



Memorandum

Date: 04.10.14 **RE:** Plans and Programs Committee
April 15, 2014

To: Plans and Programs Committee: Commissioners Mar (Chair), Kim (Vice Chair), Breed, Campos, Yee and Avalos (Ex Officio)

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

Through: Tilly Chang – Executive Director *TJC*

Subject: **ACTION** – Recommend Allocation of \$950,000 in Prop K Funds, with Conditions, for Two Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules, and Amendment of the Bicycle Circulation/Safety 5-Year Prioritization Program

Summary

As summarized in Attachments 1 and 2, we have received two requests totaling \$950,000 in Prop K funds. The San Francisco Municipal Transportation Agency (SFMTA) is requesting \$700,000 in Prop K funds to provide the required match to \$2,800,000 in Federal Section 5307 funds to purchase 35 paratransit van conversions, replacing vehicles that have reached the end of their useful life. The SFMTA requested that we take this allocation request directly to the April Plans and Programs Committee meeting as an urgent item citing a time sensitive need related to exercising a cost-effective option on a state master contract. The SFMTA exercised the option last week using federal funds, but needs to quickly secure the required local match. The SFMTA is also requesting \$250,000 in Prop K funds for the Comprehensive SF Safe Streets Awareness and Communications Bridge Campaign which is part of the Vision Zero program to eliminate serious bicycle and pedestrian injuries and fatalities. Prop K funds will be used to develop and implement safety related training programs for large vehicle drivers. The training programs will benefit both bicyclists and pedestrians. The scope also includes specific tasks related to development of bicycle safety-related public service announcements to augment the Pedestrian Safety Education program (separately funded by a Transportation Enhancements grant programmed by the Transportation Authority). The campaign focuses on near-term, achievable solutions that can be implemented in the next 10 months while the City works on securing funding for and developing a more comprehensive, longer-term program. **We are seeking a recommendation for the allocation of \$950,000 in Prop K funds, with conditions, for two requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules and amendment of the Bicycle Circulation/Safety 5-Year Prioritization Program.**

BACKGROUND

We have received two requests for a combined total of \$950,000 in Prop K funds to present to the Plans and Programs Committee at the April 15, 2014 meeting, for potential Board approval on April 22, 2014. As shown in Attachment 1, the requests come from the following Prop K categories:

- New and Renovated Vehicles; and
- Bicycle Circulation/Safety.

The Transportation Authority Board has approved a Prop K 5-Year Prioritization Program (5YPP) for each of these categories as required by the voter-approved Expenditure Plans.

The purpose of this memorandum is to present the Prop K requests to the Plans and Programs Committee, and to seek a motion of support for the allocation of these funds, with conditions.

DISCUSSION

Attachment 1 summarizes the two requests for Prop K funds, including information on proposed Prop K 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.

Time Sensitive/Urgent Request: The San Francisco Municipal Transportation Agency (SFMTA) has asked that we take the allocation request for the Replace 25 Paratransit Vans project directly to the Plans and Programs Committee as an urgent item. The SFMTA is using a purchasing process run by CalAct/MBTA, a non-profit state approved purchasing cooperative that allows multiple agencies to join together and use their collective purchasing power to get cheaper prices for specialty transit vehicles. During this current procurement process, the Federal Transit Administration performed an audit of the CalAct/MBTA procurement process which delayed procurement by several months, thereby forcing the SFMTA to rush to make up for lost time. The cooperative has a pricing schedule that increases at various intervals during the year. The SFMTA has successfully placed the order to avoid the 2% cost increase, as well as submitted the order while the 2014 chassis are still available (4/8/14 was cut-off date). The urgency is driven by the need to have funds available by June 2014 in order to pay for the delivery of the first prototype van. Also, SF Paratransit needs to put the vehicles into service as soon as possible as the vehicles they are replacing have reached the end of their useful lives and require a lot of maintenance to keep them on the road.

Prop K policies do not allow sponsors to incur expenses prior to Transportation Authority Board approval of allocation and execution of a Standard Grant Agreement. The SFMTA has indicated that it was unable to comply with this policy given the reasons cited above.

Staff Recommendation: Attachment 3 summarizes the staff recommendations for the requests, including recommended special conditions. Project sponsors will attend the Plans and Programs Committee meeting to answer questions.

We are seeking a recommendation to approve the allocation of \$950,000 in Prop K funds, with conditions, for two requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, and amendment of the Bicycle Circulation/Safety 5YPP.

