



RESOLUTION ALLOCATING \$193,475 IN PROP K FUNDS FOR BIKE TO WORK DAY 2017 AND THE CENTRAL RICHMOND NEIGHBORWAY PROJECT, WITH CONDITIONS, AND APPROPRIATING \$602,254 IN PROP K FUNDS FOR THE GEARY BUS RAPID TRANSIT PROJECT, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULES

WHEREAS, The Transportation Authority received three Prop K requests totaling \$795,729, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network and Bicycle Circulation/Safety categories of the Prop K Expenditure Plan; and

WHEREAS, As required by the voter-approved Expenditure Plan, the Transportation Authority Board has adopted a Prop K 5-Year Prioritization Program (5YPP) for each of the aforementioned Expenditure Plan programmatic categories; and

WHEREAS, Two of the three requests are consistent with the 5YPPs for their respective categories; and

WHEREAS, The request for Geary Bus Rapid Transit - Additional Funds requires a 5YPP amendment as detailed in the attached allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$193,475 in Prop K funds for Bike to Work Day 2017 and the Central Richmond Neighborway Project, with conditions, and appropriating \$602,254 in Prop K Funds for the Geary Bus Rapid Transit Project, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution



Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2016/17 budget to cover the proposed actions; and

WHEREAS, The Citizens Advisory Committee was briefed on the 23rd Avenue Neighborway (subsequently revised and renamed the Central Richmond Neighborway) request at its February 22, 2017 meeting and was briefed on the Geary Bus Rapid Transit - Additional Funds and Bike to Work Day 2017 requests at its March 22, 2017 meeting, and unanimously adopted motions of support for the staff recommendations; and

WHEREAS, At its March 14, 2017 meeting, the Board approved an amendment to sever the request for the 23rd Avenue Neighborway project to allow additional time for Transportation Authority and San Francisco Municipal Transportation Agency (SFMTA) staff to meet with the District 1 Commissioner to address concerns raised about the project; and

WHEREAS, After consultation with the District 1 Commissioner's office, the SFMTA expanded the scope of the Central Richmond Neighborway project, increased the amount of requested funds, and revised the project title; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network 5YPP, as detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$193,475 in Prop K funds for Bike to Work Day 2017 and the Central Richmond Neighborway Project, with conditions, and appropriates \$602,254 in Prop K funds for the Geary Bus Rapid Transit Project, 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 and appropriation of



these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan, the 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 attached 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 sponsor 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 sponsor 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 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 2016/17
5. Prop K/Prop AA Allocation Request Forms (3)




The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 25th day of April, 2017, by the following votes:

Ayes: Commissioners Breed, Cohen, Peskin, Safai, Sheehy and Tang (6)

Nays: (0)

Absent: Commissioners Farrell, Fewer, Kim, Ronen and Yee (5)

 4-26-17
Aaron Peskin Date
Chair

ATTEST:

 5/1/17
Tilly Chang Date
Executive Director

Attachment 1: Summary of Applications Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	1	SFCTA	Geary Bus Rapid Transit - Additional Funds	\$ 602,254	\$ 8,957,281	82%	4%	Environmental	1, 2, 3, 5, 6
Prop K	39	SFMTA	Bike to Work Day 2017	\$ 38,475	\$ 39,675	28%	3%	Construction	Citywide
Prop K	39	SFMTA	Central Richmond Neighborway	\$ 155,000	\$ 155,000	28%	0%	Planning	1
TOTAL				\$ 795,729	\$ 9,151,956	81%	4%		

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: SFCTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency).

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 or non-Prop AA 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/AA Funds Requested	Project Description
1	SFCTA	Geary Bus Rapid Transit - Additional Funds	\$602,254	<p>Requested funds will be used for additional unanticipated activities required to complete the environmental phase of the project. The Federal Transit Administration (FTA) and local agencies agreed to prepare the Final Environmental Impact Report (EIR) separate from a Final Environmental Impact Statement (EIS) in order to provide for local approvals that were ready to proceed, while allowing staff to respond to the federal direction on EIS administrative comments. On January 5, 2017, the Transportation Authority certified the Final EIR, but has continued to work with the FTA to address comments on an administrative draft of the Final EIS. The scope of this request includes additional environmental analysis to incorporate minor project design changes in response to community input, ongoing work with FTA to complete a standalone EIS, and legal defense of the project's EIR. The project team anticipates publication of the Final EIS and FTA Record of Decision by Summer 2017.</p>
39	SFMTA	Bike to Work Day 2017	\$38,475	<p>Funds will be used for promotion and event-day services for Bike to Work Day (BTWD) 2017 on May 11th. 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. The San Francisco Bicycle Coalition (SFBC) organizes the event. In San Francisco, participation in BTWD continues to increase. The number of bikes counted during the morning BTWD commute along the Market Street corridor increased by 30% between 2009 and 2016. The total number of people on bikes active during the “peak commute hour” (8:30AM – 9:30AM) likewise increased by 13.6% from 2015 to 2016. The SFMTA conducts counts before, during, and after BTWD during the peak commute hour and has consistently observed increases in bike commuting rates between the pre- and post-BTWD counts over the years.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Requested	Project Description
39	SFMTA	Central Richmond Neighborway	\$155,000	<p>Requested funds will be used for planning, public outreach, conceptual design, and environmental review of bicycle and pedestrian safety improvements along 23rd Avenue, which was identified as a high-priority route in the San Francisco Bicycle Strategy, and surrounding streets between Lake Street and Golden Gate Park (e.g. 18th Avenue, 22nd Avenue). Building on the initial work done through the District 1 Neighborhood Transportation Improvement Program (NTIP) Planning project, the Central Richmond Neighborway project will develop a set of preferred treatments aimed at reducing vehicular traffic and speeds, giving priority to bicyclists and pedestrians, and reducing congestion. The SFMTA anticipates completing the planning phase by April 2018 and starting construction of the recommended improvements by early 2019. An earlier version of this request was presented to the Board at its March 14, 2017 and now has been revised to address concerns expressed by Commissioner Fewer.</p>
TOTAL			\$795,729	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
1	SFCTA	Geary Bus Rapid Transit - Additional Funds	\$ 602,254	5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is contingent upon a concurrent Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5YPP amendment to reprogram funds from the planning phase (completed) to the environmental phase. See attached 5YPP amendment for details.
39	SFMTA	Bike to Work Day 2017	\$ 38,475	
39	SFMTA	Central Richmond Neighborway	\$ 155,000	The 2014 Bicycle Circulation/Safety 5YPP conditioned allocation of funds from the Bicycle Network Expansion and Upgrades line upon SFMTA providing, on an annual basis, a prioritized list of projects to be designed and constructed in a given fiscal year. For FY 2016/17, the SFMTA plans on requesting Prop K funds from the Bicycle Network Expansion and Upgrades line for the subject project only; additional projects are being funded by non-Prop K sources.
TOTAL \$			795,729	

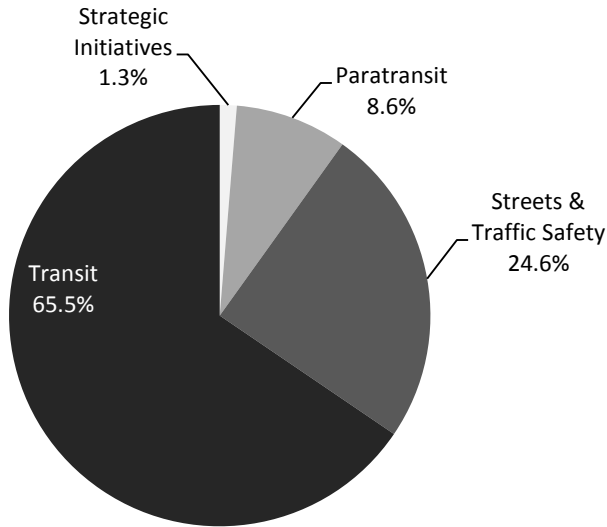
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2016/17**

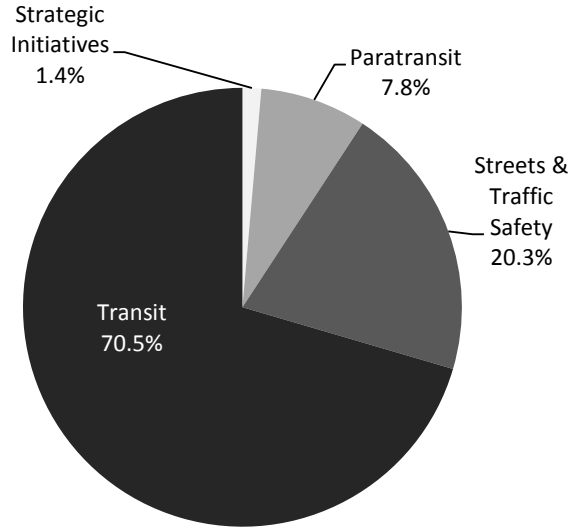
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Prior Allocations	\$ 127,757,542	\$ 44,518,051	\$ 58,318,570	\$ 24,092,816	\$ 671,807	\$ 156,298
Current Request(s)	\$ 795,729	\$ 519,479	\$ 276,250	\$ -	\$ -	\$ -
New Total Allocations	\$ 128,553,271	\$ 45,037,530	\$ 58,594,820	\$ 24,092,816	\$ 671,807	\$ 156,298

The above table shows maximum annual cash flow for all FY 2016/17 allocations approved to date, along with the current recommended allocation(s).

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date



Attachment 5
San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

FY of Allocation Action: 2016/17

Project Name: Geary Bus Rapid Transit - Additional Funds

Grant Recipient: San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

Prop K EP category: Bus Rapid Transit/MUNI Metro Network: (EP-1)

Prop K EP Line Number (Primary): 1 **Current Prop K Request:** \$ 602,254

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisorial District(s): District 01, District 02, District 03, District 05, District 06

REQUEST

Brief Project Description (type below)

The Geary BRT Project would create dedicated bus-only lanes along the seven-mile 38/38R route. This Project would enhance the existing bus-only lanes on Geary and O'Farrell Streets from Market Street to Gough Street, and new bus-only lanes on Geary Boulevard from Gough Street to 34th Avenue. The Project would also provide other pedestrian- and transit-supportive improvements such as bulb-outs, high-amenity stations, and signal improvements.

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

See attached scope of work.

