	\$1,460,000	\$2,845,352

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$1,385,352	\$0	\$250,000	\$1,635,352
TNC TAX	\$0	\$0	\$1,460,000	\$1,460,000
Funding Plan for Entire Project Total:	\$1,385,352	\$0	\$1,710,000	\$3,095,352

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	TNC TAX - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$100,000			Streets Division Labor Cost
Environmental Studies	\$0			
Right of Way	\$0			
Design Engineering	\$150,000			Streets Division Labor Cost
Construction	\$2,845,352	\$1,385,352		Shops/BUF Cost Estimate/Public Works Estimate
Operations	\$0			
Total:	\$3,095,352	\$1,385,352		

% Complete of Design:	95.0%
As of Date:	02/16/2023
Expected Useful Life:	20 Years

Funding Plan - 12/2021

Major Line Item Description	Total
Planning	\$ 100,000
Design/Preliminary Engineering (includes CE for Environmental)	\$ 150,000
Construction Contract & Contingency (Pre-bid Estimate)	\$ 1,440,000
Construction Management	\$ 20,000
Total Project Cost	\$ 1,710,000

Funding Plan

Funding Source	Phase	Amount
Prop K NTIP	Planning/ Design	\$ 250,000
TNC TAX Quick Builds	Construction	\$ 1,460,000
Total Funding		\$ 1,710,000

Total Change in Funding Plan \$ 1,385,352
Increase in estimated construction phase estimate \$ 1,385,352

Funding Plan - 12/2022

Major Line Item Description	Total
Planning	\$ 100,000
Design/Preliminary Engineering (includes CE for Environmental)	\$ 150,000
Construction Contract & Contingency (Awarded Contract)	\$ 2,580,352
Construction Management	\$ 265,000
Total Project Cost	\$ 3,095,352

Funding Plan

Funding Source	Phase	Amount
Prop K NTIP	Planning/ Design	\$ 250,000
TNC TAX Quick Builds	Construction	\$ 1,460,000
Pending Prop K Request	Construction	\$ 1,385,352
Total Funding		\$ 3,095,352

Lake Merced Quick Build Scope Elements and Cost Estimate Summary

Construction Costs

Scope	Estimated Cost
Signs and Posts	\$52,300
<i>Includes all signage and white delineator posts</i>	
Striping	\$754,300
<i>Includes all roadway striping changes and new thermoplastic</i>	
Concrete/Capital Elements	\$1,278,720
<i>Include concrete buffers for protected bikeways, 7 transit boarding islands, curb ramps and bike ramps</i>	
TOTAL CAPITAL COSTS	\$2,085,320

Please see additional tabs for detailed cost estimates

Management/Support

Streets and Highways Public Works Design Fees	\$165,000
<i>Includes design fees for 3 specialized transit boarding islands (SFMTA can design-build 4 of the transit boarding islands, but 3 of the islands require Streets and Highways design)</i>	
Livable Streets Management Cost	\$100,000
<i>Includes management of construction activities</i>	
TOTAL MANAGEMENT COSTS	\$265,000

Total Capital	\$2,085,320
Total Management	\$265,000
Contingency (21%)*	\$495,032
TOTAL COSTS	\$2,845,352

*increased contingency due to unknown actual cost of PW Streets and Highway Scope & construction. Both design fees and construction fees have increased in recent projects

SIGN SHOP SUPPORT ESTIMATE**Project: Lake Merced Quick-Build Project**DATE: 1/26/2023
SPEC: 0000J
DEPT CODE: 207965**SIGN INSTALLATION (Labor and Materials)**

No.	Description	Estimated Signs	Unit	Unit Price	Extension
1	White Delineators w/Base	400	Each	\$100.00	\$40,000.00
2	Signs	1	Each	\$7,500.00	\$7,500.00
3			Each	\$0.00	\$0.00
4			Each	\$0.00	\$0.00

Sub-total

\$47,500.00

OTHER INSTALLATION (Labor and Materials)

No.	Description	Quantity	Unit	Unit Price	Extension
1					
2					
3					
4					

Sub-total

\$0.00

Total Cost:	\$47,500
+10% Contingency:	\$4,750
TOTAL:	\$52,300

* Need estimate from SSD Livable Streets (J Chimento)

STRIPING RESTORATION COST ESTIMATE (PAGE 1 OF 3)**Project: Lake Merced Quick-Build Project**

DATE: 1/26/2023

SPEC: 0000J

DEPT CODE: 207965

Computed by: Your Name

Checked by: 0

Item No.	Description	Quantity	Unit	Unit Price	Extension
1	12" Crosswalk Lines / Stop Bars	973	Lin Ft	\$8.57	\$8,334
2	4" Broken White or Yellow	18610	Lin Ft	\$2.44	\$45,399
3	4" Solid White or Yellow	1215	Lin Ft	\$4.29	\$5,211
4	6" Broken White	730	Lin Ft	\$3.53	\$2,573
5	6" Solid White	29610	Lin Ft	\$5.36	\$158,756
6	8" Broken White or Yellow	1060	Lin Ft	\$4.83	\$5,115
7	8" Solid White or Yellow	14200	Lin Ft	\$6.29	\$89,267
8	Double Yellow	9725	Lin Ft	\$8.40	\$81,731
9	Two Way Left Turn Lanes (ea line)	0	Lin Ft	\$5.59	\$0
10	Raised Pavement Markers (White or Yellow)	2855	Each	\$19.65	\$56,104
11	Per Block Fees*	0	Each	\$1,358.95	\$0
12	Messages** (see page 2)	84	Sq Ft	\$16.30	\$1,369
13	Parking Stalls (Angle Stalls or "T"s)	0	Each	\$47.25	\$0
14	Bus Zones	0	Lin Ft	\$10.40	\$0
15	a. Ped Ramp Painting (inside Metro Dist.)	0	Int.	\$513.28	\$0
16	b. Ped Ramp Painting (outside Metro Dist.)	0	Int.	\$343.81	\$0
17	Color Curb Painting	0	Lin Ft	\$13.69	\$0
18	Staggered Yellow/White Continental Crosswalks (see page		Lump Sum	-	\$0
19	Green Sharrow Backing - thermoplastic	920	Sq Ft	\$21.45	\$19,731
20	Green/Red Lane - thermoplastic	9080	Sq Ft	\$21.45	\$194,732
21	Bike box	0	Sq Ft	\$21.45	\$0
22	Khaki paint	810	Sq Ft	\$21.45	\$17,371
23		0		\$0.00	\$0

Labor: \$603,440

Mat'ls: \$150,860

Total: \$685,694

Added 10% Contingency = \$754,300

Labor: 80%, Materials: 20%

CALCULATION FOR RAISED PAVEMENT MARKERS

	Spacing,ft	Qty/Spacing	Total Qty
for 4" Broken White/Yellow	48	2	775
for 4" Solid White	24	1	51
for 8" Broken White	30	1	35
for 8" Solid White	24	2	1183
for Double Yellow	24	2	810
for 2-Way Left Turn Lanes (ea line)	48	3	0
Total:			2855

*Per Block Fees = Normalized Striping Costs per block for a project with limited striping painted at several scattered locations.

**Note: For Methacrylate spray material messages please see table below. Formula is already embedded to take into account this table.

STRIPING RESTORATION COST ESTIMATE (PAGE 2 OF 3)**Project: Lake Merced Quick-Build Project**

DATE: 1/26/2023

SPEC: 0000J

DEPT CODE: 207965

Computed by: Your Name

Checked by: 0

Item No.	Message or Arrow	Quantity	Sq Ft for Ea.	Total Area
1	Type I Straight Arrow (10')	0	14	0
2	Type IV Left/Right Arrow (8')	0	15	0
3	Type III Left/Right Arrow (24')	0	42	0
4	Type VII Straight+Lt/Rt Arrow (13')	0	27	0
5	Type V Straight Arrow (24')	0	33	0
6	Type VI Merge Arrow (10')	0	24	0
7	HOV (Diamond) Symbol (12')	0	11	0
8	Handicap Parking Symbol (4')	0	4	0
9	Bike Lane Symbol (78")	0	14	0
10	STOP (8')	2	22	44
11	LANE (8')	0	24	0
12	NO	0	5	0
13	LEFT	0	19	0
14	RIGHT	0	26	0
15	TURN	0	24	0
16	SIGNAL	0	32	0
17	DO / coach (muni, black letters on yellow)	0	5	0
18	NOT	0	18	0
19	ENTER	0	31	0
20	YIELD	0	24	0
21	ONE	0	20	0
22	WAY	0	20	0
23	AHEAD	0	31	0
24	KEEP	0	24	0
25	CLEAR	0	27	0
26	Bike SHARROW Symbol	0	14	0
27	SLOW	0	23	0
28	SCHOOL	0	35	0
29	XING	0	21	0
30	PED	0	18	0
31	BUS	2	20	40
32	ONLY	0	22	0
33	STREET	0	35	0
34	Yield Teeth (Typically 3 per lane)	0	3	0
35	BUS STOP (5')	0	23	0
36	MISCELLANEOUS MESSAGES	0	0	0

Total Area of Messages (in square feet)

---->

84
sq ft

Methacrylate Spray Material Messages

1	Less than 100 sq ft	\$16.30 / sq ft
2	Between 100 and 200 sq ft	\$11.41 / sq ft
3	More than 200 sq ft	\$8.15 / sq ft

DPW COST ESTIMATE

Project: Lake Merced Quick-Build Project

DATE: 1/26/2023
SPEC: 0000J
DEPT CODE: 207965

CONCRETE INSTALLATION (Labor and Materials)

No.	Description	Quantity	Unit	Unit Price	Extension
1	Concrete Buffer	7860	Lin Ft	\$52.00	\$408,720.00
2	Transit Boarding Islands (no ramps)	4	Each	\$90,000.00	\$360,000.00
3	Transit Boarding Islands (w/ramps)	3	Each	\$90,000.00	\$270,000.00
4	Bike Ramps	2	Each	\$30,000.00	\$60,000.00
5	Curb Ramps	6	Each	\$30,000.00	\$180,000.00

Sub-total **\$1,278,720.00**

Total Cost:	\$1,278,720
TOTAL:	\$1,278,800

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Lake Merced Quick Build - Additional Funds
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:	2023-037	Resolution Date:	3/21/2023
Total PROP K Requested:	\$1,385,352	Total PROP K Recommended	\$1,385,352

SGA Project Number:	139-907165	Name:	Lake Merced Quick Build - Additional Funds
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2025
Phase:	Construction	Fundshare:	48.7%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	Total
PROP K EP-139	\$330,352	\$330,000	\$660,352

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, 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 QPR (due 4/30/2023) Sponsor 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.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Bicycle Circulation/Safety and Pedestrian Circulation/Safety 5YPPs. See attached 5YPP amendments for details.