ALTERNATIVES

1. Recommend allocation of \$950,000 in Prop K funds, with conditions, for two requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, and amendment of the Bicycle Circulation/Safety 5YPP, as requested.
2. Recommend allocation of \$950,000 in Prop K funds, with conditions, for two requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, and amendment of the Bicycle Circulation/Safety 5YPP, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on the SFMTA's Prop K request for the Comprehensive SF Safe Streets Awareness and Communications Bridge Campaign at its March 26 meeting, and unanimously adopted a motion of support for the staff recommendation. The CAC was also briefed on the Transportation

Authority's Prop K request for Balboa Park Circulation Study Implementation Scoping at the same meeting, but unanimously adopted a motion of support to defer action until the CAC voted on the Balboa Park Station Area Circulation Study Final Report. The SFMTA's Prop K request for 35 Paratransit Vans Replacement project was received subsequent to the March CAC agenda mailing and is being presented directly to the Plans and Programs Committee. The SFMTA asked us to take this item directly to the Committee as an urgent item citing a time sensitive need related to exercising a cost-effective option on a state master contract. The SFMTA exercised the option last week using federal funds, but needs to quickly secure the required local match.

FINANCIAL IMPACTS

As detailed in Attachment 2 and the attached Allocation Request Forms, this action would allocate \$950,000 in Prop K funds for two requests. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

The Prop K Capital Budget (Attachment 4) shows cash flow distribution schedules for the subject projects. Attachment 5 contains a cash-flow-based summary table of the Prop K Fiscal Year 2013/14 allocations to date, as well as the recommended cash flow distribution schedules.

Sufficient funds are included in the proposed amended Fiscal Year 2013/14 budget to accommodate the recommendation actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

RECOMMENDATION

Recommend allocation of \$950,000 in Prop K funds, with conditions, for two requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, and amendment of the Bicycle Circulation/Safety 5YPP.

Attachments:

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Capital Budget 2013/14
5. Prop K 2013/14 Fiscal Year Cash Flow Distribution – Summary Table
6. Prop K 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	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	17M	SFMTA	Replace 35 Paratransit Vans	\$ 700,000	\$ -	\$ 3,500,000	84%	80%	Design, Procurement	Citywide
Prop K	39	SFMTA	Comprehensive SF Safe Streets Awareness & Communications Bridge Campaign	\$ 250,000	\$ -	\$ 250,000	28%	0%	Planning, Construction	Citywide
TOTAL				\$ 950,000	\$ -	\$ 3,750,000	80%	75%		

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2009 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 include 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.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
17M	SFMTA	Replace 35 Paratransit Vans	\$ 700,000	\$ -	Prop K funds will be used to replace 35 specialized large-scale vans that have reached the end of their useful lives. The vans will be designed to transport multiple passengers, including wheelchair passengers. Prop K funds will be leveraged against \$2.8 million in Federal Section 5307 formula funds. The new van conversions are scheduled to be in service by January 2016.
39	SFMTA	Comprehensive SF Safe Streets Awareness & Communications Bridge Campaign	\$ 250,000	\$ -	SFMTA is leading this Vision Zero campaign in partnership with City agencies (the Department of Public Health and SF Environment would receive Prop K funds) and the San Francisco Bicycle Coalition and WalkSF, both of which would receive Prop K funds for specific tasks. Constituencies have identified truck driver education related to bicycle safety as an unfunded need. Thus, SFMTA is working with City (including the Police Department) and stakeholder partners to develop short-term and long-term solutions that include professional driver training and broader community training. Prop K funds will be used to develop and implement bicycle and pedestrian safety-related training programs for private large vehicle drivers, as well as drivers working for the City; develop and legislate driver training requirements for City contractors; and augment the Pedestrian Safety Education program (funded separately by a Transportation Enhancements grant programmed by the Transportation Authority to the SFMTA) with bicycle safety-related public service announcements. SFMTA anticipates completing the planning phase by December 2014, and completing implementation by March 2015. The campaign will identify and implement near-term, achievable solutions that can be implemented over the next 10 months, while efforts to secure funding for a more comprehensive, longer-term program are underway. See separate item on this agenda for more information on Vision Zero.
TOTAL			\$ 950,000	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
17M	SFMTA	Replace 35 Paratransit Vans	\$ 700,000	\$ -	Multi-phase allocation: Request includes design and procurement, which are being performed concurrently.
39	SFMTA	Comprehensive SF Safe Streets Awareness & Communications Bridge Campaign	\$ 250,000	\$ -	Multi-phase allocation: Request includes both planning and construction, which are being performed concurrently. 5YPP Amendment: The recommended allocation is contingent on a 5YPP amendment to the Bicycle Circulation/Safety category to reprogram \$35,724 and \$180,000 in Fiscal Year 2011/12 and 2013/14 State of Cycling Report funds, respectively, and \$34,376 in Fiscal Year 2013/14 Pilot Installations of Innovative Treatment funds to the subject project. For details, see the 5YPP amendment attached to the allocation request form.
TOTAL			\$ 950,000	\$ -	0

¹ See Attachment 1 for footnotes.