Project Location (type below)

Geary Corridor from Transbay Terminal to 48th Avenue

Project Phase (select dropdown below)

Environmental Studies (PA&ED)

Map or Drawings Attached? Yes

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan? Named Project

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

Prop K 5YPP Amount: \$ - **Prop AA Strategic Plan Amount:** _____

Please describe and justify the necessary amendment:

SFCTA is requesting amendment to the Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5YPP to reprogram \$602,254 from the planning phase (which is complete) to the environmental phase of the subject project.

Geary Bus Rapid Transit Project
Environmental Studies and Initial Preliminary Engineering
San Francisco County Transportation Authority Scope of Work Amendment
March 8, 2017

The following scope of work amendment describes revised and additional activities required to complete the environmental and initial preliminary engineering phase of the Geary Bus Rapid Transit (BRT) Project. The Transportation Authority is leading this phase of work, in close coordination with the San Francisco Municipal Transportation Agency (SFMTA). The SFMTA will lead the engineering design and construction phases of the project, during which the Transportation Authority will be responsible for environmental compliance.

In May 2007, the Transportation Authority approved the Geary Corridor BRT Feasibility Study, and through Resolution 07-65 it committed \$1,183,000 in Prop K funds to the environmental and initial preliminary engineering phase of the project. The original scope of work included:

- A. Project Management and External Coordination
- B. Environmental Impact Analysis and Documentation
- C/D. Alternatives Analysis/ Initial Preliminary Engineering

In July 2015, through Resolution 16-06, the Transportation Authority approved an amended scope that added the following task:

- E. Environmental Compliance

This amendment adds scope to these existing tasks as detailed below.

Previous Scope Installments

The current environmental phase budget, including environmental compliance, is \$8,355,027.

Since inception of the environmental phase, the scope of work has been amended to add work items as needs surfaced as a result of project refinement and public input, including:

- Development of improvements on Geary and O'Farrell Streets ("Inner Geary") east of Van Ness Avenue
- Analysis for the complex Fillmore and Masonic grade-separated intersections, including engineering and transportation modeling
- Additional build alternatives – Alternative 3-Consolidated and the Hybrid Alternative – that responded to previous community feedback to preserve parking
- Additional detailed technical analysis on design options responding to community concerns, and designation of the Hybrid Alternative as the Staff-Recommended Alternative

- Focused community outreach and coordination with more than 60 community groups, including with Geary merchants, transit advocacy groups, and disability advocacy groups
- In-depth inter-agency coordination to build early consensus on the project, including local stakeholder agencies and the Federal Transit Administration (FTA)

Progress Since July 2015

Since the last appropriation request in 2015, the project team has made substantial progress, as follows:

Publication of the Draft Environmental Impact Statement (EIS)/Environmental Impact Report (EIR). The project team worked with FTA, through multiple administrative drafts, to release a joint draft document meeting the requirements of both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) on October 2, 2015.

Draft EIS/EIR public circulation and comment period. The Draft EIS/EIR release was followed by a 59-day public comment period. The project team distributed multilingual notifications through a variety of communications channels, held a public comment meeting, and met with community groups, resulting in collection of nearly 300 comments on the Draft EIS/EIR.

Further community outreach on the Hybrid Alternative, resulting in design refinements. Following the public circulation period, the team reviewed comments submitted on the Draft EIS/EIR and met with many community groups along the corridor, with particular focus on those that had identified concerns with some aspects of the project. As a result of engaging with stakeholders, the project team analyzed and incorporated several project design refinements.

Publication and certification of the Final EIR. On December 9, 2016, the Transportation Authority published the Final EIR and distributed multilingual notifications through multiple channels. The Final EIR includes all comments received during the Draft EIS/EIR comment period and responses to those comments, as well as environmental analysis of the changes made to the project in response to public input. Although the Draft EIS/EIR was prepared as a joint document to meet all pertinent requirements of both NEPA and CEQA, the federal and local agencies agreed to prepare the Final EIR separate from a Final EIS to provide for local approvals that were ready to proceed, while allowing staff to respond to the federal direction on EIS administrative comments. At its hearing on January 5, 2017, the Transportation Authority Board voted to certify the project EIR, approve the Hybrid Alternative, and designate it the Locally Preferred Alternative (LPA).

Continued coordination with FTA to complete the Final EIS. Following EIR approval, the project team has continued to work with FTA to address comments on an administrative draft of the Final EIS.

Continued coordination with the project design team. Environmental review staff has worked closely with the SFMTA project design team to ensure all changes to the project made in response to public input during the environmental review process are reflected in design work for the project, which is proceeding in parallel with environmental approvals.

Scope for New Requested Installment

As the project has progressed, the project team has identified additional work items necessary to complete this phase of project development, including original scope items that have been initiated but require further resources and newly identified remaining work to be done. The new requested installment represents an addition to the previous total funds as shown in Table 1 below.

Table 1. Geary BRT Environmental Phase Funding

Previous and Current Funding Requests	Amount
R07-65	\$1,183,000
R08-81	\$1,125,000
R11-32	\$1,647,515
R14-17	\$2,790,598
R15-29	\$872,859
R16-06	\$471,920
Prop K (local match to Fed. planning funds)	\$26,381
Federal planning funds (Surface Transportation Program 3%)	\$237,754
<i>All Previous Requests</i>	<i>\$8,355,027</i>
Current Funding Request	\$602,254
<i>Total</i>	<i>\$8,957,281</i>

In Table 2 and the sections below, we provide details regarding the work remaining for each task.

Table 2. Geary BRT Environmental Phase Remaining Work Items

Task	Original scope items remaining	Original scope items requiring additional funds	Newly identified scope items
Task A. Project Management and External Coordination		Ongoing project management Federal, state, regional agency coordination	
Task B. Environmental Impact Analysis and Documentation		Analysis and documentation of refinements to project design details based on community feedback. Additional outreach associated with potential design refinements	Produce separate Final EIR and EIS documents: <ul style="list-style-type: none"> • Prepare additional documentation • Obtain and incorporate local agency comments on both documents • 5 total rounds of FTA review • Additional public notification for separate EIS • Respond to legal challenge
Tasks C/D. Initial Preliminary Engineering/ Alternatives Analysis	Lead agency design transition	Refinements of project design details based on community feedback	
Task E. Environmental Compliance	Monitoring of the engineering design process for environmental compliance Reserved for supplemental environmental documentation required during the engineering design phase of project development		

The increased scope items requiring additional work and newly identified additional scope items are described below.

Task A. Project Management and External Coordination

- *Ongoing project management.* This task includes providing internal and external periodic project updates, managing the technical consultant and overall inter-agency project team, and other administrative project support. As the project schedule has extended, the need for ongoing management has also extended.
- *Federal, state, regional agency coordination.* Continued coordination is needed with the FTA, the State Historic Preservation Officer (SHPO), and other agencies in order to reach the Federal Record of Decision (ROD) milestone.

Task B. Environmental Impact Analysis and Documentation

- *Refinements analysis and outreach.* This task includes environmental analysis and documentation of known issues and refinements to project design details based on community feedback.
- *Additional outreach.* This task includes focused outreach to address community input on location-specific design details.
- *Final Environmental Document.* As noted above, the FTA and local agencies agreed to prepare the Final EIR separate from a Final EIS in order to provide for local approvals that were ready to proceed, while allowing staff to respond to the federal direction on EIS administrative comments. Following approval of the EIR, the Transportation Authority and SFMTA are collaborating with FTA in the subsequent preparation of a Final EIS and ROD for the Project in compliance with NEPA. Preparing separate documents entails additional local agency review cycles and additional FTA review cycles, as well as project team work to incorporate agency comments. The process will also require additional notification activities coinciding with publication of the Final EIS.
- *Legal.* A legal challenge was filed on February 6, 2017. Staff and legal counsel will prepare the necessary documents to support response to the challenge.

Tasks C/D. Initial Preliminary Engineering/Alternatives Analysis

Refinements of project design details based on community feedback. This task provides transportation analysis and preliminary engineering design of refinements to location-specific project details based on community feedback.

Environmental Review Schedule

The project team anticipates publication of the Final EIS and FTA ROD by Summer 2017. SFMTA will continue engineering design activities for the near-term Initial Construction Phase improvements and the full project in parallel with the completion of environmental review. Schedules for these activities are provided in the schedule section of this Prop K appropriation request form.

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

Project Name: Geary Bus Rapid Transit - Additional Funds

ENVIRONMENTAL CLEARANCE

Environmental Type: EIR/EIS

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-Jun	2007	Apr-Jun	2008
Environmental Studies (PA&ED)	Jul-Sep	2011	Jul-Sep	2017
Right-of-Way				
Design Engineering (PS&E)	Jul-Sep	2015	Jan-Mar	2019
Advertise Construction	Jul-Sep	2017		
Start Construction (e.g. Award Contract)	Jul-Sep	2017		
Open for Use			Oct-Dec	2020
Project Completion (means last eligible expenditure)			Jan-Mar	2021

SCHEDULE DETAILS

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

This funding request is to complete the environmental phase of the project, which will continue to occur in parallel with SFMTA design of both the Phase 1 and Phase 2 portions of the project. The schedule shows Phase 1 and Phase 2 work combined.

