



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

Date: 11:00 a.m., Tuesday, April 28, 2015
Location: Legislative Chamber, Room 250, City Hall
Commissioners: Wiener (Chair), Cohen (Vice Chair), Avalos, Breed, Campos, Christensen, Farrell, Kim, Mar, Tang and Yee

Clerk: Steve Stamos

	Page
1. Roll Call	
2. Approve the Minutes of the March 24, 2015 Meeting – ACTION*	3
3. Chair’s Report – INFORMATION	
4. Executive Director’s Report – INFORMATION	
 Items from the Finance Committee	
5. Adopt Positions on State Legislation – ACTION*	7
6. Award a Three-Year Legal Services Contract, with an Option to Extend for Two Additional One-Year Periods, to Nossaman LLP and Wendel, Rosen, Black & Dean LLP, in an Amount Not to Exceed \$750,000 for General Legal Counsel Services, and Authorize the Executive Director to Negotiate the Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION*	27
7. Award an 18-Month Contract to AECOM Technical Services, Inc. in an Amount Not to Exceed \$450,000 for Planning, Engineering, and Environmental Services for the I-280 Interchange Modifications at Balboa Park, and Authorize the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION*	35
 Items from the Plans and Programs Committee	
8. Allocate \$350,000 in Prop K Funds and Appropriate \$53,798 in Prop K Funds, with Conditions, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION*	47

Other Items

9. Introduction of New Items – **INFORMATION**
 During this segment of the meeting, Board members may make comments on items not specifically listed above,

introduce or request items for future consideration.

10. Public Comment
11. Adjournment

* Additional materials

Please note that the meeting proceedings can be viewed live or on demand after the meeting at www.sfgovtv.org. To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26. Assistive listening devices for the Legislative Chamber are available upon request at the Clerk of the Board's Office, Room 244. Assistive listening devices for the Committee Room are available upon request at the Clerk of the Board's Office, Room 244 or in the Committee Room. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability.

The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 5, 6, 9, 19, 21, 47, 49, 71, and 71L. For more information about MUNI accessible services, call (415) 701-4485.

There is accessible parking in the vicinity of City Hall at Civic Center Plaza and adjacent to Davies Hall and the War Memorial Complex. Accessible curbside parking is available on Dr. Carlton B. Goodlett Place and Grove Street.

In order to assist the Transportation Authority's efforts to accommodate persons with severe allergies, environmental illnesses, multiple chemical sensitivity or related disabilities, attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products. Please help the Transportation Authority accommodate these individuals.

If any materials related to an item on this agenda have been distributed to the Transportation Authority Board after distribution of the agenda packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; telephone (415) 252-3100; fax (415) 252-3112; website www.sfethics.org.



DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, March 24, 2015

1. **Roll Call**

Chair Wiener called the meeting to order at 11:05 a.m. The following members were:

Present at Roll Call: Commissioners Avalos, Breed, Christensen, Cohen, Kim, Mar, Tang, Wiener and Yee (9)

Absent at Roll Call: Commissioners Campos (entered during Item 5) and Farrell (entered during Item 6) (2)

2. **Approve the Minutes of the February 24, 2015 Meeting – ACTION**

There was no public comment.

The minutes were adopted by the following vote:

Ayes: Commissioners Avalos, Breed, Christensen, Cohen, Kim, Mar, Tang, Wiener and Yee (9)

Absent: Commissioners Campos and Farrell (2)

3. **Chair's Report – INFORMATION**

Chair Wiener reported that the week prior he traveled to Washington D.C. as part of a regional delegation with the Metropolitan Transportation Commission and several transit operators, including the San Francisco Municipal Transportation Agency, Bay Area Rapid Transit, Caltrain, and the Alameda-Contra Costa Transit District. He said the delegation had the opportunity to meet with members of Congress in both the House of Representatives and the Senate, as well as with senior staff and representatives of the Federal Transit Administration. He said the delegation spoke on the critical importance of the federal government to fund transportation projects and the challenges faced in the San Francisco Bay Area, including the need to expand capacity and invest in its transit systems, and for the federal government to be a strong partner in that endeavor.

Chair Wiener stated that the federal gas tax, which funded the Highway Trust Fund, was diminishing and that it had not been raised even for inflation since 1993. He said the delegation advocated strongly for Congress to take action by increasing the federal gas tax and indexing it to inflation. He said there were several bills pending that would address the issue, including one by Representative Blumenauer from Oregon, for which the delegation made a strong case to move them forward. He said that fortunately there was some momentum in both the Republican and Democratic parties that increasing the gas tax to fund transportation made sense. Chair Wiener said overall it was a successful trip, though lobbying for any cause in Washington D.C. was frustrating given the current political

dynamic. He added that it was important to constantly remind members of Congress that their decisions or failure to make decisions had real consequences for local communities. He concluded his remarks by encouraging participation in Walk to Work Day on April 9, Bike and Roll to School Week from April 20 to 24, and Bike to Work Day on May 14.

There was no public comment.

4. **Executive Director's Report – INFORMATION**

Tilly Chang, Executive Director, presented the Executive Director's Report.

Commissioner Mar commented that he looked forward to the implementation of stoplets and parklets as part of the Vision Zero initiative, which he thought were creative methods to improve intersections. He voiced concern over potential further delays in the Geary Corridor bus rapid transit (BRT) project and asked how the delays would impact the citywide movement of BRT systems, especially in areas that didn't have access to light rail. Commissioner Mar stated that the delay would have the greatest impact on residents along Geary Boulevard, because the 38-Geary line was the busiest bus line west of Chicago and had over 55,000 riders per day, which was greater than the entire Caltrain system. He said he was appreciative of the efforts of Ms. Chang and Ed Reiskin, Director of Transportation at the San Francisco Municipal Transportation Agency, to address the federal procedural delays affecting the project. Commissioner Mar said he was pleased that an effort was underway to fund early design work and that he hoped staff would do everything possible to challenge the rationale for project delays, though he understood the challenges of the Federal Transit Administration's processes.

Chair Wiener seconded Commissioner Mar's remarks.

There was no public comment.

Items from the Finance Committee

5. **Adopt Positions on State Legislation – ACTION**

There was no public comment.

This item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Kim, Mar, Tang, Wiener and Yee (10)

Absent: Commissioner Farrell (1)

6. **Amend the Adopted Fiscal Year 2014/15 Budget to Increase Revenues by \$2,959,881 and Decrease Expenditures by \$29,750,654 for a Total Net Increase in Fund Balance of \$32,710,535 – ACTION**

There was no public comment.

This item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee (11)

Items from the Plans and Programs Committee

7. **Appoint Myla Ablog to the Citizens Advisory Committee – ACTION**

There was no public comment.

This item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee (11)

8. **Allocate \$1,824,502 in Prop K Funds, with Conditions, for Seven Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION**

There was no public comment.

This item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee (11)

9. **Adopt the San Francisco Freeway Corridor Management Study Phase 1 Report – ACTION**

There was no public comment.

This item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee (11)

Items for Direct Board Consideration

10. **Increase the Amount of the Professional Services Contract with S&C Engineers, Inc. by \$118,340, to a Total Amount Not to Exceed \$669,040, for Construction Management Services; Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions; Authorize an Additional Construction Allotment of \$1,081,660 to a Total Amount Not to Exceed \$1,482,460 for the Folsom and Fremont Street Off-Ramp Realignment Project; and Revise the Amended Fiscal Year 2014/15 Budget to Increase Revenues by \$1,200,000 and Increase Expenditures by \$1,200,000 – ACTION**

Liz Rutman, Senior Engineer, presented the item per the staff memorandum.

Commissioner Cohen asked if the entire project site was contaminated or if the contaminants were contained in a limited area. Ms. Rutman responded that the contaminants were contained in different portions of the project site and it had been determined that most of the excavated material was contaminated by oil or lead. Commissioner Cohen asked what the site was previously used for that could have led to the contamination. Ms. Rutman responded that the source of the contamination wasn't known, but that it could have been from the infill after the earthquake in 1906, or from an ironworks foundry that was located at the site in the 1930s. Commissioner Cohen asked if there had been any reports of people feeling ill that lived or worked near the project site. Ms. Rutman responded that there had been no such reports and that for a number of years the site had been used for parking.

There was no public comment.

This item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee (11)

11. **Introduction of New Items – INFORMATION**

There were no new items or public comment.

12. **Public Comment**

There was no public comment.

13. **Adjournment**

The meeting was adjourned at 11:30 a.m.



RESOLUTION ADOPTING POSITIONS ON STATE LEGISLATION

WHEREAS, The Transportation Authority approves a set of legislative principles to guide transportation policy advocacy in the sessions of the Federal and State Legislature; and

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco; and

WHEREAS, On April 14, 2015, the Finance Committee reviewed and discussed the attached state legislation matrix, provided guidance to staff regarding needed clarification language, and recommended positions on various bills; and

WHEREAS, After some discussion, the Finance Committee approved a motion amending the staff recommendation to change the position on Assembly Bill (AB) 779 (Garcia, Cristina) from watch to oppose; now, therefore, be it

RESOLVED, That the Transportation Authority does adopt a support position on Senate Constitutional Amendment 5 (Hancock) and an oppose position on AB 779 (Garcia, Cristina); and be it further

RESOLVED, That the Executive Director is directed to communicate these positions to all relevant parties.

Attachment:

1. Legislative Matrix

San Francisco County Transportation Authority

April 2015

Bills of Interest

To view documents associated with the bill, click the bill number link. To view the bill text, click the PDF or HTML link.

The Finance Committee is recommending a new support position on Senate Constitutional Amendment 5 (Hancock) and an oppose position on Assembly Bill 779 (Garcia, Cristina) this month.

Bill #	Author	Description	Status	Position	Comments
AB 2 Amended: 3/26/2015 pdf html	Alejo D (Dist 30)	Community revitalization authority. Would authorize certain local agencies to form a community revitalization authority (authority) within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization. The bill would provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues, and would require the authority to adopt a community revitalization plan for the community revitalization and investment area that includes elements describing and governing revitalization activities.	Assembly Housing and Community Development	Watch	Formerly a spot bill. The intent is to provide for the establishment of local community revitalization authorities that would finance projects using tax increment revenues.
AB 4 Introduced: 12/1/2014 pdf html	Linder R (Dist 60)	Vehicle weight fees: transportation bond debt service. Would, notwithstanding specified provisions or any other law, until January 1, 2020, prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.	Assembly Transportation	Watch	Similar to several bills from 2014, this bill seeks to restore state truck fees to fund highway repair instead of supporting Prop. 1B bond debt service.
AB 6 Introduced: 12/1/2014 pdf html	Wilk R (Dist 38)	Bonds: transportation: school facilities. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. These provisions would become effective only upon approval by the voters at the next statewide election.	Assembly Transportation	Oppose	Prohibits sale of bonds to support High-Speed Rail program. Directs unspent bond funds to retire debt from Prop 1A and would authorize use of bond proceeds for K-12 building purposes.

San Francisco County Transportation Authority

April 2015

Bill #	Author	Description	Status	Position	Comments
AB 8 Introduced: 12/1/2014 pdf html	Gatto D (Dist 43)	Emergency services: hit-and-run incidents. Would authorize a law enforcement agency to issue a Yellow Alert if a person has been killed or has suffered serious bodily injury due to a hit-and-run incident and the law enforcement agency has specified information concerning the suspect or the suspect's vehicle. The bill would require the Department of the California Highway Patrol to activate a Yellow Alert within the requested geographic area upon request if it concurs with the law enforcement agency that specified requirements are met.	Assembly Public Safety	Support	This bill expands the Amber Alert system to create a new yellow alert to call attention to hit and run incidents when a person dies or suffers bodily harm.
AB 23 Introduced: 12/1/2014 pdf html	Patterson R (Dist 23)	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.	Assembly Natural Resources	Oppose	This bill would postpone the effective date of the imposition of Cap and Trade emission regulations on fuel from 2015 to 2020 scheduled for the transportation fuels system. The author is concerned that the public will be subject to a spike in fuel prices. However, the effect of the deferral will be to reduce Cap and Trade auction revenues.
AB 24 Amended: 3/16/2015 pdf html	Nazarian D (Dist 46)	Transportation network companies: public safety requirements. Would prohibit the Public Utilities Commission from issuing or renewing a permit or certificate to a charter-party carrier of passengers unless the applicant, in addition to existing requirements, participates in the Department of Motor Vehicles pull-notice system and provides for mandatory Department of Justice background checks of every driver, except as specified, who is either employed by, or under contract to, the applicant. This bill would specifically require a transportation network company to comply with these provisions.	Assembly Utilities and Commerce	Watch	Intended to further develop the existing transportation network company regulatory statutes.
AB 28 Amended: 2/11/2015 pdf html	Chu D (Dist 25)	Bicycle safety: rear lights. Current law requires that a bicycle operated during darkness upon a highway, a sidewalk where bicycle operation is not prohibited by the local jurisdiction, or a bikeway, as defined, be equipped with a red reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. This bill would require that a bicycle operated under those circumstances be equipped with a red flashing light on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle, or, in lieu of the red flashing light, reflective gear worn by the bicyclist.	Assembly Transportation	Watch	This is a new approach to bike safety that would require reflective clothing or flashing lights in lieu of reflective lights.

San Francisco County Transportation Authority

April 2015

Bill #	Author	Description	Status	Position	Comments
AB 40 Introduced: 12/1/2014 pdf html	Ting D (Dist 19)	Golden Gate Bridge: sidewalk fees. Current law establishes bridge and highway districts and various regional transportation authorities and transit districts, including the Golden Gate Bridge, Highway and Transportation District, and prescribes the powers and duties of the district, including the power to fix and collect all tolls for the use of the district's property. This bill would prohibit the district from fixing or collecting any tolls or access fees for pedestrian and bicyclist use of the Golden Gate Bridge sidewalks.	Assembly Transportation	Support	This measure would prohibit the Golden Gate Bridge District from imposing tolls or fees on pedestrian or bicyclists for use of the bridge sidewalks.
AB 61 Introduced: 12/12/2014 pdf html	Allen, Travis R (Dist 72)	Shuttle services: loading and unloading of passengers. Would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside specified curb spaces upon agreement between a transit system operating buses engaged as common carriers in local transportation and a shuttle service provider, as defined.	Assembly Transportation	Watch	The bill expands authority now existing for local authorities to grant transit agencies the right to stop and pick up passengers to also apply to shuttle service vehicles.
AB 162 Amended: 3/24/2015 pdf html	Rodriguez D (Dist 52)	State highways: wrong-way driving. Would require the Department of Transportation, in consultation with the Department of the California Highway Patrol, to update a 1989 report on wrong-way driving on state highways to account for technological advancements and innovation, to include a review of methods studied or implemented by other jurisdictions and entities to prevent wrong-way drivers from entering state highways, and to provide the report to specified legislative committees on or before January 1, 2017. This bill contains other related provisions.	Assembly Transportation	Watch	This bill would initiate a formalized analysis by Caltrans on wrong-way driving.
AB 194 Introduced: 1/28/2015 pdf html	Frazier D (Dist 11)	High-occupancy toll lanes. Would delete the requirement that high-occupancy toll (HOT) lanes facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the California Transportation Commission to establish guidelines for the development and operation of the facilities approved by the commission on or after January 1, 2016, subject to specified minimum requirements. The bill would provide that these provisions do not authorize the conversion of any existing nontoll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions.	Assembly Transportation	Support	The author introduced this bill for the Self-Help County Caucus to provide authority for the State and regional transportation agencies to develop and operate toll facilities. As drafted, the bill requires a regional agency to consult with any local transportation authority with jurisdiction over the planned facility. We support a recent amendment which would permit a local transportation authority to be responsible for environmental, design, construction, and financial studies. MPO would operate the facility.

San Francisco County Transportation Authority

April 2015

Bill #	Author	Description	Status	Position	Comments
AB 208 Amended: 3/26/2015 pdf html	Bigelow R (Dist 5)	Bicycles: Three Feet for Safety Act. Would require the operator of a bicycle behind which 5 or more vehicles are formed in a line, to turn off the roadway at the nearest place designated as a turnout in order to permit the vehicles following him or her to proceed if the driver of a motor vehicle is unable to overtake or pass a bicycle proceeding in the same direction on a highway at a distance less than 3 feet between any part of the motor vehicle and any part of the bicycle or its operator.	Assembly Transportation	New - Recommend Watch	Adds to the new 3 foot bike clearance law a new requirement that the bicyclist pull over at a turnout if 5 or more vehicles are following.
AB 212 Introduced: 2/2/2015 pdf html	Achadjian R (Dist 35)	State highways. Current law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Print	Watch	This is a spot bill for which the author has not disclosed his intentions.
AB 223 Introduced: 2/3/2015 pdf html	Dahle R (Dist 1)	Highways: exit information signs. Current law requires the Department of Transportation, until January 1, 2021, to allow the placement of information signs along State Highway Route 65 within, or at exits leading to, the City of Lincoln, and requires the department to report, by January 1, 2020, to the transportation committees of the Senate and Assembly on the implementation of this provision and on its recommendations as to whether the period of this authorization should be extended, and whether the authorization should be expanded to other urban areas. This bill would additionally require the department, until January 1, 2021, to allow the placement of information signs along Interstate 80 within, or at exits leading to, the City of Truckee.	Assembly Transportation	New – Recommend Delete from Matrix	Authorizes extension of the use of new information signs under study now on State Route 65 in Lincoln. The bill would add authority for these signs on I-80 near Truckee. Recommend deleting from matrix because no longer relevant to San Francisco.
AB 227 Introduced: 2/3/2015 pdf html	Alejo D (Dist 30)	Transportation funding. Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws.	Assembly Transportation	Support	This bill mandates that State General Fund loans from transportation revenues be repaid. Also, extends public private partnership law.

San Francisco County Transportation Authority

April 2015

Bill #	Author	Description	Status	Position	Comments
AB 239 Introduced: 2/5/2015 pdf html	Gallagher R (Dist 3)	Greenhouse gases: regulations. Would prohibit the State Air Resources Board (ARB), on and after January 1, 2016, from adopting or amending regulations pursuant to the California Global Warming Solutions Act of 2006. The bill would authorize the board to submit to the Legislature recommendations on how to achieve the goals of the act.	Assembly Natural Resources	Watch	Restricts ARB from amending regulations under AB 32 starting in 2016.
AB 313 Introduced: 2/12/2015 pdf html	Atkins D (Dist 78)	Enhanced infrastructure financing districts (IFDs). Would require, after the adoption of a resolution of intention to establish a proposed district, the legislative body to send a copy of the resolution to the public financing authority. This bill would revise the duties of the public financing authority after the resolution of intention to establish the proposed district has been adopted, so that the public financing authority, instead of the legislative body, will perform the specified duties related to the preparation, proposal, and adoption of the infrastructure financing plan and the adoption of the formation of the district.	Assembly Local Government	Watch	The author is addressing the elimination of dwelling units under the state's new Enhanced IFD law; essentially the bill would establish requirements for replacement of units and a relocation assistance process.
AB 378 Introduced: 2/18/2015 pdf html	Mullin D (Dist 22)	State Highway 101 corridor. Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law imposes various requirements for the development and implementation of transportation projects. This bill would declare the intent of the Legislature to enact legislation that will enable responsible local, regional, and state agencies to substantially improve mobility in the State Highway 101 corridor. The bill would make findings and declarations in that regard.	Assembly Print	Support	The author seeks innovative means to address mobility in the Bay region's State Highway 101 corridor. We have met with the author's staff to discuss and are engaged in ongoing discussions with state/regional/local stakeholders in the corridor.
AB 457 Amended: 3/26/2015 pdf html	Melendez R (Dist 67)	High-occupancy toll lanes. Current law authorizes a regional transportation agency, as defined, in cooperation with the Department of Transportation, to apply to the California Transportation Commission to develop and operate high-occupancy toll lanes. Current law requires the commission, in cooperation with the Legislative Analyst, to annually prepare a report on the progress of the development and operation of these facilities. This bill would instead require the commission, in cooperation with the Legislative Analyst, to prepare this report every two years.	Assembly Transportation	Watch	A spot bill. Discussions with the author's office indicate that she seeks more transparent notification to motorists on toll signs in Orange county.
AB 464 Introduced: 2/23/2015 pdf html	Mullin D (Dist 22)	Transactions and use taxes: maximum combined rate. Current law authorizes cities and counties, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%.	Assembly Revenue and Taxation	Support	Provides significant new local government sales tax capacity by setting local cap at 3%.

San Francisco County Transportation Authority

April 2015

Bill #	Author	Description	Status	Position	Comments
AB 481 Introduced: 2/23/2015 pdf html	Harper R (Dist 74)	Automated traffic enforcement systems. Current law authorizes the limit line, intersection, or other places where a driver is required to stop to be equipped with an automated traffic enforcement system if the system meets certain requirements. Current law authorizes a governmental agency to contract out the operation of the system under certain circumstances, except for specified activities. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Print	Watch	This is a spot bill. The author has not indicated his ultimate intent for the bill, but it is apparent from public statements he does not endorse use of automated traffic enforcement.
AB 516 Introduced: 2/23/2015 pdf html	Mullin D (Dist 22)	Vehicles: temporary license plates. Would require the DMV to develop a temporary license plate system to enable vehicle dealers and lessor-retailers to provide temporary license plates, and would require the system to begin operation on or before January 1, 2017. The bill would also require, commencing January 1, 2017, a motor vehicle dealer or lessor retailer to affix a temporary license plate, at the time of sale, to a vehicle sold without a permanent license plate. Because a violation of this provision would be a crime, this bill would impose a state-mandated local program.	Assembly Transportation	Support	This bill requires development of a statewide temporary license plate (TLP) system to ensure new and used purchased vehicles are identifiable to law enforcement and toll operators during the period between the point of sale and when permanent license plates are received by the purchaser.
AB 518 Introduced: 2/23/2015 pdf html	Frazier D (Dist 11)	Department of Transportation. Current law authorizes a local agency to enter into an agreement with the appropriate transportation planning agency, the Department of Transportation, and the California Transportation Commission, to use its own funds to develop, purchase right-of-way, and construct a project within its jurisdiction if the project is included in the adopted state transportation improvement program and funded from specified sources. This bill would delete that provision requiring the department to compile information and report to the Legislature. This bill contains other current laws.	Assembly Transportation	Watch	Spot bill.
AB 528 Introduced: 2/23/2015 pdf html	Baker R (Dist 16)	San Francisco Bay Area Rapid Transit District (BART): strikes: prohibition. Would prohibit BART employees from engaging in a strike or work stoppage if the transit district board maintains the compensation and benefit provisions of an expired contract and an employee or employee organization has agreed to a provision prohibiting strikes in the expired or previous written labor contract. The bill would provide that an employee whom the transit district employer finds willfully engaged in a strike or work stoppage in violation of these provisions is subject to dismissal if that finding is sustained upon conclusion of the appropriate proceedings necessary for the imposition of a disciplinary action.	Assembly Print	Watch	The bill would prohibit BART employees from striking or undertaking a work stoppage.

San Francisco County Transportation Authority

April 2015

Bill #	Author	Description	Status	Position	Comments
AB 620 Introduced: 2/24/2015 pdf html	Hernández, Roger D (Dist 48)	High-occupancy toll lanes: exemptions from tolls. Would require the Los Angeles County Metropolitan Transportation Authority (LA Metro), in implementing the value-pricing and transit development program, to adopt eligibility requirements for mitigation measures for commuters and transit users of low and moderate income, as defined, and would also require LACMTA to provide hardship exemptions from the payment of toll charges for commuters who meet the eligibility requirements for specified assistance programs. This bill contains other existing laws.	Assembly Transportation	Watch	Expands LA Metro authority relative to HOT Lanes in their jurisdiction, requiring the agency to provide assistance to transit users and commuters of low and moderate income.
AB 779 Amended: 3/26/2015 pdf html	Garcia, Cristina D (Dist 58)	Environmental quality: transit priority areas. Would provide that the transportation impact related to greenhouse gas (GHG) emissions of a project located within a transit priority area is not a significant impact on the environment. This bill contains other related provisions and other existing laws.	Assembly Transportation	New - Recommend Oppose	Originally a spot bill. Now it requires the Office of Planning and Research to update guidelines to address other impacts of traffic in Priority Development Areas that seek to reduce GHG emissions.
AB 828 Introduced: 2/26/2015 pdf html	Low D (Dist 28)	Vehicles: transportation network companies. Would exclude from the definition of "commercial vehicle," for purposes of the Vehicle Code, any motor vehicle operated in connection with a transportation network company.	Assembly Utilities and Commerce	Watch	Spot bill to address transportation network companies.
AB 869 Introduced: 2/26/2015 pdf html	Cooper D (Dist 9)	Public transportation agencies: fare evasion and prohibited conduct. Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger misconduct may be subject to those criminal penalties.	Assembly Transportation	Watch	Provides additional flexibility to transit agencies that seek to use the administrative adjudication process (transit court).
AB 877 Amended: 3/26/2015 pdf html	Chu D (Dist 25)	Transportation. Would expand the California Transportation Commission to 15 members, with one additional Member of the Assembly and one additional Member of the Senate as ex officio nonvoting members. This bill contains other related provisions and other existing laws.	Assembly Transportation	Watch	This remains a spot bill regarding state transportation funding.

San Francisco County Transportation Authority

April 2015

Bill #	Author	Description	Status	Position	Comments
AB 902 Amended: 3/26/2015 pdf html	Bloom D (Dist 50)	Traffic violations: diversion programs. Current law provides that a local authority may not allow a person who has committed a traffic violation under the Vehicle Code to participate in a driver awareness or education program as an alternative to those penalties and procedures, unless the program is a diversion program for a minor who commits an infraction not involving a motor vehicle and for which no fee is charged. This bill would instead allow any person of any age who commits an infraction not involving a motor vehicle to participate in a diversion program of the type described above. This bill would make other technical, nonsubstantive changes.	Assembly Transportation	Watch	Spot bill related to bicyclist laws. Now relates to motor vehicle code violation and diversion program.
AB 1015 Introduced: 2/26/2015 pdf html	Bloom D (Dist 50)	Parking: car share vehicles. Would authorize a local authority to, by ordinance or resolution, designate certain streets or portions of streets for the nonexclusive parking privilege of motor vehicles participating in a car share vehicle program or ridesharing program. The bill would authorize the local ordinance or resolution to include a mechanism for the payment of fees to the local authority, as specified.	Assembly Transportation	Watch	Permits designation of carshare or rideshare parking areas, and permits fees to be paid to the local authority.
AB 1030 Introduced: 2/26/2015 pdf html	Ridley-Thomas D (Dist 54)	California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund. Would require a state agency that allocates moneys from the Greenhouse Gas Reduction Fund to prioritize projects that include project labor agreements with targeted hire goals, community workforce agreements that connect local residents to jobs or training opportunities, or partnerships with training entities that have a proven track record of placing disadvantaged workers in career-track jobs.	Assembly Natural Resources	Watch	Requires priority for cap and trade - funded projects that incorporate Project Labor (PLAs).
AB 1033 Introduced: 2/26/2015 pdf html	Garcia, Eduardo D (Dist 56)	Infrastructure financing. The Bergeson-Peace Infrastructure and Economic Development Bank Act establishes the California Infrastructure and Economic Development Bank, within the Governor's Office of Business and Economic Development, to be governed by a specified board of directors. The act makes findings and declarations, provides definitions, and authorizes the board to take various actions in connection with the bank, including the issuance of bonds, as specified. This bill, among other things, would revise the definition of economic development facilities to include facilities that are used to provide goods movement and would define goods movement-related infrastructure.	Assembly Jobs, Economic Development and the Economy	Watch	Creates the California Infrastructure Finance Center in the state iBank to facilitate the use of public private partnerships.

