

STANDARD GRANT AGREEMENT
Proposition K
Transportation Authority Project Nos. 130-907010, 138-907108
Resolution 17-46

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 17-46 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):

Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]

- **EP-30**
- **EP-38**

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 **\$399,695** 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 |
|-----------------|-------------|--------------------------|--------------------------------------|---|
| 17-46 | 5/23/2017 | 130-907010 138-907108 | \$248,397 \$151,298 | 3/31/2019 |

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.

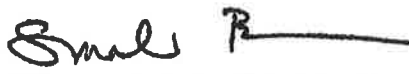
This AGREEMENT is effective as of the DATE OF EXECUTION as defined in SECTION 2, STANDARD TERMS AND CONDITIONS, DEFINITIONS, below.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

By: 
Pilly Chang, Executive Director

Date 6/16/17

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

By:  ^{EL}
Edward D. Reiskin, Director of Transportation

Date 6/14/2019

Approved As To Form (optional): Dennis J. Herrera, City Attorney

By: 
Deputy City Attorney

**SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
STANDARD GRANT AGREEMENT**

**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 charged against 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. This scope of work is based on the applicable project description of a line item that is in the EXPENDITURE PLAN.
- M. PROPOSITION K REQUEST TABLE shall mean the current schedule of cash flows shown in the Proposition K Sales Tax Program Allocation Request Form–Cash Flow Distribution Schedule by FISCAL YEAR table.
- 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. All 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 provided.

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 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.

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. RECIPIENT shall submit a request for approval from the TRANSPORTATION AUTHORITY for any deviation from the specified attribution and signage described below. Exceptions may be made at the sole discretion of the TRANSPORTATION AUTHORITY.

All press releases, project fact sheets, websites, 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 following statement:

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

1. Required Format for Attribution and Acknowledgement of TRANSPORTATION AUTHORITY Funding for Construction Capital Projects.

If any portion of GRANT funds are used for a Construction Capital Project, the RECIPIENT shall, upon initiation of field work or at the earliest feasible time thereafter, install and maintain a sign at the construction site identifying Proposition K Local Transportation Sales Tax Funds and the TRANSPORTATION AUTHORITY as a funding source, in accordance with the standard format herein. For construction projects, RECIPIENT shall, within 30 days of the date of initiation of fieldwork, submit to the TRANSPORTATION AUTHORITY as a high-resolution JPEG or TIFF file, a

photograph documenting compliance with the Proposition K attribution and format requirements herein contained.

For a construction project undertaken with partial or complete funding from Proposition K for the Construction phase, RECIPIENT shall install and maintain a sign displaying the following items:

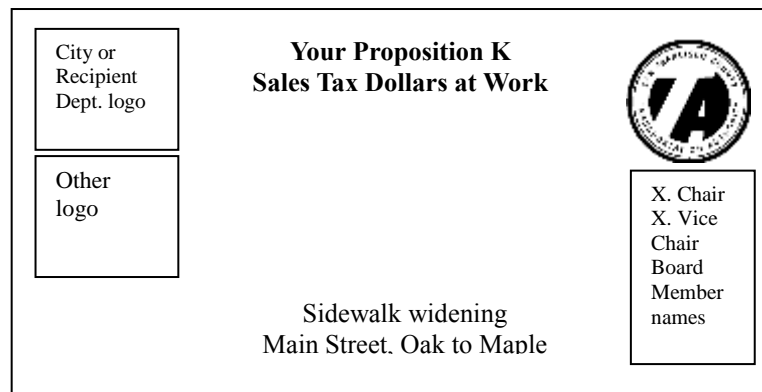
- a. The official TRANSPORTATION AUTHORITY seal, provided to RECIPIENT in digital format at the time of execution of this AGREEMENT, placed on the upper or lower right hand corner of the sign, and sized 8 inches across or at the same size as the RECIPIENT's own seal or official logo appearing on the sign, whichever is larger.
- b. The following text:

***Your Proposition K
Sales Tax Dollars at Work***

centered horizontally across the top or across the bottom of the sign, such that the TRANSPORTATION AUTHORITY logo appears immediately to the right of the text, and displayed in 2-inch tall, or the same size as the text acknowledging RECIPIENT, if larger, Times Roman or comparable font. See example in Figure 1.

- c. 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, centered vertically against the right margin of the sign. See Example in Figure 1.

Figure 1
Example of Construction Sign



2. Required Format for Attribution and Acknowledgement of TRANSPORTATION AUTHORITY Funding for Prior Phases during the Construction phase.

For a project for which Proposition K funding was used for any prior phase (i.e., Planning/Preliminary Engineering, Environmental, Right of Way, Plans, Specifications and Estimates, and Procurement), but not for the Construction phase, RECIPIENT shall install and maintain a sign during construction displaying the following items:

- a. The official TRANSPORTATION AUTHORITY seal, placed on the upper or lower right hand corner of the sign, and sized 8 inches across or at the same size as the RECIPIENT's own seal or official logo appearing on the sign, whichever is larger.

- b. The following text:

This Project was made possible in part by Proposition K Local Transportation Sales Tax Funds.

centered horizontally across the top or across the bottom of the sign, such that the TRANSPORTATION AUTHORITY logo appears immediately to the right of the text. See example in Figure 2.

Figure 2

Example of Proposition K Attribution on Construction Sign

This Project was made possible in part by Proposition K
Local Transportation Sales Tax Funds



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

For non-construction capital purchases funded by any portion of GRANT funds, RECIPIENT shall affix permanent signage identifying the TRANSPORTATION AUTHORITY and the Sales Tax Funds as a funding source according to the standard format. 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 as follows:

- a. For vehicles (revenue and non-revenue):

A decal or painted version of the TRANSPORTATION AUTHORITY'S official seal, 5 inches across. Non-revenue vehicles shall display the seal on either 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 TRANSPORTATION AUTHORITY'S seal prominently inside the vehicle, either on the rear-facing driver privacy panel, or on a wall or ceiling graphic display panel. The seal shall be displayed including the following text, centered under the seal: *Paid for by Your Prop K Sales Tax*, in two rows, as illustrated below:



***Paid for by Your
Prop K Sales Tax***

4. Required Format for Attribution and Acknowledgement of TRANSPORTATION AUTHORITY Funding of Studies and Reports

If any portion of GRANT funds is used for production of studies and reports, acknowledgment of the TRANSPORTATION AUTHORITY'S role shall be included in the documents. All reports prepared with funding from Proposition K shall bear the appropriate framed imprint on the back of the title page, right justified and printed in 12-point font. The Official TRANSPORTATION AUTHORITY seal, provided to RECIPIENT in digital format at the time of execution of the AGREEMENT, and sized

at 1 inch across, as shown below, shall be placed immediately to the right of the text frame bearing the attribution imprint.