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

Project Name: Geary Bus Rapid Transit - Additional Funds

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 602,254		\$ 8,117,273	\$ 8,719,527
Prop AA	\$ -	\$ -	\$ -	\$ -
Congestion Management Agency (CMA) Planning Funds	\$ -	\$ -	\$ 237,754	\$ 237,754
Total:	\$ 602,254	\$ -	\$ 8,355,027	\$ 8,957,281

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

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

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 780,000	\$ -		Actual costs
Environmental Studies (PA&ED)	\$ 8,957,281	\$ 602,254		Actual costs and cost to complete
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 42,064,642	\$ -	\$ -	Actual costs and SFMTA estimate based on previous projects.
Construction (CON)	\$ 248,198,077	\$ -	\$ -	SFMTA estimate based on previous projects.
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 300,000,000	\$ 602,254	\$ -	

% Complete of Design: 20% as of 2/6/2017
 Expected Useful Life: 30 Years

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 452,254	\$ 150,000	\$ -	\$ -	\$ -	\$ 602,254
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Geary Bus Rapid Transit Funding Plan
March 2017

Near-Term Improvements ¹		Project Phases ²						TOTAL
Source ³	Type	Status	PLAN	ENV	CER/PS&E	CON	Total by Status	
Transit Performance Initiative - Investment	Federal, State	Allocated						
		Programmed				\$9,600,000	\$9,600,000	\$9,600,000
		Planned						
General Fund	Local	Allocated				\$360,300	\$360,300	\$3,647,248
		Programmed						
		Planned				\$3,286,948	\$3,286,948	
Prop A T2030 Bond Pedestrian Safety Improvements	Local	Allocated			\$1,606,500		\$1,606,500	\$13,299,000
		Programmed				\$11,692,500	\$11,692,500	
		Planned						
Prop AA Vehicle Registration Fee	Local	Allocated						\$4,462,048
		Programmed				\$2,064,919	\$2,064,919	
		Planned				\$2,397,129	\$2,397,129	
Prop K Sales Tax ⁴	Local	Allocated			\$1,978,946		\$1,978,946	\$6,853,104
		Programmed				\$4,874,158	\$4,874,158	
		Planned						
SFMTA Revenue Bond Series 2014	Local	Allocated				\$700,000	\$700,000	\$700,000
		Programmed						
		Planned						
SF PUC	Local	Allocated						\$26,000,000
		Programmed						
		Planned				\$2,600,000	\$23,400,000	
Transportation and Street Infrastructure Program - Follow the Paving (General Fund)	Local	Allocated			\$94,600		\$94,600	\$94,600
		Programmed						
		Planned						
Total Phase 1	Total	Allocated			\$3,680,046	\$1,060,300	\$4,740,346	\$64,656,000
		Programmed				\$28,231,577	\$28,231,577	
		Planned			\$2,600,000	\$29,084,077	\$31,684,077	
				\$6,280,046	\$58,375,954	\$64,656,000		

Geary Bus Rapid Transit Funding Plan
March 2017

Full BRT (Remainder of Project) ¹		Project Phases ²						TOTAL
Source ³	Type	Status	PLAN	ENV	CER/PS&E	CON	Total by Status	TOTAL
FTA 5309 Small Starts ⁵	Federal	Allocated						
		Programmed						
		Planned				\$100,000,000	\$100,000,000	\$100,000,000
Congestion Management Agency Planning Funds	Federal	Allocated		\$237,754			\$237,754	\$237,754
		Programmed						
		Planned						
Prop K Sales Tax ⁴	Local	Allocated	\$780,000	\$8,117,273	\$6,319,470		\$15,216,743	\$43,971,444
		Programmed			\$13,533,497	\$14,618,950	\$28,152,447	\$43,971,444
		Planned		\$602,254			\$602,254	\$602,254
TBD ⁶	TBD	Allocated						
		Programmed						
		Planned			\$15,931,629	\$75,203,173	\$91,134,802	\$91,134,802
Total Phase 2	Total	Allocated	\$780,000	\$8,355,027	\$6,319,470		\$15,454,497	\$235,344,000
		Programmed			\$13,533,497	\$14,618,950	\$28,152,447	\$235,344,000
		Planned		\$602,254	\$15,931,629	\$175,203,173	\$191,737,056	\$235,344,000
			\$780,000	\$8,957,281	\$35,784,596	\$189,822,123	\$235,344,000	

¹ The Near-Term Improvements include a potential initial set of project elements between Market and Stanyan, including side-running bus-only lanes, stop upgrades, repaving, traffic signal and striping work, pedestrian crossing enhancements, and water and sewer upgrades. The Full BRT package includes all remaining Geary BRT project elements, including the proposed center bus-only lanes through the Richmond district.

² Acronyms for project phases include: PLAN - pre-environmental planning, ENV - Environmental Documentation, CER/PS&E - Conceptual Engineering Report/Plans, Specifications & Estimates or Final Design, CON - Construction. The construction phase includes the incremental cost for procuring new BRT vehicles for the project.

³ Acronyms for funding sources include: FTA - Federal Transit Administration, SFMTA - San Francisco Municipal Transportation Agency, and SFPUC - San Francisco Public Utilities Commission.

⁴ Resolution 15-29 reserves \$10 million from current Prop K Geary BRT funding for design/construction of the Near-Term Improvements and reserves all the remaining Prop K funds currently programmed to the Full BRT package.

⁵ The Geary BRT project team plans to apply for Small Starts funds in 2017. Small Starts projects must be seeking no more than \$100 million.

⁶ Potential sources for the Full BRT package include MTC Transit Performance Initiative, OneBayArea Grant, cap and trade funds, new bridge tolls, new regional gas tax, other state or federal discretionary funds, or the Mayor's 2030 Transportation Task Force package (e.g. additional sales tax, vehicle license fees). The Task Force identified Geary BRT (listed as Geary Rapid Network Improvements) as one of the few named projects in its investment plan, with a \$27 million investment. The Task Force also deemed Geary BRT to be eligible for a portion of the \$58 million identified for the Transit Performance Initiative in its investment plan.

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

Project Name: Geary Bus Rapid Transit - Additional Funds

MAJOR LINE ITEM BUDGET

TASKS

- A - Project Management and External Coordination**
- B - Environmental Impact Analysis and Documentation**
- C/D - Alternatives Analysis/Advanced Conceptual Engineering**
- E - Environmental Compliance**

ENVIRONMENTAL PHASE BUDGET SUMMARY

	Task			Contingency (Amount)	Contingency (%)	Total
	A	B	C/D			
Existing Budget	\$ 926,329	\$ 4,492,545	\$ 2,034,786	\$ 94,634	11%	\$ 8,355,027
Current Request	\$ 73,800	\$ 381,967	\$ 118,487	\$ -	5%	\$ 602,254
Total with This Request	\$ 1,000,129	\$ 4,874,512	\$ 2,153,272	\$ 94,634	10%	\$ 8,957,281

EXISTING BUDGET SUMMARY

Agency	Task			Contingency (Amount)	Contingency (%)	Total
	A	B	C/D			
Transportation Authority	\$ 345,346	\$ 525,153	\$ 386,099	\$ 45,840	30%	\$ 1,695,725
SFMTA	\$ 19,598	\$ 419,706	\$ 505,556	\$ -	0%	\$ 944,860
Legal/Other Consultants	\$ 197,689	\$ 731,176	\$ 199,435	\$ -	8%	\$ 1,214,207
Technical Consultants	\$ 363,696	\$ 2,816,510	\$ 943,695	\$ 48,794	8%	\$ 4,500,234
Total - Existing Budget	\$ 926,329	\$ 4,492,545	\$ 2,034,786	\$ 94,634	11%	\$ 8,355,027

CURRENT REQUEST SUMMARY

Agency	Task			Contingency (Amount)	Contingency (%)	Total
	A	B	C/D			
Transportation Authority	\$ 73,800	\$ 100,967	\$ 98,487	\$ -	10%	\$ 301,254
Legal/Other Consultants	\$ -	\$ 150,000	\$ -	\$ -	0%	\$ 150,000
Technical Consultants	\$ -	\$ 131,000	\$ 20,000	\$ -	0%	\$ 151,000
Total - Current Request	\$ 73,800	\$ 381,967	\$ 118,487	\$ -	5%	\$ 602,254

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 3/8/2017 **Res. No:** 2017-039 **Res. Date:** 04/25/2017

Project Name: Geary Bus Rapid Transit - Additional Funds

Grant Recipient: San Francisco County Transportation Authority

	Action	Amount	Phase
Funding Recommended:	Prop K Appropriation	\$ 602,254	Environmental Studies (PA&ED)
	Total:	\$ 602,254	

Total Prop K Funds: \$ 602,254

Total Prop AA Funds: \$ -

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

Fund Expiration Date: 03/31/2018 **Eligible expenses must be incurred prior to this date.**

Future Commitment:

Action	Amount	Fiscal Year	Phase

Trigger:

Deliverables:

1. Monthly progress reports shall provide a percent complete for scope included in the grant, a percent complete for the overall project (through construction), and a listing of completed deliverables by task. Provide cost reports including both consultant and agency costs, and any updates to the project scope, schedule, budget, or funding plan.

Special Conditions:

1. The recommended allocation is contingent upon concurrent Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5YPP amendment. See attached 5YPP amendment for details.

Notes:

1. Deliverables may be submitted via the project-wide reporting on the SFCTA's online Portal.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	2.65%	No Prop AA
Actual Leveraging - This Project	See Above	See Above

SFCTA Project CP
Reviewer: _____

SGA PROJECT NUMBER

Sponsor: San Francisco County Transportation Authority
SGA Project Number: 101-901057 **Name:** Geary Bus Rapid Transit - Additional Funds
Phase: Environmental Studies (PA&ED) **Fund Share:** 97.35%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$452,254	\$150,000				\$602,254

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 602,254

Current Prop AA Request: \$ -

Project Name: Geary Bus Rapid Transit - Additional Funds

Grant Recipient: San Francisco County Transportation Authority

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

Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement
CDP

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Colin Dentel-Post

Anna LaForte

Title: Senior Transportation Planner

Deputy Director, Policy & Programming

Phone: 415-522-4836

415-522-4805

Email: colin.dentel-post@sfcta.org

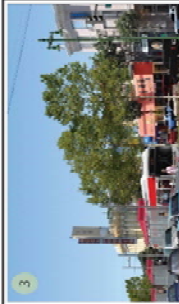
anna.laforte@sfcta.org

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

Geary Bus Rapid Transit

SEGMENT DESCRIPTIONS
ARE KEYED TO THE MAP

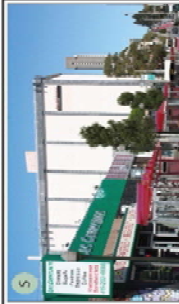
1 48th Ave to 35th Ave:
No Bus Treatments
Treatments not
needed, given the
low levels of traffic
congestion and transit
ridership.



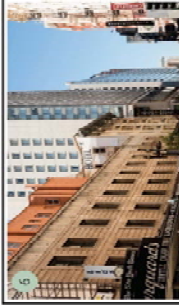
2 35th Ave to 27th Ave:
Side Bus Lanes
Bus lanes benefits
with 25% given lower
levels of ridership
and congestion
by providing bus
improvements at lower
cost.



3 27th Ave to 27th Ave:
Center Bus Lanes,
Consolidated Local-BRT Stops
Provides 30% travel time savings and high reliability
with separation from parking, loading, and unloading
traffic. Improves travel for both local and BRT riders.
Preserves more on-street parking. Installs new medians
with lighting and landscaping. Provides periodic
crossing safety improvements, including bulb-outs and
reductions in left-turn conflicts.