San Francisco County Transportation Authority

April 2015

Bill #	Author	Description	Status	Position	Comments
AB 1087 Introduced: 2/27/2015 pdf html	Grove R (Dist 34)	Greenhouse Gas Reduction Fund: high-speed rail (HSR). Would provide that the continuous appropriations from the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority are for specified components of the initial operating segment and Phase I blended system, as described in the authority's 2012 business plan, of the high-speed train system that shall be constructed as specified.	Assembly Natural Resources	Watch	This bill would dedicate the 25% share of cap and trade to (1) the Initial Construction Segment, and (2) blended system projects (including Caltrain Electrification). This would prevent the ultimate HSR project from being fully realized without an alternate funding source.
AB 1096 Amended: 3/26/2015 pdf html	Chiu D (Dist 17)	Vehicles: electric bicycles. Would define an "electric bicycle" as a bicycle with fully operable pedals and an electric motor of less than 750 watts, and would create 3 classes of electric bicycles, as specified. The bill would require a person riding an electric bicycle to comply with the specified requirements relating to the operation of bicycles. The bill would prohibit persons under 14 years of age from operating a class 3 electric bicycle. The bill would also require persons operating, or riding upon, a class 3 electric bicycle to wear a helmet, as specified. The bill would also make conforming changes.	Assembly Transportation	Watch	This bill now pertains to the definition of motorized bikes.
AB 1098 Amended: 3/26/2015 pdf html	Bloom D (Dist 50)	Transportation: congestion management. This bill would delete the traffic level of service standards as an element of a congestion management program (CMP) and would delete related requirements, including the requirement that a city or county prepare a deficiency plan when highway or roadway level of service standards are not maintained. The bill would revise and recast the requirements for other elements of a congestion management program by, among other things, requiring performance measures to include vehicle miles traveled, air emissions, and bicycle, transit, and pedestrian mode share and requiring the designated agency, for roadway capacity expansion projects, to include in the 7-year capital improvement program an analysis of the potential for induced vehicle travel.	Assembly Transportation	Watch	This bill would revise the metrics related to congestion management programs, bringing them in line with SB 375, require the regional agency to evaluate how the CMP is achieving GHG reductions, and support the region's Sustainable Communities Strategy. We are supportive of recent amendments, and we are actively working with other Bay Area Congestion Management Agencies to review and comment upon the proposed legislation.
AB 1115 Amended: 3/26/2015 pdf html	Salas D (Dist 32)	State highways: litter cleanup and abatement. Current law requires the Department of Transportation to maintain the state highways and, within its maintenance programs relating to litter cleanup and abatement, to assign a high priority to litter deposited along state highway segments adjoining storm drains, streams, rivers, waterways, beaches, the ocean, and other environmentally sensitive areas. Existing law authorizes the department to use litter traps in drains and any other effective technology in carrying out these responsibilities. This bill would instead require the department to use litter traps in drains and any other effective technology in carrying out these responsibilities.	Assembly Transportation	New – Recommend Delete from Matrix	This was a spot bill related to CTC approval of advance expenditure of funds. Now it applies to Caltrans litter control efforts. Recommend deleting from matrix because no longer relevant to San Francisco.

San Francisco County Transportation Authority

April 2015

Bill #	Author	Description	Status	Position	Comments
AB 1138 Introduced: 2/27/2015 pdf html	Patterson R (Dist 23)	High-speed rail: eminent domain. Would prohibit the High-Speed Rail Authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property along a corridor, or usable segment thereof, for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the corridor or usable segment and the anticipated time of receipt of those funds, and certifies that the authority has completed all necessary project level environmental clearances necessary to proceed to construction.	Assembly Transportation	Oppose	Effect of the bill is to stop progress on Initial Construction Segment phases of High Speed Rail project.
AB 1160 Introduced: 2/27/2015 pdf html	Harper R (Dist 74)	Vehicles: automated traffic enforcement systems. Would, beginning January 1, 2016, prohibit a governmental agency from installing an automated traffic enforcement system. The bill would authorize a governmental agency that is operating an automatic traffic enforcement system on that date to continue to do so after that date only if the agency begins conducting a traffic safety study on or before February 28, 2016, at each intersection where a system is in use to determine whether the use of the system resulted in a reduction in the number of traffic accidents at that intersection.	Assembly Transportation	Oppose	Prohibits new automatic traffic systems and requires existing systems to have traffic study for each intersection.
AB 1164 Amended: 3/26/2015 pdf html	Gatto D (Dist 43)	State highways: performance measures. Would require the Department of Transportation to develop performance measures, in consultation with specified entities, to establish an evaluation and rating of the overall quality of the state highway system, and would require a report to specified committees of the Legislature in that regard annually until 2020. The bill would also require the department to post the report on its Internet Web site.	Assembly Transportation	New - Recommend Watch	Requires Caltrans to develop performance measures in consultation with a host of entities that include county transportation agencies.
AB 1171 Introduced: 2/27/2015 pdf html	Linder R (Dist 60)	Construction Manager/General Contractor (CM/GC) method: regional transportation agencies: projects on expressways. Would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain projects on expressways that are not on the state highway system if the projects are developed in accordance with an expenditure plan approved by voters as of January 1, 2014. The bill would require specified information provided to a regional transportation agency to be verified under oath. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Assembly Transportation	Watch	Extends to regional entities the use of CM/GC, but only in cases that the project is on an expressway that is not on the state highway system and is in a voter-approved expenditure plan.

San Francisco County Transportation Authority

April 2015

Bill #	Author	Description	Status	Position	Comments
AB 1236 Introduced: 2/27/2015 pdf html	Chiu D (Dist 17)	Local ordinances: electric vehicle charging stations. Would require a city or county to approve the installation of electric vehicle charging stations, as defined, through the issuance of specified permits unless the city or county makes specified written findings based upon substantial evidence in the record that the proposed installation would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact. This bill contains other related provisions and other existing laws.	Assembly Local Government	Watch	Subjects EV charging station to requirement that local governments approve installations.
AB 1250 Amended: 3/19/2015 pdf html	Bloom D (Dist 50)	Vehicles: buses: gross axle weight This bill would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016.	Assembly Transportation	New – Recommend Watch	This is a California Transit Association sponsored bill to provide an extension of time to reconcile the policy difference between local jurisdictions and transit agencies over the operation of buses that exceed state vehicle code limits on bus weights. Cities/counties claim excess weight damages roadways, while some transit buses exceed legal limits due to ADA equipment, CNG tanks and other causes that are implemented in the furtherance of mandates.
AB 1265 Introduced: 2/27/2015 pdf html	Perea D (Dist 31)	Transportation projects: comprehensive development lease agreements. Current law authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. Current law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would delete obsolete cross-references and make technical changes to these provisions.	Assembly Transportation	Support	Extends public private partnership law, indefinitely.
AB 1284 Introduced: 2/27/2015 pdf html	Baker R (Dist 16)	Bay Area state-owned toll bridges: Toll Bridge Program Oversight Committee. Current law requires the Department of Transportation and the Bay Area Toll Authority (BATA) to form the Toll Bridge Program Oversight Committee. Current law provides that the committee is not a state body or a local agency for the purposes of the open meeting laws applicable to either state bodies or local agencies known as the Bagley-Keene Open Meeting Act and the Ralph M. Brown Act, respectively. This bill would delete that provision and would thereby make the Toll Bridge Program Oversight Committee subject to the Bagley-Keene Open Meeting Act.	Assembly Transportation	Watch	Subjects BATA to open meeting Act requirements.

San Francisco County Transportation Authority

April 2015

Bill #	Author	Description	Status	Position	Comments
AB 1287 Introduced: 2/27/2015 pdf html	Chiu D (Dist 17)	Vehicles: parking violations: cameras. Would authorize San Francisco to install forward-facing cameras to record parking violations and high-occupancy lane and intersection obstruction violations. The bill would require a high-occupancy lane or intersection obstruction violation recorded pursuant to these provisions to be subject to a civil penalty not to exceed \$100. The bill would delete the repeal date, thereby extending the operation of these provisions indefinitely. This bill contains other related provisions and other existing laws.	Assembly Transportation	Support	Grants city of San Francisco authority to install cameras for enforcement of parking and HOV violations.
AB 1364 Introduced: 2/27/2015 pdf html	Linder R (Dist 60)	California Transportation Commission (CTC). Current law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Current law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	Assembly Transportation	Watch	Removes CTC from jurisdiction under Transportation Agency and re-establishes its autonomy.
AB 1384 Introduced: 2/27/2015 pdf html	Baker R (Dist 16)	Toll facilities: Metropolitan Transportation Commission Current law authorizes the Bay Area Toll Authority (BATA) to make direct contributions to the Metropolitan Transportation Commission (MTC) in furtherance of the exercise of the authority's powers, including contributions in the form of personnel services, office space, overhead, and other funding necessary to carry out the function of the authority, with those contributions not to exceed 1% of the gross annual bridge revenues. This bill would make a technical, nonsubstantive change to this limitation on contributions.	Assembly Print	Watch	Spot bill relating to fiscal relationship between BATA and MTC.
AB 1486 Introduced: 2/27/2015 pdf html	Oberholte R (Dist 33)	Vehicles: toll highways. Current law requires the Department of the California Highway Patrol to provide for the proper and adequate policing of all toll highways and all vehicular crossings to ensure enforcement of the Vehicle Code and of any other law relating to the use and operation of vehicles upon toll highways, highways or vehicular crossings, and of the rules and regulations of the Department of Transportation as they relate to those laws, and to cooperate with the Department of Transportation to the end that vehicular crossings are operated at all times in a manner as to carry traffic efficiently. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Print	Watch	Spot bill pertaining to toll highways.

San Francisco County Transportation Authority

April 2015

Bill #	Author	Description	Status	Position	Comments
ACA 4 Introduced: 2/27/2015 pdf html	Frazier D (Dist 11)	Local government transportation projects: special taxes: voter approval. Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.	Assembly Print	Support	This bill would provide voters the opportunity to reduce the requirement for approval of future special taxes for transportation purposes with a 55% majority.
SB 1 Introduced: 12/1/2014 pdf html	Gaines R (Dist 1)	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism.	Senate Environmental Quality	Oppose	This bill would eliminate the extension of Cap and Trade emission regulations scheduled for the transportation fuels system. Differs from AB 23 as this bill permanently prohibits the Cap and Trade regulations from affecting the fuels sector.
SB 5 Introduced: 12/1/2014 pdf html	Vidak R (Dist 14)	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. Under the California Global Warming Solutions Act of 2006, current State Air Resources Board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.	Senate Environmental Quality	Oppose	This bill would postpone the effective date of the extension of Cap and Trade emission regulations from 2015 to 2020 scheduled for the transportation fuels system. The author is concerned that the public will be subject to a spike in fuel prices. However, the effect of the deferred will be to reduce Cap and Trade auction revenues.

San Francisco County Transportation Authority

April 2015

Bill #	Author	Description	Status	Position	Comments
SB 8 Amended: 2/10/2015 pdf html	Hertzberg D (Dist 18)	Taxation. Would state legislative findings regarding the Upward Mobility Act, key provisions of which would expand the application of the Sales and Use Tax law by imposing a tax on specified services, would enhance the state's business climate, would incentivize entrepreneurship and business creation by evaluating the corporate tax, and would examine the impacts of a lower and simpler personal income tax. This bill contains other related provisions.	Senate Governance and Finance	Watch	Although a spot bill, this is the author's attempt to change the emphasis of California's taxation system to incorporate taxes on services.
SB 9 Amended: 3/24/2015 pdf html	Beall D (Dist 15)	Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program. Would, under the Greenhouse Gas Reduction Fund, modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements with a total cost exceeding \$100,000,000. The bill would require the Transportation Agency, in prioritizing and selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. It allows for multi-year funding commitments for a project and authorizes the California Transportation Commission to approve a Letter of No Prejudice, allowing sponsors to spend local funds on an authorized project for subsequent reimbursement. This bill contains other existing laws.	Senate Transportation and Housing	Watch	This bill would alter the focus for Rail and Transit Cap and Trade funds to only address large-scale transit projects that promote a direct connection to the state's High Speed Rail System. Guidelines for expanding the first \$25 million in this category were finalized; a competitive call for projects was released by the State Transportation Agency. The San Francisco Municipal Transportation Agency is targeting this program to pay back funds committed by the Metropolitan Transportation Commission to its light rail vehicle procurement contract option for 40 expansion vehicles.
SB 16 Amended: 3/26/2015 pdf html	Beall D (Dist 15)	Department of Transportation: budgetary cost-savings plan: state highway operation and protection program. Would require the Department of Transportation, by April 1, 2016, and as part of its budget for the 2016-17 fiscal year, to prepare a plan to identify up to \$200,000,000 annually in cost savings from its budget, and to submit the plan to the appropriate policy committees of the Senate and the Assembly. This bill contains other related provisions and other existing laws.	Senate Rules	Watch	The author is seeking to compel Caltrans to adopt more program efficiencies and then direct the resulting savings into road repair and litter control. Further amended to require support and capital allocation to be made on a project basis.
SB 34 Introduced: 12/1/2014 pdf html	Hill D (Dist 13)	Automated license plate recognition systems: use of data. Would impose specified requirements on an "ALPR operator" as defined, including, among others, ensuring that the information the ALPR operator collects is protected with certain safeguards, and implementing and maintaining specified security procedures and a usage and privacy policy with respect to that information.	Senate Transportation and Housing	Watch	The bill is intended to enhance the automated license plate recognition end-user data collection.

San Francisco County Transportation Authority

April 2015

Bill #	Author	Description	Status	Position	Comments
SB 39 Introduced: 12/1/2014 pdf html	Pavley D (Dist 27)	Vehicles: high-occupancy vehicle lanes. Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount. This bill contains other related provisions and other current laws.	Senate Transportation and Housing	Oppose	The bill would expand the amount of HOV lane access decals for clean vehicles. 2014 saw the number of decals permitted, increase from 40,000 to 70,000.
SB 45 Amended: 3/9/2015 pdf html	Mendoza D (Dist 32)	Workforce development: federal Workforce Innovation and Opportunity Act. Would require the state, in conformity with WIOA and after consultation with local boards and chief elected officials, to identify planning regions. The bill would require local boards and chief elected officials to prepare regional plans for those planning regions, as specified. By imposing this requirement on local government, the bill would impose a state-mandated local program. The bill would also require the board to aid the Governor in facilitating system alignment across the core programs of WIOA, as defined, and make related and conforming changes. This bill contains other related provisions and other existing laws.	Senate Appropriations	Recommend Delete from Matrix	This was initially a spot bill intended to provide tax increment authority for economic development purposes and infrastructure. Now, amended to pertain to federal workforce act.
SB 59 Introduced: 12/19/2014 pdf html	Knight R (Dist 0)	Vehicles: high-occupancy vehicle (HOV) lanes. Current law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles. This bill would make technical, nonsubstantive changes to that provision.	Senate Rules	Watch	This spot bill amends the core statute that provides authority for exclusive HOV lanes. The author has since assumed his congressional seat and there is no clear understanding of what plans may be in store for this bill.
SB 154 Introduced: 2/2/2015 pdf html	Huff R (Dist 29)	California Environmental Quality Act. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report, as defined, on a project that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. This bill would make technical, nonsubstantive changes to the definition of "environmental impact report."	Senate Rules	Watch	This is a CEQA spot bill.
SB 158 Amended: 3/26/2015 pdf html	Huff R (Dist 29)	Transportation projects: comprehensive development lease agreements. Would authorize the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease on or after January 1, 2017, for a proposed transportation project on the state highway system if a draft environmental impact statement or draft environmental impact report for the project was released by the department in March 2015 for public comment. This bill contains other related provisions.	Senate Rules	Watch	This was initially a spot bill to address the P3 law. It has been amended to apply solely to the 710 N project in L.A county.

San Francisco County Transportation Authority

April 2015

Bill #	Author	Description	Status	Position	Comments
SB 166 Introduced: 2/5/2015 pdf html	Gaines R (Dist 1)	California Environmental Quality Act. The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would make technical, nonsubstantive changes to those provisions. This bill contains other existing laws.	Senate Rules	Watch	CEQA spot bill.
SB 167 Introduced: 2/5/2015 pdf html	Gaines R (Dist 1)	California Global Warming Solutions Act of 2006. The State Air Resources Board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. This bill would make nonsubstantive changes to these provisions. This bill contains other existing laws.	Senate Rules	Watch	Spot bill that addresses AB 32 regulatory process.
SB 192 Introduced: 2/10/2015 pdf html	Liu D (Dist 25)	Bicycles: helmets. Would require every person, regardless of age, to wear a bicycle helmet when operating a bicycle, riding on a bicycle as a passenger, or riding in a trailer towed by a bicycle. The bill would also require a person engaged in these activities in the darkness to wear retroreflective high-visibility safety apparel, as specified. Because a violation of this requirement would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Senate Transportation and Housing	Watch	The bill mandates that all bicycle riders and passengers wear helmets and, at night to also wear reflective safety apparel.
SB 321 Amended: 3/26/2015 pdf html	Beall D (Dist 15)	Motor vehicle fuel taxes: rates: adjustments. Current law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. This bill would, for the 2015-16 fiscal year and each fiscal year thereafter, instead require the board, on or before July 1, 2015, or March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by current law to maintain revenue neutrality.	Senate Governance and Finance	Support	This bill would provide more flexibility to the Board of Equalization in establishing annual gas excise tax rates by extending the period from 3 to 5 years to ensure revenue neutrality. This would address the volatility now observed in the annual tax-rate-setting process.

San Francisco County Transportation Authority

April 2015

Bill #	Author	Description	Status	Position	Comments
SB 413 Introduced 2/25/2015 pdf html	Wickowski D (Dist 10)	Public transit: prohibited conduct. Existing law also authorizes a public transportation agency to adopt an ordinance to impose and enforce civil administrative penalties for certain passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. Existing law requires the ordinance to include the statutory provisions governing the administrative penalties.	Senate Transportation and Housing	New – Recommend Watch	Expands available administrative adjudicative remedies under law for new crimes including loud noise and not yielding reserved seats for elderly or disabled persons.
SB 491 Introduced: 2/26/2015 pdf html	Committee on Transportation and Housing	Transportation: omnibus bill. Current law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues to hold at least one annual public meeting for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would delete the requirement for an annual public meeting to adopt criteria for expenditure of funds, unless the criteria have been modified from the previous year. This bill contains other related provisions and other existing laws.	Senate Transportation and Housing	Watch	This is the Transportation Omnibus bill. It may only contain technical law changes.
SB 516 Introduced: 2/26/2015 pdf html	Fuller R (Dist 16)	Transportation: motorist aid services. Current law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. This bill would instead require that those moneys be used for service expenses associated with the implementation, maintenance, and operations of a motorist aid system.	Senate Transportation and Housing	Watch	The bill seeks to transform the purpose of the call box systems to a broader array of motorist assistance activities.
SB 508 Introduced 2/26/2015 pdf html	Beall D (Dist 15)	Transit operations: financial requirements. This bill would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of “operating cost” used to determine compliance with required farebox ratios, including, among others, certain health coverage, pension, fuel, insurance, and claims settlement costs. The bill would also exempt startup costs for new transit services for up to 2 years.	Senate Transportation and Housing	New – Recommend Watch	Updates decade-old mass transit program efficiency standards. Sponsored by California Transit Association.

San Francisco County Transportation Authority

April 2015

Bill #	Author	Description	Status	Position	Comments
SB 564 Introduced: 2/26/2015 pdf html	Cannella R (Dist 12)	Vehicles: school zone fines. Current law, in the case of specified violations relating to rules of the road and driving under the influence, doubles the fine in the case of misdemeanors, and increases the fine, as specified, in the case of infractions, if the violation is committed by the driver of a vehicle within a highway construction or maintenance area during any time when traffic is regulated or restricted by the Department of Transportation or local authorities pursuant to existing law or is committed within a designated Safety Enhancement-Double Fine Zone. This bill would also require that an additional fine of \$35 be imposed if the violation occurred when passing a school building or school grounds, as specified.	Senate Transportation and Housing	Support	Increases fines for traffic violations near schools. Similar bill passed last year, but was vetoed by Governor.
SB 595 Introduced: 2/27/2015 pdf html	Cannella R (Dist 12)	Vehicles: prima facie speed limits: schools. Under current law, the prima facie speed limit when approaching or passing a school is 25 miles per hour. Current law authorizes a local authority to establish a lower prima facie speed limit within specified distances of a school. This bill would make technical, nonsubstantive changes to that provision.	Senate Rules	Watch	Spot bill related to school zone speeds; part of a larger school traffic safety package.
SB 632 Introduced: 2/27/2015 pdf html	Cannella R (Dist 12)	Vehicles: prima facie speed limits: schools. Would allow a city or county to establish in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, a 15 miles per hour prima facie speed limit when approaching, at a distance of less than 1,320 feet from, or passing, a school building or grounds thereof, contiguous of to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour 24 hours a day. This bill would provide that a 25 miles per hour prima facie limit in a residence district, on a highway, with a posted speed limit of 30 miles per hour or slower, applies, as to those local authorities, when approaching, at a distance of 500 to 1,320 feet from a school building or grounds thereof.	Senate Transportation and Housing	Watch	The bill expands school zone limits. There may be unintended implications to sort out related to city/county governance powers.
SB 698 Introduced: 2/27/2015 pdf html	Cannella R (Dist 12)	Active Transportation Program: school zone safety projects. Would continuously appropriate an unspecified amount from the Greenhouse Gas Reduction Fund to the State Highway Account in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program. This bill contains other existing laws.	Senate Environmental Quality	Watch	Another of a larger package of school safety bills. This bill would support the ATP with funds from cap and trade.

San Francisco County Transportation Authority
April 2015

Bill #	Author	Description	Status	Position	Comments
SB 782 Introduced: 2/27/2015 pdf html	Allen D (Dist 26)	State highways: relinquishment. Current law gives the Department of Transportation full possession and control of all state highways. Current law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Current law also provides for the commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment, and in certain other cases. This bill would make nonsubstantive changes to these provisions.	Senate Rules	Watch	This is a spot bill that is intended to streamline state highway relinquishments.
SCA 5 Introduced: 3/26/2015 pdf html	Hancock D (Dist 9)	Local government: special taxes: voter approval. Would condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes.	Senate Print	New - Recommend Support	Would specify that the voter approval requirement is 55% for local government special taxes.

Total Measures: 74

Total Tracking Forms: 74

RESOLUTION AWARDING THREE-YEAR LEGAL SERVICE CONTRACTS, WITH AN OPTION EXTEND FOR TWO ADDITIONAL ONE-YEAR PERIODS, TO NOSSAMAN LLP AND WENDEL, ROSEN, BLACK & DEAN LLP, IN A COMBINED TOTAL AMOUNT NOT TO EXCEED \$750,000 FOR GENERAL LEGAL COUNSEL SERVICES, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE THE CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, The Transportation Authority contracts with City departments and outside firms for certain specialized professional services in areas where factors like costs, work volume or the degree of specialization required would not justify the use of in-house staff; and

WHEREAS, The City Attorney's Office advises the Transportation Authority in resolving routine contract legal matters and Nixon Peabody LLP and Squire Sanders & Dempsey LLP act as bond counsel for the Transportation Authority's commercial paper program; and

WHEREAS, The Transportation Authority currently contracts with Nossaman LLP for specialized transportation legal counsel services, and that contract will be in its fifth year and expires on June 30, 2015; and

WHEREAS, The Transportation Authority's policy is to competitively re-bid professional services contracts after five years; and

WHEREAS, Given the wide range of desired proficiencies and experience, there is a need for broad and deep access to legal services, therefore staff proposes to contract with two firms which the Transportation Authority may call upon, which will also mitigate any conflicts of interest, increase competition and allow for improved responsiveness; and

WHEREAS, On December 12, 2014, the Transportation Authority issued a Request for Proposals (RFP) for legal counsel services; and



WHEREAS, The Transportation Authority received seven proposals in response to the RFP by the due date of January 12, 2015; and

WHEREAS, A review panel comprised of Transportation Authority staff interviewed the four top-ranked firms on January 21, 2015; and

WHEREAS, Based on the competitive selection process, the review panel recommended award of legal services contracts to the two top-ranked firms of Nossaman and Wendel, Rosen, Black & Dean LLP (Wendel Rosen); and

WHEREAS, The scope of work described in the RFP is anticipated in the Transportation Authority's adopted Fiscal Year 2014/15 work program and budget through relevant projects and studies, and sufficient funds will be included in future fiscal year budgets to cover the cost of these contracts; and

WHEREAS, The legal services will be funded from a combination of federal, state, regional and Prop K funds; and

WHEREAS, At its March 25, 2015 meeting, the Citizens Advisory Committee considered and adopted a motion of support for the staff recommendation; and

WHEREAS, At its April 14, 2015 meeting, the Finance Committee reviewed and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards three-year legal service contracts, with an option to extend for two additional one-year periods, to Nossaman and Wendel Rosen, in a combined total amount not to exceed \$750,000 for general legal counsel services; and be it further

RESOLVED, That the Executive Director is hereby authorized to negotiate contract payment terms and non-material contract terms and conditions; and be it further

RESOLVED, That for the purposes of this resolution, "non-material" shall mean contract

terms and conditions other than provisions related to the overall contract amount, terms of payment, and general scope of services; and be it further

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute agreements and amendments to agreements that do not cause the total agreement value, as approved herein, to be exceeded and that do not expand the general scope of services.



Memorandum

Date: 04.08.15 **RE:** Finance Committee
April 14, 2015

To: Finance Committee: Commissioners Avalos (Chair), Mar (Vice Chair), Campos, Cohen, Kim and Wiener (Ex Officio)

From: Cynthia Fong – Deputy Director for Finance and Administration *CF*

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Recommend Awarding a Three-Year Legal Services Contract, with an Option to Extend for Two Additional One-Year Periods, to Nossaman LLP and Wendel, Rosen, Black & Dean LLP, in an Amount Not to Exceed \$750,000 for General Legal Counsel Services, and Authorizing the Executive Director to Negotiate the Contract Payment Terms and Non-Material Contract Terms and Conditions

Summary

The Transportation Authority maintains a contract with the City and County of San Francisco Office of the City Attorney for routine contract legal matters, and retains Nixon Peabody LLP and Squire Sanders & Dempsey LLP as bond counsel. We also contract with Nossaman LLP (Nossaman) for specialized transportation legal counsel services. That contract is in its fifth year and expires this month. The Transportation Authority's policy is to competitively re-bid professional services contracts after five years. Thus, on December 12, 2014, we issued a Request for Proposals (RFP 14/15-03) for legal counsel services. By the due date of January 12, we received seven responsive bids, which included both a technical and cost component. On January 16, we issued an invitation to interview four firms. Interviews were conducted on January 21 by a selection panel comprised of Transportation Authority staff. Based on this competitive selection process, the selection panel recommended award of a legal counsel services contract to the two highest-ranked firms, Nossaman and Wendel, Rosen, Black & Dean LLP (Wendel Rosen). Giving the wide range of desired proficiencies and experience, there is a need for broad and deep access to legal services in the contract. Therefore, we propose to contract with two firms which the Transportation Authority may call upon. This also is intended to mitigate any conflicts of interest, increase competition and allow for improved responsiveness (e.g. during times of peak demand). **We are seeking a recommendation to award a three-year legal services contract, with an option to extend for two additional one-year periods, to Nossaman and Wendel Rosen, in an amount not to exceed \$750,000 for general legal counsel services, and authorize the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions.**

BACKGROUND

The Transportation Authority contracts with City departments and outside firms for certain specialized professional services in areas where factors like costs, work volume or the degree of specialization required would not justify the use of in-house staff. At present, the City Attorney's Office advises the Transportation Authority in resolving routine contract legal matters and Nixon Peabody LLP and Squire Sanders & Dempsey LLP act as bond counsel for the Transportation Authority's commercial paper program. The Transportation Authority currently contracts with Nossaman LLP (Nossaman) for specialized transportation legal counsel services. That contract will be in its fifth year and expires on June 30, 2015. The Transportation Authority's policy is to competitively re-bid professional services contracts after five years.

DISCUSSION

The purpose of this memorandum is to describe the procurement process and recommend award of a legal services contract to Nossaman and Wendel, Rosen, Black & Dean LLP (Wendel Rosen) to serve as its general counsel for an initial period of three years. Given the wide range of desired proficiencies and experience, there is a need for broad and deep access to legal services in the contract. Thus, we propose to contract with two firms which the Transportation Authority may call upon. This also is intended to mitigate any conflicts of interest, increase competition and allow for improved responsiveness (e.g. during times of peak demand).

Legal services will be requested on an hourly reimbursable basis, plus expenses, and may include, but are not limited to, the following categories of action:

1. **Parliamentary Procedure, Transportation Authority Board and Citizens Advisory Committee Rules.** Attendance at board and committee meetings, consultation on Rules of Order, Ralph M. Brown Act, Administrative Code, Elections Code, and conflict of interest issues. Attendance at meetings will be on an as-needed basis, upon request from the Transportation Authority's Executive Director.
2. **Administration.** Advise on all labor-related issues such as benefits, hiring, discipline, termination, and review of internal policies and procedures. As needed, review and/or draft legal documents including contracts, specifications, or standard grant agreements, including necessary legal opinions on restrictions, revisions, claims, default liability, protests and appeals.
3. **Financial.** Assist in the review of financial, budgetary and debt program matters, including developing opinions on debt issuance documents and offering memoranda, Transportation Authority financial presentations, representations and audit documents, budget inquiries, and review of investment, debt and fiscal policies.
4. **Sales Tax and Vehicle Registration Fee Administration.** Address questions regarding the validity, collection, administration and use of sales tax and vehicle registration fee revenues. Assist with the interpretation of the Expenditure Plan and Transportation Authority Strategic Plan funding requirements, categories and subcategories, requirements applicable to the Transportation Authority and sponsoring agencies; reimbursement eligibility; applicability of environmental and other state or federal requirements; and the like.
5. **Congestion Management Agency, Transportation Fund for Clean Air, Vehicle Registration Fee for Transportation Improvements (Prop AA) and Treasure Island Mobility Management Agency Programs.** Review issues of jurisdiction and legal authority, environmental requirements, restrictions, formation and legislation, and state and federal requirements.
6. **Legislation.** Assist in drafting or reviewing legislation and the legislative process.
7. **Litigation.** Prepare necessary documents and provide legal representation in court as required to initiate and prosecute or respond to lawsuits.
8. **General Advice.** Provide verbal or written advice, as requested by the Transportation Authority, on questions concerning the conformity of any contemplated Transportation Authority action with applicable law and other matters.

