



Memorandum

Date: 03.16.17 **RE:** Citizens Advisory Committee
March 22, 2017

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 \$38,475 in Prop K Funds for One Request, with Conditions, and Appropriation of \$602,254 in Prop K Funds for One Request, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have two requests totaling \$640,729 in Prop K funds to present to the Citizens Advisory Committee. We are requesting \$602,254 for additional unanticipated activities required to complete the environmental phase of the Geary Bus Rapid Transit project. The Federal Transit Administration (FTA) and local agencies agreed to prepare the Final Environmental Impact Report (EIR) separate from a Final Environmental Impact Statement (EIS) in order to provide for local approvals that were ready to proceed, while allowing staff to respond to the federal direction on EIS administrative comments. On January 5, 2017, the Transportation Authority certified the Final EIR, but has continued to work with the FTA to address comments on an administrative draft of the Final EIS. The scope of this Prop K request includes additional environmental analysis to incorporate minor project design changes in response to community input, ongoing work with FTA to complete a standalone EIS, and legal defense of the project's EIR. The project team anticipates publication of the Final EIS and FTA Record of Decision by Summer 2017. The San Francisco Municipal Transportation Agency (SFMTA) has requested \$38,475 for promotion and event-day services for Bike to Work Day (BTWD) 2017 on May 11th. The SFMTA conducts bicycle counts before, during, and after BTWD during the peak commute hour (8:30-9:30 AM) and has consistently observed increases in bike commuting rates between the pre- and post-BTWD counts over the years.

BACKGROUND

We have received two requests for a total of \$640,729 in Prop K funds to present to the Citizens Advisory Committee (CAC) at its March 22, 2017 meeting, for potential Board approval on April 25, 2017. As shown in Attachment 1, the requests come from the following Prop K categories:

- Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network
- Bicycle Circulation/ Safety

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 two Prop K requests totaling \$640,729 to the CAC and to seek a motion of support to allocate and appropriate the funds as requested. Attachment 1 summarizes the two 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 is included in the enclosed Allocation Request Forms.

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

Transportation Authority staff and project sponsors will attend the CAC meeting to provide brief presentations on the requests and to respond to any questions that the CAC may have.

ALTERNATIVES

1. Adopt a motion of support for the allocation of \$38,475 in Prop K funds for one request, with conditions, and appropriation of \$602,254 in Prop K funds for one request, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Adopt a motion of support for the allocation of \$38,475 in Prop K funds for one request, with conditions, and appropriation of \$602,254 in Prop K funds for one request, 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 \$38,475 and appropriate \$602,254 in Fiscal Year (FY) 2016/17 Prop K funds. The allocation and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the total approved FY 2016/17 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations and cash flows that are the subject of this memorandum.

Sufficient funds are included in the approved FY 2016/17 budget to accommodate the recommended 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 \$38,475 in Prop K funds for one request, with conditions, and appropriation of \$602,254 in Prop K funds for one request, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary–FY 2016/17
5. Prop K/Prop AA Allocation Request Forms (2)

Attachment 1: Summary of Applications Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	1	SFCTA	Geary Bus Rapid Transit - Additional Funds	\$ 602,254	\$ 8,957,281	82%	4%	Environmental	1, 2, 3, 5, 6
Prop K	39	SFMTA	Bike to Work Day 2017	\$ 38,475	\$ 39,675	28%	3%	Construction	Citywide
TOTAL				\$ 640,729	\$ 8,996,956	81%	4%		