- a. For reports entirely funded through Proposition K:

Preparation of this report was made possible 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:

Preparation of this report was made possible in part by the San Francisco County Transportation Authority through a grant of Proposition K Local Transportation Sales Tax funds.



5. Required Format for Attribution and Acknowledgement of TRANSPORTATION AUTHORITY Funding of Flyers, Brochures, Posters, Websites and Other Similar Materials.

All flyers, brochures, posters, websites and other similar materials prepared with Proposition K funding shall include the TRANSPORTATION AUTHORITY'S logo and the following statement:

This project is made possible by the San Francisco County Transportation Authority through a grant of Proposition K Local Transportation Sales Tax Funds.

The logo should be grouped with any other participating agency. The logo and attribution shall be readily visibly and distinguishable from a normal viewing distance for the item being produced. One copy of all such materials shall be delivered to the TRANSPORTATION AUTHORITY for archival purposes.

I. 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.

III. 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 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 \$5,000 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 schedule shown in the PROPOSITION K REQUEST TABLE. RECIPIENT may make a request for exceptions in writing. Exceptions may be made at the sole discretion of the TRANSPORTATION AUTHORITY.

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 PROPOSITION K REQUEST TABLE. 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 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 updated PROPOSITION K REQUEST TABLES, and RECIPIENT shall respond to any such request within ten (10) business days. Changes in the PROPOSITION K REQUEST TABLE require approval by the TRANSPORTATION AUTHORITY. The most recently approved PROPOSITION K REQUEST TABLE 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 specific 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 Prop 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 not expend this GRANT at a rate greater than the percentage Proposition K fund share as listed in the Proposition K Sales Tax Program Allocation Request Form unless written approval by the TRANSPORTATION AUTHORITY is obtained to allow GRANT expenditure for a different percentage.

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. 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 Prop K grant funds. The

TRANSPORTATION AUTHORITY will program any returned funds in accordance with Strategic Plan policies.

IV. 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 progress report for each grant regardless of progress made during the reporting period. The TRANSPORTATION AUTHORITY may, at its discretion, allow sponsors to submit one quarterly progress report covering multiple Proposition K grants for the same project.

RECIPIENT shall submit progress reports no later than April 15, July 15, October 15, and January 15. The TRANSPORTATION AUTHORITY in consultation with RECIPIENT may agree to an alternate reporting schedule for the RECIPIENT.

Progress reports shall address the current scope, schedule, cost and status of the project as listed in the Allocation Request Form or as listed in approved amendments; percent complete of the project's scope; and verification of compliance with the TRANSPORTATION AUTHORITY'S signage and attribution requirements.

B. Annual Reports

RECIPIENT shall submit no later than December 15 of each year a project update for potential inclusion in the TRANSPORTATION AUTHORITY Annual Report, in a format to be provided by the TRANSPORTATION AUTHORITY. This update shall include at least the following information: project sponsor, project contact, project description, project status including percent complete, expenditures, including SBE, DBE and LBE PROGRAM utilization to date and project goals, LOCAL HIRING PROGRAM utilization to date, and photos and other presentation quality materials. RECIPIENT shall limit this presentation to one page for all items except photos and one page for multiple photos. TRANSPORTATION AUTHORITY reserves the right to request hard copies of these reports.

V. 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, 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 certified financial statement identifying all excess funds or ineligible expenditures, which the RECIPIENT shall be required to refund, as well as third party audit reports, as applicable, or provide a schedule and justification for an alternate closeout date. 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 by funding source for the approved scope of work. The RECIPIENT shall provide supporting documentation for expenditures and revenues from its accounting and financial management system.

RECIPIENT shall certify that the amounts sought are only for project elements included in the Proposition K Sales Tax Program Allocation Request Form.

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

This report shall include a breakdown of work performed by RECIPIENT forces and the work that has been contracted out, including a breakdown of work contracted out to SBE, DBE, LBE and/or local residents, which includes the contract and project goals and utilization to date in terms of percents and dollar amounts as applicable.

3. Final Project Update

The RECIPIENT shall provide a final project update in the format that is specified for the TRANSPORTATION AUTHORITY'S Annual Report in Section IV. A. of this AGREEMENT.

These project closeout documents shall be submitted under the signature of staff authorized to execute the AGREEMENT.

Release of the final reimbursement request or allocation of additional grants shall be subject to fulfillment of required closeout materials. The TRANSPORTATION AUTHORITY reserves the right to retain up to \$5,000 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.

VI. 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.

VII. 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.

VIII. 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.

IX. 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.

X. 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.

XI. ASSIGNMENT

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

XII. 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.

XIII. EXPENSES

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

XIV. 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
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action: 2016/17

Project Name: Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

EXPENDITURE PLAN INFORMATION

Prop K EP category: Upgrades to major arterials (including 19th Avenue): (EP-30)

Prop K EP Line Number (Primary): 30 **Current Prop K Request:** \$ 399,695

Prop K Other EP Line Numbers: 38

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisorial District(s): District 04, District 07

REQUEST

Brief Project Description (type below)

The SFMTA will evaluate three alternatives and recommend a preferred alternative for the configuration of the intersection of Sloat Boulevard/ Skyline Boulevard/ 39th Avenue to improve operations and safety for pedestrians, cyclists, transit, and vehicular traffic. Alternatives under consideration include 1) a low-cost near-term treatment; 2) a roundabout; and 3) signalized T-intersection. Project includes robust stakeholder engagement and outreach.

Detailed Scope, Project Benefits and Community Outreach (type below)

For project details, see (1) Outreach Scope and (2) Task Order Request, attached.

Project Location (type below)

Sloat Boulevard/ Skyline Boulevard/ 39th Avenue intersection

Project Phase (select dropdown below)

Planning/Conceptual Engineering (PLAN)

Map or Drawings Attached? Yes

Other Items Attached? Yes

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

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K
5YPP/Prop AA Strategic Plan? Project Drawn From Placeholder

Is the requested amount greater
than the amount programmed in
the relevant 5YPP or Strategic
Plan? Less than or Equal to Programmed Amount

Prop K 5YPP Amount: \$ 419,554 Prop AA
Strategic Plan
Amount:

Requested funds would draw from the NTIP placeholder in the Upgrades to Major Arterials (EP 30) category (\$248,397) and the Arterials Track Traffic Calming Program placeholder in the Traffic Calming (EP38) category (\$151,298). Available programming from these placeholders totals \$419,554, sufficient to fund the subject request.