Procurement Process: On December 12, 2014, we issued a Request for Proposals (RFP 14/15-03) for legal counsel services. By the due date of January 12, 2015, we received seven proposals in response to the

RFP. One additional proposal was disqualified due to its submission past the due date and time. The review panel, consisting of three Transportation Authority staff from various divisions, reviewed the proposals based on the qualifications and other criteria detailed in the RFP. The panel interviewed four firms on January 21, 2015. Based on the selection panel's evaluation of the proposals, the review panel recommended award of the contract to the two highest-ranked firms of Nossaman and Wendel Rosen. These firms provide a robust set of skills, specialists, and relevant experience. In particular, Nossaman builds upon a proven track record of performance, and Wendel Rosen demonstrates a strong set of qualifications and management approach.

We will receive federal financial assistance to fund a portion of this procurement, and will adhere to federal regulations pertaining to Disadvantaged Business Enterprises (DBE). For this contract, we have established a DBE goal of 10%, accepting certifications issued by the Transportation Authority, the City and County of San Francisco, the California Unified Certification Program and the California Department of General Services. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in seven local newspapers: San Francisco Daily Journal, Nichi Bei Weekly, San Francisco Bay View, San Francisco Examiner, San Francisco Chronicle, Small Business Exchange, and the Western Edition. We also distributed the RFP to certified small, disadvantaged and local businesses, the Bay Area and cultural Chambers of Commerce, and the Small Business Councils.

The Nossaman team has pledged a total DBE utilization of 10% through its DBE-certified subcontractor, Law Offices of Alexis S. M. Chiu. The Wendel Rosen team has pledged a total DBE utilization of 10% and through its DBE-certified subcontractor, Curls Bartling P.C., which is also certified as a Minority-owned Business Enterprise, Women-Owned Business Enterprise, Small Business Enterprise, and Local Business Enterprise.

ALTERNATIVES

1. Recommend awarding a three-year legal services contract, with an option to extend for two additional one-year periods, to Nossaman and Wendel Rosen, in an amount not to exceed \$750,000 for general legal counsel services, and authorizing the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions, as requested.
2. Recommend awarding a three-year legal services contract, with an option to extend for two additional one-year periods, to Nossaman and Wendel Rosen, in an amount not to exceed \$750,000 for general legal counsel services, and authorizing the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC considered this item at its March 25, 2015 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This contract will be funded from a combination of federal, state, regional and Prop K funds. The first year's activity was included in the Transportation Authority's amended Fiscal Year 2014/15 Budget. Sufficient funds will be included in future fiscal year budgets to cover the remaining cost of the contract.

RECOMMENDATION

Recommend awarding a three-year legal services contract, with an option to extend for two additional one-year periods, to Nossaman and Wendel Rosen, in an amount not to exceed \$750,000 for general legal counsel services, and authorizing the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions.



This Page Intentionally Left Blank

RESOLUTION AWARDING AN 18-MONTH PROFESSIONAL SERVICES CONTRACT TO AECOM TECHNICAL SERVICES, INC. IN AN AMOUNT NOT TO EXCEED \$450,000 FOR PLANNING, ENGINEERING, AND ENVIRONMENTAL SERVICES FOR THE I-280 INTERCHANGE MODIFICATIONS AT BALBOA PARK, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, In June 2014, through Resolution 14-86, the Transportation Authority Board unanimously approved the Balboa Park Station Area Circulation Study Final Report; and

WHEREAS, This study identified a recommended alternative involving three project elements aimed at re-configuring the I-280 Geneva and Ocean Avenue freeway ramps within the next ten years to reduce the negative impacts on the local community resulting from automobiles accessing the regional road network; enhance safety, accessibility, and convenience for pedestrians and bicyclists; support efficient, reliable bus and light rail operations; and minimize impacts to traffic going to or coming from I-280; and

WHEREAS, The next phase of work involves preparing a Ramp Closure Analysis for the northbound I-280 on-ramp from Geneva Avenue (Element 1) and performing environmental review and preparing a Project Study Report/Project Report for the realignment of the southbound I-280 off-ramp to Ocean Avenue (Element 2); and

WHEREAS, The Transportation Authority is leading the effort to implement these recommendations and staff seeks planning, engineering, and environmental services to support the next phase of work; and

WHEREAS, The initial schedule anticipates completion of the Ramp Closure Analysis for Element 1 by early 2016 and the project development phase for Element 2, including environmental



review and a signed Project Study Report/Project Report by all parties, by July 2016; and

WHEREAS, On February 6, 2015, the Transportation Authority issued a Request for Request for Proposals (RFP) for planning, engineering, and environmental services; and

WHEREAS, The Transportation Authority received two proposals in response to the RFP by the due date of March 9, 2015; and

WHEREAS, A review panel comprised of Transportation Authority staff interviewed the two firms on March 18, 2015; and

WHEREAS, Based on the competitive selection process, the review panel recommended the award of a consultant contract to the top-ranked firm of AECOM Technical Services, Inc. (AECOM); and

WHEREAS, The scope of work described in the RFP is anticipated in the Transportation Authority's adopted Fiscal Year 2015/16 work program and budget, and sufficient funds will be included in future fiscal year budgets to cover the cost of these contracts; and

WHEREAS, The planning, engineering, and environmental services will be funded by Prop K sales tax funds appropriated through Resolution 15-41; and

WHEREAS, At its March 25, 2015 meeting, the Citizens Advisory Committee considered and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, At its April 14, 2015 meeting, the Finance Committee reviewed and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards an 18-month professional services contract to AECOM in an amount not to exceed \$450,000 for planning, engineering, and environmental services for the I-280 Interchange Modifications at Balboa Park; and be it further

RESOLVED, That the Executive Director is hereby authorized to negotiate contract payment terms and non-material contract terms and conditions; and be it further

RESOLVED, That for the purposes of this resolution, “non-material” shall mean contract terms and conditions other than provisions related to the overall contract amount, terms of payment, and general scope of services; and be it further

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute agreements and amendments to agreements that do not cause the total agreement value, as approved herein, to be exceeded and that do not expand the general scope of services.

Attachment:

1. I-280 Interchange Modifications at Balboa Park Scope of Services

Attachment 1
I-280 Interchange Modifications at Balboa Park
Scope of Services

BACKGROUND

The Balboa Park Station Area, located on the central south side of San Francisco, is a busy and multi-faceted hub of transportation activity. Home to the busiest Bay Area Rapid Transit (BART) station outside of Downtown San Francisco, a San Francisco Municipal Transportation Agency (SFMTA) Muni light rail terminal and maintenance facility, multiple bus lines along Geneva and Ocean Avenues, and a historic streetcar depot, this area is one of the most important and heavily used transit hubs in the region. Meanwhile, Interstate 280 (I-280) traverses the neighborhood, with six freeway ramps tying into the local street network directly adjacent to the BART Station. While this interchange provides vehicular access to regional transit and other neighborhood destinations, it also contributes to congestion, safety, and access issues, and degrades the quality of the surrounding area.

Multiple planning and engineering feasibility studies have explored ways to improve various aspects of the station area, including the *Balboa Park Station Area Plan* (2009), *Balboa Park Station Pedestrian and Bicycle Connection Project* (2009), and the *Balboa Park Station Capacity and Conceptual Engineering Study* (2011). Most recently, the 2014 *Balboa Park Circulation Study* (BPCS) focused specifically on re-configurations of the I-280 Geneva and Ocean Avenue freeway ramps that could further improve station access and circulation. The BPCS study area was limited to the triangular region formed by Ocean Avenue, Geneva Avenue, and Alemany Boulevard, though the preliminary traffic analysis extended beyond these limits. The purpose of the BPCS was to seek potential changes to the circulation system to:

- Reduce the negative impacts on the local community resulting from automobiles accessing the regional road network
- Support efficient, reliable bus and light rail operations
- Enhance safety, accessibility, and convenience for pedestrians and bicyclists
- Minimize impacts to traffic going to/coming from I-280
- Develop feasible solutions that can be implemented within ten years

In June 2014, the Transportation Authority Board adopted the BPCS Final Report and its recommended alternative. The recommended alternative involved three project elements:

Element 1: Close the northbound I-280/Geneva Avenue on-ramp

Element 2: Realign the southbound I-280/Ocean Avenue off-ramp into a “T” intersection with a new signal on Ocean Avenue.

Element 3: Construct a new northbound frontage road between Geneva Avenue and Ocean Avenue, immediately east of I-280, to accommodate a new kiss-and-ride drop off area with direct connection to the BART Westside Walkway.

Further development of Element 3 will be deferred pending completion and Federal Highway Administration (FHWA) approval of the Ramp Closure Analysis for Element 1

Existing Work Products: The BPCS and its appendices are available on the Transportation Authority website at www.sfcta.org/balboa and should be reviewed prior to commencing work. The body of the

report includes information pertaining to issues surrounding the Balboa Park Station Area and associated roadways, pedestrian and bicycle counts, and existing land uses. Appendix C contains the engineering feasibility assessment and cost estimates, including preliminary plan and profile layouts.

The BPCS conducted two rounds of public outreach meetings, as well as meetings with targeted stakeholders, including:

- California Department of Transportation (Caltrans), SFMTA, BART, San Francisco Planning Department (SF Planning)
- District 11 Supervisor John Avalos
- District 7 Supervisor Norman Yee
- Balboa Park Community Advisory Committee
- District 11 Council
- Excelsior Action Group
- Oceanview, Merced Heights, Ingleside - Neighbors in Action
- City College of San Francisco

The Round 2 Outreach Summary Report is included in the BPCS Final Report Appendix D.

Project Organization: The Transportation Authority will be the lead agency for this phase of work and is expected to be the lead agency for subsequent phases, including implementation. Other participating agencies include Caltrans, the SFMTA, and SF Planning. Roles include:

- **Transportation Authority:** lead agency, including overall project management; lead for public, stakeholder, and policy-maker outreach; lead for inter-agency coordination; management of consultants; and lead agency under the California Environmental Quality Act (CEQA).
- **Caltrans:** independent quality assurance and approval of the Project Study Report/Project Report (PSR/PR); and lead agency under the National Environmental Policy Act (NEPA).
- **SFMTA:** review of proposed designs including lane and intersection configurations, traffic controls and any effects on transit lanes; review of traffic analysis.
- **SF Planning:** support coordination between transportation and land use/urban design; plans are intended to blend with SF Planning Ocean Avenue Corridor Design proposals.

SCOPE OF SERVICES

The Transportation Authority seeks consultant services to support the I-280 Interchange Improvements at Balboa Park project development phase that will: prepare a detailed traffic analysis of proposed changes to the interchange ramps as described in Elements 1 and 2; produce a Ramp Closure Analysis for Element 1; advance design of Element 2 to the 30% level; produce the PSR/PR documentation for Element 2, required by Caltrans for projects that affect highways within their jurisdiction; prepare required Environmental Documentation (CEQA and NEPA) for Element 2; provide updated capital costs for Element 2; advance a funding and implementation strategy for each of Element 1 and 2; and continue public and stakeholder coordination and involvement.

Project Schedule: The Transportation Authority desires that the Ramp Closure Analysis for Element 1 be completed by early 2016 and the project development phase for Element 2, including environmental review (CEQA and NEPA) and a signed PSR/PR by all parties, by July 2016. The schedule for subsequent phases of the Project is dependent on funding availability and implementation decisions.

General: The Consultant shall provide qualified planners, engineers and other professionals to provide the requested services. Consultants must have experience successfully completing Caltrans PSR and PR documents. All management, planning, engineering and design tasks are to be performed in accordance with applicable federal, state and local criteria and guidelines. By submitting a proposal to provide services, the Consultant represents itself as fully qualified to provide the requested services and knowledgeable concerning laws, regulations, and procedures to be followed. The Consultant will be expected to have all capabilities needed to assist the SFMTA and Transportation Authority in the successful completion of PSR-Project Development Support.

Licensing Requirements: All persons performing work for which the California Professional Engineers Act (Building and Professions Code §§ 6700-6799) requires licensing as professional engineers in the State of California shall be so licensed. Each person shall be licensed in the discipline appropriate for that person's scope of responsibility and anticipated tasks.

Standards and Guidelines: The Consultant shall be versed in design standards and guidelines of Caltrans, the SFMTA, and the San Francisco Department of Public Works (SF Public Works), and proficient in AutoCAD, MicroStation, and SimTraffic. Coordination will be required to determine proper application of design standards and guidelines and format for engineering design work.

Specific Tasks include the following: 1) Project Initiation and Ongoing Management, 2) Traffic Analysis, 3) Ramp Closure Analysis for Element 1, 4) Environmental Documentation for Element 2, 5) Caltrans Project Documentation Package for Element 2, 6) Communications and Outreach, and 7) Funding and Implementation Strategy. The tasks are detailed below.

Proposers may suggest changes/additions/subtractions to the task descriptions and the division of responsibility between the Transportation Authority and the consultant team as a part of their proposals, but this should be stated clearly. The Transportation Authority is interested in establishing an efficient process that utilizes both in-house and consultant expertise.

Task 1. Project Initiation and Ongoing Project Management

The Consultant shall be responsible for:

- Producing a refined work plan and schedule for Consultant activities, including a budget by task;
- Project reporting and invoices by task; and
- Participating in regular coordination meetings with project team members and periodic meetings with external stakeholders.

Project team coordination meetings are expected to occur approximately bi-weekly. Coordination with external stakeholders will be led by the Transportation Authority and includes meetings and coordination with Caltrans and the SFMTA, as well as other stakeholders including but not limited to: the FHWA, SF Planning, BART, SF Public Works, the San Francisco Public Utilities Commission. The Consultant may be required to attend up to 12 external coordination meetings.

Deliverables: Refined work plan and schedule, meeting attendance, regular project reports and invoices.

Task 2. Traffic Analysis

The Consultant will be responsible for preparation of a detailed traffic analysis for the proposed improvements. The analysis will expand on the preliminary analysis performed in the BPCS, and will

include four scenarios: baseline existing condition, implementation of Element 1 alone, implementation of Element 2 alone, and implementation of both Elements 1 and 2. The analysis may also include evaluating the proposed improvements both with and without the following:

- A new left-turn movement from the southbound I-280 off-ramp onto eastbound Ocean Avenue; and
- A right-turn pocket from westbound Ocean Avenue onto the northbound I-280 on-ramp.

The Consultant will identify the area of potential effect for changes to traffic resulting from implementation of the proposed changes to the interchange ramps.

The Consultant will be responsible for collecting needed counts and existing conditions data as inputs to the travel demand model and traffic analysis. If possible, data should be collected prior to the planned start of construction on the transit-only lanes associated with the SFMTA's Balboa Park Station Area and Plaza Improvement Project in July 2015.

The Transportation Authority will produce travel demand projections using SF-CHAMP for each scenario. The Consultant will be responsible for providing input to Transportation Authority staff on travel demand inputs, reviewing travel demand outputs, and specifying the format of outputs needed to complete the traffic analysis.

The traffic analysis to be produced by the Consultant will include evaluation of Level of Service, queuing, and delay for freeway ramps, I-280 mainline, and signalized intersections within the affected area, as well as transit delay along Geneva and Ocean Avenues. Respondents are encouraged to propose an approach and tools for this analysis. The analysis shall be sufficient for use in Tasks 3, 4, and 5. The Consultant will produce a memo summarizing the methodology, assumptions, and outputs produced.

Deliverables: Traffic analysis results and documentation memo for use with Tasks 3, 4, and 5.

Task 3. Ramp Closure Analysis for Northbound I-280 On-Ramp from Geneva Avenue

The Consultant will be responsible for the preparation of a Ramp Closure Analysis for the proposed closure of the northbound I-280 on-ramp from Geneva Avenue. The Analysis will include a statement of purpose and need, collision history, congestion issues, and a detailed traffic analysis. In addition to the traffic analysis in Task 2, the BPCS may be used as a resource for inputs to the Ramp Closure Analysis.

The Draft Ramp Closure Analysis will be submitted to Caltrans and FHWA for review. The Consultant will be responsible for preparing a response to one round of comments received on the Draft and preparation of a Final Ramp Closure Analysis for approval by Caltrans and FHWA.

Deliverables: Draft Ramp Closure Analysis, Response to agency comments, and Final Ramp Closure Analysis.

Task 4. Environmental Documentation for Southbound I-280 Off-Ramp to Ocean Avenue Realignment

This task involves all work to develop an environmental document for Element 2 in coordination with Caltrans to a level necessary to obtain environmental clearance. It is assumed that the relevant document types will be a Categorical Exclusion per NEPA and either a Categorical Exemption or Mitigated Negative Declaration per CEQA. The Transportation Authority will be the CEQA lead agency. NEPA clearance is included to ensure project eligibility for federal funding. Caltrans will be the NEPA lead agency.

The Transportation Authority is aware of potential methane gas in the vicinity of the southbound I-280 off-ramp at Ocean Avenue. The consultant should include in their proposal necessary additional studies related to this potential issue.

Deliverables: Draft environmental documents, prepared in accordance with current Caltrans standards; written responses to all comments received after circulation of the draft environmental documents; and final environmental documents.

Task 5. Caltrans Project Documentation Package for the Southbound I-280 Off-Ramp to Ocean Avenue Realignment

This task involves all work to develop the project documents for Element 2 that are necessary to obtain project approval from Caltrans. This task will include:

- Project Mapping – aerial photogrammetric surveying and field mapping work to support the aerial photo surveying process
- Utility Identification within the Project Limits
- Preparation of Project Design in Plan and Profile (Geometric Approval Drawings); engineering drawing will be completed to the 30% level
- Preparation of Design Exception Fact Sheets needed to obtain Caltrans Approval for deviations from design standards
- Preparation of a Preliminary Traffic Management Plan
- Preparation of a Preliminary Risk Register
- Preparation of a Caltrans Right-of-Way Data Sheet
- Preparation of the Preliminary Storm Water Data Report
- Preliminary Construction and Right-of-Way Cost Estimates
- Draft PSR/PR Documentation, Written Response to all Agency Comments received on the Draft PSR/PR

Deliverables: Draft PSR/PR Documentation, written response to all agency comments received on the Draft PSR/PR.

Task 6. Communications and Outreach

The Transportation Authority will lead the public outreach process, first developing a public involvement plan to meet the Project's public involvement goals and objectives. This will include targeted plans for the notification, engagement techniques, and process for involving the community in advancing the design and ensuring the project design is coordinated with other agency/stakeholder plans for the area. The techniques used may be tailored to the demographic and linguistic needs of the project area neighborhoods. Outreach activities could include small group meetings, public meetings, and attendance at other agency outreach events for projects in the area. The Transportation Authority will be primarily responsible for developing outreach materials as well as ongoing communications tools, such as a project website, fact sheet, and regular email updates. In addition, Transportation Authority staff will brief the Balboa Park Community Advisory Committee and Transportation Authority Board at key milestones. They may also present to other agency groups.

The Consultant will support agency staff by providing input on the Public and Stakeholder Involvement Plan, supporting the development of communications material content as needed, providing logistical support for meetings, attending up to 10 public outreach meetings or presentations, and providing summary reports for each meeting.

Deliverables: Comments on Public and Stakeholder Involvement Plan and communications materials, attendance at meetings.

Task 7. Funding and Implementation Strategy

The Transportation Authority will lead this task with Consultant input. This task involves identifying likely potential fund sources for the final design and construction of Element 2. If the Ramp Closure Analysis under Task 3 is approved by both Caltrans and FHWA, a Funding and Implementation Strategy for Element 1 will also be developed. It will include the use of traffic analysis results to determine key next steps toward implementation of Element 1, potentially including a pilot project or phased implementation.

The Consultant will support agency staff by providing input on the Funding and Implementation Strategy.


Deliverables: Comments on draft Funding and Implementation Strategy.




Memorandum

Date: 04.08.15 *RE:* Finance Committee
April 14, 2015

To: Finance Committee: Commissioners Avalos (Chair), Mar (Vice Chair), Campos, Cohen, Kim and Wiener (Ex Officio)

From: Lee Saage – Deputy Director for Capital Projects 

Through: Tilly Chang – Executive Director 

Subject: **ACTION** – Recommend Awarding an 18-Month Contract to AECOM Technical Services, Inc. in an Amount Not to Exceed \$450,000 for Planning, Engineering, and Environmental Services for the I-280 Interchange Modifications at Balboa Park, and Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions

Summary

The Transportation Authority is seeking planning, engineering, and environmental services as needed to secure project approval from the California Department of Transportation and environmental clearance for the realignment of the southbound I-280 off-ramp to Ocean Avenue, and to prepare a Ramp Closure Analysis for the northbound I-280 on-ramp from Geneva Avenue, as part of the I-280 interchange modifications at Balboa Park Project. This work stems from recommended in the Balboa Park Station Area Circulation Study Final Report, which the Transportation Authority adopted last June. On February 6, 2015, the Transportation Authority issued a Request for Proposals (RFP) for planning, engineering, and environmental services for the project. By the March 9, 2015 deadline, we received two proposals. A review panel comprised of Transportation Authority staff reviewed the proposals and interviewed both firms on March 18, 2015. Based on the competitive selection process defined in the evaluation criteria of the RFP, the review panel recommends the award of a consultant contract to the top-ranked firm of AECOM Technical Services, Inc. (AECOM). **We are seeking a recommendation to award an 18-month contract to AECOM in an amount not to exceed \$450,000 for planning, engineering, and environmental services for the I-280 interchange modifications at Balboa Park, and authorize the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions.**

BACKGROUND

In June 2014, the Transportation Authority Board unanimously approved the Balboa Park Station Area Circulation Study Final Report. This study identified a recommended alternative involving three project elements aimed at re-configuring the I-280 Geneva and Ocean Avenue freeway ramps within the next ten years to reduce the negative impacts on the local community resulting from automobiles accessing the regional road network; enhance safety, accessibility, and convenience for pedestrians and bicyclists; support efficient, reliable bus and light rail operations; and minimize impacts to traffic going to or coming from I-280. The Transportation Authority is leading the effort to implement these recommendations and seeks planning, engineering, and environmental professional services to support the next phase of work.

DISCUSSION

The purpose of this memorandum is to summarize the procurement process and recommend the award of an 18-month contract for planning, engineering, and environmental services for the I-280

interchange modifications at Balboa Park to AECOM Technical Services, Inc. (AECOM). The main objectives of this phase of work are to produce a Ramp Closure Analysis for the northbound I-280 on-ramp from Geneva Avenue; advance design of the southbound I-280 off-ramp to Ocean Avenue realignment to the 30% level; produce the Project Study Report/Project Report documentation for the southbound I-280 off-ramp to Ocean Avenue, required by California Department of Transportation (Caltrans) for projects that affect highways within their jurisdiction; and prepare required Environmental Documentation (California Environmental Quality Act and National Environmental Policy Act) and updated capital costs for the southbound I-280 off-ramp to Ocean Avenue. The overall project budget for this phase is \$750,000 from a Prop K appropriation approved in February 2015, through Resolution 15-41. Our initial schedule anticipates completion of the Ramp Closure Analysis for Element 1 by early 2016 and the project development phase for Element 2, including environmental review and a signed PSR/PR by all parties, by July 2016.

Procurement Process: We issued a Request for Proposals (RFP) for planning, engineering, and environmental services on February 6, 2015. We held a pre-proposal conference on February 17, 2015, which provided opportunities for small businesses and larger firms to meet and form partnerships. Ten firms attended the conference.

For this contract, we established a Disadvantaged, Local, and Small Business Enterprises (DBE/LBE/SBEs) goal of 28%, accepting DBEs certified by the Transportation Authority or the California Unified Certification Program, LBEs certified by the City, SBEs certified by the California Department of General Services (CA DGS), or a combination of DBEs, LBEs, and SBEs totaling 28% will satisfy the DBE/LBE/SBE goal. We took steps to encourage participation from DBE/LBE/SBEs, including advertising in eight local newspapers: the Ingleside-Excelsior Light, Nichi Bei Weekly, Small Business Exchange, San Francisco Bay View, San Francisco Chronicle, San Francisco Examiner, The Western Edition, and World Journal. We also distributed the RFP to certified DBE/LBE/SBEs, the Bay Area and cultural Chambers of Commerce, and the Small Business Councils.

By the due date of March 9, 2015, we received two proposals. The review panel consisting of Transportation Authority staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposers' understanding of project objectives, technical and management approach, and capabilities and experience. The panel interviewed both teams on March 18, 2015. Based on the competitive selection process, the review panel recommended the award of a consultant contract to the top-ranked firm of AECOM. The recommended team distinguished itself on the basis of: 1) its strong technical management approach focused on risk management, strong quality assurance/quality control, and a clear plan to move quickly through the Caltrans process; and 2) its capabilities and experiences including the project manager's Caltrans experience and team members' successful recent completion of other Project Study Reports for similar projects.

Both teams' proposals exceeded the 28% DBE/LBE/SBEs goal. The AECOM team includes 29% DBE participation from three firms: Asian Pacific-owned firms CHS Consulting Group and WRECO, and women-owned firm Merrill Morris Partners. CHS Consulting Group and Merrill Morris Partners are also based in San Francisco.

ALTERNATIVES

1. Recommend awarding an 18-month contract to AECOM in an amount not to exceed \$450,000 for planning, engineering, and environmental services for the I-280 Interchange Modifications at Balboa Park, and authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions, as requested.

2. Recommend awarding an 18-month contract to AECOM in an amount not to exceed \$450,000 for planning, engineering, and environmental services for the I-280 Interchange Modifications at Balboa Park, and authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its March 25, 2015 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

Budget for services identified in this contract will be provided by funds from Prop K sales tax funds appropriated through Resolution 15-41. The first year's activity is included in the Transportation Authority's amended Fiscal Year 2014/15 Budget. Sufficient funds will be included in future fiscal year budgets to cover the remaining cost of the contract.

RECOMMENDATION

Recommend awarding an 18-month contract to AECOM in an amount not to exceed \$450,000, for planning, engineering, and environmental services for the I-280 Interchange Modifications at Balboa Park, and authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions.

RESOLUTION ALLOCATING \$350,000 AND APPROPRIATING \$53,798 IN PROP K FUNDS, WITH CONDITIONS, FOR FOUR REQUESTS, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULES

WHEREAS, The Transportation Authority received four requests for a total of \$403,798 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, As a prerequisite for allocation of funds, the voter-approved Prop K Expenditure Plan requires that the Transportation Authority Board adopt a 5-Year Prioritization Program (5YPP) for each programmatic category; and

WHEREAS, Two of the requests are consistent with their relevant adopted 5YPPs; and

WHEREAS, The San Francisco County Transportation Authority's (SFCTA's) request for Geneva-Harney Bus Rapid Transit Study, and the San Francisco Municipal Transportation Agency's (SFMTA's) request for Bike to Work Day 2015 require 5YPP amendments as detailed in the enclosed allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$350,000 in Prop K funds, with conditions, and appropriating \$53,798 in Prop K funds, with conditions, for all four projects; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2014/15 budget to cover the proposed actions; and

WHEREAS, The Citizens Advisory Committee was briefed on the three SFMTA requests at its March 25, 2015 meeting and adopted a motion of support for the staff recommendation; and



WHEREAS, The Geneva-Harney Bus Rapid Transit request was submitted directly to the Plans and Programs Committee as an urgent item to allow the Transportation Authority to complete the Feasibility Study by May 2015 in order comply with Caltrans planning grant deadlines; and

WHEREAS, On April 21, 2015 the Plans and Programs Committee reviewed the subject request and unanimously recommended approval of the staff recommendation as shown in Attachment 3 and detailed in the enclosed allocation request forms, which include scope, schedule, cost, budget, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K New and Upgraded Streets, Transportation/Land Use Coordination, and Bicycle Safety and Circulation 5YPPs, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$350,00 in Prop K funds, with conditions, and appropriates \$53,798 in Prop K funds, with conditions, for four requests as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan, the 2014 Prop K Strategic Plan, and the relevant 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the

Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the 2014 Prop K Strategic Plan and the relevant 5YPPs are hereby amended, as appropriate.