² In all cases, the amount of funds recommended equals the amount requested by the project sponsor.

Attachment 4.
Prop K FY 2013/14 Capital Budget¹

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					
				FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19
TRANSIT									
1	SFCTA	Geary Bus Rapid Transit Environmental Analysis and Advanced Conceptual Engineering	\$ 2,790,598	\$ 1,860,399	\$ 930,199				
1	SFMTA	Market and Haight Street Transit and Pedestrian Improvements	\$ 233,000	\$ 233,000					
1	SFMTA	Transit Effectiveness Project	\$ 13,100,000	\$ 5,250,000	\$ 5,250,000	\$ 2,600,000			
5	TJPA	Transbay Transit Center and Downtown Extension	\$ 4,500,000	\$ 4,500,000					
5	TJPA	Transbay Transit Center	\$ 3,450,000	\$ 3,450,000					
6	PCJPB	Caltrain Early Investment Program	\$ 6,390,000	\$ 6,390,000					
7	PCJPB	Right-of-Way Safety Fencing	\$ 429,869	\$ 429,869					
7	PCJPB	Train Departure Monitors at Terminal Stations	\$ 585,000	\$ 292,500	\$ 292,500				
8	BART	Wayfinding and Bicycle Parking Improvements	\$ 415,800	\$ 166,320	\$ 207,900	\$ 41,580			
8	BART	Embarcadero & Montgomery Capacity Implementation Strategy	\$ 112,500	\$ 14,063	\$ 56,250	\$ 42,187			
13	SFMTA	Balboa Park Real-Time Transit Information	\$ 60,000	\$ 60,000					
14	SFCTA	Quint-Jerrold Connector Road	\$ 34,539	\$ 34,539					
14	DPW	Quint-Jerrold Connector Road	\$ 89,433	\$ 89,433					
16	DPW	Sloat Boulevard Pedestrian Improvements	\$ 50,000	\$ 35,000	\$ 15,000				
17	SFMTA	Replace 50 40-foot Hybrid Motor Coaches	\$ 15,996,040	\$ 15,765,881	\$ 46,032	\$ 46,032	\$ 46,032	\$ 46,032	\$ 46,031
17	PCJPB	MP 36 SEP HEP Replacement	\$ 1,000,000	\$ 200,000	\$ 400,000	\$ 400,000			
17	SFMTA	Replace 35 Paratransit Vans	\$ 700,000	\$ 20,000	\$ 400,000	\$ 280,000			
20	SFMTA	Escalator Rehabilitation - Phase 2	\$ 3,700,000	\$ 2,183,000	\$ 518,000	\$ 518,000	\$ 481,000		
22	SFMTA	Market and Haight Street Transit and Pedestrian Improvements	\$ 338,000	\$ 338,000					
22	PCJPB	Brisbane Tunnel Track and Drainage Rehabilitation	\$ 86,400	\$ 86,400					
22	PCJPB	CTAMS Data Population	\$ 350,000	\$ 350,000					
22	PCJPB	Jerrold Bridge North Span Replacement	\$ 118,160	\$ 118,160					
22	PCJPB	Marin Street and Napoleon Avenue Bridge Replacement	\$ 120,000	\$ 120,000					
22	PCJPB	Rail Grinding	\$ 154,143	\$ 61,657	\$ 92,486				
22	PCJPB	Railroad Communication System State of Good Repair	\$ 118,428	\$ 118,428					