Footnotes

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

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

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Requested	Project Description
1	SFCTA	Geary Bus Rapid Transit - Additional Funds	\$602,254	Requested funds will be used for additional unanticipated activities required to complete the environmental phase of the project. The Federal Transit Administration (FTA) and local agencies agreed to prepare the Final Environmental Impact Report (EIR) separate from a Final Environmental Impact Statement (EIS) in order to provide for local approvals that were ready to proceed, while allowing staff to respond to the federal direction on EIS administrative comments. On January 5, 2017, the Transportation Authority certified the Final EIR, but has continued to work with the FTA to address comments on an administrative draft of the Final EIS. The scope of this request includes additional environmental analysis to incorporate minor project design changes in response to community input, ongoing work with FTA to complete a standalone EIS, and legal defense of the project's EIR. The project team anticipates publication of the Final EIS and FTA Record of Decision by Summer 2017.
39	SFMTA	Bike to Work Day 2017	\$38,475	Funds will be used for promotion and event-day services for Bike to Work Day (BTWD) 2017 on May 11th. BTWD is an annual event that promotes cycling as a viable option for commuting to work and school, and is sponsored locally by public agencies and private advocacy groups. The San Francisco Bicycle Coalition (SFBC) organizes the event. In San Francisco, participation in BTWD continues to increase. The number of bikes counted during the morning BTWD commute along the Market Street corridor increased by 30% between 2009 and 2016. The total number of people on bikes active during the “peak commute hour” (8:30AM – 9:30AM) likewise increased by 13.6% from 2015 to 2016. The SFMTA conducts counts before, during, and after BTWD during the peak commute hour and has consistently observed increases in bike commuting rates between the pre- and post-BTWD counts over the years.

TOTAL	\$640,729	
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¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
1	SFCTA	Geary Bus Rapid Transit - Additional Funds	\$ 602,254	5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is contingent upon a concurrent Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5YPP amendment to reprogram funds from the planning phase (completed) to the environmental phase. See attached 5YPP amendment for details.
39	SFMTA	Bike to Work Day 2017	\$ 38,475	
TOTAL \$			640,729	

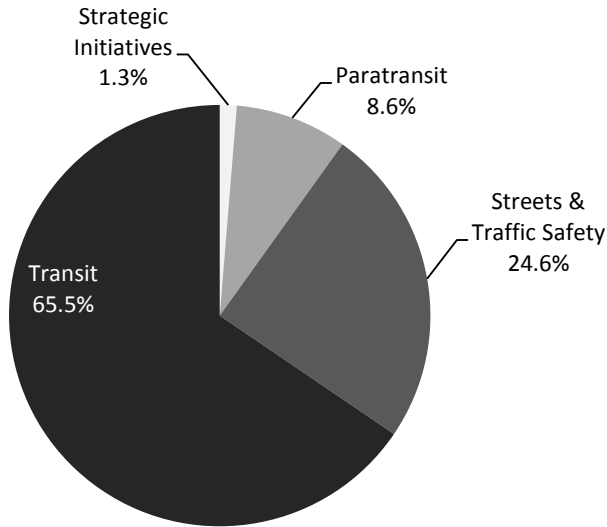
¹ See Attachment 1 for footnotes.

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

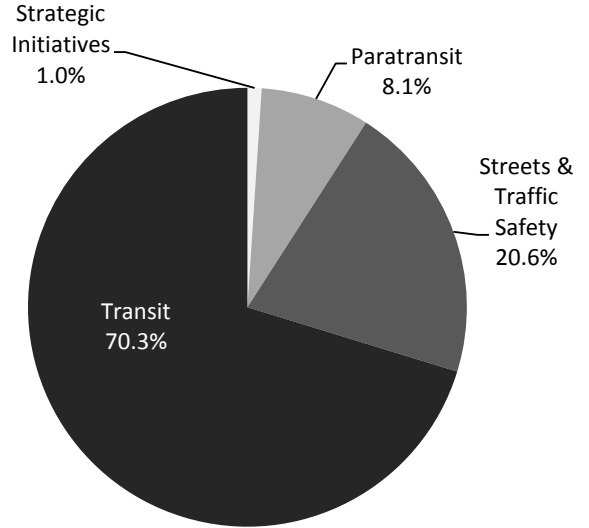
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Prior Allocations	\$ 127,757,542	\$ 44,518,051	\$ 58,318,570	\$ 24,092,816	\$ 671,807	\$ 52,099
Current Request(s)	\$ 640,729	\$ 490,729	\$ 150,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 128,398,271	\$ 45,008,780	\$ 58,468,570	\$ 24,092,816	\$ 671,807	\$ 52,099

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

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date



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

FY of Allocation Action: 2016/17

Project Name: Geary Bus Rapid Transit - Additional Funds

Grant Recipient: San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

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

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

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

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

REQUEST

Brief Project Description (type below)

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

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

See attached scope of work.