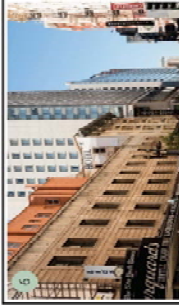


4 Palm to Bowditch (including Masonic): Side Bus Lanes
Enables bus improvements while balancing the need
for pedestrian access, security and safety, ease of
transfers (surface stop). Provides smooth, unobstructed
intersections, including one block with a new bike lane,
and accommodates high vehicle volumes. Responds to
community feedback preferring surface stop at Masonic.

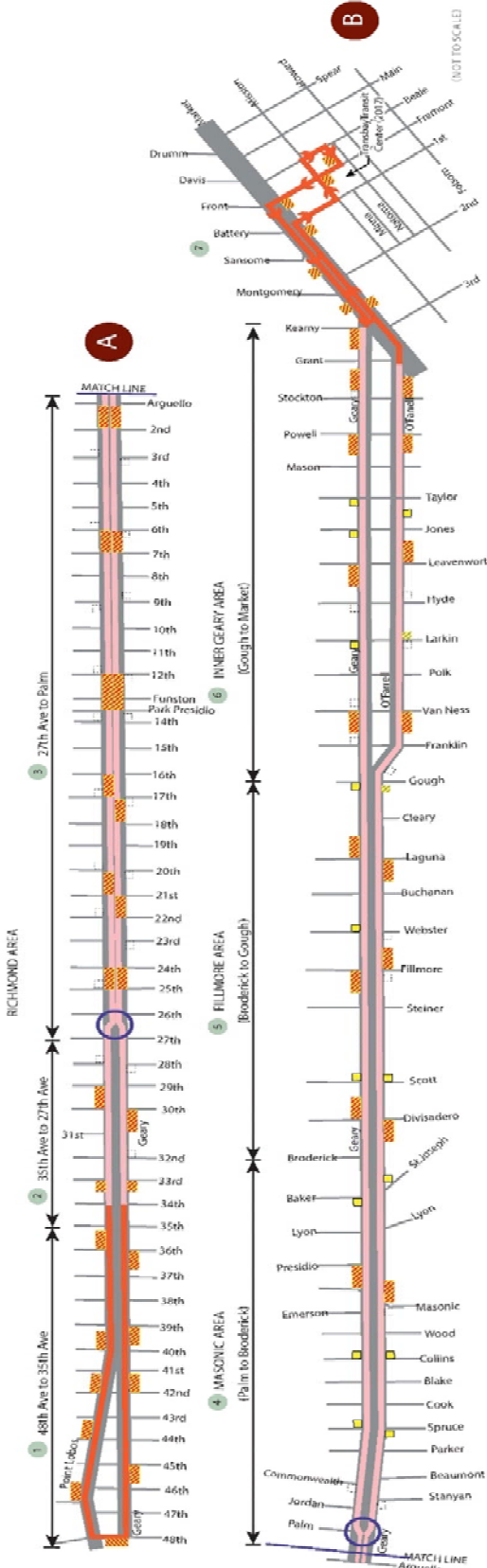


5 Bowditch to Gough (including Filmore): Side Bus Lanes
Enables bus improvements while planning continues for
future Filmore fill project to minimize current investment
in favor of potential future growth and center bus lanes.
Also includes removal of pedestrian bridges at Steiner
and Webster to improve bus flows, and restore and
improve street-level crossings.

6 Market to Transitway
Transit Center:
Related Projects
Transit improvements
such as dedicated
bus lanes will be
made by other projects,
including the Baker
Market Street project
and the Transitway
District Center project.



7 Market to Transitway
Transit Center:
Related Projects
Transit improvements
such as dedicated
bus lanes will be
made by other projects,
including the Baker
Market Street project
and the Transitway
District Center project.



Summary of Key Benefits and Trade-Offs

TRANSIT TIME AND RELIABILITY
Staff recommended Alternative provides 24% travel time savings corridor-wide and 26% more reliable service.

RIDERSHIP
Geary BRT service is expected to increase ridership by nearly 20% by improving travel time, frequency, and reliability for thousands more daily riders with additional capacity.

PEDESTRIAN ACCESS AND SAFETY
Improving the safety of walking to bus stops and other destinations on the Geary corridor is a key component of the project; enhancements include efforts to locate stops near key destinations, reopen closed crossings, new corner bulbs to shorten crossing distances, and improved traffic signals and crosswalk striping.

PARKING ALONG THE CORRIDOR
Staff recommended Alternative minimizes on-street parking space loss by incorporating several design elements, including a center-turning transit lane configuration in the Richmond section of the corridor and converting parallel parking to diagonal parking on certain blocks in the Japantown and Fillmore districts.

5-Year Project List (FY 2014/15 – FY 2018/19)
Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network (EP 1)
Programming and Allocations to Date
 Pending April 25, 2017 Board

Agency	Project Name	Phase	Status	Fiscal Year				Total		
				2014/15	2015/16	2016/17	2017/18		2018/19	
Transit Rapid Network - Bus Rapid Transit										
SFMTA	Van Ness Bus Rapid Transit	PS&E	Allocated	\$1,594,280				\$1,594,280		
SFMTA	Van Ness Improvement ^{2,4}	CON	Allocated			\$21,541,930		\$21,541,930		
SFMTA	Geary Bus Rapid Transit ^{1,2,3,6}	PLAN/ CER	Programmed	\$7,154,551				\$7,154,551		
SFMTA	Geary Bus Rapid Transit ¹	PA&ED	Allocated	\$872,859				\$872,859		
SFCTA	Geary Bus Rapid Transit ³	PA&ED	Appropriated		\$471,920			\$471,920		
SFMTA	Geary Bus Rapid Transit ³	PS&E	Allocated		\$8,298,416			\$8,298,416		
SFMTA	Geary Bus Rapid Transit - Additional Funds ⁶	PA&ED	Pending			\$602,254		\$602,254		
SFMTA	Geary Bus Rapid Transit	PS&E	Programmed		\$14,500,000			\$14,500,000		
SFMTA	Geary Bus Rapid Transit ^{2,3}	CON	Programmed				\$8,718,054	\$8,718,054		
SFMTA	Geneva-Harney BRT ⁵	PA&ED	Allocated			\$540,000		\$540,000		
Transit Rapid Network - Transit Effectiveness and Performance Initiatives										
SFMTA	Muni Forward Implementation of TEP ⁵	PLAN/ CER	Programmed	\$585,000				\$585,000		
SFMTA	Muni Forward Implementation of TEP	PLAN/ CER	Programmed			\$2,754,000		\$2,754,000		
SFMTA	Transit Performance Initiative Program Local Match	PS&E, CON	Programmed		\$271,500			\$271,500		
SFMTA	Transit Performance Initiative Program Local Match	PS&E, CON	Programmed			\$271,500		\$271,500		
Any eligible	Neighborhood Transportation Improvement Program (NITIP)	PS&E, CON	Programmed		\$300,000			\$300,000		
				Programmed in 5YPP	\$10,206,690	\$23,841,836	\$25,709,684	\$8,718,054	\$68,476,264	
				Total Allocated and Pending in 5YPP	\$2,467,139	\$8,770,336	\$22,684,184	\$0	\$33,921,659	
				Total Deobligated in 5YPP	\$0	\$0	\$0	\$0	\$0	
				Total Unallocated in 5YPP	\$7,739,551	\$15,071,500	\$3,025,500	\$8,718,054	\$34,554,605	
				Total Programmed in 2014 Strategic Plan Deobligated from Prior 5YPP Cycles **	\$20,019,280	\$42,802,484	\$3,025,500	\$2,529,000	\$68,376,264	
				Cumulative Remaining Programming Capacity	\$435,717	\$10,248,307	\$29,208,955	\$335,717	\$435,717	
				** Deobligated from prior 5YPP cycles* includes deobligations from allocations approved prior to the current 5YPP period.					\$335,717	\$335,717

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

- ¹ 5YPP Amendment to the Geary BRT project (Resolution 15-29, Project 101-910051)
Reprogram \$872,859 from the planning phase to the environmental review phase.
Resolution 15-29 reserves \$10 million from current Geary BRT funding for design/construction of the Initial Construction Phase and reserves all the remaining Prop K funds currently programmed to Geary BRT for the Full Project.
- ² 5YPP Amendment to Van Ness and Geary BRT (Resolution 15-40)
Reprogram \$6,189,054 from Van Ness BRT to Geary BRT upon concurrent programming of an equivalent amount of Cycle 4 Lifeline Prop 1B funds to Van Ness BRT.
- ³ 5YPP Amendment to Geary BRT project (Resolution 16-06, Project 101-907052-4)
Reprogram \$471,920 from planning phase to the environmental review phase.
Reprogram \$8,298,416 from planning phase to the final design phase for two allocations: \$1,978,946 to Phase 1 Near Term and \$6,319,470 for Phase 2 Full BRT.
- ⁴ Van Ness Improvement (renamed from Van Ness BRT): \$21,541,930 programmed in FY 15/16 was allocated in FY 16/17 (Resolution 17-002, Project 101-910055)
- ⁵ 5YPP Amendment to add Geneva-Harney BRT Environmental Phase (Resolution 17-16, Project 101-910056)
Geneva-Harney BRT: Added project with \$540,000 in FY2016/17 funds for environmental.
Muni Forward Implementation of TEP: Reduced by \$540,000 in FY2014/15. With this amendment SFMTA has sufficient funds to advance Muni Forward near-term priorities.
- ⁶ 5YPP Amendment to Geary BRT - Additional Funds project (Resolution 17-XX, Project XXX-XXXXXX)
Reprogram \$602,254 from planning phase to the environmental review phase.



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

FY of Allocation Action: 2016/17

Project Name: Bike to Work Day 2017

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

EXPENDITURE PLAN INFORMATION

Prop K EP category: Bicycle Circulation/Safety: (EP-39)

Prop K EP Line Number (Primary): 39

Current Prop K Request: \$38,475

Prop K Other EP Line Numbers: _____

Supervisorial District(s): Citywide

REQUEST

Brief Project Description (type below)

Bike to Work Day is an annual event that promotes cycling as a viable option for commuting to work or school. Prop K funds will be used for promotion of Bike to Work Day, as well as event-day services like energizer stations with educational materials and activities.

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

Please see attached scope.