2. The Transportation Authority will not reimburse SFMTA for the construction phase until Transportation Authority staff releases the funds (\$1,385,352) pending receipt of evidence of completion of design (e.g. copy of certifications page or workorder, internal design completion documentation, or similar).

SGA Project Number:	140-907109	Name:	Lake Merced Quick Build - Additional Funds
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2025
Phase:	Construction	Fundshare:	48.7%

Cash Flow Distribution Schedule by Fiscal Year			
Fund Source	FY2023/24	FY2024/25	Total
PROP K EP-140	\$365,000	\$360,000	\$725,000
Deliverables			
1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, 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 QPR (due 4/30/2023) Sponsor 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.			
Special Conditions			
1. The recommended allocation is contingent upon amendment of the Bicycle Circulation/Safety and Pedestrian Circulation/Safety 5YPPs. See attached 5YPP amendments for details.			
2. The Transportation Authority will not reimburse SFMTA for the construction phase until Transportation Authority staff releases the funds (\$1,385,352) pending receipt of evidence of completion of design (e.g. copy of certifications page or workorder, internal design completion documentation, or similar).			

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	51.31%	48.69%	No PROP AA
Actual Leveraging - This Project	47.17%	52.83%	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Lake Merced Quick Build - Additional Funds
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$1,385,352
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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:

TL

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Thalia Leng	Joel C Goldberg
Title:	Transportation Planner	Grants Procurement Manager
Phone:	(415) 646-4381	555-5555
Email:	thalia.leng@sfmta.com	joel.goldberg@sfmta.com

