



Memorandum

Date: 03.18.15 **RE:** Citizens Advisory Committee
March 25, 2015

To: Citizens Advisory Committee

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

Subject: **ACTION** – Adopt a Motion of Support for the Allocation of \$350,000 in Prop K Funds, with Conditions, for Three Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have three requests from the San Francisco Municipal Transportation Agency (SFMTA) totaling \$350,000 in Prop K funds to present to the Citizens Advisory Committee (CAC). Attachment 3 summarizes our recommendations. The projects include installation of three bicycle barometers similar to the one on Market Street between 9th and 10th Street at to-be-identified locations (\$97,500); promotion, day-of events, and evaluation of Bike to Work Day 2015 (\$76,000); and advanced planning for project corridors identified in the 2013 Bicycle Strategy, including identification of feasible measures and coordination opportunities, development of recommendations for each project corridor similar to the approach taken to develop the WalkFirst Investment Strategy, and conceptual design of three project corridors (\$176,500). At the CAC meeting, staff from the SFMTA will present an overview of the 2013 Bicycle Strategy, which set the vision and goals to make bicycling a part of everyday life in San Francisco. **We are seeking a motion of support for the allocation of \$350,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

BACKGROUND

We have received three requests from the San Francisco Municipal Transportation Agency (SFMTA) for a combined total of \$350,000 in Prop K funds to present to the Citizens Advisory Committee (CAC) at the March 25, 2015 meeting, for potential Board approval on April 28, 2015. As shown in Attachment 1, the requests come from the Prop K Bicycle Circulation/Safety Prop K category. Transportation Authority Board adoption of a 5-Year Prioritization Program (5YPP) for Prop K programmatic categories is a prerequisite for allocation of funds from these categories.

DISCUSSION

The purpose of this memorandum is to present three Prop K (\$350,000) requests to the CAC and to seek a motion of support to allocate the funds as requested. Attachment 1 summarizes the three requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project are included in the attached Allocation Request Forms.

2013 Bicycle Strategy: The 2013 Bicycle Strategy was adopted by the SFMTA Board in 2013 and includes a GIS-based analysis designed to prioritize improvements to the bike network with the most potential to fill gaps, yield a high bicycle trip generating potential, and improve comfort and safety. The Bicycle Strategy is one of several strategy documents that define mode-specific goals and objectives, and

sets new directions and policy targets to make bicycling a part of everyday life in San Francisco. The Bicycle Strategy aligns the SFMTA's vision for bicycling with the overall SFMTA Strategic Plan mode share goal of fifty percent of all trips made using sustainable modes. Specific Bicycle Strategy goals include:

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

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

At the CAC meeting, staff from the SFMTA will present an overview of the 2013 Bicycle Strategy and will be able to answer any questions the CAC may have about the Bicycle Strategy or the three bicycle-related allocation requests.

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

ALTERNATIVES

1. Adopt a motion of support for the allocation of \$350,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Adopt a motion of support for the allocation of \$350,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

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

The Fiscal Year 2014/15 Prop K Allocation Summary (Attachment 4) shows the total allocations and annual cash flow commitments for approved FY 2014/15 allocations to date and for the recommended allocations that are the subject of this memorandum.

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

RECOMMENDATION

Adopt a motion of support for the allocation of \$350,000 in Prop K funds, with conditions, for three

requests, subject to the attached Fiscal Year Cash Flow Distribution Schedule.

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K 2014/15 Fiscal Year Cash Flow Distribution – Summary
5. Prop K Allocation Request Forms (3)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Prop K Leveraging		Phase(s) Requested	District
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	39	SFMTA	Bicycle Barometers	\$ 97,500	\$ -	\$ 187,080	28%	48%	Design, Construction	TBD
Prop K	39	SFMTA	Bike to Work Day 2015	\$ 76,000	\$ -	\$ 76,000	28%	0%	Construction	Citywide
Prop K	39	SFMTA	Bike Strategy Planning	\$ 176,500	\$ -	\$ 176,000	28%	0%	Planning	Citywide
TOTAL				\$ 350,000	\$ -	\$ 439,080	28%	20%		