Project Location (type below)

Geary Corridor from Transbay Terminal to 48th Avenue

Project Phase (select dropdown below)

Environmental Studies (PA&ED)

Map or Drawings Attached? Yes

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

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

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

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

Please describe and justify the necessary amendment:

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

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

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

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

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

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

- E. Environmental Compliance

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

Previous Scope Installments

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

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

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

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

Progress Since July 2015

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

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

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

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

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

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

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

Scope for New Requested Installment

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

Table 1. Geary BRT Environmental Phase Funding

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

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

Table 2. Geary BRT Environmental Phase Remaining Work Items

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

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

Task A. Project Management and External Coordination

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

Task B. Environmental Impact Analysis and Documentation

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

Tasks C/D. Initial Preliminary Engineering/Alternatives Analysis

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

Environmental Review Schedule

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

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

Project Name: Geary Bus Rapid Transit - Additional Funds

ENVIRONMENTAL CLEARANCE

Environmental Type: EIR/EIS

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE DETAILS

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

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

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

Project Name: Geary Bus Rapid Transit - Additional Funds

FUNDING PLAN - FOR CURRENT REQUEST

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

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

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

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

COST SUMMARY

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

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

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

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

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

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

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

Geary Bus Rapid Transit Funding Plan
March 2017

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

Geary Bus Rapid Transit Funding Plan
March 2017

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

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

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

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

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

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

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

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

Project Name: Geary Bus Rapid Transit - Additional Funds

MAJOR LINE ITEM BUDGET

TASKS

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

ENVIRONMENTAL PHASE BUDGET SUMMARY

	Task			Contingency (Amount)	Contingency (%)	Total
	A	B	C/D			
Existing Budget	\$ 926,329	\$ 4,492,545	\$ 2,034,786	\$ 806,733	11%	\$ 8,355,027
Current Request	\$ 73,800	\$ 381,967	\$ 118,487	\$ 28,000	5%	\$ 602,254
Total with This Request	\$ 1,000,129	\$ 4,874,512	\$ 2,153,272	\$ 834,733	10%	\$ 8,957,281

EXISTING BUDGET SUMMARY

Agency	Task			Contingency (Amount)	Contingency (%)	Total
	A	B	C/D			
Transportation Authority	\$ 345,346	\$ 525,153	\$ 386,099	\$ 393,288	30%	\$ 1,695,725
SFMTA	\$ 19,598	\$ 419,706	\$ 505,556	\$ -	0%	\$ 944,860
Legal/Other Consultants	\$ 197,689	\$ 731,176	\$ 199,435	\$ 85,907	8%	\$ 1,214,207
Technical Consultants	\$ 363,696	\$ 2,816,510	\$ 943,695	\$ 327,538	8%	\$ 4,500,234
Total - Existing Budget	\$ 926,329	\$ 4,492,545	\$ 2,034,786	\$ 806,733	11%	\$ 8,355,027

CURRENT REQUEST SUMMARY

Agency	Task			Contingency (Amount)	Contingency (%)	Total
	A	B	C/D			
Transportation Authority	\$ 73,800	\$ 100,967	\$ 98,487	\$ 28,000	10%	\$ 301,254
Legal/Other Consultants	\$ -	\$ 150,000	\$ -	\$ -	0%	\$ 150,000
Technical Consultants	\$ -	\$ 131,000	\$ 20,000	\$ -	0%	\$ 151,000
Total - Current Request	\$ 73,800	\$ 381,967	\$ 118,487	\$ 28,000	5%	\$ 602,254

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 3/8/2017 Res. No: _____ Res. Date: _____