Sloat/Skyline Alternatives and Feasibility Analysis Outreach Scope

1. Project Description

The San Francisco Municipal Transportation Agency (SFMTA) is evaluating several alternative options for the configuration of the intersection of Sloat Boulevard/Skyline Boulevard/39th Avenue to improve operations and safety for pedestrians, cyclists, transit, and vehicular traffic. The Sloat/Skyline intersection was identified in the Ocean Beach Master Plan for signalization to create a safer and more efficient intersection to accommodate rerouting the Great Highway via Sloat and Skyline Boulevards. A roundabout was first proposed in the 2014 Ocean Beach Transportation Analysis conducted by SPUR.

Alternatives under consideration include 1) low-cost alternative; 2) roundabout reconfiguration; 3) signalization reconfiguration. Stakeholder engagement will take a two-pronged approach. Initial engagement will inform the assessment of existing conditions with an understanding of community-identified assets and challenges related to the function of the intersection. The post-study outreach will communicate the findings of the study, assessment of findings related to initial outreach and proposed recommendations.

The affected segment of Sloat Boulevard is a part of San Francisco's Vision Zero High-Injury Network, and the alternatives considered in this request will be evaluated for their potential to improve safety for all road users and make progress towards achieving Vision Zero, San Francisco's policy to eliminate all traffic deaths, and reduce severe and fatal injury inequities across neighborhoods, transportation modes, and populations in San Francisco by 2024.

The requested funds include Prop K Neighborhood Transportation Improvement Program (NTIP) funds. The Transportation Authority's NTIP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other neighborhoods with high unmet needs. Of the requested funds, 62% (\$248,397) would come from available District 4 NTIP capital funds.

2. Pre-Study Outreach (Phase One)

SFMTA will lead a series of three stakeholder interview meetings with key external (non-City/Caltrans) stakeholders for the project to support the existing conditions, needs and opportunities analysis. These meetings will be used to identify the perceptions and concerns of stakeholders within the project area and observations of day to day operations and factors affecting operations. The project contractor conducting the feasibility analysis will participate in these meetings and incorporate the findings in their existing conditions report.

Key Stakeholders:

- Residents immediately impacted by changes to the intersection (within 100 feet, driveway access potentially impacted)
- Residents within adjacent area (within .5 miles, represented by community association leaders)
- Merchants in adjacent area (within .5 miles)
- Community/neighborhood associations, schools, senior centers/disabled services, and other community-serving organizations (e.g., San Francisco Zoo) (within .5 miles)
- Caltrans (Intersection is on the State Highway 35 Right-of-Way)
- Office of District 4 Supervisor Tang

Meeting Format (final meeting format still tbd):

- 3 2-hour small group meetings (10 attendees)
- Project overview presentation
- Discussion to elicit feedback/perceptions

Report Back:

- 1 2-hour update meeting with all Phase One participants to share findings of pre-study outreach and final existing conditions report
- Bimonthly website updates and email blasts with ongoing project updates

3. Post-Study Outreach (Phase Two)

Following the completion of the alternatives analysis, SFMTA will lead one additional community meeting to share the findings of the study. This meeting will present the alternatives considered and share the project recommendations.

Audience:

- All residents, businesses/services, community associations within adjacent area

Meeting Format (final meeting format still tbd):

- 2-hour large group meeting/open house
- Project overview & findings presentation
- Open house/question & answer

Sloat/Skyline Alternatives and Feasibility Analysis

Task Order Request

SFMTA's Sustainable Streets Division (SSD)
 SSD As-needed Environmental & Transportation Analysis & Documentation
 SSD Subdivision: Transportation Planning
 Project Manager:

1. GENERAL PROJECT DESCRIPTION

SFMTA seeks to improve operations and safety for pedestrians, cyclists, transit, and vehicular traffic at the intersection of Sloat Boulevard/Skyline Boulevard/39th Avenue. The Contractor will review and evaluate existing and future conditions including traffic/level of service, pedestrian and bicycle access, land acquisition, driveway conflicts, utility conflicts, and parking impacts. The Contractor will prepare a formal report or technical memo reflecting Contractor’s research and analysis. The Contractor will also develop designs and cost estimates for both near term and long term proposals to improve the intersection based on industry best practices and the City’s budget constraints. The near term proposal would consist of relatively low cost changes to paint, signage, and concrete work to splitter islands that could be done over the span of the next year. The longer term proposal would assume the existing intersection, approaches, and adjacent sidewalks could be significantly modified, with work taking place both within the city's existing right-of-way as well as in potential new right-of-way which may be acquired from the San Francisco Zoo, if such acquisition is feasible. The longer term proposal will include at least one design alternative incorporating a roundabout and at least one alternative using a signalized traditional intersection configuration.

2. PROJECT DEFINITIONS

| |
|--|
| PROJECT: Sloat/Skyline Alternatives and Feasibility Analysis |
| SFMTA Team: <ul style="list-style-type: none"> • Planning: TBD • Livable Streets: TBD • Transit Engineering: TBD • Transit: TBD |
| SFPW Team: <ul style="list-style-type: none"> • Project Manager: TBD • Asst. Project Manager: TBD • Engineer: TBD • Asst. Engineer: TBD |
| City Team: <ul style="list-style-type: none"> • PUC representative: TBD • Caltrans representative: TBD |
| Contractor’s Team: <ul style="list-style-type: none"> • TBD upon Task Order Award |

3. PROJECT APPROACH

3.1 Project Staffing:

Contractor agrees to use the personnel listed under “Contractor’s Team” in Section 2 of this Task Order. SFMTA, in its sole discretion, has the right to approve or disapprove Contractor’s personnel assigned to perform the services under this Task Order at any time throughout the term of this Task Order.

SFMTA shall have the right to interview and review the qualifications of any new personnel not listed under “Contractor’s Team” that are proposed by the Contractor. Any change to Contractor’s personnel must be approved in writing by the City at least fourteen (14) days in advance of assignment of such personnel by the Contractor. Such approval by the City shall not be unreasonably withheld.

3.2 Project Roles and Responsibilities:

The Contractor’s Project Manager shall manage the Contractor’s Team to ensure that it completes all work and obligations described in this Task Order.

The SFMTA Project Manager will provide oversight of the Project to ensure that the Contractor is meeting staffing, timeline, budget, and work product targets and deliverables described in this Task Order; approve contract payments; and provide oversight of all contract administration matters.

3.3 Project Management and Communications:

The Contractor’s Team shall schedule and coordinate conference calls/meetings with the SFMTA Project Manager as enumerated in the scope of work. At minimum, the Contractor’s Team Project Manager shall participate in each conference call/meeting. As part of these meetings, the Contractor’s Team shall report on project tasks and deliverables (including labor hours, expenses, and deadlines) for review, input, decision-making, and approval by the SFMTA Project Manager. The Contractor team is responsible for preparing and providing agendas 2 business days in advance of every meeting, and taking and distributing notes within 3 business days following every meeting.