Lake Merced Quick-Build

Proposed Improvements Summary Diagram



Lake Merced Quick-Build

Proposed Design by Section

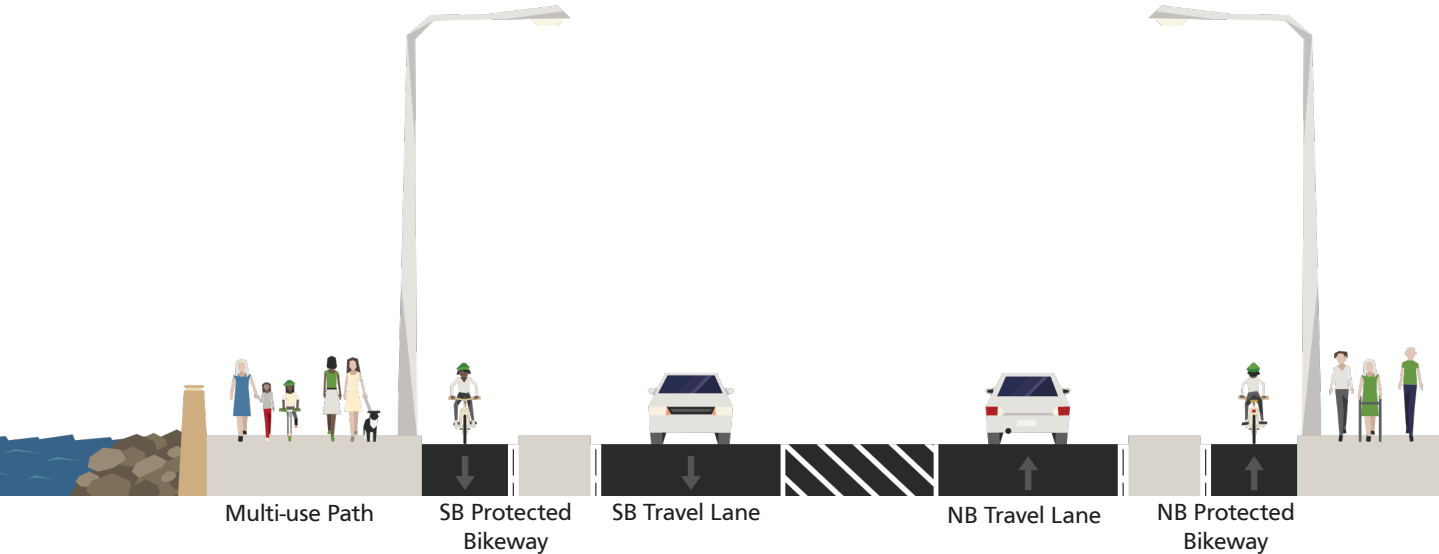


Section 1: John Muir Dr. to Brotherhood Way

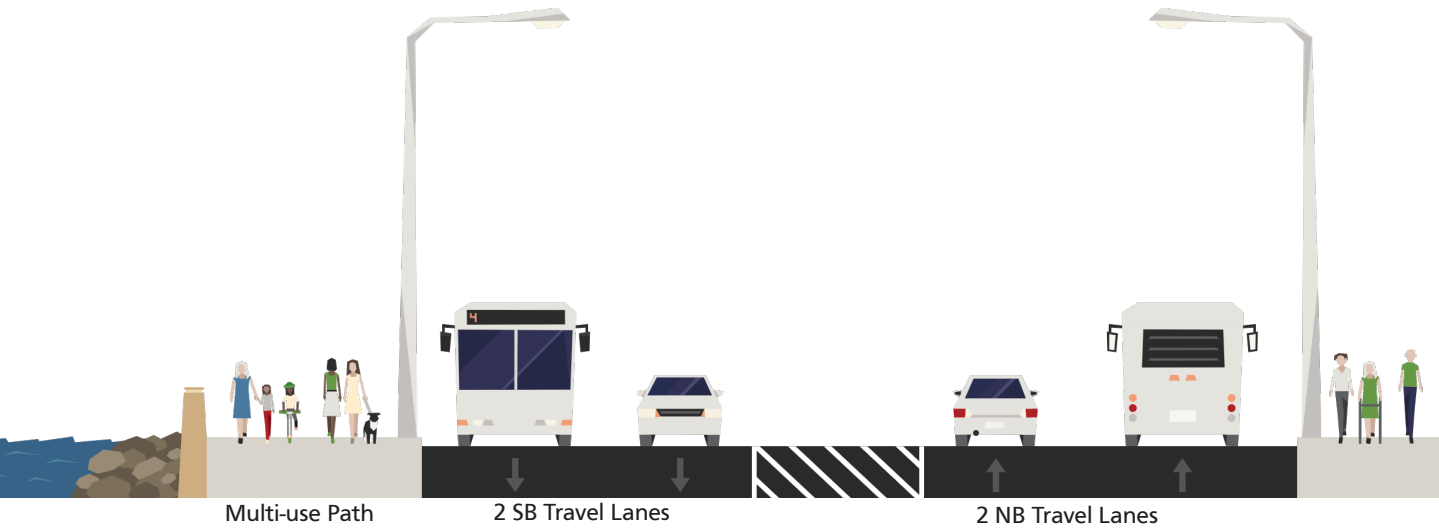
Existing and Proposed Cross Sections



Proposed
Looking North



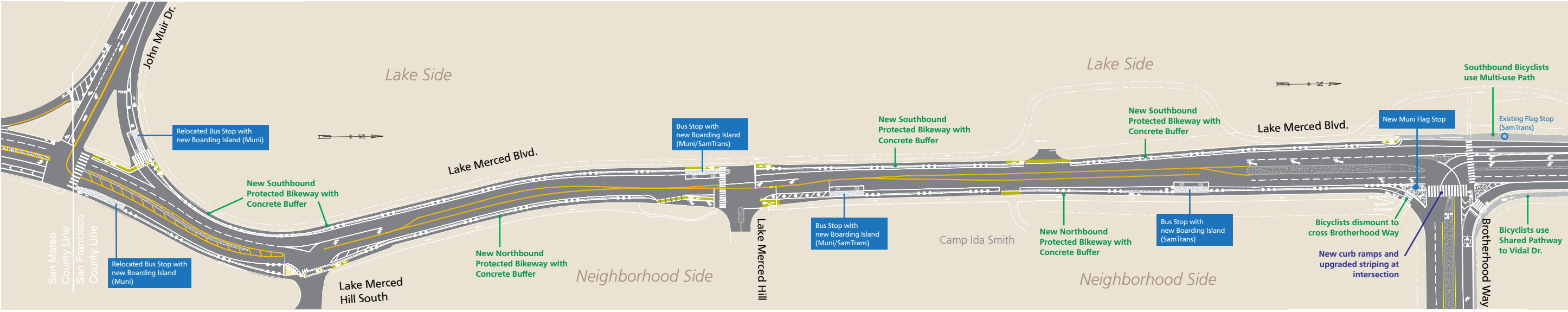
Existing
Looking North



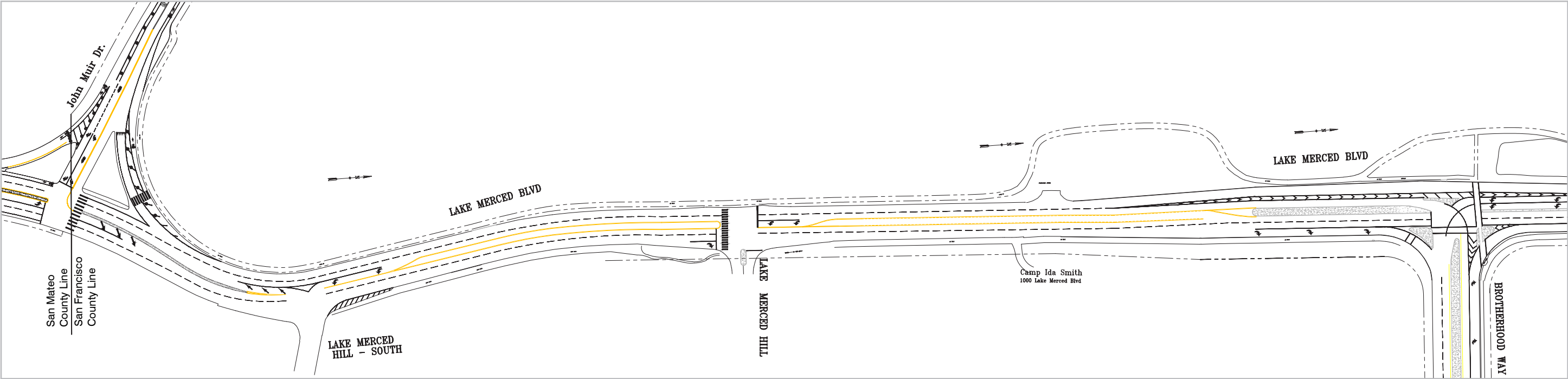
Please see detailed striping drawing for all dimensions

Section 1: John Muir Dr. to Brotherhood Way

Proposed



Existing



Please see detailed striping drawing for all dimensions

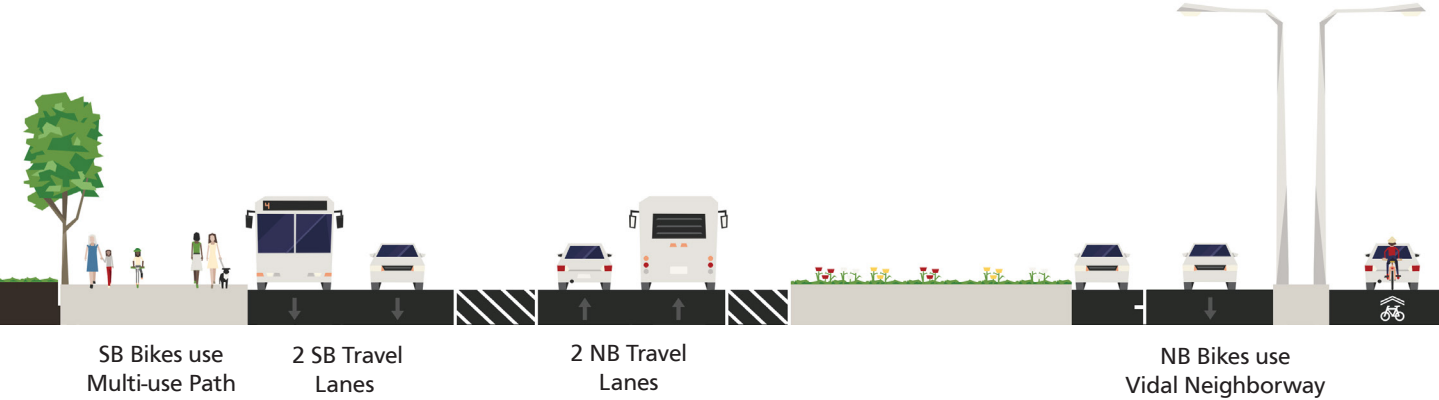
Section 2: Brotherhood Way to Vidal Dr.

Existing and Proposed Cross Sections



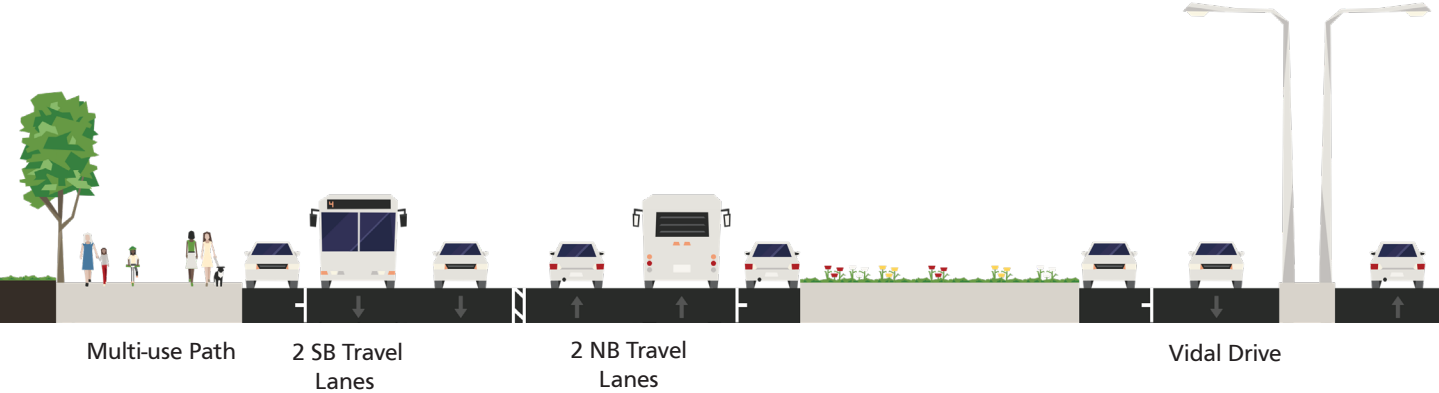
Proposed

Looking North



Existing

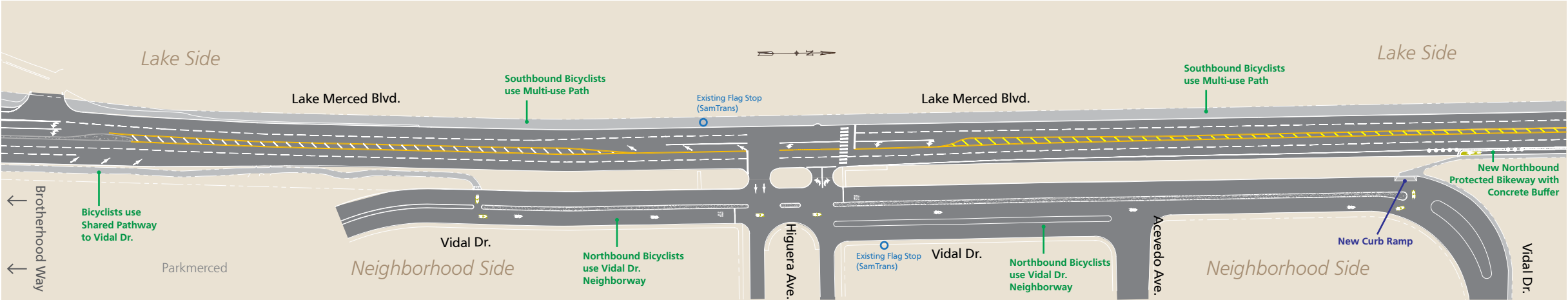
Looking North



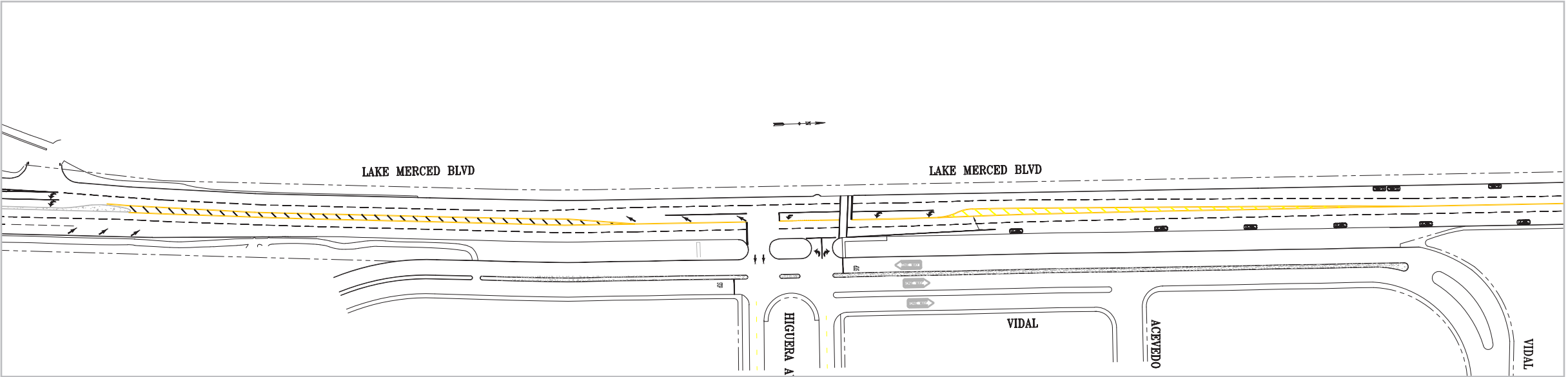
Please see detailed striping drawing for all dimensions

Section 2: Brotherhood Way to Vidal Dr.