Project Name: Geary Bus Rapid Transit - Additional Funds

Grant Recipient: San Francisco County Transportation Authority

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

Total Prop K Funds: \$ 602,254

Total Prop AA Funds: \$ -

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

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

Future Commitment:

Action	Amount	Fiscal Year	Phase

Trigger: _____

Deliverables:

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

Special Conditions:

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

Notes:

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

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

SFCTA Project CP
Reviewer: _____

SGA PROJECT NUMBER

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

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

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 602,254

Current Prop AA Request: \$ -

Project Name: Geary Bus Rapid Transit - Additional Funds

Grant Recipient: San Francisco County Transportation Authority

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

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

CONTACT INFORMATION

Project Manager

Grants Section Contact

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Anna LaForte

Title: Senior Transportation Planner

Deputy Director, Policy & Programming

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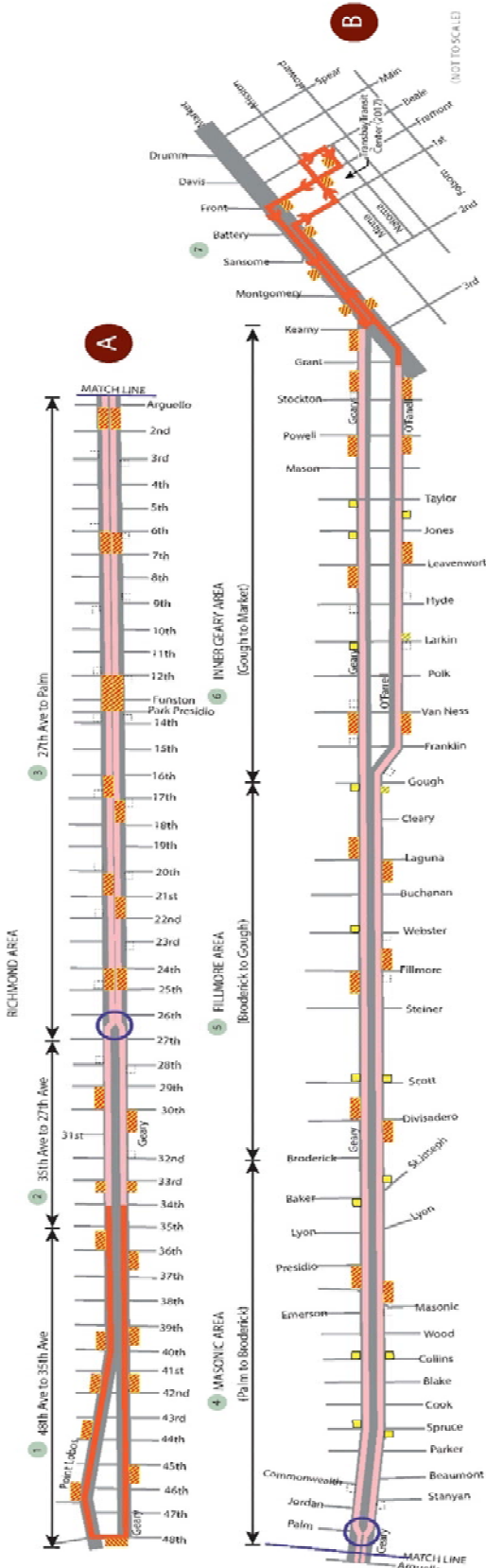
anna.laforte@sfcta.org