Attachment 4.
Prop K FY 2013/14 Capital Budget¹

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					
				FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19
22	PCJPB	South Terminal Wayside Power	\$ 28,197	\$ 28,197					
22	PCJPB	Upgrade of Public Address & Visual Message Signs	\$ 838,000	\$ 838,000					
Transit Subtotal			\$ 55,788,107	\$ 43,032,846	\$ 8,208,367	\$ 3,927,799	\$ 527,032	\$ 46,032	\$ 46,031
PARATRANSIT									
23	SFMTA	Paratransit	\$ 9,670,000	\$ 9,670,000					
Paratransit Subtotal			\$ 9,670,000	\$ 9,670,000	\$ -	\$ -	\$ -	\$ -	\$ -
VISITACION VALLEY WATERSHED									
Visitacion Valley Watershed Subtotal			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STREET AND TRAFFIC SAFETY									
26	DPW	Great Highway Reroute Project (Permanent Restoration)	\$ 49,596	\$ 49,596					
31	SFMTA	New Signal Contract 61	\$ 1,745,000	\$ 872,500	\$ 872,500				
31	SFMTA	New Signal Contract 62	\$ 315,000	\$ 75,000	\$ 240,000				
33	SFMTA	Masonic Avenue Signal Upgrade	\$ 259,000	\$ 59,000	\$ 200,000				
33	SFMTA	Eddy and Ellis Traffic Calming Improvement	\$ 27,550	\$ 27,550					
34	DPW	Potrero Avenue Pavement Renovation	\$ 4,540,463	\$ 455,101	\$ 3,631,433	\$ 453,929			
35	DPW	Street Repair and Cleaning Equipment	\$ 721,500	\$ 721,500					
35	DPW	Street Repair and Cleaning Equipment	\$ 463,090	\$ 228,000	\$ 235,090				
37	DPW	Public Sidewalk Repair	\$ 625,000	\$ 625,000					
38	SFMTA	Local-Track Application-Based Traffic Calming Program	\$ 334,020	\$ 322,950	\$ 11,070				
38	SFMTA	Chinatown (Safe Routes to School Match)	\$ 88,810	\$ 88,810					
38	SFMTA	West Portal Elementary School (Safe Routes to School Match)	\$ 49,500	\$ 49,500					
38	SFMTA	Jefferson Elementary Safe Routes to School	\$ 45,200	\$ 45,200					
38	SFMTA	Jean Parker Elementary School (Safe Routes to School Match)	\$ 46,165	\$ 6,965	\$ 39,200				
38	DPW	Bartlett Streetscape Improvements	\$ 400,000	\$ 100,000	\$ 300,000				
39	BART	Civic Center BART/Muni Bike Station	\$ 102,000	\$ 51,000	\$ 51,000				
39	SFMTA	Automated Bicycle Counters Upgrade	\$ 331,000	\$ 200,000	\$ 131,000				
39	SFMTA	Citywide Bicycle Wayfinding Plan	\$ 32,000	\$ 32,000					
39	SFMTA	Mansell Corridor Improvement Project	\$ 44,129	\$ 44,129					
39	SFCTA	Bike Sharing Strategic Analysis Report (SAR)	\$ 25,000	\$ 25,000					
39	SFCTA	King Street Bicycle Lanes	\$ 34,000	\$ 4,334	\$ 29,666				

Attachment 4.
Prop K FY 2013/14 Capital Budget¹

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					
				FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19
39	SFMTA	Comprehensive SF Safe Streets Awareness & Communications Bridge Campaign	\$ 250,000		\$ 250,000				
40	SFMTA	6th Street Improvements	\$ 180,829	\$ 161,528	\$ 19,301				
40	SFMTA	Mansell Corridor Improvement Project	\$ 44,130	\$ 44,130					
40	DPW	Sloat Boulevard Pedestrian Improvements	\$ 96,825	\$ 67,777	\$ 29,048				
41	DPW	Curb Ramps	\$ 867,000	\$ 26,010	\$ 840,990				
42	DPW	Tree Planting and Maintenance	\$ 1,204,429	\$ 1,204,429					
Streets and Traffic Safety Subtotal			\$ 12,921,236	\$ 5,587,009	\$ 6,880,298	\$ 453,929	\$ -	\$ -	\$ -
TSM/STRATEGIC INITIATIVES									
43	SFE	Clean Transportation Program	\$ 365,231	\$ 365,231					
43	SFMTA	WalkFirst Investment Strategy	\$ 206,000	\$ 206,000					
43	SFCTA	Bike Sharing Strategic Analysis Report (SAR)	\$ 18,000	\$ 18,000					
44	SFCTA	Balboa Park Station Area Circulation Study	\$ 59,400	\$ 59,400					
44	SFCTA	Broadway Chinatown Neighborhood Transportation Plan	\$ 209,174	\$ 161,064	\$ 48,110				
44	SFMTA	Market and Haight Street Transit and Pedestrian Improvements	\$ 209,000	\$ 209,000					
44	DPW	Longfellow Elementary School Safe Routes to School	\$ 24,981	\$ 14,667	\$ 10,314				
44	DPW	ER Taylor Elementary School Safe Routes to School	\$ 20,184	\$ 11,926	\$ 8,258				
44	SFMTA	Mansell Corridor Improvement	\$ 330,840	\$ -	\$ 330,840				
44	DPW	2nd Street Improvement Project	\$ 172,842	\$ 34,971	\$ 137,871				
44	PCJPB	Caltrain North Terminal Study	\$ 22,940		\$ 11,470	\$ 11,470			
44	SFMTA	19th Avenue/M-Ocean View	\$ 306,000	\$ 76,500	\$ 229,500				
44	SFCTA	Central Subway- Phase III - Initial Study	\$ 75,125	\$ 75,125					
44	SFMTA	Central Subway- Phase III - Initial Study	\$ 98,087	\$ 98,087					
TSM/Strategic Initiatives Subtotal			\$ 2,117,804	\$ 1,329,971	\$ 776,363	\$ 11,470	\$ -	\$ -	\$ -
TOTAL			\$ 80,497,147	\$ 59,619,826	\$ 15,865,028	\$ 4,393,198	\$ 527,032	\$ 46,032	\$ 46,031

¹ This table shows Cash Flow Distribution Schedules for all FY 2013/14 allocations approved to date, along with the current recommended allocation(s).