Project Location (type below)

Citywide

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached? No

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K
5YPP/Prop AA Strategic Plan? Named Project

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

Prop K 5YPP Amount: \$ 38,475 Prop AA
Strategic Plan
Amount: _____

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

Scope

Bike to Work Day (BTWD) is an annual event that promotes cycling as a viable option for commuting to work or school. BTWD is a nationwide event, but is sponsored locally by public agencies and private advocacy groups. This year, San Francisco's BTWD event will be held on May 11, 2017. BTWD is a highly popular and publicized event with a steadily increasing participation rate.

The San Francisco Municipal Transportation Agency (SFMTA) and SFCTA will be the primary sponsors of the 2017 BTWD event. As identified in the 5YPP, the SFMTA will use Prop K funds to cover the costs associated with the sponsorship of the 2017 BTWD event. The San Francisco Bicycle Coalition (SFBC) will be the recipient of this funding and will be responsible for applying it toward the design, printing and distribution of promotional materials; event-day services like energizer station pop-ups, where BTWD participants can receive refreshments, prizes, bicycle safety education/information or basic repairs; and transit vehicle and shelter advertisements.

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 make the most efficient use of both scarce natural resources and the existing transportation system.

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. In 2011, the Alameda County Transportation Commission (ACTC) completed a two-year study evaluating the impact of BTWD participation on bicycle commuting within Alameda County. Twenty-seven percent of those surveyed stated that they rode their bicycles more often than before BTWD. A survey conducted in June and July of 2010 of registered 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 continues to increase. The number of bikes counted during the morning BTWD commute along the Market Street corridor increased by 30% between 2009 and 2016. The total number of people on bikes active during the "peak commute hour" (8:30AM – 9:30AM) likewise increased by 13.6% from 2015 to 2016. The SFMTA conducts counts before BTWD, on BTWD, and after BTWD during the peak commute hour and has consistently observed increases in bike commuting rates between the pre- and post-BTWD counts over the years (although counts unsurprisingly peak on BTWD).

Public Engagement

The SFMTA will coordinate with the SFBC to promote BTWD prior to and on the day of the event. Event promotion and outreach for the broadest public audience feasible will be accomplished through broadcast, print, and outdoor media and will include the design, printing, and distribution of

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

promotional posters in English, Spanish, and Chinese. Event-day public engagement will occur at the aforementioned energizer stations, which will be strategically and equitably distributed through San Francisco, including in underserved communities and along high volume bicycle routes. The SFMTA and SFBC are committed to fostering a well-publicized and well-attended event that encourages newer cyclists to engage in bicycle commuting and supports longer-term cyclists in sustaining their commute habits.

Project Evaluation

The SFMTA will collect data from bicycle counters located throughout San Francisco prior to, on the day of, and after BTWD 2017. The SFMTA will use this data to assess participation in BTWD in 2017 and compare 2017 participation rates to previous BTWD events.

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

Project Name: Bike to Work Day 2017

ENVIRONMENTAL CLEARANCE

Environmental Type: N/A

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right-of-Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Apr-Jun	2017		
Operations (i.e., paratransit)				
Open for Use				
Project Completion (means last eligible expenditure)			Apr-Jun	2017

SCHEDULE DETAILS

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

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

Project Name: Bike to Work Day 2017

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 38,475	\$ -	\$ 38,475
SFMTA In-Kind	\$ -	\$ -	\$ 1,200	\$ 1,200
Total:	\$ -	\$ 38,475	\$ 1,200	\$ 39,675

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 38,475	\$ -	\$ 38,475
SFMTA In-Kind	\$ -	\$ -	\$ 1,200	\$ 1,200
Total:	\$ -	\$ 38,475	\$ 1,200	\$ 39,675

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction (CON)	\$ 39,675	\$ 38,475	\$ -	
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 39,675	\$ 38,475	\$ -	

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 38,475	\$ -	\$ -	\$ -	\$ -	\$ 38,475

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

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY		
Agency	Task 1 - Bike to Work Day Sponsorship	Total
SFMTA	\$ 1,200	\$ 1,200
Sponsorship Amount*	\$ 38,475	\$ 38,475
Total	\$ 39,675	\$ 39,675

*Sponsored activities include:

- Design, printing and distribution of promotional materials
- Event-day services like energizer station pop-ups, where BTWD participants can receive bicycle safety education and information, basic repairs, incentive prizes, and refreshments.
- Transit vehicle and shelter advertisements

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 2/28/2017 **Res. No:** 2017-039 **Res. Date:** 04/25/2017

Project Name: Bike to Work Day 2017

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

	Action	Amount	Phase
Funding Recommended:	Prop K Allocation	\$ 38,475	Construction (CON)
	Total:	\$ 38,475	

Total Prop K Funds: \$ 38,475 **Total Prop AA Funds:** \$ -

Fund Expiration Date: 12/31/2017 **Eligible expenses must be incurred prior to this date.**

Future Commitment:

Action	Amount	Fiscal Year	Phase

Trigger:

Deliverables:

1. Provide electronic copies of 2017 BTWD materials produced, an evaluation report on BTWD ridership (e.g., pre-, day-of, and post-BTWD counts), and 2 to 3 digital photos of BTWD events.
2.
3.
4.

Special Conditions:

1.
2.
3.

Notes:

1. 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.
2.

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 2/28/2017 **Res. No:** 2017-039 **Res. Date:** 04/25/2017

Project Name: Bike to Work Day 2017

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	3.02%	No Prop AA
Actual Leveraging - This Project	3.02%	No Prop AA

SFCTA Project P&PD
Reviewer: _____

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - DPT
SGA Project Number: 139-907120 **Name:** Bike to Work Day 2017

Phase: Construction (CON) **Fund Share:** 96.98%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$38,475					\$38,475

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 38,475

Current Prop AA Request: \$ -

Project Name: Bike to Work Day 2017

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

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

Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement
JG

CONTACT INFORMATION

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Grants Section Contact

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Joel C. Goldberg

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

FY of Allocation Action: 2016/17

Project Name: Central Richmond Neighborway

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

EXPENDITURE PLAN INFORMATION

Prop K EP category: Bicycle Circulation/Safety: (EP-39)

Prop K EP Line Number (Primary): 39 **Current Prop K Request:** \$ 155,000

Supervisorial District(s): District 01

REQUEST

Brief Project Description (type below)

Conduct planning and public outreach for traffic calming, bicycle and pedestrian safety improvements on 23rd Avenue from Lake Street to Golden Gate Park and parallel or intersecting streets (eg. 18th, 22nd). The SFMTA will investigate creating a neighborway street by reducing vehicular traffic and vehicle speeds and giving priority to bicycles and pedestrians over motor vehicle traffic. Builds on early planning work done through the Neighborhood Transportation Improvement Program (NTIP) Planning project to improve bicycle and pedestrian access to Golden Gate Park and the Presidio.

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

See attached Word document.

Project Location (type below)

23rd Avenue from Lake Street to Fulton Street, as well as parallel routes or intersecting streets.

Project Phase (select dropdown below)

Planning/Conceptual Engineering (PLAN)

Map or Drawings Attached? Yes

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

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

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

Prop K 5YPP Amount: \$ 450,500

CENTRAL RICHMOND NEIGHBORWAY

1. PROJECT DESCRIPTION

1.1. Project Overview

BACKGROUND

The Central Richmond Neighborhood is roughly bound by 32nd Avenue to the west, Park Presidio Boulevard to the East, Golden Gate Park to the south, and the Presidio and Lake Street to the north. For people on bikes in the Central Richmond, 15th and 23rd Avenues currently serve as the designated north-south neighborhood connection routes between the Presidio and Golden Gate Park. In the east-west direction, bike lanes on Cabrillo Street and Lake Street are the main routes for people on bikes. For people walking across Fulton Street to and from Golden Gate Park, 18th Avenue, 22nd Avenue, and 25th Avenue allow people to cross at a traffic signal.

PROJECT LOCATION:

This Project will evaluate the current north-south bike route on 23rd Avenue while also investigating parallel or intersecting streets for possible safety improvements or route changes. Although 23rd Avenue is the designated bike route through the Central Richmond, the eventual bikeway may include improvements on adjacent or surrounding streets or intersections in addition to or instead of 23rd Avenue. This Project will also investigate pedestrian safety concerns on 18th Avenue and 22nd Avenue to ensure that people on foot have a safe connection into Golden Gate Park and to other neighborhood destinations.

The 23rd Avenue Corridor was identified by the SF Bicycle Strategy as a high-priority route for bicycle facility upgrades and is identified as a Green Connection by the SF Planning Department.

PROJECT SUMMARY:

In March of 2015, the SFMTA received a grant of District 1 NTIP Planning funds to conduct a planning and public outreach process to evaluate safety improvements for people biking and walking to Golden Gate Park from District 1. The majority of this funding went to plan and implement bicycle safety improvements on Arguello Boulevard. Approximately \$10,000 of the total \$100,000 of funding went to predevelopment activities to collect data and observations regarding people biking on the 23rd Avenue bike route. These activities included site visits, data collection, internal stakeholder meetings, and initial design discussions. This past work forms the foundation for the Central Richmond Neighborway Project.

This planning process will conduct design, outreach, environmental review, and legislation for improvements to bicycle and pedestrian safety along the 23rd Avenue Corridor and surrounding streets – including 18th Avenue and 22nd Avenue. Due to the residential nature of the neighborhood, the relatively narrow street widths, and the overall character of the north-south roadways in the Central Richmond, this project will investigate traffic-calming treatments aimed at creating a *neighborway*. A neighborway is defined as a residential street with low volumes of auto traffic and low vehicle speeds where bicycles and pedestrians are given priority over motor vehicle traffic (especially “cut-through” traffic). Residents of neighborway streets benefit from reduced vehicular traffic on their street and lower vehicle speeds, while commuters and people who walk or bike to Golden Gate Park or the Presidio will benefit by having a calm, slow-traffic street on which to walk or bike to their destination.

Neighborway streets are created using traffic calming measures, traffic diversion measures, signage, landscaping, and paint treatments. These treatments have gained widespread popularity and have been shown to improve safety in cities like Portland, Seattle, Berkeley, and Sacramento, where they are often called “bike boulevards” or “neighborhood greenways.” Portland, Oregon defines a neighborhood greenway as having traffic volumes of 2,000 cars per day or less and 85th percentile speeds of 20mph or less.