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

Geary Bus Rapid Transit

SEGMENT DESCRIPTIONS
ARE KEYED TO THE MAP

<p>1</p> <p>48th Ave to 35th Ave: No Bus Treatments Treatments not needed, given the low levels of traffic congestion and transit ridership.</p>	
<p>2</p> <p>35th Ave to 27th Ave: Sole Bus Lanes Bulb-out benefits with curb extension to provide greater levels of transit and congestion and provide for improved safety improvements at lower cost.</p>	
<p>3</p> <p>27th Ave to Palm: Center Bus Lanes, Consolidated Local-BRT Stops Provides 30% travel time savings and high reliability with separation from parking, loading, and unloading traffic. Improves travel for both local and BRT riders. Preserves most on-street parking. Installs new medians with lighting and landscaping. Provides periodic crossing safety improvements, including bulb-outs and reductions in left-turn conflicts.</p>	
<p>4</p> <p>Palm to Bowditch (including Masonic): Side Bus Lanes Enables bus improvements while balancing the need for pedestrian access, security and safety, ease of transfers (curb-to-curb), provides smooth, unobstructed intersections, including one block with a new bike lane, and accommodates high vehicle volumes. Responds to community feedback preferring surface stop at Masonic.</p>	
<p>5</p> <p>Bowditch to Gough (including Filmore): Side Bus Lanes Enables bus improvements while planning continues for future Filmore fill project to improve current investment in favor of potential future growth and center bus lanes. Also includes removal of pedestrian bridges at Steiner and Webster to improve bus flows, and restore and improve street-level crossings.</p>	



LEGEND

- BRT ROUTE (NEW OR EXISTING)
- PROPOSED OR EXISTING BRT ONLY LANE
- PROPOSED BRT LOCAL STOP
- PROPOSED LOCAL STOP (NEW OR EXISTING)
- LOCAL STOP
- PROPOSED STOP REMOVAL
- TRANSITION BETWEEN SIDE-RUNNING AND CENTER-RUNNING BUS



Summary of Key Benefits and Trade-Offs

<p>TRANSIT TIME AND RELIABILITY</p> <p>Staff recommended Alternative provides 24% travel time savings corridor-wide and 26% more reliable service.</p>	<p>RIDERSHIP</p> <p>Geary BRT service is expected to increase ridership by nearly 20% by improving travel time, frequency, and reliability for thousands more daily riders with additional capacity.</p>
<p>PARKING ALONG THE CORRIDOR</p> <p>Staff recommended Alternative minimizes on-street parking space loss by incorporating several design elements, including a center-running transit lane configuration in the Richmond section of the corridor and converting parallel parking to diagonal parking on certain blocks in the Japantown and Fillmore districts.</p>	<p>PEDESTRIAN ACCESS AND SAFETY</p> <p>Improving the safety of walking to bus stops and other destinations on the Geary corridor is a key component of the project; enhancements include efforts to locate stops near key destinations, reopen closed crossings, new corner bulbs to shorten crossing distances, and improved traffic signals and crosswalk striping.</p>

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

Agency	Project Name	Phase	Status	Fiscal Year				Total	
				2014/15	2015/16	2016/17	2017/18		2018/19
Transit Rapid Network - Bus Rapid Transit									
SFMTA	Van Ness Bus Rapid Transit	PS&E	Allocated	\$1,594,280				\$1,594,280	
SFMTA	Van Ness Improvement ^{2,4}	CON	Allocated			\$21,541,930		\$21,541,930	
SFMTA	Geary Bus Rapid Transit ^{1,2,3,6}	PLAN/ CER	Programmed	\$7,154,551				\$7,154,551	
SFMTA	Geary Bus Rapid Transit ¹	PA&ED	Allocated	\$872,859				\$872,859	
SFCTA	Geary Bus Rapid Transit ³	PA&ED	Appropriated		\$471,920			\$471,920	
SFMTA	Geary Bus Rapid Transit ³	PS&E	Allocated		\$8,298,416			\$8,298,416	
SFMTA	Geary Bus Rapid Transit - Additional Funds ⁶	PA&ED	Pending			\$602,254		\$602,254	
SFMTA	Geary Bus Rapid Transit	PS&E	Programmed		\$14,500,000			\$14,500,000	
SFMTA	Geary Bus Rapid Transit ^{2,3}	CON	Programmed				\$8,718,054	\$8,718,054	
SFMTA	Geneva-Harney BRT ⁵	PA&ED	Allocated			\$540,000		\$540,000	
Transit Rapid Network - Transit Effectiveness and Performance Initiatives									
SFMTA	Muni Forward Implementation of TEP ⁵	PLAN/ CER	Programmed	\$585,000				\$585,000	
SFMTA	Muni Forward Implementation of TEP	PLAN/ CER	Programmed			\$2,754,000		\$2,754,000	
SFMTA	Transit Performance Initiative Program Local Match	PS&E, CON	Programmed		\$271,500			\$271,500	
SFMTA	Transit Performance Initiative Program Local Match	PS&E, CON	Programmed			\$271,500		\$271,500	
Any eligible	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed		\$300,000			\$300,000	
				Programmed in 5YPP	\$10,206,690	\$23,841,836	\$25,709,684	\$8,718,054	\$68,476,264
				Total Allocated and Pending in 5YPP	\$2,467,139	\$8,770,336	\$22,684,184	\$0	\$33,921,659
				Total Deobligated in 5YPP	\$0	\$0	\$0	\$0	\$0
				Total Unallocated in 5YPP	\$7,739,551	\$15,071,500	\$3,025,500	\$8,718,054	\$34,554,605
				Total Programmed in 2014 Strategic Plan	\$20,019,280	\$42,802,484	\$3,025,500	\$2,529,000	\$68,376,264
				Deobligated from Prior 5YPP Cycles **	\$435,717				\$435,717
				Cumulative Remaining Programming Capacity	\$10,248,307	\$29,208,955	\$6,524,771	\$335,717	\$335,717