3.4 Deliverables for Contractor Payment:

The Contractor shall provide high quality written deliverables that are professionally organized and presented, and include a completed Appendix D, Consultant Checklist for Document Submittals with each draft and final document submittal. The Contractor shall provide deliverables that include the following characteristics:

- Concise, but with sufficient detail to provide comprehensive information;
- Free of typographical, spelling, and grammatical errors.

The Contractor’s Team shall provide the SFMTA Team with deliverables in accordance with the schedule of deliverables detailed below. The Project Manager will be responsible for forwarding feedback to the Contractor on behalf of the SFMTA.

The SFMTA Project Manager and Contractor shall develop and document standards for SFMTA evaluation and acceptance of deliverables. Payment for work is conditional to work being completed to the satisfaction of the SFMTA Project Manager.

4. SCOPE OF WORK

TASK 1: Project Kick-off Meeting, Information Review, and Project Work Plan

The Contractor team shall meet with the SFMTA for an initial project Kick-off Meeting within one week of the notice to proceed to confirm SFMTA expectations about levels of analysis, deliverables and schedule; information the City will make available to the Contractor team; and general services the

Contractor will perform for the City. The project Kick-off Meeting shall also serve as a transfer meeting focusing on existing knowledge and challenges with the project. At the Kick-off Meeting, the SFMTA will provide striping drawings for the intersection. The Contractor shall further review scope details in order to produce a Project Work Plan for SFMTA approval and acceptance. After SFMTA approval and acceptance, the Contractor may begin work on tasks 2 through 6. The Work Plan will:

- delineate the team's roles and responsibilities for all deliverables and task milestones;
- establish a detailed schedule for all deliverables and task milestones; and
- document communications protocols between Contractor and SFMTA

The Contractor will prepare up to two drafts of the Project Work Plan for SFMTA/SFPW review and comment. Upon SFMTA/SFPW approval and acceptance of a draft Project Work Plan, the Contractor will submit a final Project Work Plan.

Deliverables

1a: Attendance at Kick-off Meeting

1b: Draft 1, Project Work Plan

1c: Draft 2, Project Work Plan

1d: Final Project Work Plan

TASK 2: Needs and Opportunities

2.1 Data Collection

The City shall provide:

1. Existing street striping
2. Existing signal timing
3. Historical traffic collision data
4. Traffic signals, including but not limited to accessible pedestrian signals and pedestrian countdown signals
5. Transit uses, including but not limited to perpendicular Muni routes, non-revenue service, and specifications of Muni vehicle sizes accessing the intersection
6. Accessible uses, including but not limited to curb ramps, blue zones and paratransit routes
7. Curb uses, including driveways, colored curbs, and meters
8. Latest estimated traffic movements and volumes at intersections for vehicles, pedestrians and cyclists
9. Street lighting, including locations, conditions and illumination of fixtures (PUC)
10. Street trees and special aesthetic features (DPW)
11. Grade levels and drainage features (DPW)
12. Prior studies conducted in the project area, including the 2014 Nelson/Nygard-AECOM traffic operations study

Contractor shall perform the following tasks:

1. Contractor shall review data provided by the City and provide feedback at a regularly scheduled bi-weekly check-in meeting. If the City identifies additional data needed for collection and analysis, the team will amend this task.

2. Contractor shall conduct field visits of the project area, conduct a detailed engineering survey and build a visual surface inventory of signal poles, signage, utility poles, pullboxes, utilities, ramps, sub-sidewalk basement covers, drainage features, street lights, trees, other street furniture, and curb use. Contractor will observe compliance with existing traffic control devices, turning vehicle speeds, heavy vehicle movements, and verify the outputs of traffic operations analysis, including turning movements and operations at intersections (AM and PM peak period) including queue lengths, vehicular and pedestrian volumes, and approach delays. Contractor will create the inventory in CAD using a template provided by the SFMTA.
3. Development and management of a SIDRA model/analysis for roundabout analysis, and Synchro for all other intersection control types. The City will provide existing/past models where possible.

2.2 Stakeholder Outreach

The Contractor will participate in three SFMTA-led stakeholder outreach meetings as part of the existing conditions research. These meetings will be used to identify the perceptions and concerns of stakeholders within the project area and observations of day to day operations and factors affecting operations, which will inform the alternatives analysis. The Contractor will provide presentation visuals for the meetings including boards and/or digital presentation materials as appropriate for the meeting venue and audience. Following the meetings the Contractor will provide meeting notes documenting stakeholder observations, concerns, and perceptions. **The Contractor will also provide an educational presentation explaining the types of solutions that may be considered for the intersection, including basic overview and effects of both signalization and roundabout alternatives.**

2.3 Existing Conditions and Literature Review Report

The Contractor will prepare an Existing Conditions report summarizing the findings from Tasks 2.1, along with information from stakeholder interviews to be provided by the City. To the extent possible, information will be conveyed and synthesized visually including relevant maps, graphics, charts and information shared that represent the breadth of data collection, and guidance as the project moves to conceptual design. The Contractor will provide traffic operation outputs and results from SIDRA/Synchro analysis in appendix of the report. Contractor will perform a crash analysis for a trailing 5-year window at the intersection to identify crash patterns, characteristics of crashes, and number of crashes between different modes of transportation. The SFMTA will provide crash data at the intersection for the Contractor's use. The Contractor will also review past proposals for the intersection as well as expected traffic projections from existing and area plans. The Contractor will also conduct a review of research and best practices pertaining to roundabout design, including a review of best practices for pedestrian and bicycle access and ADA compliance. SFMTA will review a draft Existing Conditions report and provide up to one round of feedback for Contractor use in preparing an Existing Conditions report.

Deliverables

2.1a: Project area field visit

2.1b: Engineering survey

2.1c: CAD inventory

2.2a: Attendance at three stakeholder meetings

2.2b: Presentation visuals

2.2c: Meeting notes summarizing stakeholder input

Signalization and Roundabouts educational presentation

2.3a: Draft existing conditions and literature review report

2.3b: Traffic operation outputs and results from SIDRA/Synchro analysis in appendix of report

2.3c: Final existing conditions and literature review report

TASK 3: Identify Design Alternatives and Prepare ICE

The Contractor will research and prepare a technical report and Intersection Control Evaluation (ICE) recommending at least three design alternatives to the existing conditions determined during Task 2. Each alternative will be responsive to community concerns from stakeholder outreach. One alternative will review options for small-scale improvements which do not substantially change the infrastructure of the intersection, the second alternative will assess feasibility and design options for converting the intersection to a roundabout, and the third alternative will be a conceptual design of a signalized T- intersection. All alternatives must consider the multimodal impacts of a future closure of the Lower Great Highway between Sloat and Skyline and subsequent diversion of traffic as well as impacts of anticipated future development.