PROJECT GOALS:

The SFMTA's vision for Central Richmond Neighborway project is to create a safe and pleasant route for people in the neighborhood to walk or bike to neighborhood destinations and nearby parks.

To accomplish this, the SFMTA proposes the following project goals:

- Create a north-south bicycle route where bicycle traffic is prioritized over motor vehicle traffic.
- Improve safety for people walking into Golden Gate Park and to neighborhood destinations
- Minimize congestion from motor vehicles and manage vehicle travel patterns through residential streets

PROJECT OUTREACH SCOPE:

This project will conduct public outreach in the form of online surveys, stakeholder interviews, and up to four public meetings. Public input will be central in the decision-making process, from determining the toolbox of traffic calming measures to establishing a consensus on the routes chosen for bicycle and pedestrian improvements. The goal of the public outreach process will be to establish community consensus on a preferred neighborway design and to adequately inform the community of the project goals, project necessity, and the expected outcomes of improvements.

Our first public meetings will consist of two "pop-up" table events in or near the project area. At these events, the SFMTA will inform residents and other stakeholders about the project, explain the neighborway concept, and gather feedback on the nature and location of safety issues in the neighborhood. We will subsequently hold one to two additional open house style meetings to solicit additional feedback and refine our designs for the project.

In addition to engaging with the general public, we will also meet with schools and other neighborhood institutions in the neighborhood to inform them about the project and hear any issues they have surrounding loading, safety, etc., and to garner support for the neighborway project.

1.2. Project Justification

The 23rd Avenue corridor was identified by the SF Bicycle Strategy as a high-priority route for bicycle facility upgrades. 23rd Avenue was also identified as a Green Connection by the SF Planning Department. The 2017-2021 CIP process identified 23rd Avenue as a priority project to establish a neighborway network in the Richmond to promote safe access to Golden Gate Park and the Presidio. Initial stakeholder meetings also highlighted the importance of safe pedestrian access to Golden Gate Park via 18th Avenue and 22nd Avenue.

1.3. Neighborway Definition/Toolkit:

This project will investigate traffic calming treatments aimed at creating a low-speed, low-vehicle-volume street that improves safety for people biking and walking from the Central Richmond into Golden Gate Park and The Presidio. The standard SFMTA traffic calming toolkit contains elements like speed humps, speed cushions, traffic diverters, chicanes, bulbouts, raised crosswalks, and other devices meant to slow and calm the flow of motor vehicle traffic while prioritizing people walking and riding bikes. The community outreach process will further define the "toolkit" for this project and will determine where exactly the project team will focus investment and resources.

2. PROJECT SCHEDULE AND FUNDING

SCHEDULE AND MAJOR DELIVERABLES

This project will include the Planning, Outreach, Conceptual Design, Environmental Review, and Legislation of the proposed improvements to the Central Richmond project area. A rough schedule for the project is outlined in the table below:

#	Task	Schedule (2017-2018)
1	Project Initiation and Management	Duration of project
2	Data Collection/Project Development	April 2017 – July 2017
3	Targeted Stakeholder Outreach and Interviews	May 2017 - November 2017
4	Website, Survey	May 2017 – June 2017
5	Pop-Up Table Event #1 and #2	June 2017 – August 2017
6	Conceptual Design	August 2017 – November 2017
7	Open House Meeting(s)	November 2017 – January 2018
8	Final Conceptual Design	December 2017 – March 2018
9	Legislation (Prestaff – MTAB)	February 2018 – July 2018
Future	Apply for Detailed Design and Construction Funding	April 2018
Future	Construction	TBD 2018

Please see Section 3 – Project Scope/Work Plan for a detailed description of all phases. The major deliverable for the project will be a final MTA Board-approved design for improvements to the Central Richmond project area that meet the above-stated project goals.

Funding by Phase

Phase	Schedule	# Months	Budget Amount	Funding Source(s)
Predevelopment	Jul-Sep 15	3	\$15,000	Prop K NTIP Planning (2015)
Preliminary Engineering	Apr 17 - Jul 18	15	\$155,000	Prop K (Current Request)
Detailed Design	TBD		\$79,904	TBD
Construction	TBD		\$267,180	TBD
Total Project Cost			\$517,084	

3. PROJECT SCOPE/WORK PLAN

The following section lists out the separate phases of this project and the schedule and key deliverable for each:

1. **Project Initiation and Management:** The project team will finalize the Project Scope, Project Charter, and Public Outreach Plan, and conduct monthly administrative tasks including project reporting.
 - a. Schedule: April 2017 – July 2017, and monthly
2. **Data Collection/Project Development:** The project team will evaluate bicycle, pedestrian, and vehicle travel patterns in the Central Richmond by conducting site visits and collecting counts and speeds at key locations.
 - a. Schedule: April 2017 – July 2017 (ongoing)
3. **Targeted Stakeholder Outreach and Interviews:** Interview stakeholders to define project goals and refine strategy for project outreach and community planning. These interviews will gather information including an overview of the project and issues, recommendations for other groups/people to contact, expectations around decision-making mechanisms, and methods to reach the target community.
 - a. Schedule: May 2017 – November 2017
4. **Website and Survey:** The project team will launch the website for the project, with a link to an online survey where neighborhood residents can expand upon the base of knowledge collected through the stakeholder interview process.

- a. Schedule: May 2017 – June 2017
5. **Pop-Up Table Events**: The SFMTA will send out a mailer to notify residents of the upcoming project and to invite them to our Pop-Up Table Events, expected in August 2017. SFMTA staff will hold these events at a location central to the neighborhood on a weeknight evening. The main goal of these meetings will be to establish a consensus within the community on project goals and to gather input on particular areas of concern that merit further analysis. These meetings will establish boundaries of what is on the table, what will not be covered by this project, and will present a toolbox of “neighborhood greenway” traffic calming measures that the city can feasibly construct to meet the project goals.
 - a. Schedule: August 2017 (30-day notice of meeting for mailer/invite)
6. **Conceptual Design**: Based on the goals, locations, and issues discussed at the Pop-Up Table events, the project team will apply the neighborhood toolkit traffic calming improvements to suggested locations and develop several alternative designs for the corridor. These alternatives will be further refined through an additional community meeting (see task #7, below), as well as through internal SFMTA engineering review.
 - a. Schedule: August 2017 – November 2017
7. **Open House Meeting**: The project team will send out an invitation to a Community Open House Event to discuss conceptual design alternatives that were informed by the Pop-Up Table Event. This meeting will be scheduled after the project team has conducted internal feasibility review as part of Task 6 – Conceptual Design. The main goal of this meeting is to reach a community consensus on a preferred design for a neighborhood corridor through the Central Richmond.
 - a. Schedule: December 2017
 - b. Deliverable: Outreach Meeting Summary
8. **Final Conceptual Design**: Based on the outcome of the Open House Meeting, the project team will develop a final preferred alternative design and a narrative that explains how the design meets the needs of the community and satisfies the goals of the project. If needed, the project team will conduct one further public outreach meeting to notify the community of any major changes from the Open House Meeting. At minimum, the project team will notify the community by email or mail of the date for the public hearing for the project and include a brief project summary and note of any recent design changes.
 - a. Schedule: December 2017 – March 2018
 - b. Deliverable: Final Conceptual Design Drawings
9. **Environmental Review**: Project team will work with the SSD Environmental Review Team to pursue CEQA clearance and coordinate review with the Planning Department.
 - a. Schedule: March 2018 – April 2018
10. **Legislation**: SFMTA staff will move the final conceptual design through the MTA legislation process, culminating in a Public Hearing and MTA Board Hearing on the matter.
 - a. Schedule: February 2018 – July 2018
 - b. Deliverable: MTA Board Resolution – Project Approval
11. **Apply for Detailed Design and Construction funding**: Project team staff will create a cost estimate and apply for funding to complete the project
 - a. Schedule: April 2018
12. **Detailed Design**: TBD
13. **Construction**: TBD

4. BENEFITS

This project will support the following goals from the SFMTA Strategic Plan:

1. **Safety:** Create a safer transportation experience for everyone.

SFMTA staff will review collision patterns and propose improvements to address bicycle and pedestrian safety along 23rd Avenue and surrounding streets, specifically prioritizing bicycle and pedestrian access to Golden Gate Park and the Presidio.

2. **Travel Choices:** Make transit, walking, bicycling, taxi, ridesharing and carsharing the most attractive and preferred means of travel.

Recommended improvements will make it safer and more comfortable to walk or ride a bike in District 1.

3. **Livability:** Improve the environment and quality of life in San Francisco.

This project will improve access to recreational opportunities in Golden Gate Park and the Presidio.

Table 3 - Prioritization Criteria and Scoring Table
Bicycle Circulation and Safety (EP 39)

	PROP K PROGRAM-WIDE CRITERIA				CATEGORY SPECIFIC CRITERIA				Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Provides Benefits to Multiple Users	Focus on Community of Concern	Leveraging		
Total Possible Score	4	3	3	3	3	2	2	20	
Bicycle Safety, Education and Outreach									
Bike To Work Day Promotion	4	1	0	0	0	1	0	6	
Bike Promotion	4	1	0	0	0	1	0	7	
Bicycle Safety, Education & Outreach (e.g., Classes)	4	2	0	0	0	2	0	10	
Total Possible Score	4	3	3	3	3	2	2	20	
System Performance and Innovation									
Bicycle Counters & Barometers	4	1	0	0	1	2	0	8	
Market Street Green Bike Lanes and Raised Cycletrack	4	2	0	0	2	2	2	14	
Innovative Treatments	This is a placeholder. Project sponsor to score when a specific scope is identified.								
Spot Improvements	This is a placeholder. Project sponsor to score when a specific scope is identified.								
Bicycle Network Expansion and Upgrades	This is a placeholder. Project sponsor to score when a specific scope is identified.								
Bicycle Network Expansion and Upgrades	This is a placeholder. Project sponsor to score when a specific scope is identified.								
Central Richmond Neighborway	4	2	0	2	2	2	0	12	
Second Street Vision Zero Improvements	4	3	2	2	3	2	2	19	
Sharrows	4	2	0	0	2	1	0	11	
Western Addition Bikeway [NTIP]	3	1	0	0	1	2	1	10	
Embarcadero Bike Lane/Enhancement [NTIP]	4	2	0	0	3	2	2	16	
Second Street Streetscape Improvement (OneBayArea Grant match)	4	3	2	2	3	2	2	19	
Twin Peaks Connectivity	4	0	3	3	3	0	1	12	
NTIP Placeholder	This is a placeholder. Project sponsor to score when a specific scope is identified.								
Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]	4	3	0	0	3	0	0	12	
Transit Access	This is a placeholder. Project sponsor to score when a specific scope is identified.								
4th and King Bike Station Rehab	4	2	0	0	1	2	0	10	
Caltrain Bike Facility Improvements	This is a placeholder. Project sponsor to score when a specific scope is identified.								
16th/Mission Bike Station [NTIP]	4	2	0	0	1	2	2	12	
24th/Mission Bike Station [NTIP]	4	2	0	0	1	2	2	12	
Glen Park Bike Station	4	2	0	0	1	2	2	12	

**Table 3 - Prioritization Criteria and Scoring Table
Bicycle Circulation and Safety (EP 39)**

Prioritization Criteria Definitions:

Project Readiness: Project likely to need funding in fiscal year proposed. Factors to be considered include adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors may significantly delay project.