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

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

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



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

FY of Allocation Action: 2016/17

Project Name: Bike to Work Day 2017

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

EXPENDITURE PLAN INFORMATION

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

Prop K EP Line Number (Primary): 39

Current Prop K Request: \$38,475

Prop K Other EP Line Numbers: _____

Supervisorial District(s): Citywide

REQUEST

Brief Project Description (type below)

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

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

Please see attached scope.

Project Location (type below)

Citywide

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached? No

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

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

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

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

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

Scope

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

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

Benefits

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

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

In San Francisco, participation in BTWD continues to increase. The number of bikes counted during the morning BTWD commute along the Market Street corridor increased by 30% between 2009 and 2016. The total number of people on bikes active during the "peak commute hour" (8:30AM – 9:30AM) likewise increased by 13.6% from 2015 to 2016. The SFMTA conducts counts before BTWD, on BTWD, and after BTWD during the peak commute hour and has consistently observed increases in bike commuting rates between the pre- and post-BTWD counts over the years (although counts unsurprisingly peak on BTWD).

Public Engagement

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

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

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

Project Evaluation

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

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

Project Name: Bike to Work Day 2017

ENVIRONMENTAL CLEARANCE

Environmental Type: N/A

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE DETAILS

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

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

Project Name: Bike to Work Day 2017

FUNDING PLAN - FOR CURRENT REQUEST

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

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

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

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

COST SUMMARY

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

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

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

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

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

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

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

MAJOR LINE ITEM BUDGET

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

*Sponsored activities include:

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

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 2/28/2017 **Res. No.:** _____ **Res. Date:** _____

Project Name: Bike to Work Day 2017

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

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

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

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

Future Commitment:

Action	Amount	Fiscal Year	Phase

Trigger:

Deliverables:

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

Special Conditions:

1.
2.
3.

Notes:

1. As a reminder, per the Standard Grant Agreement, all flyers, brochures, posters, websites and other similar materials prepared with Proposition K funding shall comply with the attribution requirements established in the Standard Grant Agreement.
2.

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 2/28/2017 **Res. No:** _____ **Res. Date:** _____

Project Name: Bike to Work Day 2017

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

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

SFCTA Project P&PD
Reviewer: _____

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - DPT

SGA Project Number: 139-9xxxxx **Name:** Bike to Work Day 2017

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

Cash Flow Distribution Schedule by Fiscal Year

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

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 38,475

Current Prop AA Request: \$ -

Project Name: Bike to Work Day 2017

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

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

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

CONTACT INFORMATION

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