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
39	SFMTA	Bicycle Barometers	\$ 97,500	\$	SFMTA will install three bicycle barometers like the totem on eastbound side of Market Street between 9th and 10th Street. Bicycle barometers record and display the number of bicyclists passing that location. The three new barometers have been procured using SFMTA funds, so this Prop K request would pay for design and construction necessary for their installation plus two years of maintenance. The SFMTA has not finalized the locations for the barometers, but is planning to install them at visible locations on high volume bicycle corridors. Potential locations include Market Street, Valencia Street, and the Embarcadero.
39	SFMTA	Bike to Work Day 2015	\$ 76,000	\$	Prop K sales tax funds will be used for promotion, day-of events, and evaluation of Bike to Work Day (BTWD) 2015, which is on May 14. BTWD is an annual event that promotes cycling as a viable option for commuting to work and school, and is sponsored locally by public agencies and private advocacy groups. SFMTA will be the official City sponsor of the event, with the San Francisco Bicycle Coalition (SFBC) as the leader and organizer of BTWD. In San Francisco, participation in BTWD has increased steadily over the past five years. The number of people of bike counted in the morning BTWD commute increased by 32% between 2009 and 2014. The SFMTA conducts counts before BTWD, on BTWD, and after BTWD during the peak commute hours and has consistently observed increases in bike commuting rates between the pre- and post-BTWD counts.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
39	SFMTA	Bike Strategy Planning	\$ 176,500	\$ -	<p>The Bicycle Strategy was adopted by the SFMTA Board in 2013 and includes a GIS-based analysis designed to prioritize improvements to the bike network with the most potential to fill gaps, yield a high bicycle trip generating potential, and improve comfort and safety. The SFMTA has requested Prop K sales tax funds to advance planning and initial scoping of project corridors identified in the Bicycle Strategy (see map and list of Bike Strategy projects included in the attached allocation request form), including the identification of feasible measures and coordination opportunities to develop recommendations for each project corridor, similar to the approach taken to develop the WalkFirst Investment Strategy. The SFMTA will subsequently select three project corridors to immediately advance to conceptual design using Prop K funds. The conceptual design phase will include public outreach culminating with proposed plans for each of the three locations (anticipated completion in May 2016). This project supports the goal of Vision Zero to eliminate all traffic deaths in San Francisco by 2024.</p>
TOTAL			\$ 350,000	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
39	SFMTA	Bicycle Barometers	\$ 97,500	\$ -	Multi-Phase Allocation: We are recommending a multi-phase allocation given the straightforward nature of the scope (installation of barometers) and short duration of design phase.
39	SFMTA	Bike to Work Day 2015	\$ 76,000	\$ -	5YPP Amendment: Our recommendation is contingent upon a concurrent amendment to the Bicycle Circulation and Safety category to reprogram Fiscal Year 2014/15 funds for Bicycle Promotion (\$24,700) to the Bike to Work Day 2015 project.
39	SFMTA	Bike Strategy Planning	\$ 176,500	\$ -	Note: SFMTA staff will give a presentation on the Bike Strategy at the March CAC meeting.
TOTAL			\$ 350,000	\$ -	

¹ See Attachment 1 for footnotes.

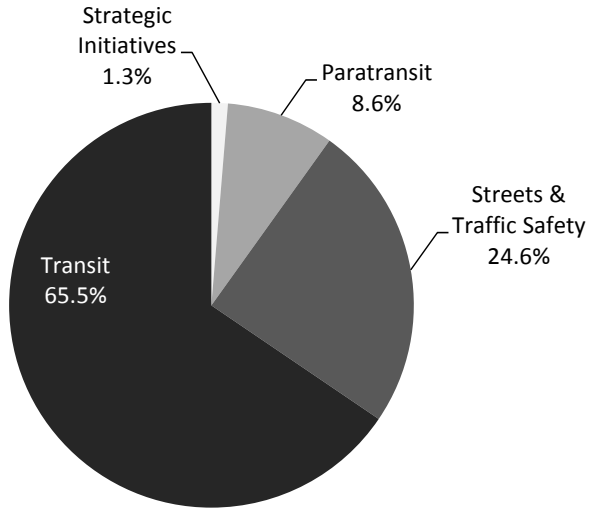
**Attachment 4.
Prop K Allocation Summary - FY
2014/15**