Proposed



Existing



Please see detailed striping drawing for all dimensions

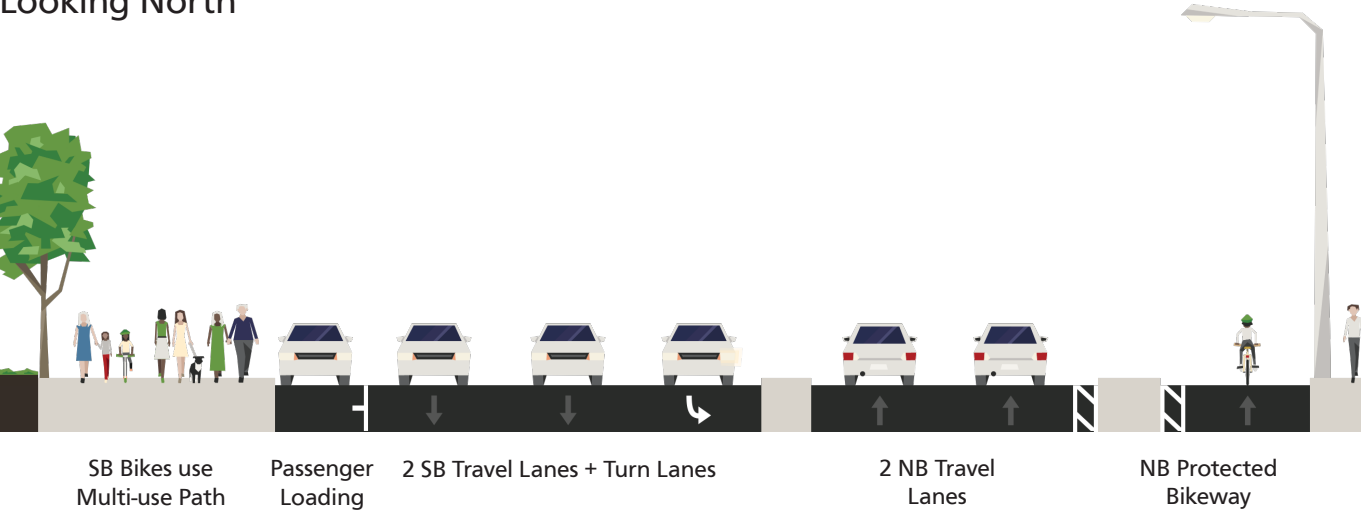
Section 3: Vidal Dr. to Middlefield Dr.

Existing and Proposed Cross Sections



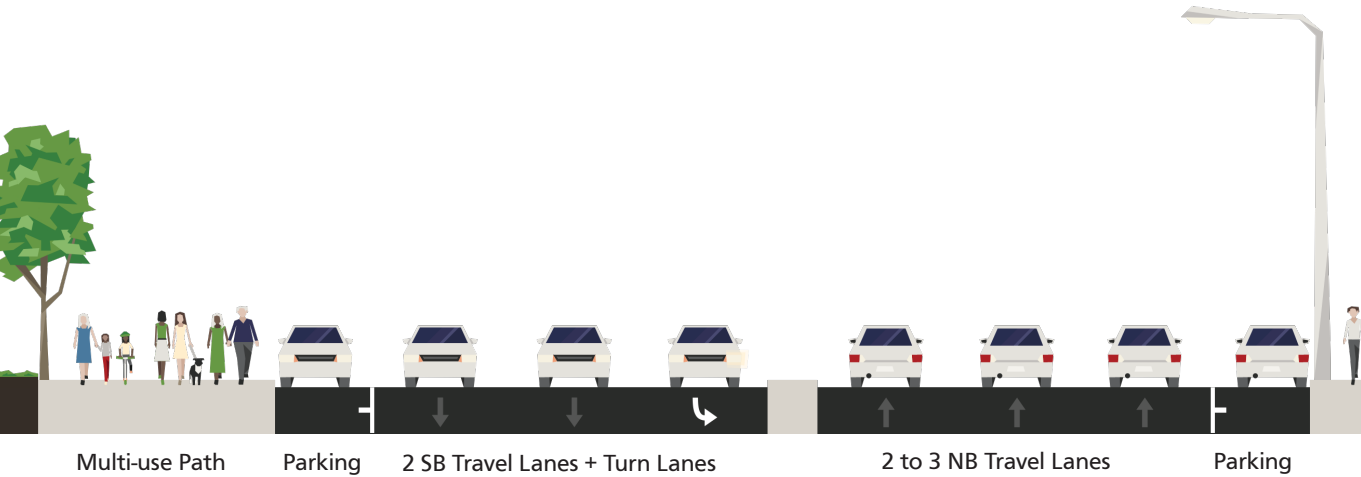
Proposed

Looking North



Existing

Looking North



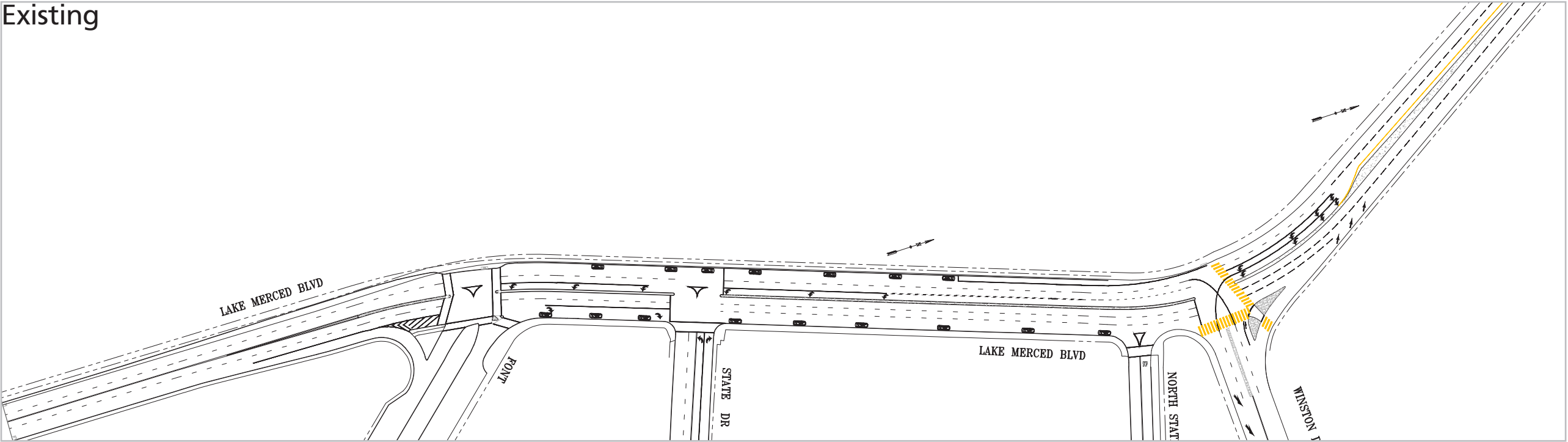
Please see detailed striping drawing for all dimensions

Section 3: Vidal Dr. to Middlefield Dr.