In addition to narrative recommendations, the technical report must include appropriate conceptual design layouts and document evidence of industry best practice. The Contractor shall assemble these alternatives in the form of annotated, illustrative cross-sections and/or plan views. These may be used in presentations to the public. The Contractor shall also work with the City compare these alternative designs using generalized metrics in a matrix-style scoring system to facilitate comparison between one another.

In addition, the Contractor shall serve in an advisory role to determine the technical feasibility of preliminary design options. This shall include a cost comparison in sufficient depth to provide a confident estimate of the cost of pursuing each alternative. The Contractor shall also attend up to two meetings to discuss potential coordination issues as they relate to project design with SFMTA, City, and Caltrans staff.

3.1 Small-Scale Improvement Alternative

The small-scale improvement alternative must consist of relatively low cost changes with paint, signage, flashing beacons, and concrete work to splitter islands that could be done quickly and effectively. This alternative will not require land acquisition and should avoid utility conflicts and minimize parking impacts. Design shall utilize industry best practices and be in significant compliance with existing design standards and guidelines found in the California Highway Design Manual, the CA MUTCD, and NACTO. Effects on traffic operations should be documented from the modeling software outputs and changes in capacity, multimodal operations, and safety must be discussed, in addition to a cost estimate for the project.

3.2 Roundabout Alternative

The Contractor will investigate and prepare an alternative configuration of the intersection which converts the intersection to a roundabout. The Contractor will provide narrative recommendations, discussion of expected benefits and trade-offs from the roundabout configuration, conceptual design layouts, and project cost estimates. The Roundabout Alternative will assume the intersection and the approaches and adjacent sidewalks could be significantly modified, and if necessary land may be acquired from the San Francisco Zoo's overflow parking lot to expand the intersection. The Contractor will evaluate designs in which driveways from residential properties on the north side of Sloat Boulevard either enter directly into the roundabout or are accessed via a new slip road designed to provide access while preventing cut-

through traffic. This design must incorporate international best practices to accommodate a mix of pedestrian, bicycle, transit, and vehicular traffic. Contractor shall analyze impacts of the Roundabout Alternative including traffic/level of service impacts, travel lanes/size, fastest path, utility conflicts and relocations required, parking removal within the area, driveways which will be affected by either entering directly into the roundabout or using a slip road to access, pedestrian and bike access and changes to out-of-distance travel, and access options for persons with disabilities.

The Roundabout Alternative may deviate where necessary from design standards and guidelines found in the California Highway Design Manual, the CA MUTCD, and NACTO, but Contractor is required to call out any such deviations, explain the associated advantages of such deviations, and what changes/exemptions to existing CA/US manuals would be needed to accommodate the deviation. The SFMTA will approve the deviations through the design review process. For the Roundabout Alternative, the FHWA publication Roundabouts: An Informational Guide (2nd Edition) must be consulted for best practices in designing circular intersections. For access for persons with vision disabilities, the FHWA publication Crossing Solutions at Roundabouts and Channelized Turn Lanes for Pedestrians with Vision Disabilities must be consulted.

3.3 Signalization Alternative

The Contractor will investigate and prepare an alternative configuration of the intersection which converts to a traditional signalized T-intersection. The Contractor will provide narrative recommendations, discussion of expected benefits and trade-offs from the signalized T configuration, conceptual design layouts, and project cost estimates. This alternative will assume the intersection and the approaches and adjacent sidewalks could be significantly modified. If possible, all work should take place within the city's existing right-of-way, but if necessary acquisition of land from the San Francisco Zoo's overflow parking lot may be considered. This design must incorporate international best practices to accommodate a mix of pedestrian, bicycle, transit, and vehicular traffic. Contractor shall analyze impacts of the Signalization Alternative including traffic/level of service impacts, utility conflicts and relocations required, impacts on parking within the area, pedestrian and bike access and changes out-of-distance travel, and access options for persons with disabilities.

The Signalization Alternative may slightly deviate from design standards and guidelines found in the California Highway Design Manual, the CA MUTCD, and NACTO, but Contractor is required to call out any such deviations, explain the associated advantages of such deviations, and what changes/exemptions to existing CA/US manuals would be needed to accommodate the deviation. The SFMTA and Caltrans will approve the deviations through the design review process.

Deliverables

3a: Narrative descriptions and feasibility analysis including cost estimates for alternatives 3.1, 3.2, and 3.3

3b: AutoCAD conceptual design layouts (CAD and PDF outputs) for alternatives 3.1, 3.2, and 3.3

3c: Technical report with quantitative discussions of the changes in vehicle and transit delay, vehicle diversion, vehicle capacity, multimodal operations, and pedestrian, bicyclist and vehicle safety between these alternative designs and the existing conditions

3d: Provide traffic operation outputs from SIDRA/Synchro modeling software for each scenario in appendix of technical report

TASK 4: Recommend Preferred Alternative

The Contractor will hold one in-person meeting with SFMTA, City, and supervisorial staff to review, discuss, and approve the three alternatives. Following this meeting, the SFMTA will provide comments in writing to the Contractor and select one of the three alternatives as a preferred alternative. The Contractor will submit a memo that outlines the approach to selecting the preferred alternative and the pros and cons

of this alternative when compared with other less desirable alternatives and the existing conditions. The Contractor will attend an internal SFMTA review meeting to be scheduled and set up by SFMTA staff to present the preferred alternative and discuss the analysis and approach leading to this decision. This presentation will include a discussion of the existing conditions, the issues identified in Task 2, the alternatives identified in Task 3, the quantitative analysis conducted in Task 3, and the reasoning behind the selection of a preferred alternative. SFMTA staff will provide comments in writing to the Contractor, and the Contractor will make any necessary changes to the preferred alternative design. The Contractor will provide a final summary memo that outlines the selection process leading to the final preferred alternative.

Deliverables

- 4a:* Attendance at in-person meeting to discuss alternatives and select preferred alternative
- 4b:* Initial Preferred Alternative Memo recommending preferred alternative and justification for selection
- 4c:* Attendance at internal SFMTA review meeting and presentation of preferred alternative
- 4d:* Final Preferred Alternative Memo that incorporates any SFMTA changes/comments

TASK 5: Administration and Reporting

The Contractor shall submit monthly written status reports due the first of every month to the SFMTA. The monthly reports shall contain, but not be limited to, the following information: detail of staff labor, any issues and resolutions of note for each month, schedule tracking, anticipated start and finish date of deliverables, and a summary of activities. Format for the content of such reports shall be determined by the SFMTA. The timely submission of all reports is a necessary and material term and condition of this Agreement. The reports, shall be submitted via email.