Community Support: Project has clear and diverse community support and/or was it identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program.

Three points for a project in an adopted community based plan with evidence of diverse community support.

Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups.

One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

Time Sensitive Urgency: Project needs to proceed in proposed timeframe to enable construction coordination with another project (e.g., minimize costs and construction impacts); to support another funded or proposed project (e.g. new signal controllers need to be installed to support TEP implementation); or to meet timely use of funds deadlines associated with matching funds.

Safety: (One point for each): Addresses documented safety issue; reduces potential conflicts between modes; and increases security.

Provides Benefits to Multiple Users: Projects receives one point each for addressing the needs of pedestrians, motorists, and/or transit users.

Focus on Community of Concern: Project includes specific focus to target traditionally underrepresented groups in bicycling and communities of concern (e.g., multi-lingual materials/ classes).

Primary Corridor: Project is located on a Primary Corridor as identified in the 2013 SFMTA Bicycle Strategy or subsequent updates.

Leveraging: Project leverages non-Prop K funds.

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

Project Name: Central Richmond Neighborway

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-Jun	2017	Jul-Sep	2018
Environmental Studies (PA&ED)	Jan-Mar	2018	Apr-Jun	2018
Right-of-Way				
Design Engineering (PS&E)	Jul-Sep	2018	Oct-Dec	2018
Advertise Construction	Oct-Dec	2018		
Start Construction (e.g. Award Contract)	Jan-Mar	2019		
Operations (i.e., paratransit)				
Open for Use			Apr-Jun	2019
Project Completion (means last eligible expenditure)			Apr-Jun	2019

SCHEDULE DETAILS

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

Targeted Stakeholder Outreach and Interviews May 2017 - November 2017
 Website and Survey May 2017 – June 2017
 Pop-Up Table Event August 2017
 Open House Meeting December 2017

Please see Scope Section 2 - Project Schedule and Funding and Section 3 - Detailed Work Plan for details.

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

Project Name: Central Richmond Neighborway

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 155,000	\$ -	\$ 15,000	\$ 170,000
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 155,000	\$ -	\$ 15,000	\$ 170,000

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 502,084	\$ -	\$ 15,000	\$ 517,084
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 502,084	\$ -	\$ 15,000	\$ 517,084

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 170,000	\$ 155,000		Actuals to date and estimated phase cost
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 79,904	\$ -	\$ -	Based on similar projects
Construction (CON)	\$ 267,180	\$ -	\$ -	Based on similar projects
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 517,084	\$ 155,000	\$ -	

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

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 77,500	\$ 77,500	\$ -	\$ -	\$ -	\$ 155,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

MAJOR LINE ITEM BUDGET

	Staff Classification							Cost
	Transit Planner III	Transportation Planner IV	Transit Planner II	Student Design Trainee III	Associate Engineer	Assistant Engineer	Engineering Assistant	
2016/2017 Average Hourly Rate	5289	5290	5288	5382	5207	5203	5362	
	\$138	\$162	\$119	\$79	\$151	\$132	\$101	
Totals								
Budgeted Staff Hours	1071	48	447	66	20	172	40	
Budgeted Staff Labor	\$134,205	\$7,768	\$53,003	\$5,204	\$3,027	\$22,699	\$4,051	
Budgeted Expenses	\$13,450							
Budgeted Contingency	5%							
Project Funding Request Total								\$155,038

Tasks									
1.0	Project Initiation and Management	37	\$4,793	\$ 1,936	\$ 485	\$ 2,372	\$ -	\$ -	\$ -
2.0	Data Collection/Project Development	48	\$5,488	\$ 1,107	\$ -	\$ 1,423	\$ -	\$ -	\$ 528
3.0	Targeted Stakeholder Outreach and	76	\$9,943	\$ 4,703	\$ 971	\$ 4,269	\$ -	\$ -	\$ -
4.0	Website, Survey	26	\$3,288	\$ 830	\$ 324	\$ 2,134	\$ -	\$ -	\$ -
5.0	Pop-Up Table Event #1 - 23rd Avenue	101	\$11,872	\$ 3,320	\$ 809	\$ 6,166	\$ 1,577	\$ -	\$ -
5A	Pop-Up Table Event #2- areawide	101	\$11,872	\$ 3,320	\$ 809	\$ 6,166	\$ 1,577	\$ -	\$ -
6.0	Conceptual Design	208	\$27,173	\$ 9,129	\$ 971	\$ 8,775	\$ -	\$ 908	\$ 7,390
7.0	Open House Meeting	129	\$15,133	\$ 3,596	\$ 1,133	\$ 7,826	\$ 2,050	\$ -	\$ 528
8.0	Final Conceptual Design	170	\$22,327	\$ 5,533	\$ 1,618	\$ 6,877	\$ -	\$ 908	\$ 7,390
9.0	Legislation (Prestaff - MTAB)	175	\$22,317	\$ 4,979	\$ 647	\$ 6,996	\$ -	\$ 1,211	\$ 6,863
	Total Staff Labor	1071	\$134,205						\$ 1,620

Expenses				Unit Cost	Units
1	Data Collection				
	Traffic Counts		\$4,000	\$200	20
4	Neighborhood Mailing, Website, Survey				
	Pop-Up Table Event Mailing		\$3,000	\$1	3000
	Translation services		\$1,200	\$150	8
5	Pop-Up Table Event				
	Translation services		\$1,050	\$150	7
7	Open House Meeting				
	Open House Mailing		\$3,000	\$1	3000
	Translation services		\$1,200	\$150	8
	Total Expenses		\$13,450		

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 3/29/2017 **Res. No:** 2017-039 **Res. Date:** 04/25/2017

Project Name: Central Richmond Neighborway

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

		Action	Amount	Phase
Funding Recommended:	Prop K Allocation		\$ 155,000	Planning/Conceptual Engineering (PLAN)
	Total:		\$ 155,000	

Total Prop K Funds: \$ 155,000

Total Prop AA Funds: \$ -

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

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

Future Commitment:		Action	Amount	Fiscal Year	Phase

Trigger:

Deliverables:

1. Quarterly progress reports shall provide a percent complete by task, percent complete for the overall project scope, and a listing of completed deliverables, in addition to the requirements in the Standard Grant Agreement.
2. Upon completion of the Task 6 Preliminary Conceptual Design (anticipated by November 2017), please provide a copy of the preliminary conceptual design.
3. Upon completion of the Task 7 Open House Meeting (anticipated by December 2017), please provide a summary of public outreach and comments received.
4. Upon completion of the Task 8 Final Conceptual Design (anticipated by March 2018), please provide a copy of the final conceptual design.
5. Upon project completion (anticipated by July 2018), please provide an updated scope/schedule/budget. This deliverable can be included as part of an allocation request for the next phase(s).

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 3/29/2017 **Res. No:** 2017-039 **Res. Date:** 04/25/2017

Project Name: Central Richmond Neighborway

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

Special Conditions:

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

Notes:

1. The Bicycle Circulation/Safety 5YPP conditioned allocation of funds from the Bicycle Network Expansion and Upgrades line upon SFMTA providing, on an annual basis, a prioritized list of projects to be designed and constructed in a given fiscal year. For Fiscal Year 2016/17, the current request is the only request for Prop K funds from the Bicycle Network Expansion and Upgrades line, as other projects are being funded by non-Prop K sources.

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

SFCTA Project P&PD
Reviewer: _____

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - DPT
SGA Project Number: 139-907119 **Name:** Central Richmond Neighborway

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

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$28,750	\$126,250				\$155,000