Proposed



Existing

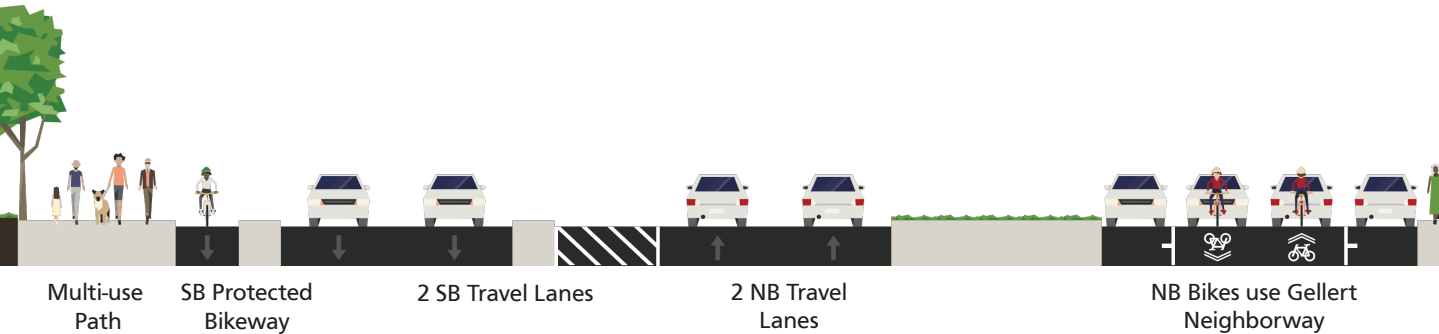


Please see detailed striping drawing for all dimensions

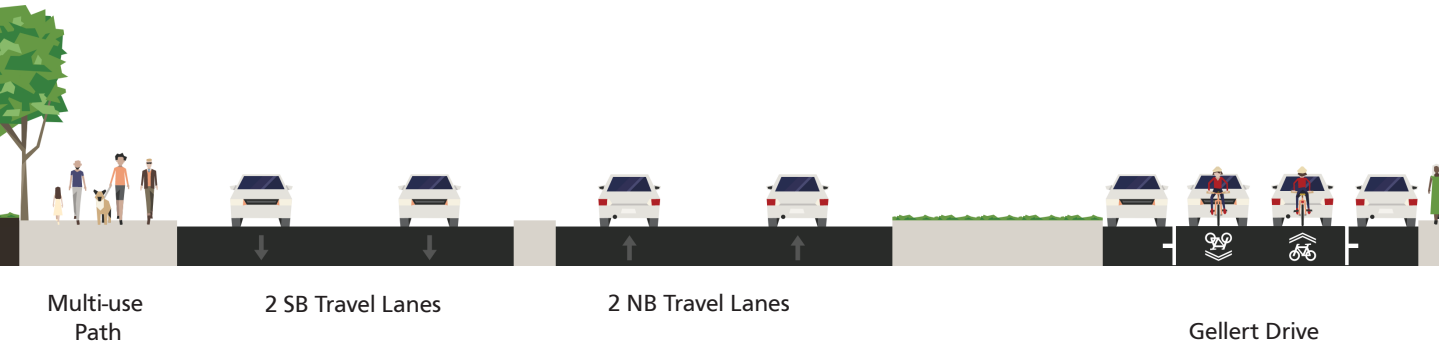
Section 4: Middlefield Dr. to Sunset Blvd. Existing and Proposed Cross Sections



Proposed Looking North



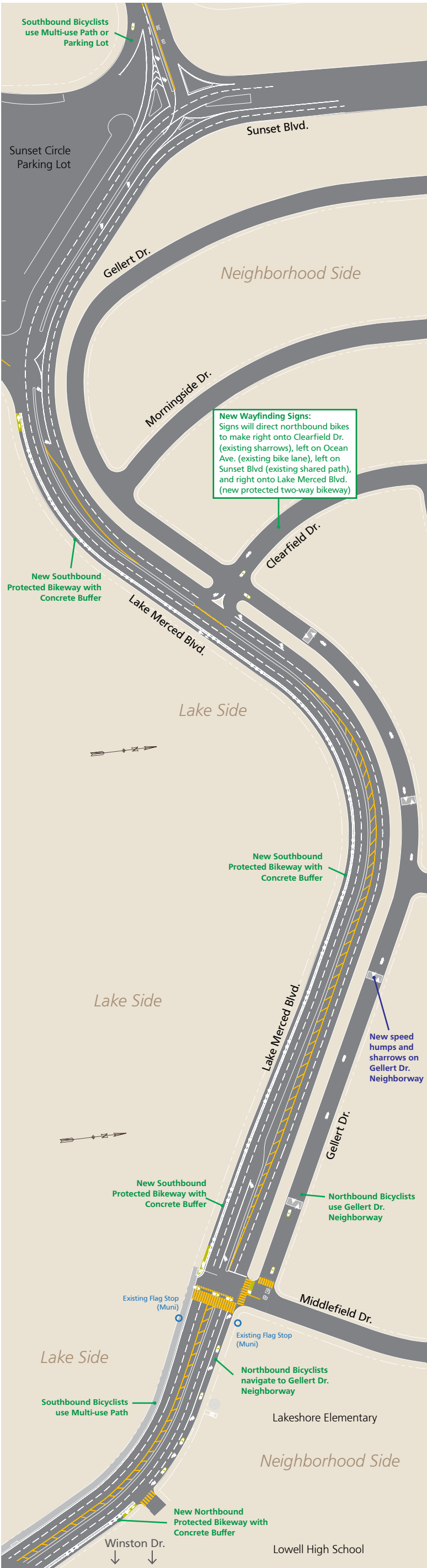
Existing Looking North



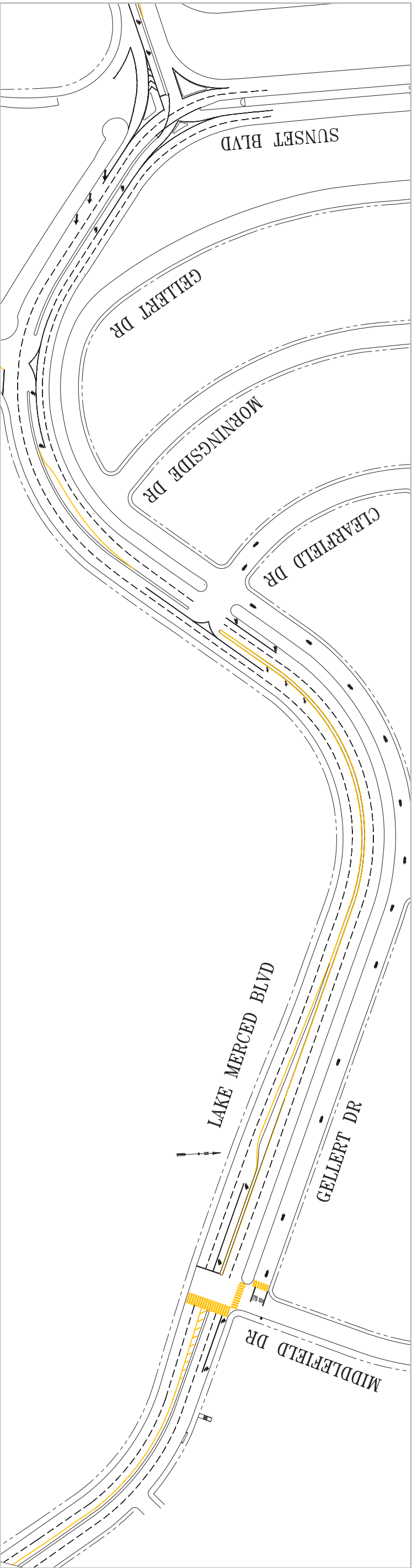
Please see detailed striping drawing for all dimensions

Section 4: Middlefield Dr. to Sunset Blvd.

Proposed



Existing



Please see detailed striping drawing for all dimensions

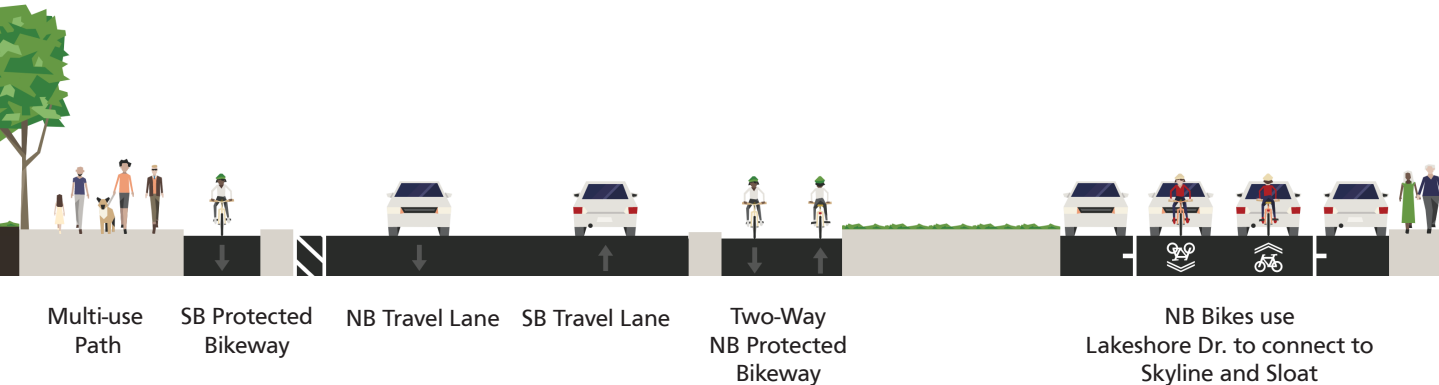
Section 5: Sunset Blvd. to Skyline Blvd.