The Contractor will coordinate bi-weekly telephone call check-in meetings including developing agendas, taking notes, and sending out meeting minutes documenting all action items and next steps. Contractor shall provide SFMTA with an agenda 2 days in advance of each call. The Contractor shall provide meeting notes to the SFMTA within one week of meeting occurrence. Contractor shall organize and execute bi-weekly check in calls following the Kick-Off meeting.

In order to address more complex questions and issues that may arise as the work plan is implemented, the Contractor will coordinate up to three, in-person meetings upon SFMTA request, including developing agendas, taking notes, and sending out meeting minutes documenting all action items and next steps. Contractor shall provide SFMTA with draft agenda one week in advance of an in-person meeting. The SFMTA will provide feedback, and the Contractor shall provide a final agenda and materials to SFMTA two days in advance of each meeting. The Contractor shall provide meeting notes to the SFMTA within one week of meeting occurrence.

Deliverables

- 5a:* Monthly written status reports
- 5b:* Bi-weekly project phone call check-in meetings with SFMTA, including agendas and meeting minutes;
- 5c:* Up to three in-person meetings, including agendas and meeting minutes

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

Project Name: Sloot/Skyline Intersection Alternatives Analysis [NTIP Capital]

ENVIRONMENTAL CLEARANCE

Environmental Type: TBD

PROJECT DELIVERY MILESTONES

Enter dates below for ALL project phases, not just for the current request, based on the best information available. For PLANNING requests, please only enter the schedule information for the PLANNING phase.

| Phase | Start | | End | |
|--|--|---------------|---------|---------------|
| | Quarter | Calendar Year | Quarter | Calendar Year |
| Planning/Conceptual Engineering (PLAN) | Jul-Sep | 2017 | Jul-Sep | 2018 |
| Environmental Studies (PA&ED) | | | | |
| Right-of-Way | Schedule for subsequent phases to be developed after completion the the subject feasibility study. | | | |
| Design Engineering (PS&E) | | | | |
| Advertise Construction | | | | |
| Start Construction (e.g. Award Contract) | | | | |
| Operations (i.e., paratransit) | | | | |
| Open for Use | | | | |
| Project Completion (means last eligible expenditure) | | | | |

SCHEDULE DETAILS

Provide dates for any COMMUNITY OUTREACH planned during the requested phase(s). Identify PROJECT COORDINATION with other projects in the area (e.g. paving, MUNI Forward) and relevant milestone dates (e.g. design needs to be done by DATE to meet paving schedule). List any timely use-of-funds deadlines (e.g. federal obligation deadline). If a project is comprised of MULTIPLE SUB-PROJECTS, provide milestones for each sub-project. For PLANNING EFFORTS, provide start/end dates for each task.

Community outreach will occur in two waves, one in fall 2017 (at study kickoff) and one in spring 2018 (at study conclusion).

Task 1-Project Kickoff - August-September 2017

Task 2-Needs & Opportunities Analysis - September-December 2017

Task 3-Identify Design Alternatives - December 2017-April 2018

Task 4-Recommend Preferred Alternatives - April 2018-July 2018

--Task 4B-Initial Preferred Alternatives - May 2018

Following the completion of the feasibility study, the City will need to identify a funding plan for any proposed project. Once funding has been identified, our tentative estimate is that the project will require 2-3 years to complete design and environmental clearance, followed by another 1-2 years to complete construction.

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

Project Name: Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]

FUNDING PLAN - FOR CURRENT REQUEST

Enter the funding plan for the phase(s) that are the subject of the CURRENT REQUEST. Totals should match those shown in the Cost Summary below.

| Prop K EP Category | EP Line Number | Amount | If requesting funds from multiple, EP line items, use table at left to indicate the amount requested from each line item. |
|--|----------------|-------------------|---|
| Upgrades to major arterials (including 19th Avenue): (EP-30) | 30 | \$ 248,397 | |
| Traffic Calming: (EP-38) | 38 | \$ 151,298 | |
| Total: | | \$ 399,695 | |

| Fund Source | Planned | Programmed | Allocated | Total |
|---------------|-------------------|-------------|-------------|-------------------|
| Prop K | \$ 399,695 | \$ - | \$ - | \$ 399,695 |
| Prop AA | \$ - | \$ - | \$ - | \$ - |
| | \$ - | \$ - | \$ - | \$ - |
| | \$ - | \$ - | \$ - | \$ - |
| | \$ - | \$ - | \$ - | \$ - |
| Total: | \$ 399,695 | \$ - | \$ - | \$ 399,695 |

Prop K amount includes \$250,000 in NTIP Capital funds (District 4)

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (planning through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown in the Cost Summary below.

| Fund Source | Planned | Programmed | Allocated | Total |
|---------------|-------------|-------------|-------------|-------------|
| Prop K | | \$ - | \$ - | \$ - |
| Prop AA | \$ - | \$ - | \$ - | \$ - |
| | | | \$ - | \$ - |
| | | | \$ - | \$ - |
| | | | \$ - | \$ - |
| | \$ - | \$ - | \$ - | \$ - |
| | \$ - | \$ - | \$ - | \$ - |
| Total: | \$ - | \$ - | \$ - | \$ - |

Cost of future phases TBD

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

COST SUMMARY

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

| Phase | Total Cost | Prop K - Current Request | Prop AA - Current Request | Source of Cost Estimate |
|--|-------------------|--------------------------|---------------------------|--|
| Planning/Conceptual Engineering (PLAN) | \$ 399,695 | \$ 399,695 | | Estimated cost based on prior similar work |
| Environmental Studies (PA&ED) | \$ - | \$ - | | |
| Right-of-Way | \$ - | \$ - | | |
| Design Engineering (PS&E) | \$ - | \$ - | \$ - | |
| Construction (CON) | \$ - | \$ - | \$ - | |
| Operations (Paratransit) | \$ - | \$ - | | |
| Total: | \$ 399,695 | \$ 399,695 | \$ - | |

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

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST (instructions as noted below)

Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.

| Fund Source | FY 2016/17 | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21+ | Total |
|-------------|------------|------------|------------|------------|-------------|------------|
| Prop K | \$ - | \$ 299,771 | \$ 99,924 | \$ - | \$ - | \$ 399,695 |
| Prop AA | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

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

Project Name: Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]