PROP K SALES TAX

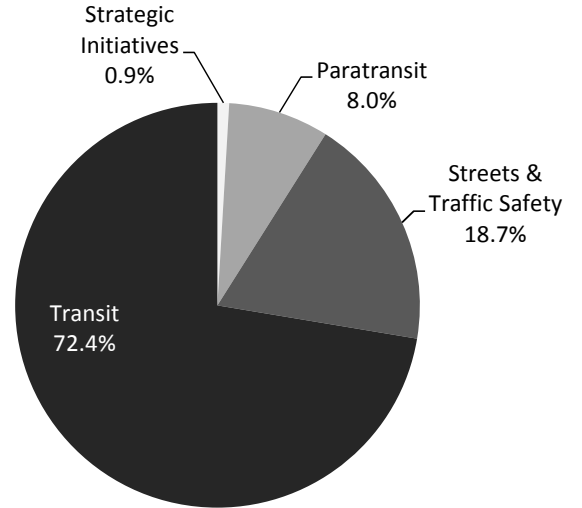
	Total	CASH FLOW					
		FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FYs 2019/20 - 2027/28 ¹
Prior Allocations	\$ 239,776,018	\$ 64,814,302	\$ 30,899,148	\$ 16,001,916	\$ 1,500,000	\$ -	\$ 126,560,652
Current Request(s)	\$ 350,000	\$ 114,500	\$ 235,500	\$ -	\$ -	\$ -	-
New Total Allocations	\$ 240,126,018	\$ 64,928,802	\$ 31,134,648	\$ 16,001,916	\$ 1,500,000	\$ -	\$ 126,560,652

The above table shows maximum annual cash flow for all FY 2014/15 allocations approved to date, along with the current recommended allocation(s).
¹ Light Rail Vehicle Procurement. See Resolution 15-12 for cash flow details.

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date



Attachment 5

Prop K Grouped Allocation Requests

April 2015 Board Action

Table of Contents

No.	Fund Source	Project Sponsor ¹	EP ² Line Item/ Category Description	Project Name	Phase	Funds Requested
1	Prop K	SFMTA	Bicycle Circulation/ Safety	Bicycle Barometers	Design, Construction	\$ 97,500
2	Prop K	SFMTA	Bicycle Circulation/ Safety	Bike to Work Day 2015	Construction	\$ 76,000
3	Prop K	SFMTA	Bicycle Circulation/ Safety	Bike Strategy Planning	Planning	\$ 176,500
Total Requested						\$ 350,000

¹ Acronyms include SFMTA (San Francisco Municipal Transportation Agency).

² EP stands for Expenditure Plan.



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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

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

Prop AA Category:

Current Prop AA Request:

Supervisorial District(s):

SCOPE

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

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

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

Please see attached scope of work.

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

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

Project Scope and Benefits

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

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

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

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

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

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

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

Existing Market Street bicycle barometer data website:

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

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

FY 2014/15

Project Name: Bicycle Barometers

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorical Exempt **Completion Date (mm/dd/yy)**
Status: Expected 05/30/15

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

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

Detailed design completion: June 2015
 Installation begin: August 2015
 Installation end: February 2017

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

FY 2014/15

Project Name:

Implementing Agency:

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

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

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

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

% Complete of Design: as of

Expected Useful Life: Years

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

MAJOR LINE ITEM BUDGET

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

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

SFMTA Operating Funds

Round up to \$97,000

FTE = Full Time Equivalent
MFB = Mandatory Fringe Benefits

B. SFMTA Labor - Construction Engineering & Coordination

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

D. Construction Contract - DPW JOC

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

E. Installation Materials - JOC Contract Purchase

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

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

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

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

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

FY 2014/15

Project Name: Bicycle Barometers

FUNDING PLAN - FOR CURRENT PROP K REQUEST

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

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

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

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

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

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

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

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

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

\$97,500
Total from Cost worksheet

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

Is Prop K/Prop AA providing **local match funds** for a state or federal grant?