Existing and Proposed Cross Sections



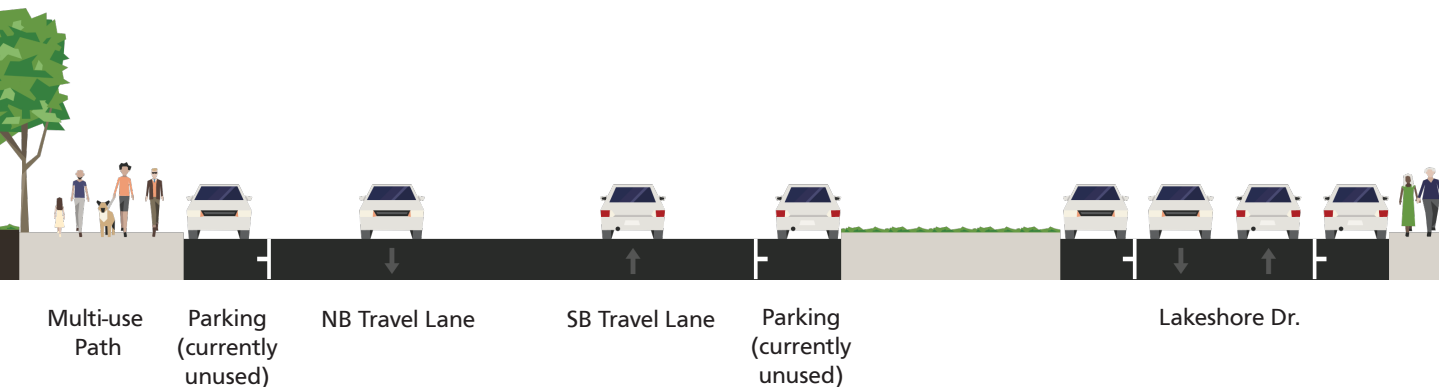
Proposed

Looking North



Existing

Looking North



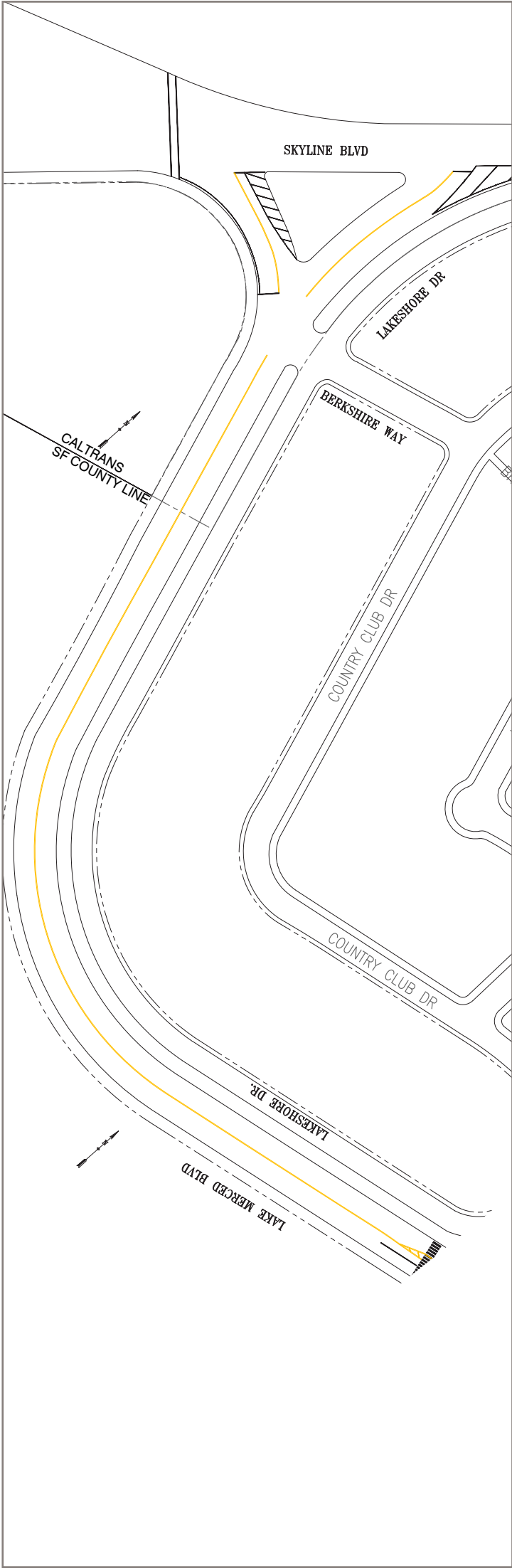
Please see detailed striping drawing for all dimensions

Section 5: Sunset Blvd. to Skyline Blvd.

Proposed



Existing



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 March 21, 2023 Board

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	NTIP Placeholder	3	ANY	Programmed					\$0
SFMTA	Beale Street Bikeway		PS&E	Allocated	\$330,000				\$330,000
SFMTA	Ocean Avenue Safety Improvements	11, 21	PLAN	Programmed			\$0		\$0
Bicycle Safety, Education and Outreach									
SFMTA	Bike To Work Day Promotion		CON	Allocated	\$41,758				\$41,758
SFMTA	Bike To Work Day Promotion		CON	Allocated		\$41,758			\$41,758
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	\$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
SFMTA	Bicycle Outreach and Education	9	CON	Allocated			\$220,000		\$220,000
SFMTA	Bicycle Outreach and Education	2	CON	Allocated				\$110,000	\$110,000
System Evaluation and Innovation									
SFMTA	Safe Streets Evaluation		PLAN/ CER	Allocated	\$100,000				\$100,000
SFMTA	Safe Streets Evaluation	6	PLAN/ CER	Allocated		\$150,000			\$150,000
SFMTA	Safe Streets Evaluation	16	PLAN/ CER	Pending			\$398,000		\$398,000
Bicycle Network Expansion and Upgrades									
SFMTA	Beale Street Bikeway	11	CON	Allocated			\$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	5	PS&E	Programmed					\$0
SFMTA	Grove Street/Civic Center Improvements	8, 12, 15, 17	CON	Programmed			\$37,209		\$37,209
SFPW	Aleman Interchange Improvement Phase 2 - Additional Funds	15	CON	Pending (Prior)				\$178,791	\$178,791
SFMTA	Central Embarcadero Quick Build	8	CON	Allocated			\$1,000,000		\$1,000,000
SFMTA	Upper Market Street Safety Improvements [NTIP Capital]	5	CON	Allocated		\$700,000			\$700,000
SFMTA	Ocean Avenue Safety Improvements	8, 11, 18, 19, 21	PS&E	Programmed			\$51,648		\$51,648
SFMTA	Page Street Slow Street	11, 12	PLAN/ CER	Allocated			\$325,000		\$325,000

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 March 21, 2023 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
SFMTA	Page Street Neighborway (Webster to Stanyan) 11	PA&ED	Programmed						\$0
SFMTA	Page Street Neighborway (Webster to Stanyan) 11, 17	PS&E	Programmed				\$379,180		\$379,180
SFMTA	Page Street Neighborway (Webster to Stanyan) 11	CON	Programmed					\$900,000	\$900,000
SFMTA	Howard Streetscape Project 13	PS&E	Allocated				\$20,820		\$20,820
SFMTA	The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements 6, 11	PS&E	Programmed				\$150,000		\$150,000
SFMTA	The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements 6, 11	PS&E	Programmed				\$100,000		\$100,000
SFMTA	Valencia Bikeway Improvements 11, 16, 17, 20	PS&E	Programmed				\$114,700		\$114,700
SFMTA	Citywide Neighborways 2, 4, 7	CON	Programmed						\$0
SFMTA	Slow Streets Program 4	CON	Allocated		\$425,400				\$425,400
SFMTA	Citywide Neighborways 2, 5, 7, 11, 14	CON	Programmed			\$0			\$0
SFMTA	District 4 Neighborway Network 7	PS&E	Allocated			\$274,600			\$274,600
SFMTA	Citywide Neighborways 11, 14	CON	Programmed				\$0		\$0
SFMTA	Citywide Neighborways 2, 14	CON	Programmed				\$0		\$0
SFMTA	Citywide Neighborways	CON	Programmed					\$750,000	\$750,000
SFMTA	Folsom Streetscape Project 14	CON	Allocated				\$2,778,217		\$2,778,217
Any Eligible	NTIP Placeholder 1, 3, 5, 11, 18	ANY	Programmed			\$0			\$0
SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds 3	CON	Allocated		\$216,800				\$216,800
SFMTA	Anza Street Bike Lanes [NTIP Capital] 1	PLAN/ CER	Allocated	\$40,000					\$40,000
SFMTA	Anza Street Bike Lanes [NTIP Capital] 1	CON	Allocated	\$180,000					\$180,000
SFMTA	Next Generation Sanchez Slow Street [NTIP Capital] 17	PS&E	Pending				\$87,300		\$87,300
SFMTA	Next Generation Sanchez Slow Street [NTIP Capital] 17	CON	Pending				\$190,000		\$190,000
SFMTA	Ortega Street Improvements [NTIP Capital] 18	PS&E	Pending				\$50,000		\$50,000
SFMTA	Ortega Street Improvements [NTIP Capital] 18	CON	Pending				\$280,000		\$280,000
SFMTA	Lake Merced Quick Build - Additional Funds 19	CON	Pending				\$660,352		\$660,352
SFMTA	Valencia Long-Term Bikeway Study [NTIP Planning] 20	PLAN/ CER	Pending				\$210,000		\$210,000
SFMTA	District 7 Ocean Ave Safety & Bike Access [NTIP Capital] 21	TBD	Pending				\$237,000		\$237,000

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 March 21, 2023 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total	
				2019/20	2020/21	2021/22	2022/23	2023/24		
Bike Parking and Transit Access										
SFMTA	Active Communities Plan	10	PLAN/ CER	Allocated			\$160,852			\$160,852
SFMTA	Short-term Bike Parking		CON	Allocated		\$398,000				\$398,000
SFMTA	Short-term Bike Parking	10, 11,	PA&ED	Programmed			\$0			\$0
SFMTA	Short-term Bike Parking	11, 14	PA&ED	Programmed				\$0		\$0
SFMTA	Short-term Bike Parking	11	PA&ED	Programmed					\$398,000	\$398,000
SFMTA	Short-term Bike Parking	11	PA&ED	Programmed					\$398,000	\$398,000
PCJPB	Caltrain Wayside Bike Parking Improvements	11	PS&E	Programmed			\$130,000			\$130,000
PCJPB	Caltrain Wayside Bike Parking Improvements	16, 20	CON	Programmed			\$670,000			\$670,000
Total Programmed in 2019 5YPP					\$1,351,758	\$1,931,958	\$3,499,419	\$6,037,766	\$2,487,758	\$15,308,659
Total Allocated and Pending					\$1,351,758	\$1,931,958	\$2,662,210	\$5,200,480	\$0	\$11,146,406
Total Unallocated					\$0	\$0	\$837,209	\$837,286	\$2,487,758	\$4,162,253
Total Programmed in 2021 Strategic Plan					\$1,351,758	\$1,931,958	\$4,937,427	\$4,599,758	\$2,487,758	\$15,308,659
Deobligated Funds							\$0	\$3,283	\$0	\$3,283
Cumulative Remaining Programming Capacity					\$0	\$0	\$1,438,008	\$3,283	\$3,283	\$3,283
Pending Allocation/Appropriation										
Board Approved Allocation/Appropriation										