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary - FY 2014/15
5. Prop K Allocation Request Forms (4)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Prop K Leveraging			District
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	
Prop K	27,44	SFCTA	Geneva-Harney Bus Rapid Transit Study	\$ 53,798		\$ 803,798	56%	93%	Planning	10, 11
Prop K	39	SFMTA	Bicycle Barometers	\$ 97,500	\$ -	\$ 187,080	28%	48%	Design, Construction	TBD
Prop K	39	SFMTA	Bike to Work Day 2015	\$ 76,000	\$ -	\$ 76,000	28%	0%	Construction	Citywide
Prop K	39	SFMTA	Bike Strategy Planning	\$ 176,500	\$ -	\$ 176,000	28%	0%	Planning	Citywide
			TOTAL	\$ 403,798	\$ -	\$ 1,242,878	10%	7%		

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2012 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

² Acronyms: SFMTA (San Francisco Municipal Transportation Agency), SFCTA (San Francisco County Transportation Authority).

³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
27,44	SFCIA	Geneva-Harney Bus Rapid Transit Study	\$ 53,798	\$ -	<p>The subject study, which is being led by the Transportation Authority in collaboration with SFMTA, includes conceptual feasibility planning and pre-environmental work for the Geneva-Harney BRT corridor. The study corridor extends from Balboa Park BART/Muni station in the west to Hunters Point Shipyard in the east. The additional funds requested will support project management, outreach, and expanded technical analysis related to the Beatty Avenue alternative, which needs further study to be responsive to input received during recent community outreach. This item is going directly to the Plans & Programs Committee to enable us to finalize the study report and a third round of community workshops by May 2015 to meet a Caltrans grant deadline. Pre-environmental work, which SFMTA is leading, and additional presentations at standing meetings will occur through Fall 2015.</p>
39	SFMTA	Bicycle Barometers	\$ 97,500	\$ -	<p>SFMTA will install three bicycle barometers like the totem on eastbound side of Market Street between 9th and 10th Street. Bicycle barometers record and display the number of bicyclists passing that location. The three new barometers have been procured using SFMTA funds, so this Prop K request would pay for design and construction necessary for their installation plus two years of maintenance. The SFMTA has not finalized the locations for the barometers, but is planning to install them at visible locations on high volume bicycle corridors. Potential locations include Market Street, Valencia Street, and the Embarcadero. Installation will be completed by February 2017.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
39	SFMTA	Bike to Work Day 2015	\$ 76,000	\$ -	Prop K sales tax funds will be used for promotion, day-of events, and evaluation of Bike to Work Day (BTWD) 2015, which is on May 14. BTWD is an annual event that promotes cycling as a viable option for commuting to work and school, and is sponsored locally by public agencies and private advocacy groups. SFMTA will be the official City sponsor of the event, with the San Francisco Bicycle Coalition (SFBC) as the leader and organizer of BTWD. In San Francisco, participation in BTWD has increased steadily over the past five years. The number of people of bike counted in the morning BTWD commute increased by 32% between 2009 and 2014. The SFMTA conducts counts before BTWD, on BTWD, and after BTWD during the peak commute hours and has consistently observed increases in bike commuting rates between the pre- and post-BTWD counts.
39	SFMTA	Bike Strategy Planning	\$ 176,500	\$ -	The Bicycle Strategy was adopted by the SFMTA Board in 2013 and includes a GIS-based analysis designed to prioritize improvements to the bike network with the most potential to fill gaps, yield a high bicycle trip generating potential, and improve comfort and safety. The SFMTA has requested Prop K sales tax funds to advance planning and initial scoping of project corridors identified in the Bicycle Strategy (see map and list of Bike Strategy projects included in the attached allocation request form), including the identification of feasible measures and coordination opportunities to develop recommendations for each project corridor, similar to the approach taken to develop the WalkFirst Investment Strategy. The SFMTA will subsequently select three project corridors to immediately advance to conceptual design using Prop K sales tax funds. The conceptual design phase will include public outreach culminating with proposed plans for each of the three locations (anticipated completion in May 2016). This project supports the goal of Vision Zero to eliminate all traffic deaths in San Francisco by 2024.
TOTAL			\$ 403,798	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
27,44	SFCTA	Geneva-Harney Bus Rapid Transit Study	\$ 53,798	\$ -	5YPP Amendment: Our recommendation is contingent upon concurrent amendments to the New and Upgraded Streets 5YPP to reprogram \$30,920 in cost savings de-obligated from the US101 Candlestick Interchange Re-Configuration Project Study Report and the Transportation and Land Use 5YPP to reprogram \$22,878 in cost savings de-obligated from the Balboa Park Station Area Circulation Study to the subject project. Special Condition: This request also requires a waiver of the Strategic Plan policy prohibiting reimbursement of expenses prior to allocation of funds in order to enable compliance with the Caltrans grant deadline.
39	SFMTA	Bicycle Barometers	\$ 97,500	\$ -	Multi-Phase Allocation: We are recommending a multi-phase allocation given the straightforward nature of the scope (installation of barometers) and short duration of design phase.
39	SFMTA	Bike to Work Day 2015	\$ 76,000	\$ -	5YPP Amendment: Our recommendation is contingent upon a concurrent amendment to the Bicycle Circulation and Safety 5YPP to reprogram Fiscal Year 2014/15 funds for Bicycle Promotion (\$24,700) to the Bike to Work Day 2015 project.
39	SFMTA	Bike Strategy Planning	\$ 176,500	\$ -	Note: SFMTA staff will give a presentation on the Bike Strategy at the April Plans & Programs Committee meeting as part of this agenda item.
TOTAL			\$ 403,798	\$ -	

¹ See Attachment 1 for footnotes.

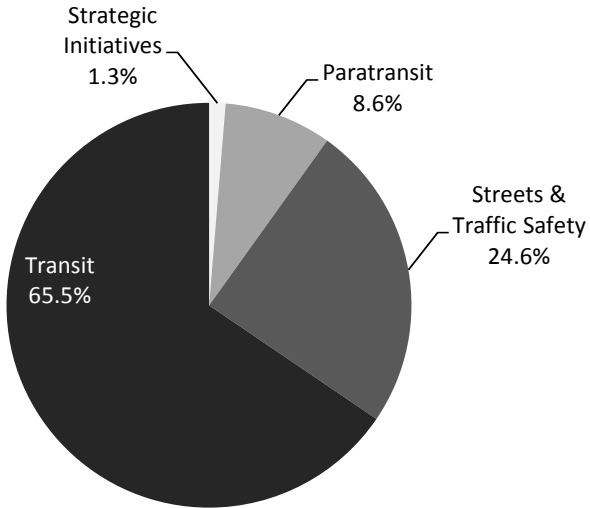
Attachment 4.
Prop K Allocation Summary - FY 2014/15

PROP K SALES TAX						
	Total	CASH FLOW				
		FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FYs 2019/20 - 2027/28 ¹
Prior Allocations	\$ 239,778,018.00	\$ 64,814,302	\$ 30,901,148	\$ 16,001,916	\$ 1,500,000	\$ 126,560,652.13
Current Request(s)	\$ 403,798	\$ 168,298	\$ 235,500	\$ -	\$ -	-
New Total Allocations	\$ 240,181,816	\$ 64,982,600	\$ 31,136,648	\$ 16,001,916	\$ 1,500,000	\$ 126,560,652

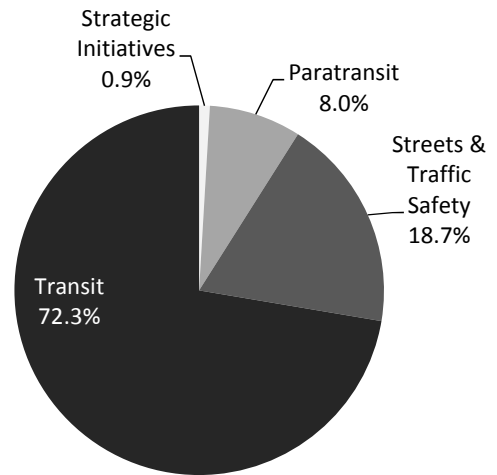
The above table shows maximum annual cash flow for all FY 2014/15 allocations approved to date, along with the current recommended

¹ Light Rail Vehicle Procurement. See Resolution 15-12 for cash flow details.

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date



Attachment 5

Prop K Grouped Allocation Requests

April 2015 Board Action

Table of Contents

No.	Fund Source	Project Sponsor ¹	EP ² Line Item/ Category Description	Project Name	Phase	Funds Requested
1	Prop K	SFCTA	Visitacion Valley Watershed & Transportation/ Land Use Coordination	Geneva-Harney BRT Feasibility/Pre-Environmental Study	Planning	\$ 53,798
2	Prop K	SFMTA	Bicycle Circulation/ Safety	Bicycle Barometers	Design, Construction	\$ 97,500
3	Prop K	SFMTA	Bicycle Circulation/ Safety	Bike to Work Day 2015	Construction	\$ 76,000
4	Prop K	SFMTA	Bicycle Circulation/ Safety	Bike Strategy Planning	Planning	\$ 176,500
Total Requested						\$ 403,798

¹ Acronyms include SFCTA (San Francisco County Transportation Authority) and SFMTA (San Francisco Municipal Transportation Agency).

² EP stands for Expenditure Plan.



This Page Intentionally Left Blank

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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K Category:	<input type="text" value="C. Street & Traffic Safety"/>	Gray cells will automatically be filled in.
Prop K Subcategory:	<input type="text" value="i. Major Capital Projects (Streets)"/>	
Prop K EP Project/Program:	<input type="text" value="b.3 Visitacion Valley Watershed Area projects (San Francisco share)"/>	
Prop K EP Line Number (Primary):	<input type="text" value="27"/>	Current Prop K Request: \$ <input type="text" value="53,798"/>
Prop K Other EP Line Numbers:	<input type="text" value="44"/>	

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

SCOPE

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

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

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

We are requesting \$53,798 in Prop K funds for the Geneva-Harney Bus Rapid Transit (BRT) Feasibility Study, which includes the conceptual feasibility planning and design work of the Geneva-Harney BRT corridor. The study corridor extends from Balboa Park BART/Muni station in the west to Hunters Point Shipyard in the east. The SFCTA is leading the study in collaboration with the SFMTA.

The requested Prop K funds will support project management, outreach, and expanded technical analysis related to the Beatty Avenue alternative, which needs further study to be responsive to input received during recent community outreach. The alternative alignment requires additional technical and stakeholder input, given the necessary jurisdictional coordination within the City of Brisbane and the technical considerations of an alternate alignment.

We are submitting this request directly to the Plans and Programs Committee as an urgent item to allow the SFCTA and SFMTA to complete the Feasibility Study by May 2015 and submit the final report before the Caltrans planning grant deadline. Additional pre-environmental work (not Caltrans grant-funded) and presentations at standing meetings will continue through Fall 2015.

A full scope of the Geneva-Harney Bus Rapid Transit project follows on the next page.

**San Francisco County Transportation Authority
Prop K Sales Tax Allocation Request Form**

Purpose and Need for Current Prop K Request

The SFCTA is leading the Geneva Harney Bus Rapid Transit (BRT) Feasibility Study, in partnership with the SFMTA. The Geneva-Harney BRT line is a proposed rapid transit service envisioned to provide existing and future neighborhoods along the San Mateo-San Francisco County border with a bus connection to the border area's key regional transit system hubs. The corridor extends from Balboa Park BART/Muni Station in the west to Hunters Point Shipyard in the east, including a connection to the Bayshore Caltrain Station. The BRT would be operated by the SFMTA. As part of the study, SFMTA is conducting some pre-environmental work to enable a quick transition to the next project phase upon completion of this work.

The requested Prop K funds will be used to supplement the study budget to support project management, outreach, and expanded technical analysis related to the Beatty Avenue alternative, which needs further study to be responsive to input received during recent community outreach. The subject funding request is time sensitive as we need to finalize the study report and conduct a final round of community workshops by May 2015 in order to meet a California Department of Transportation (Caltrans) grant deadline for submitting the final report. The requested \$53,798 in sales tax funds would increase the total budget for the study to \$803,798. This request is intended to cover expenses already incurred by SFCTA since March 1, the day after the Caltrans grant expired, and sufficient funds to cover all costs through completion of the final report. An overview of the project and a detailed scope and schedule are included in the sections below.

Project Overview

In late 2013, the SFCTA started a BRT Feasibility Study as a critical first step in developing BRT service, which is anticipated for completion by spring 2015. This Feasibility Study involves a conceptual planning and design study, and initiates a cross-jurisdictional, community consensus-building process to prepare the envisioned near-term bus project (using existing streets) for the environmental clearance phase. The feasibility study also looks at the longer term BRT vision, which assumes includes a Geneva Avenue extension, which is expected as part of the Baylands Development.

The Near-Term BRT addressed by this scope uses existing streets primarily. The Near-Term Project is expected to be used for at least 10 years, but may be used indefinitely. BRT service is needed no later than 2023 to support the Candlestick-Hunters Point Shipyard development, and may be needed sooner if development phasing changes.

Some portions of the corridor, including the eastern and western ends, have already been the subject of previous transit planning efforts. (The eastern segment through the Candlestick Point and Hunters Point Shipyard Phase II (CP-HPS Ph II) areas is fully committed and under design as part of that major redevelopment project. The western segment on Geneva Avenue west of Santos Street has been planned by the SFMTA.) For the portion in between, including Geneva Avenue within Daly City, and a potential segment through Brisbane, a clear vision for future transit has yet to emerge, either because of previous uncertainty about the street network – as in Brisbane – or because a comprehensive, corridor-wide planning process has yet to be undertaken – as in Daly City.

This project proposes a two-phase planning/preliminary engineering study that serves to affirm feasibility of the BRT at a conceptual level (Phase 1, the underway Feasibility Study) and to begin preliminary engineering and initiate the environmental review process (Phase 2, Pre-Environmental Study).

**San Francisco County Transportation Authority
Prop K Sales Tax Allocation Request Form**

Related Studies

The portion of the corridor in and around Brisbane has been the subject of multiple ongoing land use and transportation planning efforts. Because some of these plans continue to undergo refinement, the Geneva-Harney BRT Feasibility Study will coordinate closely with those efforts. They include:

- The Bi-County Transportation Study, which is was adopted by the Transportation Authority Board in March 2013, built consensus on the priority transportation infrastructure investments to accompany the planned growth in the area and how the private and public partners could share the costs of those investments.
- The Transit Effectiveness Project identified Geneva as a high priority transit corridor and developed proposals to improve safety, transit travel time and reliability between City College and Santos. The Geneva improvements will be implemented as part of the Muni Forward program, which brings together in one place the long list of projects and planning efforts underway to create a faster, safer, and more comfortable experience both on and off transit.
- The transportation studies and plans prepared as part of the approved projects of CP-HPS Ph.II, Executive Park and Schlage Lock.
- The Bayshore Multimodal Facility Location Study, recently initiated by the SF Planning Department and Office of Community Investment and Infrastructure. This builds on the earlier Bayshore Station Access Study, approved by the Transportation Authority Board in March 2012, which explored potential conceptual designs for re-configuring the Bayshore Caltrain Station for new multimodal connections, including how the new BRT line could access the station.
- The design study initiated by the City of Brisbane focuses on extending Geneva Avenue from its current terminus at Bayshore Boulevard to US 101. Previous efforts had produced designs for the extension, but Brisbane's current study will generate refined designs based on refined ideas for changes to land use in the area, including the Recology waste facility site expansion.

Project Schedule

The forecast schedule is as follows and may change, depending on funding availability and approvals.

Feasibility Study (Phase 1)*	Ongoing through Spring 2015
Pre-Environmental Study (Phase 2)	Spring 2015 – Fall 2015
Environmental/CER/Project Approval	Fall 2015 – Fall 2017
Design	2018 - 2019
Construction	2019-2021
Operations Start By:	2023

*Subject of current request.

**San Francisco County Transportation Authority
Prop K Sales Tax Allocation Request Form**

Outreach Schedule

Public involvement includes the following highlights:

- 2014-15: Feasibility Study Citizens Advisory Committee meets about every two months
- Summer 2014: 1st round of Feasibility Study community outreach
- Fall 2014: 2nd round of Feasibility community outreach (workshops)
- Spring 2015: 3rd round of Feasibility community outreach (workshops)
- Spring to Fall 2015: Preliminary Engineering/Environmental (transition) presentations at standing meetings

**San Francisco County Transportation Authority
Prop K Sales Tax Allocation Request Form**

Tasks by Phase

Phase 1: Feasibility Study

1. Project Management

ongoing

This task provides for a set of meetings with the SFMTA, the consultant team, and other relevant agencies to refine the scope of work and identify who will conduct the work. This task also provides for ongoing project management responsibilities throughout the study, such as progress reporting, schedule and budget monitoring, invoicing, and inter-agency coordination. The SFCTA will manage all aspects of the project, including quarterly reporting to Caltrans on project progress and monthly progress meetings with the consultant team. *Additional funds requested.*

2. Community Outreach / Citizen Advisory Committee

ongoing

In this task, the SFCTA will sponsor, arrange, and participate in community outreach, to provide opportunities for the public to learn about and provide input into the planning process. The SFCTA will also manage a Citizen Advisory Committee (CAC) to provide sustained, detailed input on the study. The SFCTA will seek representation from all the affected jurisdictions, including San Francisco, Brisbane, and Daly City. The CAC will meet on a quarterly basis to monitor the study's progress, review key study products, and discuss critical issues.

3. Technical Partners Advisory Committee

ongoing

The SFCTA will manage a Technical Partners Advisory Committee (TPAC) comprised of technical staff from agency partners to advise on study designs, assumptions, and analysis. Composition of the committee is expected to include: San Francisco Municipal Transportation Agency (SFMTA); San Francisco Department of Public Works; City of Daly City; City of Brisbane; San Mateo County Transit District; Caltrain; Caltrans; City/County Association of Governments of San Mateo County; San Mateo County Transportation Authority

4. Project Purpose and Need and Evaluation Framework

Fall 2013 – Fall 2015

The objective of this task is to draft a Purpose and Need statement for the Interim and Permanent horizon years of Harney-Geneva BRT service. The Purpose and Need statement will be developed with PTAC and CAC input, and will be used to help define the range of alternatives to be analyzed, as well as the range of criteria against which to evaluate the alternatives' performance. The Purpose and Need statement will distinguish between an "Interim" and "Permanent" horizon year service needs.

5. Define Range of Alternatives and Conceptual Engineering

Fall 2013 – Fall 2015

The purpose of this task is to screen a range of Harney-Geneva BRT alternatives, identifying options for both "Interim" and "Permanent" horizon years, as discussed in the Project Description. The outcome of this task will be a limited set of alignment and/or configuration alternatives for the Interim horizon year as well as the Permanent horizon year to carry forward for full analysis. Both horizon years will involve BRT alignment/routing alternatives. The Permanent horizon year will, and the Interim horizon year may, involve alternative BRT lane configurations, including dedicated curb- or center-lane BRT with right- or left-side loading. This task will involve a major round of public outreach in addition to the CAC's input. The study will solicit community input via public workshop and/or web-based means.

**San Francisco County Transportation Authority
Prop K Sales Tax Allocation Request Form**

6. Identify Considerations for Future SFMTA Light Rail Transit (LRT) System Goals

Fall 2014 – Spring 2015

The purpose of this task is to determine how the proposed designs for Geneva Avenue could accommodate two potential future SFMTA LRT system goals for the corridor and the advantages and disadvantages of doing so.

First, previous outreach has indicated a community desire for LRT service on Geneva Avenue. Given the high number of LRT lines already connecting at Balboa Park, there may be service coverage benefits and efficiencies to providing transit service on Geneva Avenue as LRT as opposed to BRT, perhaps as an extension of an LRT line already serving Balboa Park Station.

Second, Balboa Park Station is the location where multiple LRT lines initiate and/or end their runs; meanwhile, many LRT vehicles are stored at the Muni Metro East (MME) LRT facility along San Francisco's central waterfront. But the only current way to transport LRT vehicles from MME to Balboa Park Station to initiate revenue service is by a roundabout route that brings them north into Downtown San Francisco before heading south again toward Balboa Park Station. An LRT connection on Geneva Avenue from Balboa Park to Bayshore Boulevard would provide SFMTA with significant operational efficiencies in transporting LRT vehicles to and from MME.

This task will confirm these considerations via further consultation with SFMTA and other stakeholders. The task will then explore the feasibility of, and identify the design considerations necessary for, making the corridor 'rail-ready' for future potential LRT use, either as a revenue line or a service line. This task will also describe the advantages and disadvantages that would result. *Additional funds requested.*

7. Transportation Performance Modeling and Alternatives Analysis

Fall – Spring 2015

In this task, the SFCTA will develop travel demand forecasts for various BRT alternatives, and evaluate the associated network performance using a mesoscopic transit and traffic simulation model. The Authority's tour-based regional travel demand model will be used to develop demand forecasts, and the Authority's new mesoscopic dynamic traffic assignment model will be used to estimate the benefits and impacts of the BRT alternatives on the performance of the transportation system. Supplemental traffic and/or transit micro-simulation tools, such as Synchro or VISSIM, are not anticipated to be necessary to establish the feasibility of the Alternatives or to distinguish the key tradeoffs among alternatives at this stage of analysis.

In this task, the SFCTA will also analyze the interim and permanent BRT alternatives relative to the Purpose and Need statement, and select a preferred alternative for each horizon year. The Alternatives Analysis framework will encompass a range of evaluation criteria of importance to project stakeholders, and evaluation findings will be based on qualitative or quantitative technical analyses, to be conducted as part of this task or as part of other efforts. This task includes a major round of public outreach. *Additional funds requested.*

**San Francisco County Transportation Authority
Prop K Sales Tax Allocation Request Form**

8. Draft and Final Reports with Funding and Implementation Plan

Fall 2014 – Fall 2015

The SFCTA and the consultant team, with input from SFMTA and other agencies, will prepare a report documenting the methodology and results of the Geneva-Harney BRT Feasibility Study, including a funding and implementation plan. The SFMTA will also review and contribute to a presentation slide show summarizing the findings and results of the study, for use in the SFCTA Board approval process and for general outreach purposes.

Phase 2: Pre-Environmental Study (Transition Phase)
--

The SFMTA will lead all the tasks outlined below for this phase.

1. Project Management

Spring 2015 – Fall 2015

This task provides for ongoing project management responsibilities throughout the pre-environmental phase of work, such as project coordination, task management, progress reporting, schedule and budget monitoring, and inter-agency coordination.

2. Refinement of Design Concepts

Spring 2015 - Summer 2015

This task will provide additional, detailed analysis of Feasibility Study findings which will be useful in confirming or adjusting alternatives for subsequent environmental review and preliminary engineering. This will include any needed refinements of design concepts, such as station/stop and streetscape, and their cost estimates. The proposed new connection off of the Alanna tunnel will also be developed further. It will also include analysis of travel time savings, traffic impacts affecting Muni operations, on-street parking impacts and strategies, and constructability issues. As part of this task, DPW will provide structural engineering and cost estimating support. This work is estimated to exceed the pre-environmental budget and will therefore likely extend over into the environmental phase.

3. Preliminary Environmental Scope/Schedule/Budget

Summer 2015

The purpose of this task is to develop a detailed environmental document scope, schedule and budget and issue a consultant RFP. The SFMTA will determine the environmental document needs, identify special study and permit needs, and develop a strategy for coordination with other environmental review, permit, and environmental justice efforts.

4. Refined Funding/Implementation/Phasing Strategy for the Project

Summer 2015

The purpose of this task is to refine the blueprint for successfully delivering the project. The SFMTA will work with the SFCTA to refine the funding strategy from the Feasibility Study. The SFMTA will also provide a conceptual analysis of different options for completing the project in later phases and identify possible phasing or segmenting of the BRT line if funding is limited.

5. Community Outreach and Inter-Agency Coordination

Summer 2015 - Fall 2015

This effort is assumed to include a maximum of an additional two TPAC meetings (led by the SFMTA), two CAC meetings (led by the SFMTA with support from the SFCTA) and six other interagency or community meetings after the Feasibility Study concludes. Community meetings would involve “piggyback” presentations to standing meetings such as the Little Hollywood Association, Board of Supervisor town halls, and the Hunters Point Shipyard CAC. SFMTA would initiate other interagency meetings as needed including presentations to the Directors Working Group, the Transportation Agency Staff Committee (TASC) and the like.

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

FY 2014/15

Project Name: Geneva-Harney BRT Feasibility/Pre-Environmental Study

Implementing Agency: San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Type : TBD **Completion Date (mm/dd/yy)**

Status: Not yet started 12/31/17

PROJECT DELIVERY MILESTONES

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	2	2013/14	4	2015/16
Environmental Studies (PA&ED)	2	2015/16	2	2017/18
R/W Activities/Acquisition	3	2017/18	2	2018/19
Design Engineering (PS&E)	3	2017/18	2	2018/19
Prepare Bid Documents	2	2018/19	2	2018/19
Advertise Construction	3	2018/19	3	2018/19
Start Construction (e.g., Award Contract)	4	2018/19	4	2018/19
Procurement (e.g. rolling stock)	3	2018/19	2	2020/21
Project Completion (i.e., Open for Use)	4	2020/21	4	2020/21
Project Closeout (i.e., final expenses incurred)	1	2021/22	2	2021/22

SCHEDULE COORDINATION/NOTES

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

Please see detailed schedule for the feasibility/pre-environmental study included in the scope. The overall project schedule is driven primarily by the need for service to be operational by 2023 in order to provide service to new residents and employees of the large Candlestick/Hunters Point Shipyard development. First occupancy is expected by 2018. By 2023, that development should have substantially expanded, on the way toward 12,000 new residential units and nearly 4 million square feet of commercial and institutional uses. Also, the Schlage Lock project should be nearing buildout, when it will add over 1,600 new residential units and commercial space. The BRT is essential to encourage residents and employees to use sustainable modes and to minimize auto use.

The Caltrans Transportation Planning Grant requires submittal of a draft final report by the end of April. SFCTA will submit an addendum to the report in May after completing the third round of public outreach.