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$97,500		\$97,500
SFMTA Operating Funds			\$89,580	\$89,580
				\$0
				\$0
				\$0
				\$0
				\$0
Total:		\$97,500	\$89,580	\$ 187,080

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

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested:

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

Prop AA Funds Requested:

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

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

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

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

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

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

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

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

-
-

Special Conditions:

-
-
-

Notes:

-
-

Supervisory District(s):

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

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

SFCTA Project Reviewer:

Project # from SGA:

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

SUB-PROJECT DETAIL

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

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

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

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

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

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

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

MAPS AND DRAWINGS

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

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



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

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

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

Project Name: Bicycle Barometers

Implementing Agency: San Francisco Municipal Transportation Agency

Signatures

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

Project Manager

Grants Section Contact

Name (typed): Jeffrey Banks

Joel Goldberg

Title: Transit Planner II

Manager, Capital Procurement and Management

Phone: 701-5331

701-4499

Fax: _____

Email: Jeffrey.Banks@sfmta.com

Joel.Goldberg@sfmta.com

Address: 1 South Van Ness, SF 94103

1 South Van Ness, SF 94103

Signature: _____

Date: _____



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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

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

Prop AA Category:

Current Prop AA Request:

Supervisorial District(s):

SCOPE

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

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

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

Scope of work begins on next page.

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

Background

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

Scope

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

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

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

Project Benefits

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

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

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

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

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

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

FY 2014/15

Project Name: Bike to Work Day 2015

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

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

Status: N/A

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

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

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

FY 2014/15

Project Name: Bike to Work Day 2015

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

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

% Complete of Design: 0 as of

Expected Useful Life: N/A Years

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

MAJOR LINE ITEM BUDGET

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

Bike to Work Day 2015

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

SFMTA LABOR COSTS

MFB = Mandatory Fringe Benefits
FTE = Full Time Equivalent employee

I SFMTA Labor

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

II SFMTA Materials

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

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

SPONSORSHIP COSTS

III Sponsorship Tasks \$65,000

Implementation of BTWD, including: <ul style="list-style-type: none"> o Energizer stations o Commuter convoys o Historic and cultural rides
SFMTA and SFCTA logo placement: <ul style="list-style-type: none"> o SFBC newsletter o BTWD webpage, posters, banners, information cards o BTWD incentives o All BTWD promotions (ads, flyers, brochures, etc.)

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

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

FY 2014/15

Project Name: Bike to Work Day 2015

FUNDING PLAN - FOR CURRENT PROP K REQUEST

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

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

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

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

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

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

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

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

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

\$76,000
Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

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

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

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP AA REQUEST

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

Prop K Funds Requested: \$76,000

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

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

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

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

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

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

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

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

Special Conditions:

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

Notes:

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

Supervisory District(s):

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

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

SFCTA Project Reviewer:

Project # from SGA:

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

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

Project Name: Bike to Work Day 2015

Implementing Agency: San Francisco Municipal Transportation Agency

Signatures

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

Project Manager

Grants Section Contact

Name (typed): Hank Willson

Joel C. Goldberg

Title: Principal Analyst

Manager, Capital Procurement & Management

Phone: (415) 701-5041

(415) 701-4499

Fax: _____

Email: hank.willson@sfmta.com

Joel.Goldberg@sfmta.com

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

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

Signature: _____

Date: _____

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

Updated March 5, 2015

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

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

Updated March 5, 2015

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

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

Updated March 5, 2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	5th Street Green Shared Roadway Markings (Sharrows)	CON	Allocated	\$82,700					\$82,700
SFMTA	7th Avenue and Lincoln Way Intersection Improvements ⁴	CON	Allocated	\$115,324					\$115,324
SFMTA	Spot Improvements	CON	Programmed		\$197,130				\$197,130
SFMTA	Spot Improvements	CON	Programmed			\$150,000			\$150,000
SFMTA	Spot Improvements	CON	Programmed				\$100,000		\$100,000
SFMTA	Spot Improvements	CON	Programmed					\$20,000	\$20,000
Bicycle Network Expansion and Upgrades									
SFMTA	Bike Strategy Planning	PLAN	Pending	\$176,500					\$176,500
SFMTA	Bicycle Network Expansion and Upgrades	PLAN	Programmed	\$8,550					\$8,550
SFMTA	Bicycle Network Expansion and Upgrades	PLAN	Programmed		\$135,050				\$135,050
SFMTA	Bicycle Network Expansion and Upgrades	DES	Programmed	\$168,126					\$168,126
SFMTA	Bicycle Network Expansion and Upgrades	DES	Programmed		\$168,126				\$168,126
SFMTA	Bicycle Network Expansion and Upgrades ^{1,3}	CON	Programmed	\$71,124					\$71,124
SFMTA	Bicycle Network Expansion and Upgrades	CON	Programmed		\$282,970				\$282,970
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed			\$450,500			\$450,500
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed				\$450,500		\$450,500
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed					\$450,057	\$450,057
SFMTA	Sharrows ¹	DES/CON	Allocated	\$256,100					\$256,100
SFMTA	Sharrows	CON	Programmed		\$138,100				\$138,100

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

Updated March 5, 2015

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

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

Updated March 5, 2015

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

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

- 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.
- 5YPP amendment to fully fund project in Fiscal Year 2014/15: Market Street Green Bike Lanes and Raised Cycletrack (Resolution 15-28, 12.16.2015).
Innovative Treatments: Reduced planning phase from \$104,618 to \$0, design phase from \$126,518 to \$0, construction phase from \$520,288 to \$0, to fund the Market Street Green Bike Lanes and Raised Cycletrack for construction in Fiscal Year 2014/15.
Spot Improvements: Reduced from \$200,000 to \$198,024 in Fiscal Year 2014/15.
Bicycle Network Expansion and Upgrades funds from Fiscal Year 2014/15 (\$158,500) were allocated to Second Street Vision Zero Improvements (Resolution 15-34, 1.27.15).
- Spot Improvements placeholder funds from Fiscal Year 2014/15 (\$110,800) were allocated for construction of the 7th Avenue and Lincoln Way Intersection Improvements project (Resolution 15-XX, MO.DA.YEAR).
- 5YPP amendment to fully fund Bike to Work Day 2015 (Resolution 15-XX, MO.DA.YEAR).
Bicycle Promotion: Reduced from \$50,000 to \$25,300 in Fiscal Year 2014/15.
Bike to Work Day 2015: Added \$24,700 in Fiscal Year 2014/15 for construction.

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

Updated March 5, 2015

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

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

Updated March 5, 2015

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

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

Updated March 5, 2015

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

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

Updated March 5, 2015

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Western Addition - Downtown Bikeway Connector	ENV	\$62,000						\$62,000
Embarcadero Bikeway Enhancements [NTIP]	ENV	\$10,000	\$90,000	\$100,000				\$200,000
Second Street Vision Zero Improvements 3	CON	\$79,250	\$79,250					\$158,500
Second Street Streetscape Improvement (OneBayArea Grant match)	CON		\$55,000	\$55,000				\$110,000
Twin Peaks Connectivity	PLAN/ ENV	\$19,866	\$3,134					\$23,000
NTIP Placeholder	ANY		\$148,240	\$143,880	\$143,880			\$436,000
Bicycle Network Expansion and Upgrades								
4th and King Bike Station Improvements	PLAN	\$20,000						\$20,000
Caltrain Bike Facility Improvements	DES/ CON		\$20,000					\$20,000
Caltrain Bike Facility Improvements	DES/ CON				\$20,000			\$20,000
Caltrain Bike Facility Improvements	CON		\$90,000	\$90,000				\$180,000
Caltrain Bike Facility Improvements	CON				\$90,000	\$90,000		\$180,000