FOOTNOTES:

- 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.
- 5YPP amendment to fund Bicycle Outreach and Education (Resolution 2020-051, 04/28/2020).
Citywide Neighborways: 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.
- 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 20-061, 6/23/2020)
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.
- 5YPP amendment to accommodate allocation of \$425,400 for Slow Streets Program (Resolution 21-009, 09/22/2020).
Citywide Neighborways: Reduced placeholder from \$650,000 to \$224,600 in FY2019/20.
Slow Streets Program: Added project with \$425,400 in FY202021.
- 5YPP amendment to accommodate allocation of \$700,000 for Upper Market Street Safety Improvements [NTIP Capital] (Resolution 21-016, 10/27/2020).

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 March 21, 2023 Board

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

Grove Street/Civic Center Improvements (design): Reduced from \$200,000 to \$0 in FY2019/20.

NTIP Placeholder: Reduced from \$769,000 to \$269,000 in FY2019/20.

Upper Market Street Safety Improvements [NTIP Capital]: Added project with \$700,000 in FY2020/21.

⁶ 5YPP amendment to accommodate allocation of \$150,000 for Safe Streets Evaluation (Resolution 21-029, 02/23/2021).

Safe Streets Evaluation: Advanced \$100,000 from FY21/22 to FY20/21.

The Embarcadero at Pier 39/Fisherman's Wharf - Complete Street Improvements: Delayed \$100,000 from FY20/21 to FY21/22.

Cumulative Remaining Programming Capacity: Reduced from \$70,700 to \$20,700.

⁷ To accommodate allocation of \$274,600 for District 4 Neighborway Network (Resolution 21-053, 06/22/2021):

Citywide Neighborways: Reduced placeholder from \$224,600 to \$0 in FY2019/20 and from \$840,000 to \$790,000 in FY2020/21.

District 4 Neighborway Network: Added project with \$274,600 in FY21/22.

⁸ 5YPP amendment to accommodate allocation of \$1,000,000 for Central Embarcadero Quick Build (Resolution 21-053, 06/22/2021).

Cost neutral amendment to Ocean Avenue Safety Improvements: Delayed \$149,000 in cash flow from FY2020/21 to FY2022/23.

Cost neutral amendment to Grove Street/Civic Center Improvements: Advanced \$149,000 in cash flow from FY2022/23 to FY20

Grove Street/Civic Center Improvements: Reduced from \$1 391 000 to \$391 000 in FY2021/22.

Central Embarcadero Quick Build: Added project with \$1 000 000 in FY21/22

YPP amendment to accommodate allocation of \$220,000 for Bicycle Outreach and

Grove Street/Civic Center Improvements: Reduced by \$120,000 from \$391,000 to \$271,000 in FY2021/22.

Bicycle Outreach and Education: Increased by \$120,000 from \$100,000 to \$220,000 in FY21/22

5YPP amendment to fund Active Communities Plan (Resolution 2022-006, 09/28/21)

Short-term Bike Parking: Reduced by \$129,417 from \$398,000 to \$268,583 in FY2020.

Cumulative Remaining Programming Capacity Reduced by 31,435

Active Communities Plan: Added project with \$160,852 in FY2021

2021 Strategic Plan Update and corresponding 5YPP amendment to delay programming.

13. 5YDP amendment to accommodate allocation of \$325,000 for Page Street Slow Street (Resolution 22-020, 12/14/2021)

Grove Street/Civic Center Improvements: Reduced by \$55,000 from \$271,000 to \$216,000 in FY2021/22.

Page Street Neighborhood (Webster to Starvan): Increased by \$55,000 from \$270,000 to \$325,000 in FY21 /

Page Street Neighborway (webster to stanyan). increased by \$55,000 from \$270,000 to \$325,000 in FY21/22 and project name updated to Page Street Slow Street.
YPP amendment to fund Howard Streetscape (Resolution 2023-021 12/13/22)

Page Street Neighborhood Way (Webster to Starvan): Reduced by \$20,820 from \$400,000

Howard Streetscape Project: Added project with \$20,820 in FY2022/23.

SYDD amendment to accommodate allocation of \$2,778,217 for Folsem Street

Citywide Neighborhoods: \$700,000 in FY2021/22 reduced to \$0, \$1,500,000 in FY2022/23 reduced to \$0

Short-term Bike Parking: \$90,217 in FY2021/22 reduced to \$0, \$308,000 in FY2022/23 reduced to \$0.

Esplanade Streetcarway Projects: Added project with \$2,778,217 in FY2022/23 for construction.

Folsom Streetscape Project: Added project with \$2,778,217 in FY2022/23 for construction.

15 SYPP amendment to accommodate allocation of \$178,791 for Alemany Interchange Improvement Phase 2 - Additional Funds (Resolution 23-xx, 2/28/2023).

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 March 21, 2023 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
	Grove Street/Civic Center Improvements: Reduced from \$216,000 to \$37,209 in FY2021/22.								
	Alemany Interchange Improvement Phase 2 - Additional Funds: Added project with 178,791 in FY2022/23 for construction.								
16	5YPP amendment to accommodate allocation of \$398,000 for Safe Streets Evaluation (Resolution 23-xxx, 03/xx/2023).								
	Valencia Bikeway Improvements: Reduced from \$1,000,000 to \$602,000 in FY22/23.								
	Caltrain Wayside Bike Parking Improvements: Cash flow updated to accommodate request.								
	Safe Streets Evaluation: Added project with \$398,000 in FY22/23.								
17	5YPP amendment to accommodate allocation of \$277,300 for Next Generation Sanchez Slow Street								
	Valencia Bikeway Improvements: Reduced from \$602,000 to \$324,700 in FY22/23.								
	Grove Street/Civic Center Improvements: Cash flow updated to accommodate request.								
	Page Street Neighborway (Webster to Stanyan): Cash flow updated to accommodate request.								
	Next Generation Sanchez Slow Street: Added project with \$277,300 in FY22/23.								
18	5YPP amendment to accommodate allocation of \$330,000 for Ortega Street Improvements [NTIP Capital]								
	NTIP Placeholder: Reduced from \$269,000 to \$0 in FY21/22								
	Ocean Avenue Safety Improvements: Reduced from \$900,000 to \$839,000 in FY22/23								
	Ortega Street Improvements [NTIP Capital]: Added project with \$330,000 in FY22/23								
19	5YPP amendment to accommodate allocation of \$660,352 for Lake Merced Quick Build - Additional Funds								
	Ocean Avenue Safety Improvements: Reduced from \$839,000 to \$178,648 in FY22/23								
	Lake Merced Quick Build - Additional Funds: Added project with \$660,352 in FY 22/23								
20	5YPP amendment to accommodate allocation of \$210,000 for Valencia Long-Term Bikeway Study [NTIP Planning]								
	Valencia Bikeway Improvements (PS&E): Reduced from \$324,700 to \$114,700								
	Caltrain Wayside Bike Parking Improvements: Cash flow updated to accommodate request								
	Valencia Long-Term Bikeway Study [NTIP Planning]: Added project with \$210,000 in FY22/23								
21	5YPP amendment to accommodate allocation of \$237,600 for District 7 Ocean Ave Safety & Bike Access [NTIP Capital]								
	Ocean Avenue Safety Improvements: Reduced from \$110,000 to \$0 in FY21/22 and from \$178,648 to \$51,648 in FY 22/23								
	Caltrain Wayside Bike Parking Improvements: Cash flow updated to accommodate request								
	District 7 Ocean Ave Safety & Bike Access [NTIP Capital]: Added project with \$237,000 in FY22/23								