Shaded lines indicate allocations/appropriations that are part of the current action.

Attachment 5.
Prop K FY 2013/14 Capital Budget Summary¹

	Total	FY2013/14	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19
Prior Allocations	\$ 79,547,147	\$ 59,599,826	\$ 15,215,028	\$ 4,113,198	\$ 527,032	\$ 46,032	\$ 46,031
Current Request(s)	\$ 950,000	\$ 20,000	\$ 650,000	\$ 280,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 80,497,147	\$ 59,619,826	\$ 15,865,028	\$ 4,393,198	\$ 527,032	\$ 46,032	\$ 46,031

¹ This table shows total cash flow for all FY 2013/14 allocations approved to date, along with the current recommended allocation(s).

**Attachment 6
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="A. Transit"/>	Gray cells will automatically be filled in.
Prop K Subcategory:	<input type="text" value="iii. System Maintenance and Renovation (transit)"/>	
Prop K EP Project/Program:	<input type="text" value="a.1 Vehicles-Transit vehicle replacement and renovation"/>	
Prop K EP Line Number (Primary):	<input type="text" value="17"/>	Current Prop K Request: <input type="text" value="\$ 700,000"/>
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.

The San Francisco Municipal Transportation Agency (SFMTA) requests \$700,000 in Prop K to develop specifications and procure 35 paratransit vans to replace an equal number that have reached the end of their useful lives. The Prop K funds will provide the local match for \$2,800,000 in federal funds.

The SFMTA requested that Transportation Authority staff take this allocation request directly to the April Plans and Programs Committee as an urgent item citing a time sensitive need related to exercising a cost-effective option on a state master contract. SFMTA exercised the option last week using federal funds, but needs to quickly secure the required local match.

See the next page for detailed scope and explanation for time sensitive nature of the request.

Attachment 6
San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

Background

Under the Americans with Disabilities Act (ADA), SFMTA-Muni is responsible for providing paratransit services to disabled individuals who are unable to independently ride bus or light rail service some or all of the time. SFMTA-Muni contracts with a Paratransit Broker to manage the paratransit services that consist of providing door-to-door van and taxi services as follows: 1) taxis, including ramped taxis, provide on-call service for ambulatory passengers and for wheelchair users; 2) lift and ADA Access services provide pre-scheduled van service to wheelchair users and ambulatory persons; and 3) group vans provide transportation for groups of elderly/disabled patrons to a common location, such as a group work site or an adult day care center. This requested \$700,000 in Prop K funds would provide the required match to the SFMTA's Federal Section 5307 funds of \$2,800,000 to purchase 35 paratransit van conversions.

Scope

Funding will be used to replace specialized converted vans that have reached the end of their useful life. Van conversions are large-sized vans that are designed to transport multiple passengers, some of whom are wheelchair passengers. The SFMTA's current van conversions, partially funded by Prop K (Resolution 08-033, Project 117.910018), were procured in 2008 and are 6 years old. According to the Federal Transit Administration, the useful life of a paratransit van is defined as 4 years or 100,000 miles. The new van conversions are scheduled to be in service by January 2016. The vans will be leased to SFMTA's Paratransit Broker and then subleased to Paratransit provider(s) for use in the SF Paratransit program. These vehicles will be ramp-equipped and specified to best meet the needs of San Francisco's diverse community of paratransit customers.

Procurement Process and Explanation for Time Sensitive/Urgent Request

The SFMTA is purchasing 35 Type B van conversions using a purchasing process run by CalAct/MBTA, a non-profit state approved purchasing cooperative that allows multiple agencies to join together and use their collective purchasing power to get cheaper prices for specialty transit vehicles. During this current procurement process, the FTA performed an audit of the CalAct/MBTA procurement process which delayed procurement by several months, thereby forcing the SFMTA to rush to make up for lost time. The cooperative has a pricing schedule that increases at various intervals during the year. The SFMTA has successfully placed the order to avoid the 2% cost increase, as well as submitted the order while the 2014 chassis are still available (4/8/14 is cut-off date). The urgency is driven by the need to have funds available by June 2014 in order to pay for the delivery of the first prototype van. Also, SF Paratransit needs to put the vehicles into service ASAP as the vehicles they are replacing have reached the end of their useful lives and require a lot of maintenance to keep them on the road.

5YPP Prioritization

This project is programmed in the Muni Vehicles Prop K 5-Year Prioritization Program under the line- item titled "Replace 35 22' Paratransit Vans."