MAJOR LINE ITEM BUDGET

SAMPLE PROJECT BUDGET - PLANNING

| BUDGET SUMMARY | | | | | | |
|---------------------------|------------------------------------|--|--|---|--------------------------------|-------------------|
| Agency | Task 1 - Project Initiation | Task 2 - Needs and Opportunity Assessment | Task 3 - Identify Design Alternatives | Task 4 - Develop Recommendations | Task 5 - Administration | Total |
| SFMTA Planning/Comms | \$ 793 | \$ 40,174 | \$ 1,426 | \$ 1,426 | \$ 4,755 | \$ 48,574 |
| SFMTA Livable Streets | \$ 1,118 | \$ 8,146 | \$ 6,502 | \$ 2,930 | \$ 4,318 | \$ 23,010 |
| SFMTA Transit Engineering | \$ 1,445 | \$ 4,061 | \$ 7,253 | \$ 3,611 | \$ 4,100 | \$ 20,470 |
| SFMTA Transit Operations | \$ - | \$ - | \$ 13,409 | \$ 1,425 | \$ - | \$ 14,834 |
| SFPW Engineering | \$ 4,169 | \$ 13,929 | \$ 19,675 | \$ 7,621 | \$ 4,751 | \$ 50,146 |
| Consultant | \$ 9,732 | \$ 61,470 | \$ 88,837 | \$ 25,978 | \$ 16,808 | \$ 202,825 |
| Other Direct Costs * | \$ - | \$ 3,500 | \$ - | \$ - | \$ - | \$ 3,500 |
| 10% Contingency | \$ 1,726 | \$ 13,128 | \$ 13,710 | \$ 4,299 | \$ 3,473 | \$ 36,336 |
| Total | \$ 18,983 | \$ 144,408 | \$ 150,812 | \$ 47,290 | \$ 38,205 | \$ 399,695 |

* Direct Costs include mailing, reproduction costs room rental fees.

| DETAILED LABOR COST ESTIMATE - BY AGENCY | | | | | | |
|---|---------------|-------------------------|----------------------------|-----------------------------------|-------------|-------------------|
| SFMTA | Hours | Base Hourly Rate | Overhead Multiplier | Fully Burdened Hourly Cost | FTE | Total |
| Transportation Planner III | 37 | \$ 54.05 | 2.56 | \$ 138 | 0.02 | \$ 5,118 |
| Transportation Planner II | 87 | \$ 45.52 | 2.60 | \$ 119 | 0.04 | \$ 10,316 |
| Planner I | 121 | \$ 37.45 | 2.66 | \$ 99 | 0.06 | \$ 12,039 |
| Public Relations Officer | 129 | \$ 49.03 | 2.59 | \$ 127 | 0.06 | \$ 16,367 |
| Graphic Designer | 65 | \$ 42.36 | 2.62 | \$ 111 | 0.03 | \$ 7,222 |
| Principal Engineer 5212 | 29 | \$ 92.64 | 2.47 | \$ 229 | 0.01 | \$ 6,648 |
| Senior Engineer 5211 | 63 | \$ 79.85 | 2.49 | \$ 199 | 0.03 | \$ 12,544 |
| Engineer 5241 | 81 | \$ 68.98 | 2.52 | \$ 173 | 0.04 | \$ 14,053 |
| Associate Engineer 5207 | 109 | \$ 59.59 | 2.54 | \$ 151 | 0.05 | \$ 16,499 |
| Transportation Planner IV | 20 | \$ 64.03 | 2.53 | \$ 162 | 0.01 | \$ 3,237 |
| Transit Manager II | 18 | \$ 61.94 | 2.55 | \$ 158 | 0.01 | \$ 2,845 |
| Total | 759.00 | | | | 0.36 | \$ 106,888 |

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

| SFPW | Hours | Base Hourly Rate | Overhead Multiplier | Fully Burdened Hourly Cost | FTE | Total |
|---------------------------|---------------|------------------|---------------------|----------------------------|-------------|------------------|
| Engineer | 49 | \$ 68.98 | 2.52 | \$ 173 | 0.02 | \$ 8,501 |
| Assistant Engineer | 129 | \$ 51.19 | 2.58 | \$ 132 | 0.06 | \$ 17,026 |
| Assistant Project Manager | 129 | \$ 51.19 | 2.58 | \$ 132 | 0.06 | \$ 17,026 |
| Project Manager | 41 | \$ 73.95 | 2.50 | \$ 185 | 0.02 | \$ 7,594 |
| Total | 348.00 | | | | 0.17 | \$ 50,146 |

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 4/20/2017 **Res. No:** 2017-046 **Res. Date:** 5/23/2017

Project Name: Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

| | | Action | Amount | Phase |
|-----------------------------|--|-------------------|-------------------|--|
| Funding Recommended: | | Prop K Allocation | \$ 399,695 | Planning/Conceptual Engineering (PLAN) |
| | | | | |
| | | | | |
| | | Total: | \$ 399,695 | |

Total Prop K Funds: \$ 399,695 **Total Prop AA Funds:** \$ -

Justification for multi-phase recommendations and notes for multi-sponsor recommendations:

Fund Expiration Date: 03/31/2019 **Eligible expenses must be incurred prior to this date.**

Future Commitment:

| Action | Amount | Fiscal Year | Phase |
|---------------|---------------|--------------------|--------------|
| | | | |

Trigger:

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 4/20/2017 **Res. No:** 2017-046 **Res. Date:** 5/23/2017

Project Name: Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

Deliverables:

- | | |
|----|---|
| 1. | Quarterly progress reports shall provide a percent complete by task, percent complete for the overall project scope, a listing of completed deliverables, and summary of outreach performed, in addition to the requirements described in the Standard Grant Agreement (SGA). |
| 2. | Upon completion of Task 3 (anticipated April 2018), provide narrative descriptions and feasibility analysis (including cost estimates) for alternatives 3.1, 3.2, and 3.3. |
| 3. | Upon completion of Task 4b (anticipated by May 2018), provide an Initial Preferred Alternative Memo recommending preferred alternative. |
| 4. | Upon completion of project (anticipated July 2018), provide a Final Preferred Alternative Memo. |
| 5. | |

Special Conditions:

- | | |
|----|---|
| 1. | The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges. |
| 2. | |
| 3. | |

Notes:

- | | |
|----|--|
| 1. | Reminder: Prop K attribution is required on all press releases, project fact sheets, websites, and communication materials produced for the project. See Section 2.II.H. of the SGA for details. |
| 2. | |

| Metric | Prop K | Prop AA |
|--|-----------|------------|
| Actual Leveraging - Current Request | 0.00% | No Prop AA |
| Actual Leveraging - This Project | See Above | See Above |

**SFCTA Project
Reviewer:** P&PD

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 4/20/2017 **Res. No:** 2017-046 **Res. Date:** 5/23/2017

Project Name: Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - DPT

SGA Project Number: 130-907010 **Name:** Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital] (EP-30)

Phase: Planning/Conceptual Engineering (PLAN) **Fund Share:** 100.00%

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY 2016/17 | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21+ | Total |
|-------------|------------|------------|------------|------------|-------------|-----------|
| Prop K | | \$248,397 | | | | \$248,397 |

Sponsor: San Francisco Municipal Transportation Agency - DPT

SGA Project Number: 138-907108 **Name:** Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital] (EP-38)