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

Pending March 22023 Board

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	NTIP Placeholder	Any	Programmed	\$0					\$0
Corridor Projects									
SFMTA	Grove Street/Civic Center Improvements	5	PS&E	Programmed	\$0				\$0
SFMTA	Grove Street/Civic Center Improvements	4	CON	Programmed			\$0		\$0
SFMTA	Folsom-Howard Streetscape	9	CON	Programmed			\$0		\$0
SFMTA	Howard Streetscape Project	11	PS&E	Allocated			\$479,180		\$479,180
SFMTA	Folsom Streetscape Project	12	CON	Allocated			\$421,783		\$421,783
SFMTA	Lake Merced Pedestrian Safety	9, 14	PS&E	Planned			\$0		\$0
SFMTA	Lake Merced Pedestrian Safety	9, 14	CON	Planned			\$0		\$0
SFMTA	Leavenworth Livable Street	5	PLAN/ CER	Programmed		\$0			\$0
SFMTA	Upper Market Street Safety Improvements	5	CON	Allocated		\$950,000			\$950,000
SFMTA	Mission Street Excelsior Safety		PS&E	Allocated	\$1,000,000				\$1,000,000
SFMTA	Mission / Geneva Safety Project	4, 9	CON	Allocated			\$1,391,000		\$1,391,000
SFMTA	Monterey Street Safety Improvements	9, 14	PS&E	Programmed			\$0		\$0
SFMTA	Lake Merced Quick Build [NTIP Capital]	8	PLAN, PS&E	Allocated		\$100,500			\$100,500
SFMTA	Lake Merced Quick Build - Additional Funds	14	CON	Pending			\$725,000		\$725,000
SFMTA	Vision Zero Quick-Build Program Implementation	2, 6, 9, 10	PS&E, CON	Programmed			\$0		\$0
SFMTA	Vision Zero Quick-Build Program FY21	6	CON	Allocated		\$936,314			\$936,314
SFMTA	Vision Zero Quick-Build Program FY22	10	CON	Allocated			\$1,218,543		\$1,218,543
SFMTA	Vision Zero Quick-Build Program Implementation	2, 9, 10, 13	PS&E, CON	Programmed			\$0		\$0
SFMTA	FY 23 Vision Zero Quick-Build Program Implementation (Part 1)	13	CON	Pending (Prior)			\$345,143		\$345,143
Citywide Pedestrian Safety & Circulation Improvements									
SFMTA	Vision Zero Improvements Placeholder	2	CON	Programmed			\$0		\$0
SFMTA	Vision Zero Improvements Placeholder	2	CON	Programmed				\$0	\$0
SFMTA	7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital]	1	PS&E	Allocated	\$38,680				\$38,680
SFMTA	7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital]	1	CON	Allocated	\$121,320				\$121,320
SFMTA	District 3 Pedestrian Safety Improvements [NTIP Capital]	3	CON	Allocated	\$279,200				\$279,200
SFMTA	Tenderloin Traffic Safety Improvements [NTIP Capital]	7	CON	Allocated		\$177,693			\$177,693

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

Pending March 22023 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Any Eligible	NTIP Placeholder ^{1, 3, 7, 8, 9, 15, 16}	Any	Programmed			\$30,645			\$30,645
SFMTA	Visitacion Valley CBTP Implementation [NTIP Capital] ¹⁵	TBD	Pending				\$289,400		\$289,400
SFMTA	Mission Bay School Access Plan [NTIP Planning and Capital] ¹⁶	TBD	Pending				\$90,000		\$90,000
									\$0
Total Programmed in 2019 5YPP				\$1,439,200	\$2,164,507	\$2,640,188	\$2,350,506	\$0	\$8,594,401
Total Allocated and Pending				\$1,439,200	\$2,164,507	\$2,609,543	\$2,350,506	\$0	\$8,563,756
Total Unallocated				\$0	\$0	\$30,645	\$0	\$0	\$30,645
Total Programmed in 2021 Strategic Plan				\$1,439,200	\$2,164,507	\$4,990,694	\$0	\$0	\$8,594,401
Deobligated Funds						\$0	\$3,424	\$0	\$3,424
Cumulative Remaining Programming Capacity				\$0	\$0	\$2,350,506	\$3,424	\$3,424	\$3,424
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- ¹ 5YPP amendment to fund 7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital]] (Resolution 2019-062, 6/25/2019).
NTIP Placeholder: Reduced from \$1,100,000 to \$967,438
7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital]: Added project with \$160,000 in Fiscal Year 2019/20 for design and construction. \$27,438 of the funding is from the FY18/19 NTIP Placeholder.
- ² Strategic Plan and 5YPP amendment to program \$2,500,000 for [Vision Zero Quick-Build Program Implementation] (Resolution 20-002, 7/23/2019)
[Vision Zero Improvements Placeholder]: Reduced from \$1,000,000 FY2022/23 to \$0 and from \$1,000,000 in FY2023/24 to \$0
Funds advanced from outside of current 5YPP period: \$250,000 advanced to FY2020/21, and \$250,000 advanced to FY2021/22.
[Vision Zero Quick-Build Program Implementation]: Added project with \$1,250,000 in FY2020/21, and \$1,250,000 in FY2021/22.
- ³ 5YPP amendment to fund District 3 Pedestrian Safety Improvements [NTIP Capital] (Resolution 2020-041, 4/14/2020).
NTIP Placeholder: Reduced from \$967,438 to \$688,238
District 3 Pedestrian Safety Improvements [NTIP Capital]: Added project with \$279,200 in Fiscal Year 2019/20 for construction.
- ⁴ 5YPP amendment to fund Mission/Geneva Safety Project (formerly known as Mission Street Excelsior Safety Project) (Resolution 2020-54, 05/19/2020).
Grove Street/Civic Center Improvements: Reduced from \$1,391,000 to \$0 in Fiscal Year 2021/22 for construction.
Mission/Geneva Safety Project: Added project with \$1,391,000 in Fiscal Year 2021/22 for construction.
- ⁵ 5YPP amendment to fund Upper Market Street Safety Improvements (Resolution 2021-016, 10/27/2020).
Grove Street/Civic Center Improvements: Reduced from \$200,000 to \$0 in Fiscal Year 2019/20 design funds; project is on hold until the Civic Center Public Realm Plan can be finalized.
Leavenworth Livable Street: Reduced from \$750,000 to \$0 in FY2020/21; project will not advance with original scope.

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

Upper Market Street Safety Improvements: Added project with \$950,000 in FY2020/21 construction funds.

⁶ 5YPP amendment to fund Vision Zero Quick-Build Program FY21 (Resolution 2021-016, 10/27/2020).

Vision Zero Quick-Build Program Implementation: Reduced placeholder from \$1,250,000 to \$313,686 in FY2020/21.

Vision Zero Quick-Build Program FY21: Added project with \$936,314 in FY2020/21 construction funds.

⁷ 5YPP amendment to fund Tenderloin Traffic Safety Improvements [NTIP Capital] (Resolution 2021-029, 2/23/2021).

NTIP Placeholder: Reduced placeholder from \$688,238 to \$510,545 in FY2019/20.

Tenderloin Traffic Safety Improvements [NTIP Capital]: Added project with \$177,693 in FY2020/21 construction funds.

⁸ To accommodate funding of Lake Merced Quick Build [NTIP Capital] (Resolution 2021-040, 4/27/2021):

NTIP Placeholder: Reduced by \$100,500 from \$510,545 to \$410,045.

Lake Merced Quick Build [NTIP Capital]: Added project with \$100,500 in FY2020/21.

⁹ 2021 Strategic Plan Update and corresponding 5YPP amendment to delay programming and cash flow to reflect current project delivery schedules (Resolution 22-16, 12/07/2021)

¹⁰ 5YPP amendment to fund Vision Zero Quick-Build Program FY22 (Resolution 2022-020, 12/14/2021).

Vision Zero Quick-Build Program Implementation: Reduced placeholder from \$313,686 to \$0 in FY2020/21.

Vision Zero Quick-Build Program Implementation: Reduced placeholder from \$1,250,000 to \$345,143 in FY2021/22.

Vision Zero Quick-Build Program FY22: Added project with \$1,218,543 in FY2021/22 construction funds.

¹¹ To accommodate funding of Howard Streetscape Project (Resolution 2023-021, 12/13/2022):

Folsom-Howard Streetscape: Reduced by \$479,180 from \$900,963 to \$421,783 in FY2021/22.

Howard Streetscape Project: Added project with \$479,180 in FY2022/23.

¹² To accommodate funding of Folsom Streetscape Project (Resolution 2023-021, 12/13/2022):

Folsom-Howard Streetscape: Reduced by \$421,783 to \$0 in FY2021/22.

Folsom Streetscape Project: Added project with \$421,783 in FY2022/23 for construction.

¹³ To accommodate funding of FY23 Vision Zero Quick-Build Program Implementation (Part 1) (Resolution 2023-XX, 2/28/2023):

Vision Zero Quick-Build Program Implementation: Reduced by \$345,143 to \$0 in FY

FY 23 Vision Zero Quick-Build Program Implementation (Part 1): Added project with \$345,143 in FY 2024/25 for construction

¹⁴ 5YPP amendment to accommodate allocation of \$725,000 to Lake Merced Quick Build - Additional Funds (Resolution 2023-xx, 3/21/2023).

Lake Merced Pedestrian Safety (PS&E): Reduced by \$80,000 to \$0 in FY 21/22

Lake Merced Pedestrian Safety (CON): Reduced by \$400,000 to \$0 in FY 21/22

Monterey Street Safety Improvements: Reduced by \$245,000 to \$0 in FY 21/22

Lake Merced Quick Build - Additional Funds: Added project with \$725,000 in FY 22/23

¹⁵ 5YPP amendment to fund Visitation Valley CBTP Implementation [NTIP Capital] (Resolution 2023-xx, 3/21/2023).

NTIP Placeholder: Reduced from \$410,045 to \$120,645 in FY21/22.

Visitacion Valley CBTP Implementation [NTIP Capital]: Added project with \$289,400 in FY22/23

¹⁶ 5YPP amendment to fund Mission Bay School Access Plan [NTIP Planning and Capital]

NTIP Placeholder: Reduced from \$120,645 to \$30,645 in FY 21/22

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

Mission Bay School Access Plan [NTIP Planning and Capital]: Added project with \$90,000 in FY 22/23