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 155,000

Current Prop AA Request: \$ -

Project Name: Central Richmond Neighborway

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

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

Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement
JG

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Charles Ream

Joel C. Goldberg

Title: Senior Planner

Manager,
Capital Procurement and Management

Phone: 415.701.4695

415.646.2520

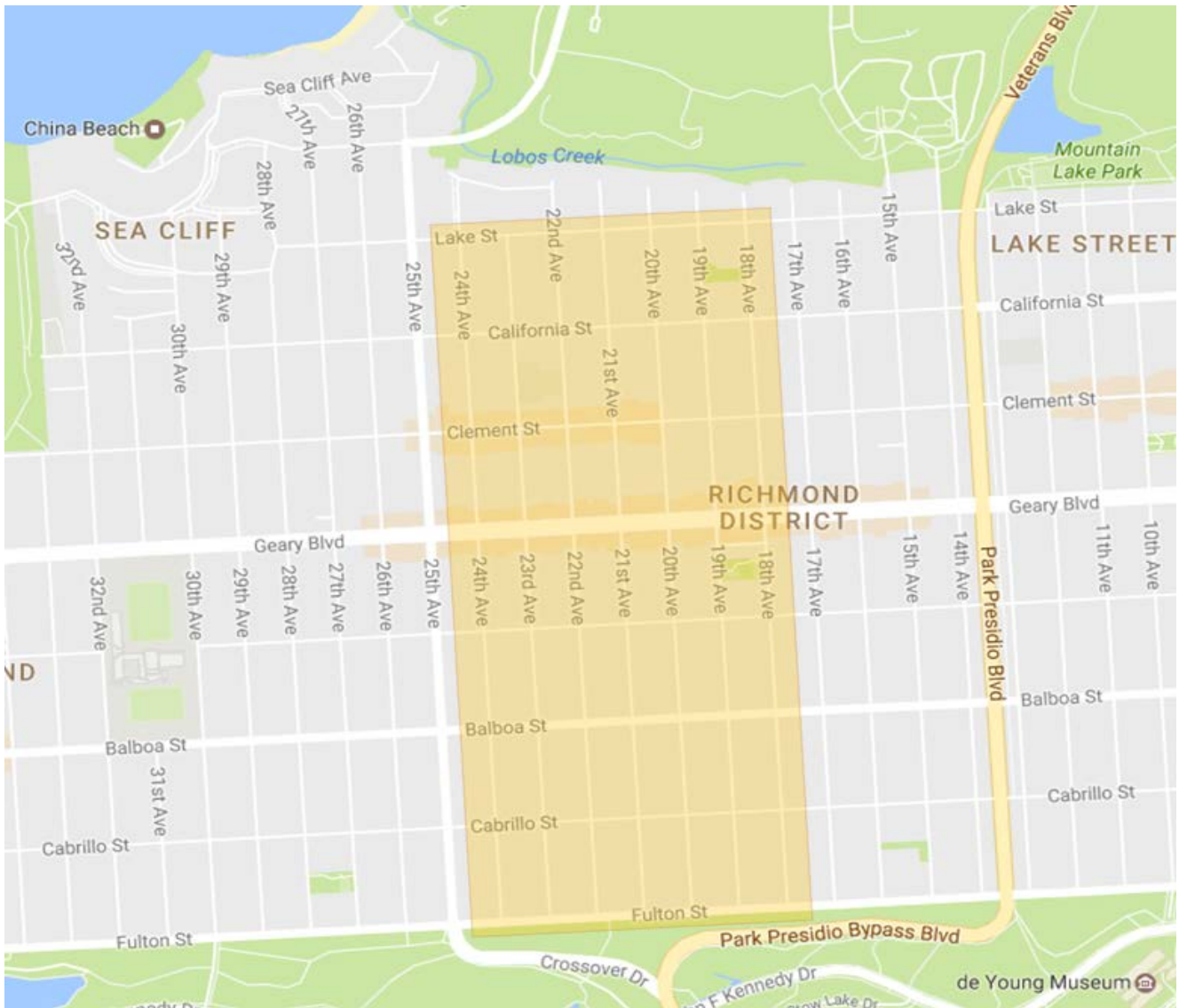
Email: Charles.Ream@sfmta.com

Joel.Goldberg@sfmta.com

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

MAPS AND DRAWINGS

Central Richmond Neighborways Project Area



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

Bicycle Circulation and Safety (EP 39)

Programming and Allocations to Date

Pending Board Action: April 25, 2017

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 2015 ⁵	CON	Allocated	\$76,000					\$76,000
SFMTA	Bike To Work Day 2015 ⁵	CON	Deobligated	(\$11,000)					
SFMTA	Bike To Work Day Promotion ⁸	CON	Programmed		\$0				\$0
SFMTA	Bike To Work Day Promotion	CON	Pending			\$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 ^{5,8}	PLAN	Programmed	\$0					\$0
SFMTA	Bicycle Promotion ⁸	CON	Programmed		\$0				\$0
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	\$0					\$0
SFMTA	Bicycle Safety Education Classes	CON	Allocated	\$72,000					\$72,000
SFMTA	Bicycle Safety Education Classes	CON	Deobligated	(\$4,694)					(\$4,694)
SFMTA	Bicycle Safety Education and Outreach ⁸	CON	Allocated		\$170,000				\$170,000
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes) ⁸	CON	Programmed		\$63,415				\$63,415
SFMTA	Youth Bicycle Safety Education Classes	CON	Allocated		\$80,000				\$80,000
SFMTA	Youth Bicycle Safety Education Classes	CON	Deobligated		(\$7,563)				(\$7,563)
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	CON	Allocated	\$97,500					\$97,500
SFMTA	Bicycle Counters & Barometers	DES/CON	Programmed				\$51,615		\$51,615
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
SFMTA	5th Street Green Shared Roadway Markings (Sharrows) [Vision Zero]	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

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Bicycle Network Expansion and Upgrades									
SFMTA	Bike Strategy Project Planning and Scoping	PLAN	Allocated	\$76,356					\$76,356
SFMTA	Bike Strategy Conceptual Design	PLAN	Allocated	\$100,144					\$100,144
SFMTA	Bicycle Wayfinding Signs - Pilot	PLAN	Allocated		\$20,000				\$20,000
SFMTA	Bicycle Wayfinding Signs - Design	PLAN	Allocated		\$173,000				\$173,000
SFMTA	Bicycle Network Expansion and Upgrades	PLAN	Programmed	\$0					\$0
SFMTA	Bicycle Network Expansion and Upgrades	PLAN	Programmed		\$135,050				\$135,050
SFMTA	23rd Avenue Neighborway ¹¹	PLAN	Pending			\$155,000			\$155,000
SFMTA	Bicycle Network Expansion and Upgrades	DES	Programmed	\$0					\$0
SFMTA	Bicycle Network Expansion and Upgrades	DES	Programmed		\$168,126				\$168,126
SFMTA	Bicycle Network Expansion and Upgrades ^{1,3}	CON	Programmed	\$54,800					\$54,800
SFMTA	Bicycle Network Expansion and Upgrades	CON	Programmed		\$282,970				\$282,970
SFMTA	Bicycle Network Expansion and Upgrades ¹¹	ANY	Programmed			\$295,500			\$295,500
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	Allocated	\$123,882					\$123,882
SFMTA	Sharrows ¹	CON	Allocated	\$132,218					\$132,218
SFMTA	Sharrows	CON	Programmed		\$138,100				\$138,100
SFMTA	Western Addition - Downtown Bikeway Connector [NTIP]	ENV	Programmed	\$62,000					\$62,000
SFMTA	Embarcadero Bikeway Enhancements [NTIP] ⁶	ENV	Programmed	\$150,000					\$150,000
SFMTA	Embarcadero Bikeway Enhancements [NTIP] ⁶	ENV	Programmed		\$50,000				\$50,000
SFMTA	Second Street Vision Zero Improvements [Vision Zero] ³	CON	Allocated	\$158,500					\$158,500
DPW	Second Street Streetscape Improvement	CON	Allocated			\$110,000			\$110,000
SFMTA	Twin Peaks Connectivity	PLAN/ ENV	Allocated	\$23,000					\$23,000
SFMTA, or other eligible sponsor	NTIP Placeholder ^{6,7,9,10}	ANY	Programmed		\$147,069				\$147,069
SFMTA	Arguello Boulevard Near-term Improvements [NTIP Capital] ⁹	CON	Allocated		\$188,931				\$188,931
SFMTA	Golden Gate Avenue Buffered Bike Lane [NTIP Capital] ⁷	CON	Allocated		\$50,000				\$50,000
SFMTA	Cesar Chavez/Bayshore/ Potrero Intersection Improvements [NTIP Capital] ⁶	DES	Allocated	\$50,000					\$50,000

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Transit Access									
Caltrain	San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	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
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				\$2,689,630	\$2,196,228	\$1,037,431	\$1,097,848	\$628,105	\$7,649,241
Total Allocated and Pending in 5YPP				\$1,886,024	\$681,931	\$303,475	\$0	\$0	\$2,871,430
Total Deobligated in 5YPP				(\$15,694)	\$0	\$0	\$180,000	\$0	\$164,306
Total Unallocated in 5YPP				\$819,300	\$1,514,297	\$733,956	\$917,848	\$628,105	\$4,613,505
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 **				\$157,972					\$157,972
Cumulative Remaining Programming Capacity				\$435,366	\$286,229	\$176,230	\$176,230	\$176,230	\$176,230

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

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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.
- ³ 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).
- ⁴ 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 15-46, 03.24.2015).
- ⁵ 5YPP amendment to fully fund Bike to Work Day 2015 (Resolution 15-52, 4/28/2015).
 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.
- ⁶ 5YPP amendment to fund Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital] (Resolution 2015-056, 5/19/2015).
 Embarcadero Bikeway Enhancements [NTIP]: Reduced from \$200,000 to \$150,000 in Fiscal Year 2014/15 and increased from \$0 to \$50,000 in FY 15/16. Project will not need these funds until FY 15/16.
 NTIP Placeholder: Reduced from \$436,000 to \$386,000 in Fiscal Year 2015/16.
 Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]: Added project with \$50,000 in Fiscal Year 2014/15 for design.
- ⁷ 5YPP amendment to fund Golden Gate Avenue Buffered Bike Lane [NTIP Capital] (Resolution 2016-040, 2/23/2016).
 NTIP Placeholder: Reduced from \$386,000 to \$336,000 in Fiscal Year 2015/16.
 Golden Gate Avenue Buffered Bike Lane [NTIP Capital]: Added project with \$50,000 in Fiscal Year 2015/16 for construction.
- ⁸ FY 15/16 allocation for Bicycle Safety Education and Outreach (\$170,000) included the following placeholders (Resolution 2016-040, 2/23/2016):
 Bike to Work Day Promotion: Reduced from \$38,475 to zero in Fiscal Year 2015/16.
 Bicycle Promotion: Reduced from \$25,300 to zero in Fiscal Year 2014/15 and \$80,840 to zero in Fiscal Year 2015/16.
 Bicycle Safety, Education & Outreach: Reduced from \$88,800 to \$63,415 in Fiscal Year 2015/16.
- ⁹ 5YPP amendment to fund Arguello Boulevard Near-term Improvements [NTIP Capital] (Resolution 2016-55).
 NTIP Placeholder: Reduced from \$336,000 to \$147,069 in Fiscal Year 2015/16.
 Arguello Boulevard Near-term Improvements [NTIP Capital]: Added project with \$188,931 in Fiscal Year 2015/16 for construction.
- ¹⁰ With approval of resolution 17-27, 2/28/2017, the Board expressed an intent to support a future allocation of \$320,000 in NTIP capital funds for the construction phase of the project following completion of the design phase (anticipated fall 2017). The \$400,000 in NTIP funding for the project (subject request (\$80,000) plus the proposed future allocation (\$320,000)) will be split 50/50 between the NTIP capital funds available for Districts 9 and 10.
- ¹¹ 5YPP amendment to fund Central Richmond Neighborway (Resolution XX-XX, 4/25/2017 PENDING).
 Bicycle Network Expansion and Upgrades: Reduced by \$155,000 from \$450,500 to \$295,500 in Fiscal Year 2016/17 for any phase.
 Central Richmond Neighborway: Added project with \$155,000 in Fiscal Year 2016/17 for planning.