Phase: Planning/Conceptual Engineering (PLAN) **Fund Share:** 100.00%

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY 2016/17 | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21+ | Total |
|-------------|------------|------------|------------|------------|-------------|-----------|
| Prop K | | \$ 51,374 | \$99,924 | | | \$151,298 |

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 399,695

Current Prop AA Request: \$ -

Project Name: Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

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.

| |
|--|
| <p>Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement</p> |
| <p>AH</p> |

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Anna Harkman

Joel Goldberg

Title: Transportation Planner

Manager of Capital Procurement and Management

Phone: 415-701-4652

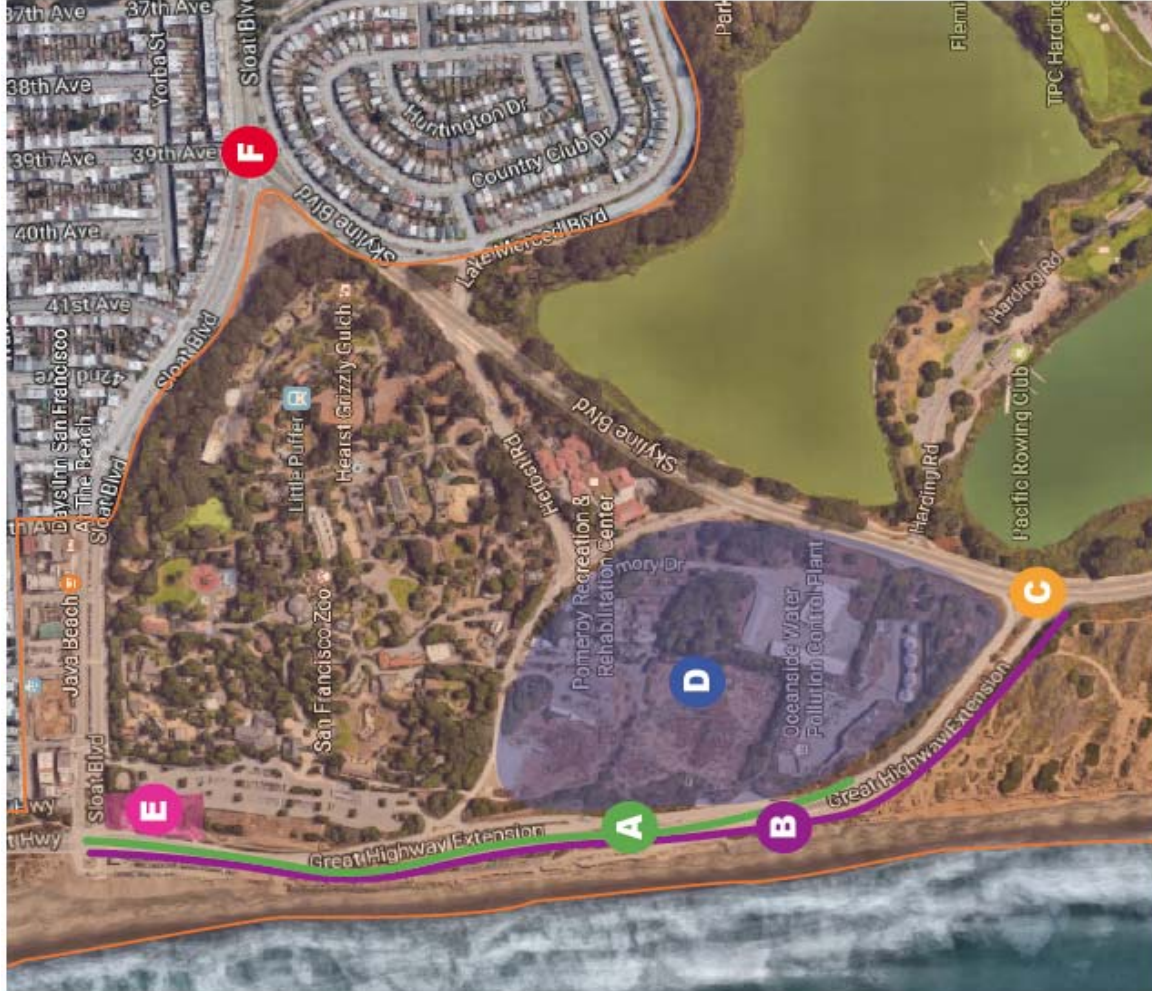
415-646-2520

Email: anna.harkman@sfmta.com

joel.goldberg@sfmta.com

JG

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



Ocean Beach Project Context Map March 2017

- A** **Great Highway Permanent Restoration Project**
 Roadway Conversion of Great Highway, where existing 4-lane configuration will be reduced to one lane in each direction, to reduce exposure to coastal hazards and accommodate multi-use path.
 SFDPW - Oscar Gee: Oscar.Gee@sfdpw.org; 415.558.4582
- B** **South Ocean Beach Multi-Use Trail Project**
 Construction of multi-use trail for bikes and pedestrians on the former western-most portion of Great Highway to facilitate safe connections between Lake Merced and Ocean Beach.
 SFRPD - Brian Stokle: Brian.Stokle@sfgov.org; 415.575.5606
- C** **Great Highway and Skyline Intersection Signalization**
 Installation of traffic signal at the intersection at Great Highway and Skyline to facilitate safe connections between Lake Merced and Ocean Beach.
 CalTrans - Al Lee: A.L.Lee@dot.ca.gov; 510.286.7211
 SFDPW - Oscar Gee: Oscar.Gee@sfdpw.org; 415.558.4582
- D** **Ocean Beach Protection Project**
 Implement sand nourishment and sand backpass/stabilization of existing bluff to protect existing SFPUC facilities, utilities, and infrastructure along Ocean Beach against bluff erosion and sea level rise. Environmental analysis may lead to the vehicle closure of Great Highway from Sloat to Skyline Blvds.
 SFPUC - Anna Roche: ARoche@sfgov.org; 415-551-4560
- E** **Westside Pump Station Reliability Improvements**
 Implement upgrades and modifications to ensure the Westside Pump Station (WSS) is operational and compliant with State and Federal regulations
 SFPUC - Brian Carlmagno: BCarlmagno@sfgov.org; 415.551.4563
- F** **Sloat/Skyline Intersection Alternatives Analysis**
 Conduct feasibility study for the implementation of alternative design configurations for the intersection of Sloat and Skyline Boulevards.
 SFMTA - Anna Harkman: Anna.Harkman@sfmta.com; 415.646.2117
- G** **Local Coastal Plan (LCP)**
 Establishes land use, development, and environmental policies for the Coastal Zone designated by the CA Coastal Commission (approx. Lands End-Fort Funston). The LCP update is meant to incorporate many of the Ocean Beach Master Plan recommendations.

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