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

Updated March 5, 2015

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
16th/Mission Bike Station [N/TIP]	DES	\$75,500	\$75,500				\$151,000
24th/Mission Bike Station [N/TIP]	DES	\$75,500	\$75,500				\$151,000
Glen Park Bike Station	DES	\$124,000	\$124,000				\$248,000
Cash Flow Programmed in 5YPP		\$1,810,753	\$2,584,456	\$1,136,634	\$1,197,301	\$718,327	\$225,029
Cash Flow Allocated and Pending		\$1,155,449	\$657,575	\$0	\$0	\$0	\$1,813,024
Cash Flow Deobligated		\$0	\$0	\$0	\$0	\$0	\$0
Cash Flow Unallocated		\$655,304	\$1,926,881	\$1,136,634	\$1,197,301	\$718,327	\$5,859,474
Cash Flow Programmed in 2014 Strategic Plan		\$2,901,744	\$1,983,296	\$1,378,456	\$1,165,538	\$718,105	\$328,361
Deobligated from Prior 5YPP Cycles **		\$140,059					\$140,059
Cumulative Remaining Cash Flow Capacity		\$1,231,050	\$629,890	\$871,713	\$839,950	\$839,729	\$943,061

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation



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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K Category: Gray cells will automatically be filled in.

Prop K Subcategory:

Prop K EP Project/Program:

Prop K EP Line Number (Primary): **Current Prop K Request:** \$

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

SCOPE

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

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

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

Scope of work begins on next page.

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

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

SCOPE OVERVIEW

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

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

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

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

DETAILED SCOPE OF WORK

Phase 1: Bicycle Strategy Project Planning and Scoping

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

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

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

Tasks:

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

Deliverables:

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

Phase 2: Conceptual Design

A. Review Existing Conditions

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

Tasks:

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

Deliverables:

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

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

B. Community Outreach

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

Tasks:

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

Deliverables:

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

C. Conceptual Design

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

Tasks:

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

Deliverables:

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

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

FY 2014/15

Project Name: Bike Strategy Planning

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

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

Status:

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

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

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

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

FY 2014/15

Project Name: Bike Strategy Planning

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

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

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

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

% Complete of Design: 0 as of

Expected Useful Life: TBD Years

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

MAJOR LINE ITEM BUDGET

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

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

MFB = Mandatory Fringe Benefits
FTE = Full Time Equivalent employee

1. BIKE STRATEGY PROJECT PLANNING AND SCOPING

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

2. CONCEPTUAL DESIGN

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

Other Expenses

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

	hrs	\$
Total	1218	\$176,545

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

FY 2014/15

Project Name: Bike Strategy Planning

FUNDING PLAN - FOR CURRENT PROP K REQUEST

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

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

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

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

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

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

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

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

\$176,500
Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

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

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

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

Prop K Funds Requested: \$176,500

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

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

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

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

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

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

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

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

Special Conditions:

1. SFMTA may not incur expenses for the conceptual design phase until Transportation Authority staff releases the funds (\$100,144) pending receipt of the three project corridors to be advanced to conceptual design and justification for their prioritization.
2.

Notes:

1.

Supervisory District(s): Prop K proportion of expenditures - this phase:

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

SFCTA Project Reviewer: Project # from SGA:

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

SUB-PROJECT DETAIL

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

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

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

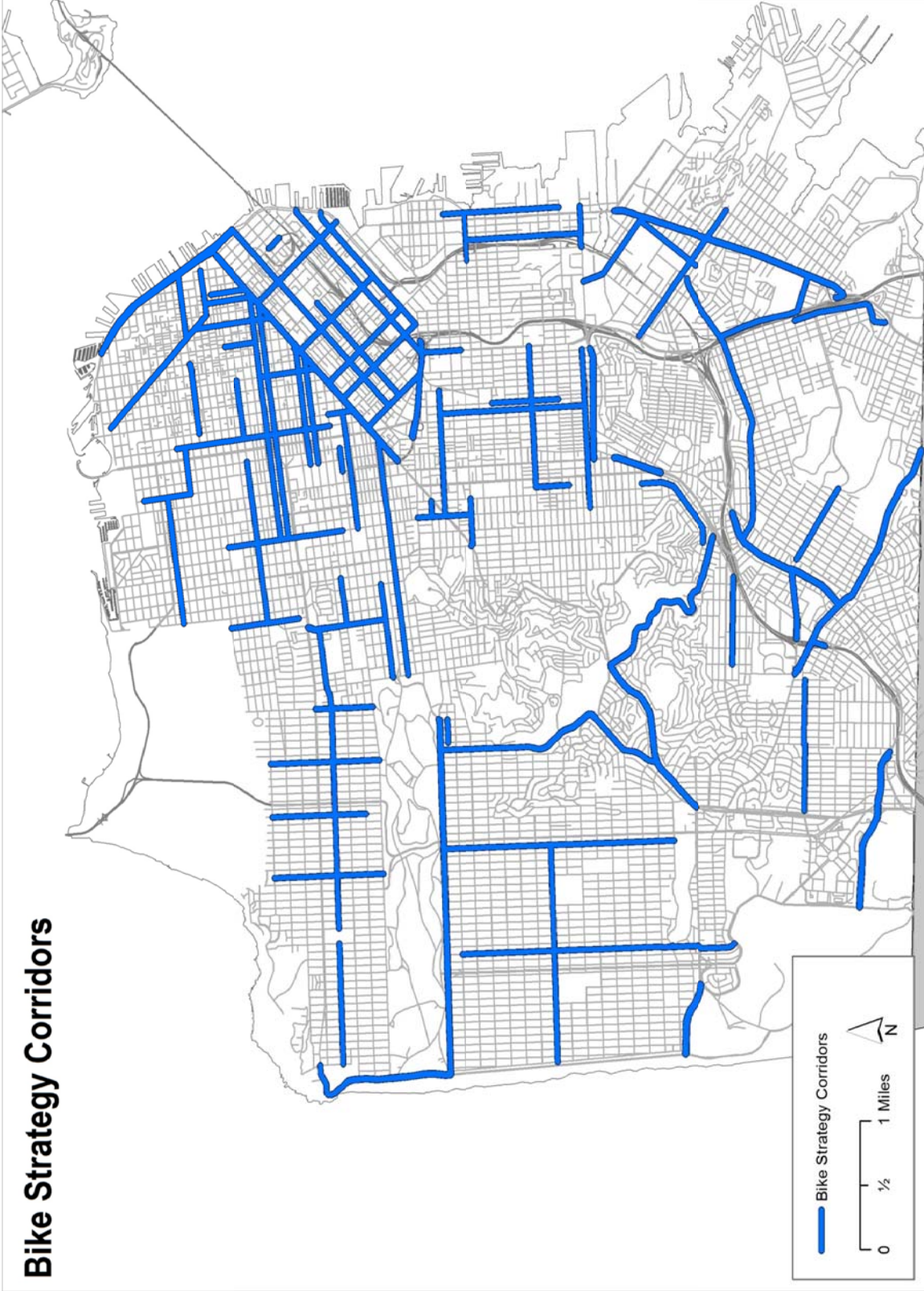
Sub-Project # from SGA: Name:
Supervisorial District(s):

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

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

MAP OF BIKE STRATEGY CORRIDORS

Bike Strategy Corridors



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

LIST OF BIKE STRATEGY CORRIDORS

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

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

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

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

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

Project Name: Bike Strategy Planning

Implementing Agency: San Francisco Municipal Transportation Agency

Signatures

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

Project Manager

Grants Section Contact

Name (typed): Charlie Ream

Joel C. Goldberg

Title: Planner

Manager,
Capital Procurement & Mgmt

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94103

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

Signature: _____

Date: _____