**Attachment 6
San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2013/14

Project Name: Replace 35 Paratransit Vans

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : N/A **Completion Date (mm/dd/yy)**
Status: N/A 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)	4	2013/2014	1	2014/2015
Prepare Bid Documents	1	2014/2015	2	2014/2015
Advertise Construction	N/A	N/A	N/A	N/A
Start Construction (e.g., Award Contract)	N/A	N/A	N/A	N/A
Procurement (e.g. rolling stock)	3	2014/2015	3	2015/2016
Project Completion (i.e., Open for Use)			4	2015/2016
Project Closeout (i.e., final expenses incurred)			4	2015/2016

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.

Vans are expected to be in service by January 2016.

**Attachment 6
San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2013/14

Project Name: Replace 35 Paratransit Vans

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)	Yes	\$ 144,217	\$ 50,000	
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)	Yes	\$ 3,355,783	\$ 650,000	
		\$3,500,000	\$700,000	

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)	\$ 144,217	Estimate based on actuals and previous procurements
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)	\$ 3,355,783	Estimate based on previous procurements
Total:	\$ 3,500,000	

% Complete of Design: 75 as of 4/1/2014

Expected Useful Life: 4 Years

**Attachment 6
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.

FTE = Full Time Equivalent; MFB = Mandatory Fringe Benefits

Overhead Rate: 1.385

Labor and Non-Labor Costs	Salary Per FTE FY13	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	FTE Ratio	Hours	Total	% of Contract	
Labor										
Design										
SFMTA Project Manager I	5502	\$126,516	\$67,019	\$193,535	\$268,046	\$461,581	0.154	320	\$73,143	2.5%
SFMTA Engineer	5241	\$126,932	\$67,197	\$194,129	\$268,869	\$462,998	0.149	310	\$71,075	2.5%
									\$144,217	
Project Management/Support										
SFMTA Project Manager I	5502	\$126,516	\$67,019	\$193,535	\$268,046	\$461,581	0.231	480	\$109,714	3.8%
SFMTA Engineer	5241	\$126,932	\$67,197	\$194,129	\$268,869	\$462,998	0.125	260	\$59,611	2.1%
									\$169,325	
Labor Total							0.659	1370	\$313,543	10.8%
Procurement Hard Costs:										
Vans (35 @ \$82,620 each)									\$2,891,700	
Contingency									\$294,757	10.2%
TOTAL									\$3,500,000	

**Attachment 6
San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2013/14

Project Name: Replace 35 Paratransit Vans

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$700,000

5-Year Prioritization Program Amount: \$1,024,931 (enter if appropriate)

Strategic Plan Amount for Requested FY: \$38,400,439

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 2013/14 for the Replace 35 Paratransit Vans project in the Vehicles-Muni category.

The Strategic Plan amount is the amount programmed in Fiscal Year 2013/14 (\$33,389,027) and the cumulative remaining programming capacity (\$5,011,412) for the entire Vehicles-Muni category .

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		\$700,000		\$700,000
FTA FY2013 5307 Formula Funds			\$2,800,000	\$2,800,000
				\$0
				\$0
				\$0
Total:	\$700,000	\$2,800,000	\$2,800,000	\$3,500,000

Actual Prop K Leveraging - This Phase: 80.00%

Expected Prop K Leveraging per Expenditure Plan 83.73%

\$3,500,000

Total from Cost worksheet

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

Fund Source	\$ Amount	Required Local Match	
		%	\$
FTA FY2013 5307 Formula Funds	\$2,800,000	20.00%	\$700,000.00

**Attachment 6
San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

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	\$ -

Actual Prop K Leveraging - Entire Project:	80.00%	\$ 3,500,000
Expected Prop K Leveraging per Expenditure Plan:	83.73%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:		

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: \$700,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2013/14	\$250,000	36.00%	\$450,000
FY 2014/15	\$250,000	36.00%	\$200,000
FY 2015/16	\$200,000	29.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$700,000		

**Attachment 6
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		\$50,000	Design Engineering (PS&E)
Prop K Allocation		\$ 650,000	Procurement (e.g. rolling stock)
	Total:	\$700,000	

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 short duration of the design phase, which overlaps with procurement.