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

FY 2014/15

Project Name: Geneva-Harney BRT Feasibility/Pre-Environmental Study

Implementing Agency: San Francisco County Transportation Authority

COST SUMMARY BY PHASE - CURRENT REQUEST

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Current Request	Prop AA - Current Request
Planning (Feasibility/Pre-Envir. Studies)	Yes	\$803,798	\$53,798	
Environmental Studies (PA&ED)	No			
Conceptual Engineering (CER)	No			
Design Engineering (PS&E)	No			
R/W Activities/Acquisition	No			
Construction	No			
Procurement (e.g. rolling stock)	No			
		\$803,798	\$53,798	\$0

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

	Total Cost	Source of Cost Estimate
Planning (Feasibility/Pre-Envir. Studies)	\$ 803,798	SFCTA, SFMTA Staff
Environmental Studies (PA&ED)	\$ 750,000	SFCTA, SFMTA Staff
Conceptual Engineering (CER)	\$ 1,000,000	Preliminary planning
Design Engineering (PS&E)	\$ 4,000,000	Preliminary planning
R/W Activities/Acquisition	\$ 1,000,000	Preliminary planning
Construction	\$ 32,500,000	Preliminary planning
Procurement (e.g. rolling stock)	\$ 15,000,000	Candlestick/Hunters Pt. Shipyard Transp. Plan
Total:	\$ 55,053,798	

% Complete of Design: 3 as of 4/1/2015
Expected Useful Life: 50 Years

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

MAJOR LINE ITEM BUDGET

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

FEASIBILITY STUDY (PHASE 1) - SUMMARY BY TASK

New budget items are highlighted in yellow

Task	Totals	SFCTA	SFMTA	Consultant
1. Project Kick-Off and Ongoing Management	\$ 96,603	\$ 31,487	\$ 2,316	\$ 62,800
1. Project Kick-Off and Ongoing Management - ADDITIONAL FUNDS REQUESTED	\$ 40,635		\$ -	\$ 40,635
2. Community Outreach	\$ 37,646	\$ 12,477	\$ 6,809	\$ 18,360
3. Technical Partners Advisory Committee	\$ 25,702	\$ 7,157	\$ 6,705	\$ 11,840
4. Project Purpose and Need and Evaluation Framework	\$ 35,200	\$ 11,319	\$ 2,441	\$ 21,440
5. Define Range of Alternatives and Conceptual Engineering	\$ 200,912	\$ 22,401	\$ 33,431	\$ 145,080
6. Identify Considerations for Future SMFTA Light Rail Transit (LRT) System Goals	\$ 27,056	\$ 4,921	\$ 12,835	\$ 9,300
6. Identify Considerations for Future SMFTA Light Rail Transit (LRT) System Goals - ADDITIONAL FUNDS REQUESTED	\$ 2,483			\$ 2,483
7. Transportation Performance Modeling and Alternatives Analysis	\$ 118,115	\$ 51,187	\$ 5,808	\$ 61,120
7. Transportation Performance Modeling and Alternatives Analysis - ADDITIONAL FUNDS REQUESTED	\$ 10,680			\$ 10,680
8. Draft and Final Reports including Funding and Implementation Plan	\$ 49,921	\$ 14,342	\$ 6,659	\$ 28,920
9. Contingency	\$ -	\$ -	\$ -	\$ -
Subtotal - subject request	\$ 53,798	\$ -	\$ -	\$ 53,798
Subtotal - previously funded	\$ 591,154	\$ 155,290	\$ 77,004	\$ 358,860
TOTAL	\$ 644,952	\$ 155,290	\$ 77,004	\$ 412,658

PRE-ENVIRONMENTAL STUDY (PHASE 2) - SUMMARY BY TASK

Task	Totals	% of Project
1. Project Management	\$ 11,345	9.2%
2. Refinement of Design Concepts	\$ 56,395	45.8%
3. Preliminary Environmental Scope/Schedule/Budget	\$ 15,201	12.4%
4. Refined Funding/Implementation/Phasing Strategy	\$ 3,590	2.9%
5. Community Outreach and Inter-Agency Coordination	\$ 36,529	29.7%
TOTAL	\$ 123,060	

**PRE-ENVIRONMENTAL STUDY (PHASE 2)
SUMMARY BY AGENCY**

SFMTA	\$ 84,001
DPW	\$ 38,559
City Attorney	\$ 500
TOTAL	\$ 123,060

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

MFB = Mandatory Fringe Benefits, FTE = Full Time Equivalent

Feasibility Study (Phase 1) Current Request: SFMTA							
Position	Unburdened Salary	MFB	Overhead = 0.803 * (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
SFMTA Sustainable Streets Division							
Associate Engineer (5207) - Transit Engineering	\$ 116,246	\$ 67,173	147,285	\$ 330,704	0.082	170	\$ 27,029
Full Engineer (5241) - Transit Engineering	\$ 134,576	\$ 75,738	168,882	\$ 379,197	0.024	50	\$ 9,115
Senior Engineer (5211) - Livable Streets	\$ 155,766	\$ 85,640	193,849	\$ 435,255	0.014	30	\$ 6,278
Associate Engineer (5207) - Livable Streets	\$ 116,246	\$ 67,173	147,285	\$ 330,704	0.024	50	\$ 7,950
Transit Planner IV (5290) - UPI Capital Planning	\$ 125,060	\$ 71,292	157,671	\$ 354,023	0.029	60	\$ 10,212
Transp. Analyst (9910) - UPI	\$ 38,620	\$ 32,222	56,886	\$ 127,728	0.019	40	\$ 2,456
Subtotal SFMTA Sustainable Streets Division Labor							\$ 63,040

Position	Unburdened Salary	MFB	Overhead = 1.385* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
SFMTA Transit Division							
Transit Planner III (5289) - Service Planning	\$ 105,456	\$ 62,647	232,823	\$ 400,926	0.007	15	\$ 2,891
Senior Engineer (5211) - Constr. & Cap. Progrms.	\$ 155,766	\$ 85,640	334,347	\$ 575,753	0.019	40	\$ 11,072
Subtotal Transit Division Labor					0.082	170	\$ 13,963

Current SFMTA Request: Phase 1 Feasibility Total: \$ 77,003

Feasibility Study (Phase 1) Previously Funded: SFCTA (Geneva-Harney Bus Rapid Transit Feasibility Study project, Resolution 13-43, Project #127.901005)

Fringe Benefit Multiplier

1.31

Base Hourly Rate \$88
Salary + Fringe Benefit Hourly Rate \$115

Task	Deputy		Principal Planner		Planner		Total
	Hours	Fully Burdened Cost	Hours	Fully Burdened Cost	Hours	Fully Burdened Cost	
1. Project Kick-Off and Ongoing Management	98	\$ 11,257	45	\$ 3,569	282	\$ 16,660	\$ 31,487
2. Community Outreach	20	\$ 2,251	23	\$ 1,785	143	\$ 8,441	\$ 12,477
3. Technical Partners Advisory Committee	29	\$ 3,377	11	\$ 892	49	\$ 2,888	\$ 7,157
4. Project Purpose and Need and Evaluation Framework	20	\$ 2,251	14	\$ 1,071	136	\$ 7,997	\$ 11,319
5. Define Range of Alternatives and Conceptual Engineering	29	\$ 3,377	27	\$ 2,142	286	\$ 16,882	\$ 22,401
6. Identify Considerations for Future SFMTA Light Rail Transit (LRT) System Goals	20	\$ 2,251	11	\$ 892	30	\$ 1,777	\$ 4,921
7. Transportation Performance Modeling and Alternatives Analysis	88	\$ 10,132	14	\$ 1,071	678	\$ 39,984	\$ 51,187
8. Draft and Final Reports including Funding and Implementation Plan	20	\$ 2,251	18	\$ 1,428	181	\$ 10,662	\$ 14,342
Subtotals	323	\$ 37,149	163	\$ 12,849	1785	\$ 105,292	
FTE Totals	0.155		0.078		0.858		

SFCTA: Phase 1 Feasibility Total: \$ 155,290

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

MFB = Mandatory Fringe Benefits, FTE = Full Time Equivalent

Pre-Environmental Study (Phase 2)							
Position	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
SFMTA Sustainable Streets Division							
Associate Engineer (5207) - Transit Engineering	\$ 116,246	\$ 67,173	147,285	\$ 330,704	0.082	170	\$ 27,029
Full Engineer (5241) - Transit Engineering	\$ 134,576	\$ 75,738	168,882	\$ 379,197	0.034	70	\$ 12,761
Senior Engineer (5211) - Livable Streets	\$ 155,766	\$ 85,640	193,849	\$ 435,255	0.019	40	\$ 8,370
Associate Engineer (5207) - Livable Streets	\$ 116,246	\$ 67,173	147,285	\$ 330,704	0.010	20	\$ 3,180
Transit Planner IV (5290) - UPI Capital Planning	\$ 125,060	\$ 71,292	157,671	\$ 354,023	0.038	80	\$ 13,616
Environmental Planner III (5298) - UPI	\$ 105,456	\$ 62,647	134,987	\$ 303,090	0.026	55	\$ 8,014
Transp. Analyst (9910) - UPI	\$ 38,620	\$ 32,222	56,886	\$ 127,728	0.053	110	\$ 6,755
Subtotal SFMTA Sustainable Streets Division Labor							\$ 79,726

Position	Unburdened Salary	MFB	Overhead = 1.385* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
SFMTA Transit Division							
Transit Planner III (5289) - Service Planning	\$ 105,456	\$ 62,647	232,823	\$ 400,926	0.007	15	\$ 2,891
Senior Engineer (5211) - Constr. & Cap. Progrms.	\$ 155,766	\$ 85,640	334,347	\$ 575,753	0.002	5	\$ 1,384
Subtotal SFMTA Transit Division Labor							\$ 4,275

Position	Unburdened Salary	Overhead Rate	Burdened Salary	FTE Ratio	Hours	Cost
SFPW						
Project Manager II (5504) - DPW	\$ 155,351	2.7564	\$ 428,210	0.007	15	\$ 3,088
Full Engineer (5241) - DPW	\$ 134,577	2.7564	\$ 370,947	0.014	30	\$ 5,350
Structural Engineer (5218) - DPW	\$ 148,378	2.7564	\$ 408,990	0.010	20	\$ 3,933
Associate Engineer (5207) - DPW	\$ 116,247	2.7564	\$ 320,424	0.082	170	\$ 26,189
Total						38,559

City Attorney Fees = 2hours @ \$250/hr	500
---	------------

SFMTA Request: Phase 2 Pre-Environmental Study: \$ 123,060

Total Cost by Phase	Totals
Feasibility Study (Phase 1), rounded	\$ 600,000
Pre-Environmental Study (Phase 2), rounded	\$ 150,000
Subject Request	\$ 53,798
Total	\$ 803,798

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

FY 2014/15

Project Name: Geneva-Harney BRT Feasibility/Pre-Environmental Study

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$53,798

5-Year Prioritization Program Amount: \$0 (enter if appropriate)

Strategic Plan Amount for Requested FY: \$2,588,469

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

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2014/15 for the Geneva-Harney Bus Rapid Transit project in the Visitacion Valley Watershed Area projects category of the New and Upgraded Streets 5YPP and in the Neighborhood Transportation Improvement Planning (NTIP)/Corridor Planning category of the Transportation and Land Use 5YPP.

The SFCTA has requested an amendment to EP 27 and EP 44 to fund the subject request. The proposed 5YPP amendment would add the subject project and program \$30,920 in cumulative remaining programming capacity from EP 27 (de-obligated from the US101 Candlestick Interchange Re-Configuration Project Study Report project) and \$22,878 in cumulative remaining programming capacity from EP 44 (de-obligated from the Balboa Park Station Area Circulation Study project) to the subject project in Fiscal Year 2014/15. See attached 5YPP amendment for details.

The Strategic Plan amount is the amount programmed for EP 27 in FY 2014/15 (\$228,830) and the amount programmed for

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$53,798		\$400,000	\$453,798
Caltrans Transportation Planning Grant			\$300,000	\$300,000
City/County Association of Government of San Mateo County (C/CAG)*	\$25,000			\$25,000
Peninsula Corridor Joint Powers Board (Caltrain)*	\$25,000			\$25,000
Total:	\$103,798		\$700,000	\$803,798

*C/CAG and Caltrain have suspended their participation in the Feasibility Study. Resolution 2015-017 includes a commitment to appropriate \$50,000 to temporarily cover C/CAG and Caltrain contributions to the project. The \$50,000 is programmed to the environmental phase of the Geneva-Harney BRT project in Fiscal Year 2015/16.

Actual Prop K Leveraging - This Phase: 43.54%
 Expected Prop K Leveraging per Expenditure Plan: 56.07%

\$803,798
 Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)				
Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.				
Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$53,798	\$1,500,000	\$400,000	\$1,953,798
Caltrans Transportation Planning Grant			\$300,000	\$300,000
C/CAG*	\$25,000			\$25,000
Caltrain*	\$25,000			\$25,000
Visitation Valley Area Plan Fee	\$750,000			\$750,000
Candlestick/Hunters Pt. Shipyard Development	\$41,000			\$41,000
SFMTA (various - vehicles)	\$15,000,000			\$15,000,000
TBD, incl. Bi-County Partners	\$36,959,000			\$36,959,000
Total:	\$52,853,798	\$1,500,000	\$700,000	\$ 55,053,798

Actual Prop K Leveraging - Entire Project: 96.45% \$ 55,053,798
 Expected Prop K Leveraging per Expenditure Plan: 97.61% Total from Cost worksheet

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

Prop K Funds Requested: \$53,798

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$53,798	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$53,798		

Prop AA Funds Requested: \$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	\$53,798
		#DIV/0!	\$53,798
		#DIV/0!	\$53,798
Total:	\$0		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

	Amount	Phase:
Funding Recommended: Prop K Allocation	\$53,798	Planning/Conceptual Engineering
Total:	\$53,798	

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 27	FY 2014/15	\$30,920	57.00%	\$22,878
Prop K EP 44	FY 2014/15	\$22,878	43.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$53,798	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 27	FY 2014/15	Planning/Conceptual Engineering	\$30,920	57%	\$22,878
Prop K EP 44	FY 2014/15	Planning/Conceptual Engineering	\$22,878	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$53,798		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 04.02.15 Resolution No. Res. Date:

Project Name: Geneva-Harney BRT Feasibility/Pre-Environmental Study

Implementing Agency: San Francisco County Transportation Authority

Deliverables:

1. Quarterly progress reports shall provide percent complete by task, percent complete for the overall project scope, summary of outreach activities and staff and community input, in addition to the requirements described in the Standard Grant Agreement.
2. At completion of Pre-Environmental Study Task 3 (anticipated Summer 2015), provide detailed environmental document scope, schedule, and budget. This deliverable may be satisfied by submittal of a Prop K request for funds for the environmental phase.
3. At completion of Pre-Environmental Study Task 4 (anticipated Summer 2015), provide refined project funding/implementation/phase strategy. This deliverable may be satisfied by submittal of a Prop K request for funds for the environmental phase.

Special Conditions:

1. The recommended appropriation is contingent upon a concurrent amendment to the 5YPP for EP 27 to reprogram \$30,920 of de-obligated funds to Geneva-Harney BRT in Fiscal Year 14/15 and to the 5YPP for EP 44 to reprogram \$22,878 of de-obligated funds to Geneva-Harney BRT in Fiscal Year 14/15. See attached 5YPP amendment for details.
2. To enable compliance with the Caltrans planning grant deadline, this request requires a waiver of the Strategic Plan policy to not reimburse expenses incurred prior to allocation of funds.

Notes:

1. These deliverables are also included the Geneva-Harney Bus Rapid Transit Feasibility Study project (Resolution 13-43, Project #127.901005; Resolution 15-17, Project #127.91008 and #127.91009).
- 2.

Supervisory District(s): 10, 11

Prop K proportion of expenditures - this phase: 6.69%

Sub-project detail? No If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer: P&PD

Project # from SGA:

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

SUB-PROJECT DETAIL

Sub-Project # from SGA: Name:
Supervisorial District(s):

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 27	FY 2014/15	Planning/Conceptual Engineering	\$30,920	100%	\$0
				100%	\$0
Total:			\$30,920		

Sub-Project # from SGA: Name:
Supervisorial District(s):

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2014/15	Planning/Conceptual Engineering	\$22,878	100%	\$0
				100%	\$0
Total:			\$22,878		

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

FY of Allocation Action:	<u>2014/15</u>	Current Prop K Request:	\$ <u>53,798</u>
		Current Prop AA Request:	\$ <u>-</u>

Project Name: Geneva-Harney BRT Feasibility/Pre-Environmental Study

Implementing Agency: San Francisco County Transportation Authority

Signatures

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

Project Manager

Grants Section Contact

Name (typed): David Uniman

Anna LaForte

Title: Deputy Director of Planning

Deputy Director for Policy and Programming

Phone: 415-522-4830

415-522-4805

Email: david.uniman@sfcta.org

anna.laforte@sfcta.org

Address: 1455 Market Street, Suite 22

1455 Market Street, Suite 22

Signature: _____

Date: 04/02/15

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
New and Upgraded Streets (EPs 26-30)
Programming and Allocations to Date

Pending Board action on April 28, 2015

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2014/15	2015/16	2016/17	2017/18	
Great Highway Erosion Repair (EP 26)								
SFPW	Great Highway Restoration	PA&ED	Programmed	\$30,000				\$30,000
SFPW	Great Highway Restoration ^{1,2}	PS&E	Programmed	\$104,198				\$104,198
SFPW	Great Highway Reroute (Permanent Restoration) ¹	PLAN/ CER	Allocated	\$47,715				\$47,715
SFPW	Great Highway Reroute (Permanent Restoration) ¹	PA&ED	Allocated	\$10,552				\$10,552
SFPW	Great Highway & Skyline Roundabout ²	PLAN/ CER	Allocated	\$138,357				\$138,357
SFPW	Great Highway & Skyline Roundabout ²	PA&ED	Allocated	\$69,178				\$69,178
SFPW	Great Highway Restoration	CON	Programmed		\$1,300,000			\$1,300,000
Total Programmed in 5YPP				\$400,000	\$1,300,000	\$0	\$0	\$1,700,000
Total Programmed in 2014 Strategic Plan				\$400,000	\$1,300,000	\$0	\$0	\$1,700,000
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0
Visitation Valley Watershed (EP 27)								
SFMTA/S FCTA	Bayshore Multimodal Facility Location Study	PLAN/ CER	Allocated	\$28,830				\$28,830
SFMTA/S FCTA	Geneva-Harney Bus Rapid Transit	PLAN/ CER	Allocated	\$200,000				\$200,000
SFCTA	Geneva-Harney Bus Rapid Transit ³	PLAN/ CER	Pending	\$30,920				\$30,920
SFMTA	Geneva-Harney Bus Rapid Transit	PLAN/ PA&ED	Programmed		\$1,500,000			\$1,500,000
SFMTA	Bayshore Caltrain Pedestrian Connections	CON	Programmed		\$2,000,000			\$2,000,000
Any eligible	Bi-County - Interim Solutions Placeholder	Any	Programmed			\$500,000		\$500,000
Any eligible	Bi-County - Project Development Placeholder	Any	Programmed				\$1,000,000	\$1,000,000

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
New and Upgraded Streets (EPs 26-30)
Programming and Allocations to Date

Pending Board action on April 28, 2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
	Total Programmed in 5YPP			\$259,750	\$3,500,000	\$500,000	\$0	\$1,000,000	\$5,259,750
	Total Programmed in 2014 Strategic Plan			\$228,830	\$3,500,000	\$500,000	\$0	\$1,000,000	\$5,228,830
	Cumulative Remaining Programming Capacity			(\$30,920)	(\$30,920)	(\$30,920)	(\$30,920)	(\$30,920)	(\$30,920)
Golden Gate Park/SR1 Traffic Study (EP 29)									

No Proposed Programming

	Total Programmed in 5YPP			\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total Programmed in 2014 Strategic Plan			\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Cumulative Remaining Programming Capacity			\$0	\$0	\$0	\$0	\$0	\$0	\$0

Other Upgrades to Major Arterials (EP 30)

Any eligible	19th Avenue Complete Streets	PLAN/ CER	Programmed							
				\$500,000						\$500,000
	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed		\$1,000,000					\$1,000,000
	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed				\$1,000,000			\$1,000,000

	Total Programmed in 5YPP			\$500,000	\$1,000,000	\$0	\$1,000,000	\$0	\$0	\$2,500,000
	Total Programmed in 2014 Strategic Plan			\$500,000	\$1,000,000	\$0	\$1,000,000	\$0	\$0	\$2,500,000
	Cumulative Remaining Programming Capacity			\$0	\$0	\$0	\$0	\$0	\$0	\$0

ROLL-UP of EPs 26-30

	Total Programmed in 5YPPs			\$1,159,750	\$5,800,000	\$500,000	\$1,000,000	\$1,000,000	\$0	\$9,459,750
	Total Allocated and Pending in 5YPPs			\$525,552	\$0	\$0	\$0	\$0	\$0	\$525,552
	Total Deobligated in 5YPPs			\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total Unallocated in 5YPPs			\$634,198	\$5,800,000	\$500,000	\$1,000,000	\$1,000,000	\$0	\$8,934,198
	Total Programmed in 2014 Strategic Plan			\$1,128,830	\$5,800,000	\$500,000	\$1,000,000	\$1,000,000	\$0	\$9,428,830
	Deobligated from Prior 5YPP Cycles **			\$135,411						\$135,411
	Cumulative Remaining Programming Capacity			\$104,491	\$104,491	\$104,491	\$104,491	\$104,491	\$0	\$104,491

** Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period.

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
New and Upgraded Streets (EPs 26-30)
Programming and Allocations to Date

Pending Board action on April 28, 2015

Agency	Project Name	Phase	Status	Fiscal Year			Total
				2014/15	2015/16	2016/17	
Programmed							
	Pending Allocation/Appropriation						
	Board Approved Allocation/Appropriation						

FOOTNOTES:

¹ To accommodate allocation of \$58,267 in FY 2014/15 funds for the Great Highway Reroute (Permanent Restoration)

Great Highway Restoration: Reduced from \$370,000 to \$311,733 in Fiscal Year 2014/15.

² 5YPP amendment to fund Great Highway & Skyline Roundabout in Fiscal Year 2014/15 (Resolution 15-46, 3/24/15).

Great Highway & Skyline Roundabout: Added project with planning (\$138,357) and environmental (\$69,178) phases in Fiscal Year 2014/15.

Great Highway Restoration: Design phase of project decreased from \$311,733 to \$104,198. Funds not needed in Fiscal Year 2014/15.

³ 5YPP Amendment to add the Geneva-Harney Bus Rapid Transit project (Resolution XX-XX, MO.DA.YR).

Cumulative Remaining Programming Capacity: Reduced by \$30,920. Funds deobligated from the US101 Candlestick Interchange Re-Configuration Project Study Report project, which was completed in 2014.

Geneva-Harney Bus Rapid Transit: Added project with \$30,920 in Fiscal Year 2014/15 funds for planning.

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)
New and Upgraded Streets (EPs 26-30)
Cash Flow (\$) Maximum Annual Reimbursement**

Project Name	Phase	Fiscal Year				Total
		2014/15	2015/16	2016/17	2017/18	
Great Highway Erosion Repair (EP 26)						
Great Highway Restoration	PA&ED	\$30,000				\$30,000
Great Highway Restoration ^{1, 2}	PS&E	\$45,047	\$59,151			\$104,198
Great Highway Reroute (Permanent Restoration) ¹	PLAN/ CER	\$47,715				\$47,715
Great Highway Reroute (Permanent Restoration) ¹	PA&ED		\$10,552			\$10,552
Great Highway & Skyline Roundabout ²	PLAN/ CER	\$92,238	\$46,119			\$138,357
Great Highway & Skyline Roundabout ²	PA&ED		\$69,178			\$69,178
Great Highway Restoration	CON		\$650,000	\$650,000		\$1,300,000
Cash Flow Programmed in 5YPP						
		\$215,000	\$835,000	\$650,000	\$0	\$1,700,000
Cash Flow Programmed in 2014 Strategic Plan						
		\$215,000	\$835,000	\$650,000	\$0	\$1,700,000
Cumulative Remaining Cash Flow Capacity						
		\$0	\$0	\$0	\$0	\$0
Visitation Valley Watershed (EP 27)						
Bayshore Multimodal Facility Location Study	PLAN/ CER	\$19,330	\$9,500			\$28,830
Geneva-Harney Bus Rapid Transit	PLAN/ CER	\$112,866	\$87,134			\$200,000
Geneva-Harney Bus Rapid Transit ³	PLAN/ CER	\$30,920				\$30,920
Geneva-Harney Bus Rapid Transit	PLAN/ PA&ED		\$750,000	\$750,000		\$1,500,000
Bayshore Caltrain Pedestrian Connections	CON		\$1,000,000	\$1,000,000		\$2,000,000
Bi-County - Interim Solutions Placeholder	Any			\$250,000	\$250,000	\$500,000
Bi-County - Project Development Placeholder	Any				\$1,000,000	\$1,000,000

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)
New and Upgraded Streets (EPs 26-30)
Cash Flow (\$) Maximum Annual Reimbursement**

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Cash Flow Programmed in 5YPP		\$163,116	\$1,846,634	\$2,000,000	\$250,000	\$1,000,000	\$5,259,750
Cash Flow Programmed in 2014 Strategic Plan		\$228,830	\$1,750,000	\$2,000,000	\$250,000	\$1,000,000	\$5,228,830
Cumulative Remaining Cash Flow Capacity		\$65,714	(\$30,920)	(\$30,920)	(\$30,920)	(\$30,920)	(\$30,920)
Golden Gate Park/SR1 Traffic Study (EP 29)							
No Proposed Programming							
Cash Flow Programmed in 5YPP		\$0	\$0	\$0	\$0	\$0	\$0
Cash Flow Programmed in 2014 Strategic Plan		\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0
Other Upgrades to Major Arterials (EP 30)							
19th Avenue Complete Streets	PLAN/ CER	\$250,000	\$250,000				\$500,000
Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON		\$500,000	\$500,000			\$1,000,000
Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON				\$500,000	\$500,000	\$1,000,000
Cash Flow Programmed in 5YPP		\$250,000	\$750,000	\$500,000	\$500,000	\$500,000	\$2,500,000
Cash Flow Programmed in 2014 Strategic Plan		\$250,000	\$750,000	\$500,000	\$500,000	\$500,000	\$2,500,000
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0
ROLL-UP of EPs 26-30							
Cash Flow Programmed in 5YPP		\$628,116	\$3,431,634	\$3,150,000	\$750,000	\$1,500,000	\$9,459,750
Total Cash Flow Allocated		\$303,069	\$222,483	\$0	\$0	\$0	\$525,552
Total Cash Flow Deobligated		\$0	\$0	\$0	\$0	\$0	\$0
Total Cash Flow Unallocated		\$325,047	\$3,209,151	\$3,150,000	\$750,000	\$1,500,000	\$8,934,198
Cash Flow Programmed in 2014 Strategic Plan		\$693,830	\$3,335,000	\$3,150,000	\$750,000	\$1,500,000	\$9,428,830
Deobligated from Prior 5YPP Cycles **		\$135,411					\$135,411
Cumulative Remaining Cash Flow Capacity		\$201,125	\$104,491	\$104,491	\$104,491	\$104,491	\$104,491

** "Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period.

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)
 New and Upgraded Streets (EPs 26-30)
 Cash Flow (\$) Maximum Annual Reimbursement**

Project Name	Phase	Fiscal Year				Total
		2014/15	2015/16	2016/17	2017/18	
Programmed						
Pending Allocation/Appropriation						
Board Approved Allocation/Appropriation						

See 2014 Prop K 5YPP - Program of Projects Programming and Allocations to Date table for programming footnotes.

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Transportation/Land Use Coordination (EP 44)
Programming and Allocations to Date

Pending Transportation Authority Board approval (anticipated 05.19.15)

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2014/15	2015/16	2016/17	2017/18	
OneBay/Area Grant (OBAG) Match								
DPW	Chinatown Broadway Phase IV	CON	Allocated	\$701,886				\$701,886
DPW	Longfellow Elementary School Safe Routes to School	CON	Allocated	\$61,865				\$61,865
DPW	ER Taylor Elementary School Safe Routes to School	CON	Allocated	\$47,140				\$47,140
SFMTA	Mansell Corridor Improvement ¹	CON	Allocated	\$572,754				\$572,754
DPW	Second Street Streetscape Improvement	CON	Programmed		\$1,439,584			\$1,439,584
Any Eligible	OBAG Local Match (Cycle 2)	Any	Programmed			\$1,250,000		\$1,250,000
SFMTA	Persia Triangle Transit Improvements	CON	Allocated	\$200,685				\$200,685
Neighborhood Transportation Improvement Planning (NTIP)/Corridor Planning								
SFCTA	Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]	PLAN/CER	Pending	\$90,000				\$90,000
SFMTA	Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]	PLAN/CER	Pending	\$10,000				\$10,000
SFMTA	Western Addition Community Based Transportation Plan [NTIP Planning]	PLAN/CER	Allocated	\$240,000				\$240,000
Any Eligible	NTIP Planning	PLAN/CER	Programmed	\$200,000				\$200,000
SFMTA	District 1 NTIP Planning [NTIP]	PLAN/CER	Allocated	\$100,000				\$100,000
Any Eligible	NTIP Planning	PLAN/CER	Programmed		\$600,000			\$600,000
SFMTA/SFCTA	NTIP Pre-Development/Program Support	PLAN/CER	Allocated	\$150,000				\$150,000
SFMTA/SFCTA	NTIP Pre-Development/Program Support	PLAN/CER	Programmed		\$150,000			\$150,000
SFMTA/SFCTA	NTIP Pre-Development/Program Support	PLAN/CER	Programmed			\$150,000		\$150,000
SFMTA/SFCTA	NTIP Pre-Development/Program Support	PLAN/CER	Programmed				\$100,000	\$100,000
SFMTA/SFCTA	NTIP Pre-Development/Program Support	PLAN/CER	Programmed					\$100,000
Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/CER	Programmed		\$150,000			\$150,000
Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/CER	Programmed			\$150,000		\$150,000

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/CER	Programmed				\$150,000		\$150,000
Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/CER	Programmed				\$150,000	\$150,000	\$150,000
SFCTA	Geneva-Harney Bus Rapid Transit ²	PLAN/ CER	Pending	\$22,878					\$22,878
Regional Priority Areas Planning Match									
Any Eligible	Priority Development Area Planning Match	PLAN/CER	Programmed			\$400,000			\$400,000
Any Eligible	Priority Development Area Planning Match	PLAN/CER	Programmed					\$100,000	\$100,000
				Total Programmed in 5YPP	\$2,397,208	\$1,950,000	\$250,000	\$350,000	\$7,286,792
				Total Allocated and Pending in 5YPP	\$2,197,208	\$0	\$0	\$0	\$2,197,208
				Total Deobligated in 5YPP	\$0	\$0	\$0	\$0	\$0
				Total Unallocated in 5YPP	\$200,000	\$2,339,584	\$1,950,000	\$250,000	\$5,089,584
				Total Programmed in 2014 Strategic Plan	\$2,359,639	\$2,339,584	\$1,950,000	\$250,000	\$7,249,223
				Deobligated from Prior 5YPP Cycles **	\$37,569				\$37,569
				Cumulative Remaining Programming Capacity	\$0	\$0	\$0	\$0	\$0

Programmed
Pending Allocation/ Appropriation
Board Approved Allocation/ Appropriation

¹ Mansell Corridor Improvement: 5YPP amendment to add \$14,691 deobligated from the prior design allocation (Resolution 14-34, 144-907042) to the construction phase.

² 5YPP Amendment to add the Geneva-Harney Bus Rapid Transit project (Resolution XX-XX, MO.D.A.YR).
 Cumulative Remaining Programming Capacity: Reduced by \$22,878. Funds deobligated from the Balboa Park Station Area Circulation Study project, which was completed in 2014.
 Geneva-Harney Bus Rapid Transit: Added project with \$22,878 in Fiscal Year 2014/15 funds for planning.

Prop K 5-Year Project List (FY 2014/15 - 2018/19)

Transportation/Land Use Coordination (EP 44)

Cash Flow (\$) Maximum Annual Reimbursement

Pending Transportation Authority Board approval (anticipated 05.19.15)

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
OneBay/Area Grant (OBAG) Match							
Chinatown Broadway Phase IV	CON	\$175,471	\$526,415				\$701,886
Longfellow Elementary School Safe Routes to School	CON	\$0	\$61,865				\$61,865
ER Taylor Elementary School Safe Routes to School	CON	\$0	\$47,140				\$47,140
Mansell Corridor Improvement 1	CON	\$0	\$558,063				\$558,063
Second Street Streetscape Improvement	CON		\$719,792	\$719,792			\$1,439,584
OBAG Local Match (Cycle 2)	Any			\$250,000	\$500,000		\$1,250,000
Persia Triangle Transit Improvements	CON	\$100,343	\$100,343				\$200,686
Western Addition Transportation Improvement							
Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]	PLAN/CER	\$45,000	\$45,000				\$90,000
Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]	PLAN/CER	\$5,000	\$5,000				\$10,000
Western Addition Community Based Transportation Plan [NTIP Planning]	PLAN/CER	\$96,000	\$96,000	\$48,000			\$240,000
NTIP Planning	PLAN/CER	\$300,000					\$300,000
District 1 NTIP Planning [NTIP]	PLAN/CER	\$60,000	\$40,000				\$100,000
NTIP Planning	PLAN/CER		\$600,000				\$600,000
NTIP Pre-Development/Program Support	PLAN/CER	\$150,000					\$150,000
NTIP Pre-Development/Program Support	PLAN/CER		\$150,000				\$150,000
NTIP Pre-Development/Program Support	PLAN/CER			\$150,000			\$150,000
NTIP Pre-Development/Program Support	PLAN/CER				\$100,000		\$100,000
NTIP Pre-Development/Program Support	PLAN/CER					\$100,000	\$100,000
Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/CER		\$150,000				\$150,000
Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/CER			\$150,000			\$150,000

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/CER				\$150,000			\$150,000
Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/CER					\$150,000		\$150,000
Geneva-Harney Bus Rapid Transit ²	PLAN/ CER	\$22,878						
Regional Priority Areas Planning Match								
Priority Development Area Planning Match	PLAN/CER		\$200,000		\$200,000			\$400,000
Priority Development Area Planning Match	PLAN/CER					\$50,000	\$50,000	\$100,000
Total Cash Flow in 5YPP		\$954,692	\$3,099,618	\$1,517,792	\$950,000	\$800,000	\$50,000	\$7,372,102
Total Cash Flow Allocated		\$654,692	\$1,479,826	\$48,000	\$0	\$0	\$0	\$2,182,518
Total Cash Flow Deobligated		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Cash Flow Unallocated		\$300,000	\$1,619,792	\$1,469,792	\$950,000	\$800,000	\$50,000	\$5,189,584
Total Cash Flow in 2014 Strategic Plan		\$1,197,628	\$2,733,803	\$1,517,792	\$950,000	\$800,000	\$50,000	\$7,249,223
Deobligated from Prior 5YPP Cycles **		\$37,569						\$37,569
Cumulative Remaining Cash Flow Capacity		\$280,505	(\$85,310)	(\$85,310)	(\$85,310)	(\$85,310)	(\$85,310)	(\$85,310)

Programmed
 Pending Allocation/Appropriation
 Board Approved Allocation / Appropriation

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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K Category:	<input type="text" value="C. Street & Traffic Safety"/>	Gray cells will automatically be filled in.
Prop K Subcategory:	<input type="text" value="iv. Bicycle and Pedestrian Improvements"/>	
Prop K EP Project/Program:	<input type="text" value="b. Bicycle Circulation/Safety"/>	
Prop K EP Line Number (Primary):	<input type="text" value="39"/>	Current Prop K Request: <input type="text" value="\$ 97,500"/>
Prop K Other EP Line Numbers:	<input type="text"/>	

Prop AA Category:

Current Prop AA Request:

Supervisorial District(s):

SCOPE

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

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

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

Please see attached scope of work.

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form
Bicycle Barometers**

The SFMTA requests an allocation of \$97,500 in Prop K funds to fund the design engineering and construction of three bicycle barometers. This project will begin during the 4th quarter of FY 14/15 and be completed by 1st quarter of FY 17/18. The SFMTA has purchased the three barometers; one is in storage and the other two remain- to be shipped. Installation will occur through a Department of Public Works Job Order Contract (JOC). Funding from this allocation will cover design, legislation and JOC installation. Additionally, these funds will cover two years of SFMTA staff time for barometer maintenance.

Project Scope and Benefits

The bicycle barometer connects with an underground bicycle counter to track the number of cyclists passing an on-street location and shares daily and annual count numbers instantly with the public via a digital display. The data gathered at the three barometers will add to the field of 24 existing bicycle counters and one existing bicycle barometer in San Francisco. To ensure high visibility, the three new barometers will be installed on San Francisco's bicycle network where there are high volumes of existing cyclists.

This allocation will fund the engineering, construction work and two years of maintenance for three new bicycle barometers. The SFMTA will use data from the new barometers along with the data from the 24 existing bicycle counters and one barometer to:

- Track changes in bicycling patterns over time
- Evaluate the impact of new facilities
- Rank bicycle infrastructure locations by use
- Justify future bicycle infrastructure investments
- Present precise ridership statistics at public meetings and for grant applications
- Monitor seasonal, weather and time-of-day bicycle ridership variations

The bicycle barometers will also help raise awareness and promote cycling as a mode of transportation in San Francisco. Bicycle barometers are consistent with the City's Transit First Policy (SEC. 8A.115): "Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking." Additionally, this project is consistent with the policy recommendations given in the Better Streets Plan (BSP), approved in December 2010, which was developed as a joint effort between multiple city agencies with extensive public outreach. SFMTA Strategic Plan 2013-2018 supports this project: "Make transit, walking, bicycling, taxi, ridesharing & carsharing the preferred means of travel."

For installation of the three barometers, the SFMTA is considering a variety of different locations. Staff is considering locations where the barometer would have high visibility and be on high

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form
Bicycle Barometers**

volume bicycle corridors. Additionally, locations must have a power source available to hook up to the counter. Potential locations include Market Street, Valencia Street and the Embarcadero.

Existing Market Street bicycle barometer data website:

<http://totem-eb-market.sanfrancisco.visio-tools.com/>

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

FY 2014/15

Project Name: Bicycle Barometers

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorical Exempt

**Completion Date
(mm/dd/yy)**

Status: Expected

05/30/15

PROJECT DELIVERY MILESTONES

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)	4	2014/15	4	2014/15
Prepare Bid Documents				
Advertise Construction				
Start Construction (e.g., Award Contract)	1	2015/16		
Procurement (e.g. rolling stock)	2	2014/15	4	2015/16
Project Completion (i.e., Open for Use)			3	2016/17
Project Closeout (i.e., final expenses incurred)			1	2017/18

SCHEDULE COORDINATION/NOTES

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

Detailed design completion: June 2015

Installation begin: August 2015

Installation end: February 2017

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

FY 2014/15

Project Name: Bicycle Barometers

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering Environmental Studies (PA&ED)				
Design Engineering (PS&E)	Yes	\$ 16,500	\$ 16,500	
R/W Activities/Acquisition				
Construction	Yes	\$ 81,000	\$ 81,000	
Procurement (e.g. rolling stock)				
		\$97,500	\$97,500	\$0

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering Environmental Studies (PA&ED)		
Design Engineering (PS&E)	\$ 16,500	Previous SFMTA projects
R/W Activities/Acquisition		
Construction	\$ 81,000	Previous SFMTA projects
Procurement (e.g. rolling stock)	\$ 89,580	Previous SFMTA projects
Total:	\$ 187,080	

% Complete of Design: 10 as of 2/25/15

Expected Useful Life: 10 Years

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

MAJOR LINE ITEM BUDGET

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

Project Breakdown by Phase		Project Cost	
Construction Engineering & Coordination	\$ 16,053	Current Funding Request	\$ 97,000
Contracted Construction	\$ 64,439	City Attorney Fee	\$ 500
<i>Subtotal</i>	\$ 80,492	Subtotal Prop K Funds Requested	\$ 97,500
Contract contingency 25%	\$ 16,110	Materials (not part of this ARF)	\$ 89,580
Total Project Cost	\$ 96,601	Total Project Cost	\$ 187,080

SFMTA Operating Funds

Round up to \$97,000

FTE = Full Time Equivalent
MFB = Mandatory Fringe Benefits

B. SFMTA Labor - Construction Engineering & Coordination

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x 0.803	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE Ratio	Cost
Transit Planner II	\$ 88,868	\$ 54,814	\$ 143,682	\$ 115,377	\$ 259,059	70	0.034	\$ 8,718
Associate Engineer	\$ 116,246	\$ 67,173	\$ 183,419	\$ 147,285	\$ 330,704	20	0.010	\$ 3,180
Traffic Signal Electrician	\$ 106,288	\$ 65,205	\$ 171,493	\$ 137,709	\$ 309,201	12	0.006	\$ 1,784
Traffic Signal Electrician Supervisor II	\$ 133,406	\$ 77,367	\$ 210,773	\$ 169,251	\$ 380,024	7	0.003	\$ 1,279
Engineer Principal	\$ 180,830	\$ 97,353	\$ 278,183	\$ 223,381	\$ 501,564	1	0.000	\$ 241
Transit Planner IV	\$ 125,060	\$ 71,292	\$ 196,352	\$ 157,670	\$ 354,022	5	0.002	\$ 851
Total - Construction Engineering						115	0.055	16,053

D. Construction Contract - DPW JOC

Item	Unit Cost	Number	Cost
Labor (DT) - Barometer installation	\$ 15,805	3	\$ 47,415
PGE Power Survey	\$ 1,000	3	\$ 3,000
Labor (DPW) - Brickwork repair Market	\$ 8,279	1	\$ 8,279
Total - Contracted Labor & Fees			\$ 58,694

E. Installation Materials - JOC Contract Purchase

Item	\$/Unit	Quantity	Total
Surge Protector	\$ 220	6	\$ 1,320
Waterproof Converter	\$ 440	6	\$ 2,640
Misc. Wiring/Supplies	\$ 595	3	\$ 1,785
Total Installation Materials			\$ 5,745

Total Contracted Construction Cost	\$ 64,439
---	------------------

F. Eco-Counter Purchase Order - Materials (Not Part of this Funding Request)

Item	\$/Unit	Quantity	Total
Eco-Totem	\$ 15,950	3	\$ 47,850
Full Backlight	\$ 1,000	6	\$ 6,000
Date/Time Option	\$ 950	6	\$ 5,700
Public Webpage	\$ 1,000	3	\$ 3,000
Eco-Visio License & GSM Data Plan	\$ 840	3	\$ 2,520
Installation Assistance	\$ 2,000	3	\$ 6,000
Shipping	\$ 2,000	3	\$ 6,000
Polycarbonate Glass + Sticker	\$ 1,485	6	\$ 8,910
6 digit display	\$ 950	1	\$ 950
Bargraph	\$ 1,700	1	\$ 1,700
Spare Date/Time Option	\$ 950	1	\$ 950
Total Eco-Counter Materials			\$ 89,580

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

FY 2014/15

Project Name: Bicycle Barometers

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$97,500
 5-Year Prioritization Program Amount: \$100,000 (enter if appropriate)
 Strategic Plan Amount for Requested FY: \$2,967,024

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0
 5-Year Prioritization Program Amount: (enter if appropriate)
 Strategic Plan Amount for Requested FY:

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

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2014/15 for Bicycle Counters & Barometers in the System Performance and Innovation subcategory of the Bicycle Circulation and Safety 5YPP.

The Strategic Plan amount is the entire amount programmed in the Bicycle Circulation and Safety category in Fiscal Year 2014/15 (\$2,967,024) and cumulative remaining programming capacity in the Bicycle Circulation and Safety category (\$135,059).

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$97,500		\$97,500
				\$0
				\$0
				\$0
				\$0
				\$0
Total:	\$97,500	\$0	\$0	\$97,500

Actual Prop K Leveraging - This Phase: 0.00% \$97,500
 Expected Prop K Leveraging per Expenditure Plan: 27.84% Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)				
Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.				
Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$97,500		\$97,500
SFMTA Operating Funds			\$89,580	\$89,580
				\$0
				\$0
				\$0
				\$0
				\$0
Total:		\$97,500	\$89,580	\$ 187,080

Actual Prop K Leveraging - Entire Project:	47.88%	
Expected Prop K Leveraging per Expenditure Plan:	27.84%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	0.00%	\$ 187,080

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

Prop K Funds Requested: \$97,500

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$80,000	82.00%	\$17,500
FY 2015/16	\$17,500	18.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$97,500		

Prop AA Funds Requested: \$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	\$97,500
		#DIV/0!	\$97,500
		#DIV/0!	\$97,500
Total:	\$0		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$16,500	Design Engineering (PS&E)
Prop K Allocation	\$81,000	Construction	
Total:	\$97,500		

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

Multi-phase allocation is recommended given the straightforward nature of the scope (installation of barometers) and short duration of design phase.

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 39	FY 2014/15	\$16,500	16.92%	\$81,000
Prop K EP 39	FY 2015/16	\$81,000	83.08%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$97,500	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 39	FY 2014/15	Design Engineering (PS&E)	\$16,500	17%	\$81,000
Prop K EP 39	FY 2015/16	Construction	\$81,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$97,500		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

-
-

Special Conditions:

-
-
-

Notes:

-
-

Supervisory District(s):

Prop K proportion of expenditures - this phase:	100.00%
Prop AA proportion of expenditures - this phase:	0.00%

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

SFCTA Project Reviewer:

Project # from SGA:

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

SUB-PROJECT DETAIL

Sub-Project # from SGA: Name:
Supervisorial District(s):

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 39	FY 2014/15	Design Engineering (PS&E)	\$16,500	17%	\$0
				100%	\$0
				100%	\$0
Total:			\$16,500		

Sub-Project # from SGA: Name:
Supervisorial District(s):

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

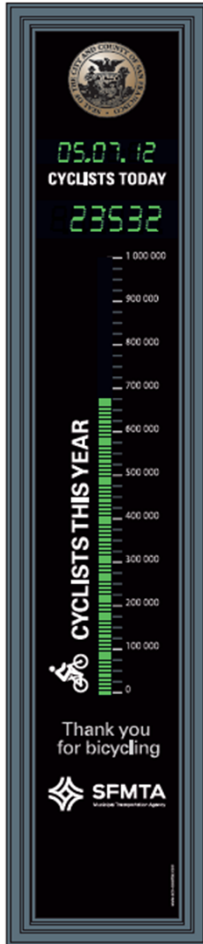
Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 39	FY 2015/16	Construction	\$81,000	100%	\$0
				100%	\$0
				100%	\$0
Total:			\$81,000		

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

MAPS AND DRAWINGS

Insert or attach files of maps, drawings, photos of current conditions, photo compositions, etc. to support understanding of the project scope and evaluation of how geographic diversity was considered in the project prioritization process.

This text box and the blue header may be deleted to better accommodate any graphics.



Date of Design: 20/2/2013
Designed for: City of San Francisco
Version: V2
Frame Color: RAL 7016 / Anthracite Grey
Layout Color: Pantone Black 6
Approved By:
Date:
(Good to Print = signature + stamp)

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

FY of Allocation Action: 2014/15 Current Prop K Request: \$ 97,500
Current Prop AA Request: \$ -

Project Name: Bicycle Barometers

Implementing Agency: San Francisco Municipal Transportation Agency

Signatures

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

Project Manager

Grants Section Contact

Name (typed): Jeffrey Banks

Joel Goldberg

Title: Transit Planner II

Manager, Capital Procurement and Management

Phone: 701-5331

701-4499

Fax: _____

Email: Jeffrey.Banks@sfmta.com

Joel.Goldberg@sfmta.com

Address: 1 South Van Ness, SF 94103

1 South Van Ness, SF 94103

Signature: _____

Date: _____



This Page Intentionally Left Blank

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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K Category:	<input type="text" value="C. Street & Traffic Safety"/>	Gray cells will automatically be filled in.
Prop K Subcategory:	<input type="text" value="iv. Bicycle and Pedestrian Improvements"/>	
Prop K EP Project/Program:	<input type="text" value="b. Bicycle Circulation/Safety"/>	
Prop K EP Line Number (Primary):	<input type="text" value="39"/>	Current Prop K Request: <input type="text" value="\$ 76,000"/>
Prop K Other EP Line Numbers:	<input type="text"/>	

Prop AA Category:

Current Prop AA Request:

Supervisorial District(s):

SCOPE

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

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

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

Scope of work begins on next page.

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form**

Background

The San Francisco Municipal Transportation Agency (SFMTA) requests \$76,000 in Prop K funds for the 2015 Bike to Work Day (BTWD) project. BTWD is an annual event that promotes cycling as a viable option for commuting to work and school. The event is held nationally on the third Friday of May, but is sponsored locally by public agencies and private advocacy groups and is held on the second Thursday of May each year (May 14, 2015). In San Francisco, events are hosted by various groups to reward and celebrate participating bicycle commuters. Typical events include energizer stations, bicycle repair clinics, and incentive giveaways. Event promotion and outreach for the broadest public audience feasible through broadcast, print, and outdoor media will include the design, printing, and distribution of promotional posters, and copies of the San Francisco Bicycle Guide published in English, Spanish, and Chinese.

Scope

SFMTA will be the Official Citywide Sponsor of the event, with the San Francisco Bicycle Coalition (SFBC) as the leader and organizer of BTWD. Leading up to the event day itself, SFMTA staff will request estimates for transit vehicle advertisements, bicycle guide production, maps, and any other printed collateral. SFMTA staff will manage transit vehicle advertisement installations; provide printed outreach materials for distribution; and provide bike counts on Market Street for BTWD and the days before and after. During the fourth quarter, staff will also promote BTWD within the SFMTA. Support for BTWD by SFMTA staff on the event day may include: participating in commuter convoys; providing information for energizer stations; monitoring cycling volumes along Market Street; and offering bicycle repairs for SFMTA employees at SFMTA headquarters in preparation for the event.

The SFBC will provide event-day services including hosting 25 energizer stations where BTWD participants can receive refreshments, collect promotional materials, and receive bicycle safety education or basic repairs. The station locations will be strategically and equitably distributed throughout San Francisco, including underserved communities and high volume bicycle routes. Energizer station locations will be selected by the SFBC and approved by the SFMTA staff. Incentives for participating in BTWD will be distributed at these energizer stations to at least 6,000 bicyclists. The incentives will include items such as: canvas bags, copies of SFMTA's bike map, San Francisco Bicycle Guides, retro-reflective pant leg straps, bicycle injury crash reporting and bicycle theft prevention information.

This request includes \$65,000 for sponsorship for leading and organizing BTWD 2015. In the past, the contractor implementing the event (SFBC) leveraged the Prop K funds that SFMTA spends on the project with regional and local sponsorship as well as volunteer work. These values vary from year to year, but usually number in the tens of thousands of dollars, along with thousands of hours of volunteer time.

Project Benefits

BTWD, perhaps the most widely celebrated and best promoted event for bicycling in the San Francisco Bay Area, introduces new cyclists to bicycle commuting and supports long-time cyclists in sustaining their commute habits. The benefits of bicycle commuting are numerous and well-documented. For commuters, bicycling is an economical, flexible and healthy mode of travel. For the greater community and environment, bicycles are a non-polluting, congestion-reducing mode that makes the most efficient use of both scarce natural resources and the existing transportation system.

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form**

While there have been few studies specifically focused on the effectiveness of events like BTWD in changing behavior/attracting new bike commuters and riders, local evidence suggests that BTWD and similar marketing campaigns are successful at recruiting new bicycle commuters. The Alameda County Transportation Commission (ACTC) recently completed a two-year study evaluating the impact of BTWD participation on bicycle commuting within Alameda County. Twenty-seven percent of those who were surveyed and had participated in BTWD in 2011 stated that they rode their bicycles more often than before BTWD. A survey conducted in June and July of 2010 of registered 2010 BTWD participants across the Bay Area found that 14% of respondents started biking because of the 2010 BTWD, and 20% of respondents reported that they started biking because of a previous BTWD.

In San Francisco, participation in BTWD has increased over the past five years. The number of bikes counted in the morning BTWD commute increased by 32% between 2009 and 2014. The SFMTA has conducted counts before BTWD, on BTWD, and after BTWD during the peak commute hours and has consistently observed increases in bike commuting rates between the pre- and post-BTWD counts (not surprisingly, the counts peak on BTWD, but they remain higher than previous counts after BTWD as well).

In San Francisco, a steady increase in BTWD participation has accompanied an overall increase in bicycle commuting. The bicycle mode split during the AM peak period on BTWD has increased from 44% in 2006 to 76% in 2014 on eastbound Market Street at Van Ness Avenue, and the SFMTA's annual citywide bike counts show a 96% increase since 2006. The annual BTWD event reaches over 1 million people through different media and direct communications.

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

FY 2014/15

Project Name: Bike to Work Day 2015

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

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

PROJECT DELIVERY MILESTONES

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)				
Prepare Bid Documents				
Advertise Construction				
Start Construction (e.g., Award Contract)	4	2014/15		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)	4	2014/15	4	2014/15
Project Closeout (i.e., final expenses incurred)			2	2015/16

SCHEDULE COORDINATION/NOTES

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

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

FY 2014/15

Project Name: Bike to Work Day 2015

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.

Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$ 76,000	\$ 76,000	\$ -
Procurement (e.g. rolling stock)				
		\$76,000	\$76,000	\$0

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction	\$76,000	SFMTA and SFBC estimates
Procurement (e.g. rolling stock)		
Total:	\$ 76,000	

% Complete of Design: as of

Expected Useful Life: Years

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form**

MAJOR LINE ITEM BUDGET

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.
 2. Requests for project development should include preliminary estimates for later phases such as construction.
 3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.
 4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.

Bike to Work Day 2015

Description	Cost	Agency
1 Labor Support (annual)	\$6,616	SFMTA
2 Materials (annual)	\$3,618	SFMTA
3 Sponsorship (Year 1)	\$65,000	SFMTA sponsors, SFBC performs
4 City Attorney fees \$250/hr x 2 hours	\$500	
Total	\$75,734	
Rounded to	\$76,000	
TOTAL COST OF ALL PHASES	\$76,000	

SFMTA LABOR COSTS

MFB = Mandatory Fringe Benefits
FTE = Full Time Equivalent employee

I SFMTA Labor

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Approved Overhead Rate	Overhead = (Salary+MFB) x Approved Overhead Rate	(Fully Burdened) Salary + MFB + Overhead	FTE Ratio	Hours	Cost
Manager IV (9174)	\$ 140,400	\$ 78,407	\$ 218,806	0.803	\$ 175,701	\$ 394,507	0.002	4	\$ 759
Principal Administrative Analyst (1824)	\$ 121,247	\$ 66,022	\$ 187,269	0.803	\$ 150,377	\$ 337,646	0.007	15	\$ 2,435
Public Service Trainee (9910)	\$ 39,875	\$ 31,901	\$ 71,777	0.803	\$ 57,637	\$ 129,413	0.026	55	\$ 3,422
Total							0.036	70	\$ 6,616

II SFMTA Materials

Position	Quantity	Total
Print 15 King, 10 Queen, 10 Tails transit ads	15	\$ 2,086
Print 500 interior car card transit ads	500	\$ 1,532
Ad space	as needed	\$ -
Total		\$ 3,618

*The SFMTA is allowed to post a limited amount of transit vehicle ads free of charge according to the current advertising contract. The estimated value of the free ad space used above is \$75,000

SPONSORSHIP COSTS

III Sponsorship Tasks \$65,000

Implementation of BTWD, including: o Energizer stations o Commuter convoys o Historic and cultural rides SFMTA and SFCTA logo placement: o SFBC newsletter o BTWD webpage, posters, banners, information cards o BTWD incentives o All BTWD promotions (ads, flyers, brochures, etc.)

* Base Salary is step 5 for each classification in effect today.

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

FY 2014/15

Project Name: Bike to Work Day 2015

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$76,000
 5-Year Prioritization Program Amount: \$51,300 (enter if appropriate)
 Strategic Plan Amount for Requested FY: \$2,967,024

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0
 5-Year Prioritization Program Amount: (enter if appropriate)
 Strategic Plan Amount for Requested FY:

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

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation to the project in Fiscal Year 2014/15. The requested allocation requires a 5YPP amendment to the Bicycle Circulation/Safety category to reprogram Fiscal Year 2014/15 funds for Bicycle Promotion (\$24,700) to the Bike to Work Day 2015 project. See attached 5YPP amendment for details.