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 17	FY 2013/14	\$20,000	3.00%	\$680,000
Prop K EP 17	FY 2014/15	\$400,000	57.00%	\$280,000
Prop K EP 17	FY 2015/16	\$280,000	40.00%	\$0
			0.00%	\$0
			0.00%	\$0
	Total:	\$700,000	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 17	FY 2013/14	Design Engineering (PS&E)	\$20,000	3%	\$680,000
Prop K EP 17	FY 2014/15	Design Engineering (PS&E)	\$30,000	7%	\$650,000
Prop K EP 17	FY 2014/15	Procurement (e.g. rolling stock)	\$370,000	60%	\$280,000
Prop K EP 17	FY 2015/16	Procurement (e.g. rolling stock)	\$280,000	100%	\$0
				100%	\$0
	Total:		\$700,000		

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

**Attachment 6
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:

Deliverables:

- Quarterly progress reports shall provide the percent complete for each phase, the number of vehicles received the previous quarter, the total number of vehicles received to date, in addition to requirements described in the Standard Grant Agreement (SGA). See SGA for definitions.
- Upon putting the vehicles into revenue service (anticipated by January 2016), provide two digital photos of one of the new vehicles, with at least one photo showing the Prop K decal affixed to a vehicle. See SGA for guidance.
-

Special Conditions:

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

Notes:

-

Supervisory District(s):

Prop K proportion of expenditures - this phase:	20.00%
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:

**Attachment 6
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 17	FY 2013/14	Design Engineering (PS&E)	\$20,000	40%	\$30,000
Prop K EP 17	FY 2014/15	Design Engineering (PS&E)	\$30,000	60%	\$0
				100%	\$0
Total:			\$50,000		

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 17	FY 2014/15	Procurement (e.g. rolling stock)	\$370,000	57%	\$280,000
Prop K EP 17	FY 2015/16	Procurement (e.g. rolling stock)	\$280,000	43%	\$0
				100%	\$0
				100%	\$0
Total:			\$650,000		

Attachment 6
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.



Attachment 6
San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	2013/14	Current Prop K Request:	\$ 700,000
		Current Prop AA Request:	\$ -

Project Name: Replace 35 Paratransit Vans

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): Tess Kavanagh

Joel Goldberg

Title: Project Manager

Manager, Capital Procurement and Management

Phone: 415 701 4212

415 701 4499

Fax: 415 701 4208

415 701 4343

Email: tess.kavanagh@sfmta.com

joel.goldberg@sfmta.com

Address: 1 South Van Ness, 3rd Flr

1 South Van Ness Ave, 8th floor

Signature: _____

Date: _____

**Attachment 6
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="\$250,000"/>
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.

See next page for scope of work.

Attachment 6

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

Introduction

The Municipal Transportation Agency (SFMTA) requests a Prop K allocation of \$250,000 to fund the Comprehensive SF Safe Streets Awareness and Communications campaign.

SFMTA is in the midst of launching a one-year pedestrian safety education campaign that will begin to roll out in June 2014. From March to June, the “look twice” campaign will provide awareness building of the problem of pedestrian injuries and fatalities and its major causes.

Constituencies have identified truck driver education related to bicycle safety as an unfunded need. SFMTA is working with city partners, including the SFPD, to develop short-term and long-term solutions that include professional driver training and broader community training. Ultimately, the SFMTA and San Francisco County Transportation Authority (SFCTA) are working to find funding for a multi-year Comprehensive Safer Streets campaign to fulfill the education needs of the Vision Zero campaign.

As this campaign is being developed and funded, there is a need to provide specific professional driver training resources to reduce and eliminate pedestrian and bicycle injuries and fatalities and to provide bridge funding for an overall driver-awareness campaign. The Comprehensive SF Safe Streets Awareness and Communications Bridge campaign provides immediate and focused funding to begin near-term, achievable solutions to implementation over the next 10 months while new funding for a more comprehensive, longer-term program is developed. This program will support the development of the larger program while implementing solutions in the summer of 2014.

Working with advocates, stakeholders and the city family, the campaign will have the following components:

- Objective 1: Creates a professional driver training program, including the development of a training video that can be distributed and used by private firms operating large vehicles
- Objective 2: Provides immediate training for all vehicle drivers working for the City and supports City departments in delivering the training to all drivers in the next year
- Objective 3: Requirements for City contractors to ensure that their drivers receive approved bicycle and pedestrian safety training
- Objective 4: Augments the Pedestrian Safety Education program with bicycle safety related public service announcements

Evaluation:

The majority of the tasks for this program create specific tools. In developing them, SFMTA, working with the Department of Public Health (DPH), will develop measurements that can be evaluated to ensure that key messages are being received by their intended audiences. Deliverables will include videos, curriculum, outreach materials, etc. that are developed, as well as an assessment of the trainings efficacy.