The Strategic Plan amount is the total amount programmed for the Bicycle Circulation/Safety category in Fiscal Year 2014/15.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$24,700	\$51,300		\$76,000
				\$0
				\$0
				\$0
				\$0
				\$0
Total:	\$24,700	\$51,300	\$0	\$76,000

Actual Prop K Leveraging - This Phase: 0.00%
 Expected Prop K Leveraging per Expenditure Plan: 27.84%

\$76,000
Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
Total:	\$0	\$0	\$0	\$ -

Actual Prop K Leveraging - Entire Project: **\$** 76,000
 Expected Prop K Leveraging per Expenditure Plan: 27.84% Total from Cost worksheet

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP AA REQUEST

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

Prop K Funds Requested: \$76,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$38,000	50.00%	\$38,000
FY 2015/16	\$38,000	50.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$76,000		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$ 76,000	Construction
Total:	\$ 76,000		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 39	FY 2014/15	\$38,000	50.00%	\$38,000
Prop K EP 39	FY 2015/16	\$38,000	50.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$76,000	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 39	FY 2014/15	Construction	\$38,000	50%	\$38,000
Prop K EP 39	FY 2015/16	Construction	\$38,000	100%	\$0
				100%	\$0
				100%	\$0
Total:			\$76,000		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

- By June 30, 2015, provide electronic copies of 2015 BTWD materials produced, a report on BTWD ridership (e.g., pre-, day-of, and post-BTWD counts), and 2 to 3 digital photos of BTWD events.
-

Special Conditions:

- The recommended allocation is contingent upon a 5YPP amendment to the Bicycle Circulation and Safety category. See attached 5YPP amendment for details.
-

Notes:

- As a reminder, per the Standard Grant Agreement, all flyers, brochures, posters, websites and other similar materials prepared with Proposition K funding shall comply with the attribution requirements established in the Standard Grant Agreement.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	100.00%
Prop AA proportion of expenditures - this phase:	0.00%

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

SFCTA Project Reviewer:

Project # from SGA:

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

FY of Allocation Action: 2014/15 **Current Prop K Request:** \$ 76,000
Current Prop AA Request: \$ -

Project Name: Bike to Work Day 2015

Implementing Agency: San Francisco Municipal Transportation Agency

Signatures

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

Project Manager

Grants Section Contact

Name (typed): Hank Willson

Joel C. Goldberg

Title: Principal Analyst

Manager, Capital Procurement & Management

Phone: (415) 701-5041

(415) 701-4499

Fax: _____

Email: hank.willson@sfmta.com

Joel.Goldberg@sfmta.com

Address: 1 South Van Ness, 7th floor San Francisco, CA 94103-5417

1 South Van Ness, 8th floor San Francisco, CA 94103-5417

Signature: _____

Date: _____

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Programming and Allocations to Date

Updated March 5, 2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Bicycle Safety, Education and Outreach									
SFMTA	Bike To Work Day Promotion ⁵	CON	Pending	\$76,000					\$76,000
SFMTA	Bike To Work Day Promotion	CON	Programmed		\$38,475				\$38,475
SFMTA	Bike To Work Day Promotion	CON	Programmed			\$38,475			\$38,475
SFMTA	Bike To Work Day Promotion	CON	Programmed				\$38,475		\$38,475
SFMTA	Bike To Work Day Promotion	CON	Programmed					\$38,475	\$38,475
SFMTA	Bicycle Promotion ⁵	PLAN	Programmed	\$25,300					\$25,300
SFMTA	Bicycle Promotion	CON	Programmed		\$80,840				\$80,840
SFMTA	Bicycle Promotion	CON	Programmed			\$31,198			\$31,198
SFMTA	Bicycle Promotion	CON	Programmed					\$15,599	\$15,599
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed	\$48,400					\$48,400
SFMTA	Bicycle Safety Education Classes	CON	Pending	\$72,000					\$72,000
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed		\$120,400				\$120,400
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed			\$117,258			\$117,258
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed				\$117,258		\$117,258
System Performance and Innovation									
SFMTA	Bicycle Counters & Barometers	DES/ CON	Programmed	\$2,500					\$2,500
SFMTA	Bicycle Counters & Barometers	DES/ CON	Pending	\$97,500					\$97,500
SFMTA	Bicycle Counters & Barometers	DES/ CON	Programmed				\$51,615		\$51,615

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Programming and Allocations to Date**

Updated March 5, 2015

Agency	Project Name	Phase	Status	Fiscal Year					Total	
				2014/15	2015/16	2016/17	2017/18	2018/19		
SFMTA	Market Street Green Bike Lanes and Raised Cycletrack ²	CON	Allocated	\$758,400						\$758,400
SFMTA	Innovative Treatments ²	PLAN	Programmed	\$0						\$0
SFMTA	Innovative Treatments	PLAN	Programmed		\$5,600					\$5,600
SFMTA	Innovative Treatments	PLAN	Programmed			\$5,600				\$5,600
SFMTA	Innovative Treatments	PLAN	Programmed				\$5,600			\$5,600
SFMTA	Innovative Treatments	PLAN	Programmed					\$5,600		\$5,600
SFMTA	Innovative Treatments ²	DES	Programmed	\$0						\$0
SFMTA	Innovative Treatments	DES	Programmed		\$14,400					\$14,400
SFMTA	Innovative Treatments	DES	Programmed			\$14,400				\$14,400
SFMTA	Innovative Treatments	DES	Programmed				\$14,400			\$14,400
SFMTA	Innovative Treatments	DES	Programmed					\$14,400		\$14,400
SFMTA	Innovative Treatments ²	CON	Programmed	\$0						\$0
SFMTA	Innovative Treatments	CON	Programmed		\$120,000					\$120,000
SFMTA	Innovative Treatments	CON	Programmed			\$120,000				\$120,000
SFMTA	Innovative Treatments	CON	Programmed				\$120,000			\$120,000
SFMTA	Innovative Treatments	CON	Programmed					\$83,974		\$83,974
SFMTA	Spot Improvements ^{2,4}	CON	Programmed	\$0						\$0

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Programming and Allocations to Date

Updated March 5, 2015

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2014/15	2015/16	2016/17	2017/18	
SFMTA	5th Street Green Shared Roadway Markings (Sharrows)	CON	Allocated	\$82,700				\$82,700
SFMTA	7th Avenue and Lincoln Way Intersection Improvements ⁴	CON	Allocated	\$115,324				\$115,324
SFMTA	Spot Improvements	CON	Programmed		\$197,130			\$197,130
SFMTA	Spot Improvements	CON	Programmed			\$150,000		\$150,000
SFMTA	Spot Improvements	CON	Programmed				\$100,000	\$100,000
SFMTA	Spot Improvements	CON	Programmed				\$20,000	\$20,000
Bicycle Network Expansion and Upgrades								
SFMTA	Bike Strategy Planning	PLAN	Pending	\$176,500				\$176,500
SFMTA	Bicycle Network Expansion and Upgrades	PLAN	Programmed	\$8,550				\$8,550
SFMTA	Bicycle Network Expansion and Upgrades	PLAN	Programmed		\$135,050			\$135,050
SFMTA	Bicycle Network Expansion and Upgrades	DES	Programmed	\$168,126				\$168,126
SFMTA	Bicycle Network Expansion and Upgrades	DES	Programmed		\$168,126			\$168,126
SFMTA	Bicycle Network Expansion and Upgrades ^{1,3}	CON	Programmed	\$71,124				\$71,124
SFMTA	Bicycle Network Expansion and Upgrades	CON	Programmed		\$282,970			\$282,970
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed			\$450,500		\$450,500
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed				\$450,500	\$450,500
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed				\$450,057	\$450,057
SFMTA	Sharrows ¹	DES/CON	Allocated	\$256,100				\$256,100
SFMTA	Sharrows	CON	Programmed		\$138,100			\$138,100

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Programming and Allocations to Date**

Updated March 5, 2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Western Addition - Downtown Bikeway Connector [NTIP]	ENV	Programmed	\$62,000					\$62,000
SFMTA	Embarcadero Bikeway Enhancements [NTIP]	ENV	Programmed	\$200,000					\$200,000
SFMTA	Second Street Vision Zero Improvements ³	CON	Allocated	\$158,500					\$158,500
DPW	Second Street Streetscape Improvement (OneBayArea Grant match)	CON	Programmed		\$110,000				\$110,000
SFMTA	Twin Peaks Connectivity	PLAN/ ENV	Programmed	\$23,000					\$23,000
SFMTA, or other eligible sponsor	NTIP Placeholder	ANY	Programmed		\$436,000				\$436,000
Transit Access									
Caltrain	4th and King Bike Station Improvements	PLAN	Allocated	\$20,000					\$20,000
Caltrain	Caltrain Bike Facility Improvements	DES/ CON	Programmed		\$20,000				\$20,000
Caltrain	Caltrain Bike Facility Improvements	DES/ CON	Programmed				\$20,000		\$20,000
Caltrain	Caltrain Bike Facility Improvements	CON	Programmed		\$180,000				\$180,000
Caltrain	Caltrain Bike Facility Improvements	CON	Programmed				\$180,000		\$180,000

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Programming and Allocations to Date**

Updated March 5, 2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
BART	16th/Mission Bike Station [NTIP]	DES	Programmed	\$151,000					\$151,000
BART	24th/Mission Bike Station [NTIP]	DES	Programmed	\$151,000					\$151,000
BART	Glen Park Bike Station	DES	Programmed	\$248,000					\$248,000
Total Programmed in 5YPP				\$2,972,024	\$2,047,091	\$927,431	\$1,097,848	\$628,105	\$7,672,498
Total Allocated and Pending in 5YPP				\$1,813,024	\$0	\$0	\$0	\$0	\$1,813,024
Total Deobligated from Prior 5YPP Cycles				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPP				\$1,159,000	\$2,047,091	\$927,431	\$1,097,848	\$628,105	\$5,859,474
Total Programmed in 2014 Strategic Plan				\$2,967,024	\$2,047,091	\$927,431	\$1,097,848	\$628,105	\$7,667,499
Deobligated from Prior 5YPP Cycles **				\$140,059					\$140,059
Cumulative Remaining Programming Capacity				\$135,059	\$135,059	\$135,060	\$135,060	\$135,060	\$135,060

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

- 1 5YPP amendment to fully fund project in Fiscal Year 2014/15: Sharrows (Resolution 15-13, 10.21.2014).
Sharrows: Added construction phase to project and increased from \$118,000 to \$256,100 in Fiscal Year 2014/15.
Bicycle Network Expansion and Upgrades: Construction phase of project decreased from \$367,724 to \$229,264. Funds not needed in Fiscal Year 2014/15.
- 2 5YPP amendment to fully fund project in Fiscal Year 2014/15: Market Street Green Bike Lanes and Raised Cycletrack (Resolution 15-28, 12.16.2015).
Innovative Treatments: Reduced planning phase from \$104,618 to \$0, design phase from \$126,518 to \$0, construction phase from \$520,288 to \$0, to fund the Market Street Green Bike Lanes and Raised Cycletrack for construction in Fiscal Year 2014/15.
Spot Improvements: Reduced from \$200,000 to \$198,024 in Fiscal Year 2014/15.
Bicycle Network Expansion and Upgrades funds from Fiscal Year 2014/15 (\$158,500) were allocated to Second Street Vision Zero Improvements (Resolution 15-34, 1.27.15).
- 3 Spot Improvements placeholder funds from Fiscal Year 2014/15 (\$110,800) were allocated for construction of the 7th Avenue and Lincoln Way Intersection Improvements project (Resolution 15-XX, MO.DA.YEAR).
- 4 5YPP amendment to fully fund Bike to Work Day 2015 (Resolution 15-XX, MO.DA.YEAR).
Bicycle Promotion: Reduced from \$50,000 to \$25,300 in Fiscal Year 2014/15.
Bike to Work Day 2015: Added \$24,700 in Fiscal Year 2014/15 for construction.

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Cash Flow (\$) Maximum Annual Reimbursement

Updated March 5, 2015

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Bicycle Safety, Education and Outreach							
Bike To Work Day Promotion5	CON	\$76,000					\$76,000
Bike To Work Day Promotion	CON		\$38,475				\$38,475
Bike To Work Day Promotion	CON			\$38,475			\$38,475
Bike To Work Day Promotion	CON				\$38,475		\$38,475
Bike To Work Day Promotion	CON					\$38,475	\$38,475
Bicycle Promotion5	PLAN	\$25,300					\$25,300
Bicycle Promotion	CON		\$80,840				\$80,840
Bicycle Promotion	CON			\$31,198			\$31,198
Bicycle Promotion	CON					\$15,599	\$15,599
Bicycle Safety, Education & Outreach (e.g., Classes)	CON	\$48,400					\$48,400
Bicycle Safety Education Classes	CON	\$36,000	\$36,000				\$72,000
Bicycle Safety, Education & Outreach (e.g., Classes)	CON		\$120,400				\$120,400
Bicycle Safety, Education & Outreach (e.g., Classes)	CON			\$117,258			\$117,258
Bicycle Safety, Education & Outreach (e.g., Classes)	CON				\$117,258		\$117,258
System Performance and Innovation							
Bicycle Counters & Barometers	DES/ CON	\$2,500					\$2,500
Bicycle Counters & Barometers	DES/ CON	\$16,500	\$81,000				\$97,500
Bicycle Counters & Barometers	DES/ CON				\$51,615		\$51,615

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Cash Flow (\$) Maximum Annual Reimbursement

Updated March 5, 2015

Project Name	Phase	Fiscal Year							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20		
Market Street Green Bike Lanes and Raised Cycletrack2	CON	\$500,544	\$257,856						\$758,400
Innovative Treatments2	PLAN	\$0							\$0
Innovative Treatments	PLAN		\$5,600						\$5,600
Innovative Treatments	PLAN			\$5,600					\$5,600
Innovative Treatments	PLAN				\$5,600				\$5,600
Innovative Treatments	PLAN					\$5,600			\$5,600
Innovative Treatments2	DES	\$0							\$0
Innovative Treatments	DES		\$14,400						\$14,400
Innovative Treatments	DES			\$14,400					\$14,400
Innovative Treatments	DES				\$14,400				\$14,400
Innovative Treatments	DES					\$14,400			\$14,400
Innovative Treatments	DES						\$14,400		\$14,400
Innovative Treatments2	CON	\$0							\$0
Innovative Treatments	CON		\$120,000						\$120,000
Innovative Treatments	CON			\$120,000					\$120,000
Innovative Treatments	CON				\$120,000				\$120,000
Innovative Treatments	CON					\$120,000			\$120,000
Innovative Treatments	CON						\$83,974		\$83,974
Spot Improvements 2, 4	CON	\$0							\$0

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Cash Flow (\$) Maximum Annual Reimbursement

Updated March 5, 2015

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
5th Street Green Shared Roadway Markings (Sharrows)	CON	\$82,700					\$82,700
7th Avenue and Lincoln Way Intersection Improvements 4	CON	\$115,324					\$115,324
Spot Improvements	CON	\$197,130					\$197,130
Spot Improvements	CON		\$150,000				\$150,000
Spot Improvements	CON			\$100,000			\$100,000
Spot Improvements	CON					\$20,000	\$20,000
Bicycle Network Expansion and Upgrades							
Bike Strategy Planning	PLAN	\$176,500					\$176,500
Bicycle Network Expansion and Upgrades	PLAN	\$8,550					\$8,550
Bicycle Network Expansion and Upgrades	PLAN		\$135,050				\$135,050
Bicycle Network Expansion and Upgrades	DES	\$168,126					\$168,126
Bicycle Network Expansion and Upgrades	DES		\$168,126				\$168,126
Bicycle Network Expansion and Upgrades 1, 3	CON	\$35,562	\$35,562				\$71,124
Bicycle Network Expansion and Upgrades	CON		\$282,970				\$282,970
Bicycle Network Expansion and Upgrades	ANY		\$225,250	\$225,250			\$450,500
Bicycle Network Expansion and Upgrades	ANY			\$225,250	\$225,250		\$450,500
Bicycle Network Expansion and Upgrades	ANY				\$225,029	\$225,029	\$450,057
Sharrows ¹	DES/ CON	\$167,955	\$88,145				\$256,100
Sharrows	CON		\$46,954	\$45,573	\$45,573		\$138,100

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Cash Flow (\$) Maximum Annual Reimbursement

Updated March 5, 2015

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Western Addition - Downtown Bikeway Connector	ENV	\$62,000					\$62,000
Embarcadero Bikeway Enhancements [NTIP]	ENV	\$10,000	\$90,000	\$100,000			\$200,000
Second Street Vision Zero Improvements 3	CON	\$79,250	\$79,250				\$158,500
Second Street Streetscape Improvement (OneBayArea Grant match)	CON		\$55,000	\$55,000			\$110,000
Twin Peaks Connectivity	PLAN/ ENV	\$19,866	\$3,134				\$23,000
NTIP Placeholder	ANY		\$148,240	\$143,880	\$143,880		\$436,000
Bicycle Network Expansion and Upgrades							
4th and King Bike Station Improvements	PLAN	\$20,000					\$20,000
Caltrain Bike Facility Improvements	DES/ CON		\$20,000				\$20,000
Caltrain Bike Facility Improvements	DES/ CON				\$20,000		\$20,000
Caltrain Bike Facility Improvements	CON		\$90,000	\$90,000			\$180,000
Caltrain Bike Facility Improvements	CON				\$90,000	\$90,000	\$180,000

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Cash Flow (\$) Maximum Annual Reimbursement**

Updated March 5, 2015

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
16th/Mission Bike Station [N/TIP]	DES	\$75,500	\$75,500				\$151,000
24th/Mission Bike Station [N/TIP]	DES	\$75,500	\$75,500				\$151,000
Glen Park Bike Station	DES	\$124,000	\$124,000				\$248,000
Cash Flow Programmed in 5YPP		\$1,810,753	\$2,584,456	\$1,136,634	\$1,197,301	\$718,327	\$225,029
Cash Flow Allocated and Pending		\$1,155,449	\$657,575	\$0	\$0	\$0	\$1,813,024
Cash Flow Deobligated		\$0	\$0	\$0	\$0	\$0	\$0
Cash Flow Unallocated		\$655,304	\$1,926,881	\$1,136,634	\$1,197,301	\$718,327	\$5,859,474
Cash Flow Programmed in 2014 Strategic Plan		\$2,901,744	\$1,983,296	\$1,378,456	\$1,165,538	\$718,105	\$8,475,500
Deobligated from Prior 5YPP Cycles **		\$140,059					\$140,059
Cumulative Remaining Cash Flow Capacity		\$1,231,050	\$629,890	\$871,713	\$839,950	\$839,729	\$943,061

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation



This Page Intentionally Left Blank

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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K Category:	<input type="text" value="C. Street & Traffic Safety"/>	Gray cells will automatically be filled in.
Prop K Subcategory:	<input type="text" value="iv. Bicycle and Pedestrian Improvements"/>	
Prop K EP Project/Program:	<input type="text" value="b. Bicycle Circulation/Safety"/>	
Prop K EP Line Number (Primary):	<input type="text" value="39"/>	Current Prop K Request: \$ <input type="text" value="176,500"/>
Prop K Other EP Line Numbers:	<input type="text"/>	

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

SCOPE

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

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

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

Scope of work begins on next page.

San Francisco County Transportation Authority
Prop K Transportation Sales Tax Program Allocation Request Form

The SFMTA requests \$176,500 in Prop K funds to fund the planning process for upgrades or additions to the San Francisco Bike Network recommended by the Bicycle Strategy. The Bicycle Strategy was adopted by the SFMTA Board in 2013 and includes a GIS-based analysis designed to prioritize improvements to the Bike Network with the most potential to fill gaps in the network, yield a high bicycle trip generating potential, and improve comfort and safety. This will be the first planning effort undertaken by the SFMTA to address the recommendations of the Bicycle Strategy. This request will fund the planning and initial scoping of Bicycle Strategy-identified project corridors (see map and list of Bicycle Strategy projects included in this request), and for the conceptual design of three Bicycle Strategy corridors. All conceptual designs produced through this project will support the goal of Vision Zero to eliminate all traffic deaths in San Francisco by 2024.

SCOPE OVERVIEW

Work associated with this funding request will be broken up into two phases: 1) Bicycle Strategy project planning and scoping; and 2) conceptual design. The Bicycle Strategy project planning and scoping phase will take the full list of Bicycle Strategy corridor locations and conduct an exercise to investigate possibilities, constraints, and coordination opportunities, including:

- What design treatments can be implemented given the physical context?
- What improvements are feasible given community support?
- What opportunities exist to coordinate with other streets improvements projects?

Once these questions are answered for the Bicycle Strategy list of corridors, SFMTA staff will propose timelines and funding levels to create the framework for future improvements to the Bike Network. Three project locations will be selected to immediately progress to the conceptual design phase.

The conceptual design phase will include planning and community outreach, followed by development of conceptual designs for the three selected Bicycle Strategy corridor projects. The final deliverable will be a set of conceptual plans for improvements for each location. These conceptual plans will enable the SFMTA to evaluate the funding and environmental review requirements of each project and to begin the legislative process.

DETAILED SCOPE OF WORK

Phase 1: Bicycle Strategy Project Planning and Scoping

The Bicycle Strategy resulted in a prioritized list of project corridors based on a complex needs analysis and a consideration for geographic equity. The SFMTA will perform a broad and high-level ground-truth exercise for each project corridor on the list of Bicycle Strategy-prioritized corridors (see list and map included in this request). This will involve site visits and a review of existing plans, maps, and city records to determine feasible and implementable measures, as well as coordination opportunities for each project location, in order to develop recommendations for each project corridor. Rather than create actual street designs, these recommendations will take a broader look at each project corridor to establish a toolbox of solutions or interventions, similar to the approach

**San Francisco County Transportation Authority
Prop K Transportation Sales Tax Program Allocation Request Form**

taken to develop the WalkFirst Investment Strategy. Once this list is created, SFMTA staff will conduct a high-level budget and scheduling exercise to program—in terms of delivery timeline and funding—the design, environmental planning, and construction of the project corridors. The SFMTA will additionally select three projects to progress immediately to the conceptual design phase. Selection of these three projects will focus on areas of immediate or pressing concern, particularly coordination opportunities, and will ensure timely and cost-effective project delivery. This selection will take into account the prioritization and needs analysis already completed in the Bicycle Strategy planning exercise.

Tasks:

1. Perform a high level ground-truth planning exercise for each project corridor
2. Develop a list of preliminary project opportunities/feasible measures for each location
3. Perform budget/schedule exercise to prioritize funding and project delivery by phase for all project locations

Deliverables:

1. List of high-level constraints/opportunities for each project corridor
2. Program of design, environmental planning, and construction needs for each Bicycle Strategy Corridor
3. List of three project corridors that will immediately progress to Planning/Conceptual design

Phase 2: Conceptual Design

A. Review Existing Conditions

For the three locations selected to progress to the conceptual design phase, the SFMTA will conduct traffic counts, field visits, and a review of current plans for each project area. This could involve manual or tube counts at each location. Additionally, staff will coordinate the planning effort with other City construction, paving, or planning endeavors as needed. Staff will also reach out to the San Francisco Bicycle Coalition, district supervisor staff, and neighborhood or community groups to gather initial input on each project location.

Tasks:

1. Conduct manual or tube traffic and bicycle counts for each project location (if needed)
2. Collect set of recommendations from advocacy or community groups, if applicable
3. Create list of coordination opportunities or requirements between Bicycle Strategy projects and other city projects (ie, paving or MUNI Forward coordination)
4. Create draft project alternatives based on previous project scopes and data collection results

Deliverables:

1. Summary of findings from data collection process for each project corridor
2. A set of project alternatives for each corridor

**San Francisco County Transportation Authority
Prop K Transportation Sales Tax Program Allocation Request Form**

B. Community Outreach

The SFMTA will hold up to two public open-house style meetings for each of the three project corridors. In general, meetings will present options for the project corridor and gather input on specific interventions. Where necessary with more complex or involved project corridors, a second open-house meeting will illustrate the preferred conceptual design to the public and present the rationale for selecting this alternative.

Tasks:

1. Conduct meeting preparation for each project corridor, including producing meeting materials, securing venue, and conducting appropriate outreach
2. Issue one set of mailings for each meeting to notify neighborhood residents
3. Hold up to two public outreach meetings for each project corridor, held in a central location in the neighborhood affected by the project
4. Conduct additional outreach to District Supervisors and community groups as necessary

Deliverables:

1. Record of public outreach meetings held for each project corridor, including attendance, talking points, and any issues or outstanding questions raised at each meeting, as well as outreach materials produced for each meeting

C. Conceptual Design

Following the public outreach process, staff will produce conceptual design solutions for each project corridor. Improvements will focus on the core goals of the Bicycle Strategy; to fill gaps in the network, yield a high bicycle trip generating potential, and improve comfort and safety. These improvements will support the goals of Vision Zero and prioritize reduction in traffic deaths.

Tasks:

1. Conduct design exercises for each project corridor and refine scope of each project
2. Create a set of CAD conceptual design drawings for each project location that show conceptual pavement, sidewalk, and striping changes for the SFMTA preferred alternative
3. Create a set of background maps, counts, and supporting documentation to support the legislation of proposed measures

Deliverables:

1. A set of CAD conceptual design drawings showing conceptual pavement, sidewalk, and striping changes for the SFMTA preferred alternative for each project location
2. A set of background maps, counts, and supporting documentation to support the legislation of proposed measures for each project location
3. A project description sufficient for environmental review and analysis for each project location

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

FY 2014/15

Project Name: Bike Strategy Planning

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt **Completion Date (mm/dd/yy)**
Status:

PROJECT DELIVERY MILESTONES

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	3	2014/2015	4	2015/2016
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)				
Prepare Bid Documents				
Advertise Construction				
Start Construction (e.g., Award Contract)				
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)				
Project Closeout (i.e., final expenses incurred)				

SCHEDULE COORDINATION/NOTES

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

Task	Start Date	End Month
Phase 1:		
1. Bike Strategy Project Planning and Scoping	May 2015	July 2015
Phase 2:		
2a. Review Existing Conditions	July 2015	August 2015
2b. Public Outreach	September 2015	January 2016
2c. Conceptual Design	February 2016	May 2016

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

FY 2014/15

Project Name: Bike Strategy Planning

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.

Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	Yes	\$176,500	\$176,500	
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$176,500	\$176,500	\$0

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$ 176,500	Previous similar efforts Design and construction costs are TBD depending on preferred alternatives developed through the conceptual design phase.
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
Total:	\$ 176,500	

% Complete of Design: 0 as of

Expected Useful Life: TBD Years

MAJOR LINE ITEM BUDGET

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

Position	Total
Salaries	\$171,695
Other Expenses	\$4,850
Total	\$176,545

MFB = Mandatory Fringe Benefits
FTE = Full Time Equivalent employee

1. BIKE STRATEGY PROJECT PLANNING AND SCOPING

Position	Class	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours for phase (all corridors)	Cost for phase (all corridors)
Public Relations Officer	1314	98,822	56,684	124,872	280,379	0.01	20	\$2,696
Student Design Trainee III, Arch, Engr	5382	60,616	39,763	80,604	180,983	0.01	20	\$1,740
Student Design Trainee II, Arch, Engr	5381	57,845	38,535	77,393	173,773	0.01	20	\$1,671
Student Design Trainee I, Arch., Engr	5380	53,891	38,600	74,270	166,761	0.01	20	\$1,603
Transit Planner II	5288	91,799	53,574	116,735	262,108	0.04	80	\$10,081
Transit Planner III	5289	108,942	60,633	136,169	305,744	0.08	160	\$23,519
Transit Planner IV	5290	129,182	69,498	159,540	358,221	0.01	20	\$3,444
Assistant Engineer	5203	103,246	58,644	129,998	291,888	0.04	80	\$11,226
Associate Engineer	5207	120,085	65,513	149,036	334,635	0.04	80	\$12,871
Engineer	5241	139,054	73,821	170,939	383,814	0.01	20	\$3,691
Engineer/Architect/Landscape Archite	5211	160,980	83,425	196,258	440,664	0.01	18	\$3,813
Total						0.26	538	\$76,356

2. CONCEPTUAL DESIGN

Position	Class	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours for phase (all corridors)	Cost for phase (all corridors)
Public Relations Officer	1314	98,822	56,684	124,872	280,379	0.04	80	\$10,784
Student Design Trainee III, Arch, Engr	5382	60,616	39,763	80,604	180,983	0.01	20	\$1,740
Student Design Trainee II, Arch, Engr	5381	57,845	38,535	77,393	173,773	0.01	20	\$1,671
Student Design Trainee I, Arch., Engr	5380	53,891	38,600	74,270	166,761	0.01	20	\$1,603
Transit Planner II	5288	91,799	53,574	116,735	262,108	0.07	140	\$17,642
Transit Planner III	5289	108,942	60,633	136,169	305,744	0.04	80	\$11,759
Transit Planner IV	5290	129,182	69,498	159,540	358,221	0.02	40	\$6,889
Assistant Engineer	5203	103,246	58,644	129,998	291,888	0.08	160	\$22,453
Associate Engineer	5207	120,085	65,513	149,036	334,635	0.04	80	\$12,871
Engineer	5241	139,054	73,821	170,939	383,814	0.01	20	\$3,691
Engineer/Architect/Landscape Archite	5211	160,980	83,425	196,258	440,664	0.01	20	\$4,237
Total						0.33	680	\$95,340

Other Expenses

Item	Unit Description	Number of Units	Cost Per Unit	Total Cost
Attorney Fee	Hours	2	\$250.00	\$500.00
Counts and Surveys	3 Bidirectional Survey per corridor	9	\$150.00	\$1,350.00
Outreach Materials	Postcard/Letter	3000	\$1.00	\$3,000.00
Total				\$4,850.00

	hrs	\$
Total	1218	\$176,545

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

FY 2014/15

Project Name: Bike Strategy Planning

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$176,500
 5-Year Prioritization Program Amount: \$185,050 (enter if appropriate)
 Strategic Plan Amount for Requested FY: \$2,967,024

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0
 5-Year Prioritization Program Amount: (enter if appropriate)
 Strategic Plan Amount for Requested FY:

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

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2014/15 for Bicycle Network Expansion and Upgrades planning.
 The Strategic Plan amount is the total amount programmed for the Bicycle Circulation/Safety category in Fiscal Year 2014/15.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K Sales Tax for Transportation		\$176,500		\$176,500
				\$0
				\$0
				\$0
				\$0
				\$0
Total:	\$176,500	\$0	\$0	\$176,500

Actual Prop K Leveraging - This Phase: 0.00%
 Expected Prop K Leveraging per Expenditure Plan: 27.84%

\$176,500
Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)				
Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.				
Fund Source	Planned	Programmed	Allocated	Total
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
Total:		\$0	\$0	\$ -

Actual Prop K Leveraging - Entire Project: TBD \$ 176,500
 Expected Prop K Leveraging per Expenditure Plan: 27.84% Total from Cost worksheet

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

Prop K Funds Requested: \$176,500

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$60,000	34.00%	\$116,500
FY 2015/16	\$116,500	66.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$176,500		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop AA Allocation	\$176,500	Planning/Conceptual Engineering
Total:	\$176,500		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 39	FY 2014/15	\$60,000	34.00%	\$116,500
Prop K EP 39	FY 2015/16	\$116,500	66.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$176,500	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 39	FY 2014/15	Planning/Conceptual Engineering	\$60,000	34%	\$116,500
Prop K EP 39	FY 2015/16	Planning/Conceptual Engineering	\$116,500	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$176,500		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 03.18.2015 Resolution No. Res. Date:

Project Name: Bike Strategy Planning

Implementing Agency: San Francisco Municipal Transportation Agency

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				
	Trigger:			

Deliverables:

- Upon completion of project planning and scoping phase (anticipated July 2015), provide list of constraints/opportunities for each project corridor and a prioritized list of projects.
- Upon completion of community outreach (anticipated January 2016), provide a record of meetings, including attendance, talking points, and issues or outstanding questions raised, as well as electronic copies of materials produced for each meeting.
- Upon completion of conceptual design phase (anticipated May 2016), provide conceptual design drawings as well updated project description (scope), schedule, budget, and funding plan for each project location. This deliverable may be met with a Prop K allocation request for the design phase.

Special Conditions:

- SFMTA may not incur expenses for the conceptual design phase until Transportation Authority staff releases the funds (\$100,144) pending receipt of the three project corridors to be advanced to conceptual design and justification for their prioritization.
-

Notes:

-

Supervisory District(s): citywide

Prop K proportion of expenditures - this phase: 100.00%

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

SFCTA Project Reviewer: P&PD Project # from SGA:

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

SUB-PROJECT DETAIL

Sub-Project # from SGA: Name:
Supervisorial District(s):

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 39	FY 2014/15	Planning/Conceptual Engineering	\$60,000	79%	\$16,356
Prop K EP 39	FY 2015/16	Planning/Conceptual Engineering	\$16,356	21%	\$0
Total:			\$76,356		

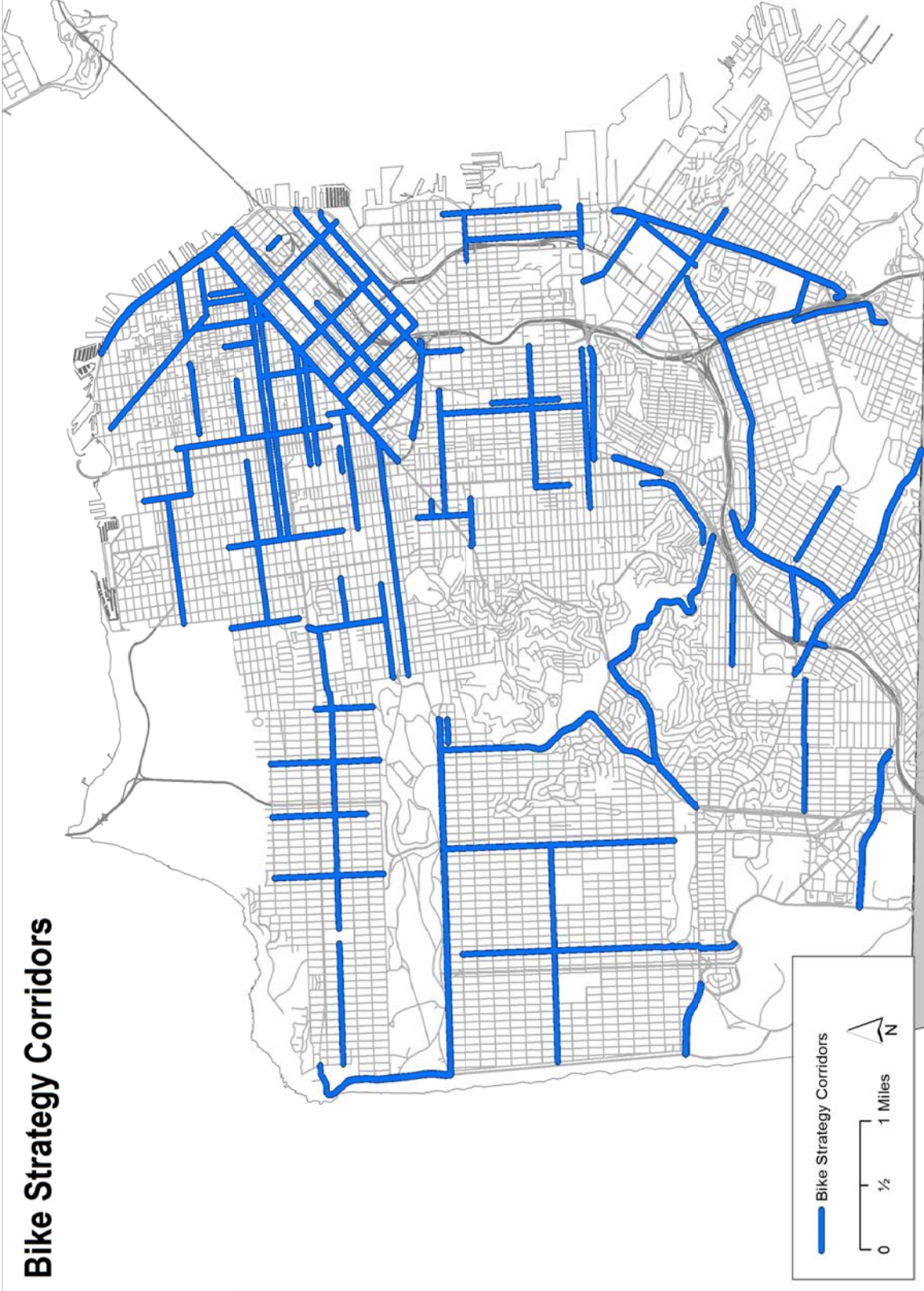
Sub-Project # from SGA: Name:
Supervisorial District(s):

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 39	FY 2015/16	Planning/Conceptual Engineering	\$100,144	100%	\$0
Total:			\$100,144		

MAP OF BIKE STRATEGY CORRIDORS

Bike Strategy Corridors



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

LIST OF BIKE STRATEGY CORRIDORS

Row	Location	Project Type	District	Mileage
1	22nd Street (Potrero Ave to Chattanooga St)	Upgrade	8 and 9	1.09
2	Turk Street (Market to Gough)	Expansion	6	0.8
3	17th Street (Church to Market)	Upgrade	8	0.3
4	Eddy Street (Market to Gough)	Expansion	6	0.9
5	Alemanya (Geneva to Rousseau)	Upgrade	11	1.2
6	Townsend Street, 8th to the Embarcadero	Upgrade	6	1.2
7	Battery (Market St to Clay St)	Upgrade	3	0.23
8	15th Street (Harrison to Market)	Expansion	6 and 8	1
9	Ocean Avenue (280 to Alemany Blvd)	Upgrade	11	0.55
10	Page Street (Stanyan to Market)	Upgrade	5	1.83
11	Kearny Street (Market to Columbus)	Expansion	3 and 6	0.7
12	20th Avenue (Lincoln Way to Wawona St)	Upgrade	4	1.95
13	Broadway (Embarcadero to Columbus Ave)	Upgrade	3	0.48
14	Steiner Street (Jackson to Eddy)	Upgrade	2 and 5	0.78
15	Sutter Street (Steiner St to Market)	Upgrade	2, 3 and 5	1.92
16	Post Street (Steiner St to Market)	Upgrade	2, 3, 5 and 6	1.85
17	Sansome Street (Market to Washington)	Upgrade	3	0.38
18	Geneva Avenue, Ocean Avenue to Bayshore Boulevard	Expansion	10 and 11	2.11
19	Potrero (Division to 17th)	Upgrade	10	0.33
20	Evans (3rd to Cesar Chavez)	Upgrade	10	0.73
21	Larkin (Market to McAllister)	Upgrade	6	0.21
22	Greenwich Street (Lyon St to Octavia St)	Upgrade	2	1
23	Green Street/Octavia wiggle	Upgrade	2 and 3	0.73
24	8th Ave (Lake St to Fulton St)	Upgrade	1	0.96
25	Fremont Street (Folsom St to Harrison St)	Upgrade	6	0.27
26	O' Shaughnessy (Portola to Elk)	Upgrade	8	0.95
27	Division Street (9th to 11th)	Upgrade	10	0.26
28	34th Ave (Irving St to Gellert Dr)	Upgrade	4 and 7	2.33
29	7th Ave (Lincoln to Woodside)	Upgrade	5 and 7	1.4
30	Sloat Blvd (The Great Highway to Skyline Blvd)	Upgrade	7	0.58
31	Grove Street (Octavia to Van ness)	Upgrade	5	0.27
32	Broadway Tunnel	Expansion	3	0.5
33	San Jose, Randall to Guerrero	Upgrade	8 and 9	0.83
34	11th Street (Market to Division)	Upgrade	6	0.6

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

Row	Location	Project Type	District	Mileage
35	California (Polk to Taylor)	Upgrade	3	0.46
36	Golden Gate Avenue (Masonic Ave to Broderick St)	Upgrade	5	0.36
37	Arguello, Fulton to Presidio	Upgrade	1	1.06
38	Ortega Street (20th to Great Highway)	Expansion	4	1.7
39	Chattanooga Street (22nd to Jersey)	Upgrade	8	0.28
40	Phelps Street (Evans Ave to Palou Ave)	Upgrade	10	0.64
41	23rd Ave (Lake to Fulton)	Upgrade	1	0.91
42	Shotwell Street (15th to 26th)	Expansion	6 and 9	1.2
43	Steiner, Eddy to McAllister	Upgrade	5	0.78
44	Silver Avenue (Alemany Blvd to Palou Ave)	Upgrade	8, 9, 10 and 11	2.01
45	Taylor, Market to Sutter	Expansion	3 and 6	0.47
46	Brotherhood Way	Expansion	7	0.9
47	Sanchez Street (Duboce Ave to 17th St)	Upgrade	8	0.45
48	Mariposa Street (Mississippi St to Illinois St)	Upgrade	10	0.36
49	Presidio Avenue (Post to Pacific)	Upgrade	2 and 5	0.65
50	Hugo Street (3rd and 6th)	Upgrade	5	0.18
51	Hearst Avenue (Genessee St to Circular Ave)	Upgrade	7	0.68
52	Indiana Street (Mariposa St to Cesar Chavez)	Upgrade	10	0.99
53	14th Street, Sanchez to Market	Upgrade	8	0.12
54	Bosworth, Elk to San Jose	Upgrade	8	0.41
55	Washington Street (Drumm to Columbus)	Expansion	3	0.3
56	Fulton Street, Octavia to Franklin	Expansion	5 and 6	0.18
57	California Street (Franklin to Presidio)	Expansion	2	1.3
58	Lincoln Way (Great Highway to Kezar)	Expansion	1, 4 and 5	2.8
59	San Bruno, Paul to Arleta	Upgrade	9 and 10	0.92
60	Claremont, Dewey Circle to Portola	Upgrade	7	0.3
61	26th Street (Sanchez to Hampshire)	Expansion	8 and 9	1.2
62	15th Ave (Lake St to Cabrillo St)	Upgrade	1	0.79
63	Anza St (48th to Arguello)	Expansion	1	3
64	Persia Avenue (Mission to Mansell)	Expansion	10 and 11	0.6
65	Brannan Street (Division to Embarcadero)	Expansion	6	1.5
66	Anza St (Arguello to Masonic)	Expansion	1	0.6
67	Dewey Blvd (Claremont Blvd to Woodside Ave)	Upgrade	7	0.35

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

FY of Allocation Action: 2014/15 Current Prop K Request: \$ 176,500
Current Prop AA Request: \$ -

Project Name: Bike Strategy Planning

Implementing Agency: San Francisco Municipal Transportation Agency

Signatures

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

Project Manager

Grants Section Contact

Name (typed): Charlie Ream

Joel C. Goldberg

Title: Planner

Manager,
Capital Procurement & Mgmt

Phone: 415-701-4695

(415) 701-4499

Fax: _____

(415) 701-4734

Email: charles.ream@sfmta.com

Joel.Goldberg@sfmta.com

Address: 1 SVN, 7th Floor, San Francisco, 94103

1 South Van Ness, 8th FL,
San Francisco, CA 94103

Signature: _____

Date: _____



Memorandum

Date: 04.15.15 **RE:** Plans and Programs Committee
April 21, 2015

To: Plans and Programs Committee: Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

From: Anna LaForte – Deputy Director for Policy and Programming *all*

Through: Tilly Chang – Executive Director *TCC*

Subject: **ACTION** – Recommend Allocation of \$350,000 in Prop K Funds, with Conditions, and Appropriation of \$53,798 in Prop K Funds, with Conditions, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have four requests totaling \$403,798 in Prop K sales tax funds to present to the Plans and Programs Committee (Committee). Attachment 3 summarizes our recommendations. The San Francisco Municipal Transportation Agency (SFMTA) requests funds for installation of three bicycle barometers similar to the one on Market Street between 9th and 10th Streets at to-be-identified locations (\$97,500); promotion, day-of events, and evaluation of Bike to Work Day 2015 (\$76,000); and advanced planning for project corridors identified in the 2013 Bicycle Strategy, including identification of feasible measures and coordination opportunities, development of recommendations for each project corridor similar to the approach taken to develop the WalkFirst Investment Strategy, and conceptual design of three project corridors (\$176,500). At the Committee meeting, staff from the SFMTA will present an overview of the 2013 Bicycle Strategy, which set the vision and goals to make bicycling a part of everyday life in San Francisco. Lastly, we are requesting appropriation of \$53,798 for conceptual feasibility planning and design work for the Geneva-Harney Bus Rapid Transit Study, which we are leading in collaboration with SFMTA. The requested funds will enable further study of the Beatty Avenue alternative, which is needed to respond to input received during recent community outreach. We are submitting this request directly to the Committee so that we can finalize the study report and conduct a final round of community workshops by May 2015 in order to meet a California Department of Transportation grant deadline. **We are seeking a recommendation to allocate \$350,000 in Prop K funds, with conditions, and appropriate \$53,798, with conditions, for four requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

BACKGROUND

We have received four requests for a combined total of \$403,798 in Prop K sales tax funds to present to the Plans and Programs Committee at the April 21, 2015 meeting, for potential Board approval on April 28, 2015. As shown in Attachment 1, the requests come from the following Prop K categories:

- New and Upgraded Streets (Visitacion Valley Watershed line item)
- Bicycle Circulation/Safety
- Transportation/Land Use Coordination

Transportation Authority Board adoption of a 5-Year Prioritization Program (5YPP) for Prop K programmatic categories is a prerequisite for allocation of funds from these categories.

DISCUSSION

The purpose of this memorandum is to present four Prop K requests to the Plans and Programs Committee and to seek a recommendation to allocate these funds, with conditions. Attachment 1

summarizes the four requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project are included in the enclosed Allocation Request Forms.

Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions, 5YPP amendments and other items of interest.

2013 Bicycle Strategy: The 2013 Bicycle Strategy was adopted by the SFMTA Board in 2013 and includes a GIS-based analysis designed to prioritize improvements to the bike network with the most potential to fill gaps, yield a high bicycle trip generating potential, and improve comfort and safety (see attached). The Bicycle Strategy is one of several strategy documents that define mode-specific goals and objectives, and sets new directions and policy targets to make bicycling a part of everyday life in San Francisco. The Bicycle Strategy aligns the SFMTA's vision for bicycling with the overall SFMTA Strategic Plan mode share goal of fifty percent of all trips made using sustainable modes. Specific Bicycle Strategy goals include:

- Improving safety and connectivity for people traveling by bicycle;
- Increasing convenience for trips made by bicycle;
- Normalizing bicycle riding through media, marketing, education, and outreach; and
- Planning and delivering complete streets projects.

The SFMTA's three Prop K requests included in this item address a number of the objectives and targets included in the Bicycle Strategy goals. The Bicycle Barometers project helps to the SFMTA to enhance data collection to evaluate bicycle network activity; Bike to Work Day 2015 will help the SFMTA foster a positive image of bicycles and normalize riding, increase awareness of San Francisco as a bicycle city, and increase bicycle education opportunities; and the Bike Strategy Planning project will meet the SFMTA's objective of improving the comfort, connectivity, and safety of the bicycle network for all users.

ALTERNATIVES

1. Recommend allocation of \$350,000 in Prop K funds, with conditions, and appropriation of \$53,798 in Prop K funds, with conditions, for four requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Recommend allocation of \$350,000 in Prop K funds, with conditions, and appropriation of \$53,798 in Prop K funds, with conditions, for four requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on the three SFMTA bicycle-related requests included in this item at its March 25 meeting and adopted a motion of support for the staff recommendation.

We are submitting the Geneva-Harney Bus Rapid Transit request directly to the Plans and Programs Committee so that we can finalize the Feasibility Study report and conduct a final round of community workshops by May 2015, to meet a California Department of Transportation grant deadline.

FINANCIAL IMPACTS

This action would allocate \$350,000 in Fiscal Year 2014/15 Prop K funds, with conditions, and appropriate \$53,798 in Fiscal Year 2014/15 Prop K funds, with conditions, for four requests. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

The Prop K Capital Budget (Attachment 5) shows the recommended cash flow distribution schedules for the subject requests. Attachment 6 contains a cash-flow-based summary table including the Prop K Fiscal Year 2014/15 allocations to date and the subject Prop K requests.

Sufficient funds are included in the amended Fiscal Year 2014/15 budget to accommodate the recommendation actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

RECOMMENDATION

Recommend allocation of \$350,000 in Prop K funds, with conditions, and appropriation of \$53,798 in Prop K funds, with conditions, for four requests, subject to the attached Fiscal Year Cash Flow Distribution Schedule.

Attachment:

1. SFMTA Bicycle Strategy Update Presentation



SFMTA
Municipal Transportation Agency

BICYCLE STRATEGY UPDATE

2015
SAN FRANCISCO, CALIFORNIA



Bicycle Strategy Overview



Four Goals:

1. Improve safety and connectivity
2. Increase convenience
3. Normalize riding bicycles through media, marketing, education, and outreach
4. Plan and deliver complete streets projects



Strategic Goals (Miles Upgraded/Expanded)

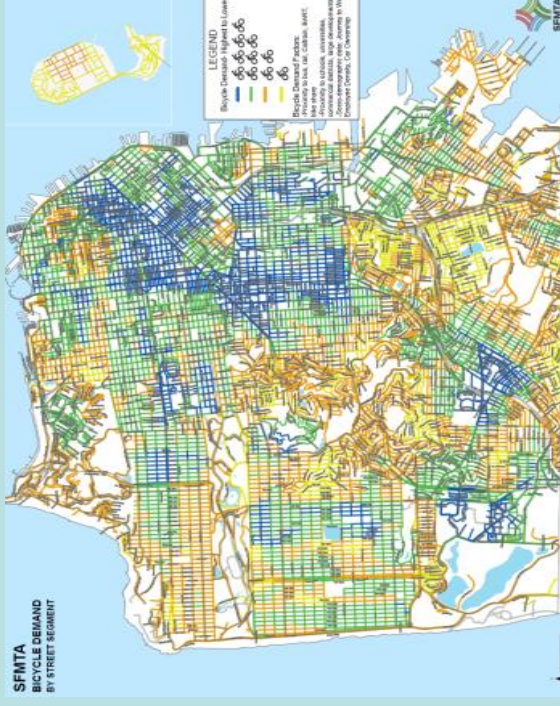


Data Driven Approach

Existing Comfort Level



Bicycling Demand



Key Stakeholder Input to vet Data Driven Methodology



SFMTA Capital Improvement Program



Existing Comfort Level

SFMTA
Municipal Transportation Agency

LTS 1 Everyone feels comfortable to ride



LTS 2 Adults feel comfortable to ride



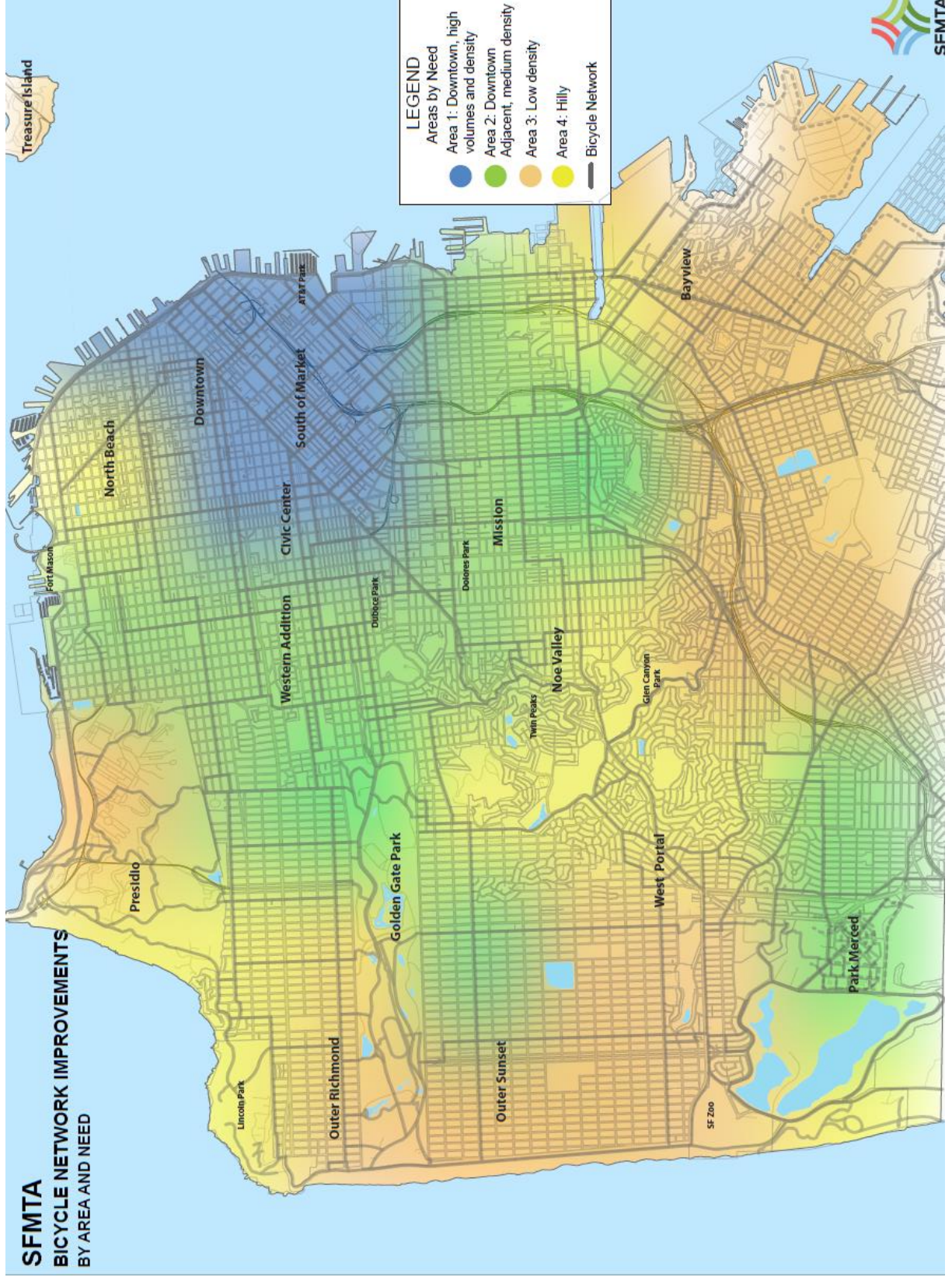
LTS 3 "Enthusiastic and Confident" will ride



LTS 4 Only "Strong and Fearless" will ride



Bicycling Demand





- Purpose: Engage with community to vet data driven methodology
- 50 multi-modal representatives attended
- Shared experiences and ideas about **bicycling to prioritize investments by area and treatment types**





Workshop feedback: Focus on the basics, improve safety and comfort



Intersection Treatment for Comfort & Safety



Interim Cycle Track

- Focus on low cost and quickly implementable treatments
- Use data driven approach to improve comfort and safety
- Focus on safety education



Neighborhood Connector



Standard Bicycle Lane



Bicycle Strategy Corridors

11th Street (Market to Division)	Anza St (48th to Arguello)	Dewey Blvd, Claremont Blvd to Woodside Ave	Indiana Street (Mariposa St to Cesar Chavez)	Presidio Avenue (Post to Pacific)
14th Street (Sanchez to Market)	Anza St (Arguello to Masonic)	Division Street (9th to 11th)	Kearny Street (Market to Columbus)	San Bruno (Paul to Arleta)
15th Ave (Lake St to Cabrillo St)	Arguello, Fulton to Presidio	Eddy Street (Market to Gough)	Larkin (Market to McAllister)	San Jose (Randall to Guerrero)
15th Street (Harrison to Market)	Battery (Market St to Clay St)	Evans 3rd to Cesar Chavez	Lincoln Way (Great Highway to Kezar)	Sanchez Street (Duboce Ave to 17th St)
17th Street (Church to Market)	Bosworth (Elk to San Jose)	Fremont Street (Folsom St to Harrison St)	Mariposa Street (Mississippi St to Illinois St)	Sansome Street (Market to Washington)
20th Avenue (Lincoln Way to Wawona St)	Brannan Street (Division to Embarcadero)	Fulton Street (Octavia to Franklin)	O' Shaughnessy (Portola to Elk)	Shotwell Street (15th to 26th)
22nd Street (Potrero Ave to Chattanooga St)	Broadway (Embarcadero to Columbus Ave)	Geneva Avenue (Ocean Avenue to Bayshore Boulevard)	Ocean Avenue (280 to Alemany Blvd)	Silver Avenue (Alemany Blvd to Palou Ave)
23rd Ave (Lake to Fulton)	Broadway Tunnel	Golden Gate Avenue (Masonic Ave to Broderick St)	Ortega Street (20th to Great Highway)	Sloat Blvd (The Great Highway to Skyline Blvd)*
26th Street (Sanchez to Harrison)	Brotherhood Way	Green Street/Octavia wiggle	Page Street (Stanyan to Market)	Steiner Street (Jackson to Eddy)
34th Ave (Irving St to Gellert Dr)	California (Polk to Taylor)	Greenwich Street (Lyon St to Octavia St)	Persia Avenue (Mission to Mansell)	Steiner Street (Eddy to McAllister)
7th Ave, Lincoln to Woodside	California Street (Franklin to Presidio)	Grove Street (Octavia to Van ness)	Phelps Street (Evans Ave to Palou Ave)	Sutter Street (Steiner St to Market)
8th Ave (Lake St to Fulton St)	Chattanooga Street (22nd to Jersey)	Hearst Avenue (Genessee St to Circular Ave)	Post Street (Steiner St to Market)	Taylor (Market to Sutter)
Alemany (Geneva to Rousseau)	Claremont Ave (Dewey Circle to Portola)	Hugo Street (3rd and 6th)	Potrero (Division to 17th)	Townsend Street (8th to the Embarcadero)
				Turk Street (Market to Gough)
	Segments Underway or complete	Soon to be launched	Coordination Opportunity	Washington Street (Drumming to Columbus)

Key:



- **For All Bicycle Strategy Corridors:**
 - Constraints/Opportunities Analysis
- **For Three Select Corridors:**
 - Data collection
 - Public Outreach
 - Conceptual Design





Anticipated Bike Projects in Construction in 2015 (pending review and approvals)

Segment	Lane Miles	Existing Facility	Future Facility
2 nd (Market to Mission)	0.2	Bike route	Bike lane
2 nd (Mission to King)	1.6	Bike route	Green-backed sharrows
5 th (Market to Townsend)	1.7	Bike route	Green-backed sharrows
13 th (WB 1 th to Folsom)	0.5	None	Buffered or separated bikeway
Bay (Fillmore to Laguna)	0.6	Bike lane	Separated bikeway
Brannan (Embarcadero to 8 th)	2.8	None	Bike lane
Columbus (Washington to Broadway)	0.5	Bike route	Bike lane
Division (8 th to 10 th)	0.3	Bike lane	Buffered or separated bikeway
Embarcadero (Bay to Battery)	0.3	Bike lane	Green bike lane
Euclid (Arguello to Presidio)	0.7	None	Bike lane
Fell (WB Scott to Baker)	0.3	Bike lane	Separated bikeway
Folsom (2 nd to 1 st)	0.2	Bike lane	Buffered or separated bikeway
Folsom (24 th to Cesar Chavez)	0.3	None	Bike lane
Hillcrest (EB Treasure Island to South Gate)	0.1	None	Sharrows
Hillcrest (WB Treasure Island to South Gate)	0.1	None	Bike lane
Howard (6 th to 10 th)	0.5	Bike lane	Buffered bike lane
Judah (5 th to 6 th)	0.1	Bike route	Bike lane
Judah (WB 6 th to 7 th)	0.1	None	Bike lane
Market (EB Gough to 12 th)	0.1	Bike lane	Raised cycletrack
Market (Octavia to Castro)	1.8	Bike lane	Green bike lane
Masonic (Geary to Fell)	1.3	Bike route	Raised cycletrack
Multiple Locations	31.0	Bike routes or paths	Sharrows
Multiple Locations on 11 th and Bayshore	0.1		Improvements at transit stops
Oak (EB Scott to Baker)	0.3	Bike lane	Separated bikeway
Polk (SB Post to Union)	0.8	Bike route	Bike lane
Potrero (Cesar Chavez to Division)	2.8	Bike lane	Buffered or separated bikeway
San Jose (SB Randall to Arlington)	1.0	Bike lane	Separated bikeway
Sloat (Skyline to Great Highway)	1.2	Bike lane	Buffered or separated bikeway
Terry Francois (3 rd to Mariposa)	2.0	Bike lane	Buffered or separated bikeway
Treasure Island (EB Macalla to Hillcrest)	0.8	None	Sharrows
Treasure Island (WB Macalla to Hillcrest)	0.8	None	Bike lane
Valencia (Cesar Chavez to Duncan)	0.2	Bike lane	Buffered or separated bikeway
Valencia (NB Clinton Park to Duboce)	0.04	Bike lane	Buffered bike lane
Webster (Grove to Sutter)	1.3	Bike lane	Buffered bike lane
Webster (Sutter to Bush)	0.1	None	Buffered bike lane

56.5

Total

10



Thank You!