Program overview:

Partners:

SFMTA – program management, communications development
DPH – communications development, program evaluation

Attachment 6

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

SF Environment – City staff driver training outreach
San Francisco Police Department (SFPD) – communications development, potential enforcement coordination
SF Bicycle Coalition – technical assistance, driver training
Walk San Francisco – technical assistance, driver training

Objective 1: Creates a professional driver training program, including the development of a training video that can be distributed and used by private firms operating large vehicles

Task 1a: Private Fleet driver training

- Survey large vehicles drivers to determine training needs and foci.
- Develop training curriculum, in collaboration with teamsters, private fleet operators and insurance companies, for use by private fleet owners
- Create a training video based on survey results, curriculum development
- Create a campaign to have companies with large vehicle fleets to commit to providing training
- Disseminate training and videos, work appropriate media to educate fleet owners on the benefits of training

Task 1b: Implement short term recommendations of Large Vehicles and Safer Streets working group

- Based on the recommendations of the working group, implement short-term solutions

Objective 2: Provides immediate training for vehicle drivers working for the City

Task 2a: City Department and Agencies Large Vehicle Drivers

- Develop training curriculum, in collaboration with departments and appropriate employee unions, based on existing SF Bicycle Coalition/Recology driver training
- Hold “train the trainer” meetings with operator safety personnel in each department
- Work with each department to create and successfully implement a training timeline to have all large vehicle drivers trained by the end of Summer 2014

Task 2b: City Department and Agency Vehicle User Training

- Develop a safety program for all CCSF employees to support City departments in providing training for driving safely around people who walk and bike and support it being completed in the FY 2014/15 refresher training program

Objective 3: Puts in place requirements for City contractors to ensure that their drivers receive approved bicycle and pedestrian safety training

Task 3a: Identify contracting code changes for contracting and other construction/business related permits

- Work collaboratively with private entities: engage stakeholders in the business community and trucking industry as appropriate to recommendations.

Task 3b: Acquire necessary board approvals to implement

- SFMTA Board
- Board of Supervisors

Attachment 6

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

Objective 4: Augments the Pedestrian Safety Education program with bicycle related safety public service announcements.

Task 4a: Develop PSAs for airing throughout Bay Area. These spots will utilize best practices utilizing research provided by the Pedestrian Safety Education and Encouragement program and will complement the campaign developed as a part of that program. The program will coordinate its efforts with enforcement and education efforts undertaken by SFPD as appropriate.

Task 4b: Create “SF Safer Streets” coalition of businesses, organizations, and media. Successful development of this coalition will provide outlets for the airing of the PSAs created in Task 4a:

- Raise private funding for on-air ads
- Identify media partners to develop content and air PSAs
- Identify opportunities for collaboration and additional imprints

**Attachment 6
San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2013/14

Project Name: Comprehensive SF Safe Streets Awareness & Communications Bridge Campaign

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	4	2013/14	2	2014/15
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)				
Prepare Bid Documents				
Advertise Construction				
Start Construction (e.g., Award Contract)	4	2013/14	3	2014/15
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)	N/A	N/A	3	2014/15
Project Closeout (i.e., final expenses incurred)			4	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.

Attachment 6
San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

FY 2013/14

Project Name: Comprehensive SF Safe Streets Awareness & Communications Bridge Campaign

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	Yes	\$150,000	\$150,000	
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$100,000	\$100,000	
Procurement (e.g. rolling stock)				
		\$250,000	\$250,000	\$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	\$150,000	SFMTA estimates based on prior projects
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction	\$100,000	SFMTA estimates based on prior projects
Procurement (e.g. rolling stock)		
Total:	\$250,000	

% Complete of Design: as of

Expected Useful Life: Years

MAJOR LINE ITEM BUDGET

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

Project Breakdown - Prop K Request	
Labor	\$107,493
Supplies	\$142,000
Contingency	\$507
Total Prop K Request	\$250,000

Tasks

- Task 1a: Private Fleet driver training
- Task 1b: Implement short term recommendations of Large Vehicles and Safer Streets working group
- Task 2a: City Department and Agencies Large Vehicle Drivers training
- Task 2b: City Department and Agency Vehicle User Training
- Task 3a: Identify contracting code changes for contracting and other construction/business related permits
- Task 3b: Acquire necessary board approvals to implement
- Task 4a: Develop PSA's for airing throughout Bay Area
- Task 4b: Create "Year of Safer Streets" coalition of businesses, organizations, and media

**Attachment 6
San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2013/14

Project Name: Comprehensive SF Safe Streets Awareness & Communications Bridge Campaign

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:

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

Strategic Plan Amount for Requested FY:

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested:

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 requested allocation requires a 5-Year Prioritization Program (5YPP) amendment to the Bicycle Circulation/Safety category to program the subject project and use \$35,724 in Fiscal Year 2011/12 State of Cycling Report funds, \$180,000 in Fiscal Year 2013/14 State of Cycling Report funds, and \$34,276 in Fiscal Year 2013/14 Pilot Installations of Innovative Treatments funds.

The Strategic Plan amount is the amount programmed for the entire Bicycle Circulation/Safety category in Fiscal Year 2013/14 (\$850,000), programmed but unallocated funds from prior fiscal years (\$164,000), and cumulative remaining programming capacity (\$6,873).

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	\$250,000			\$250,000
				\$0
				\$0
				\$0
				\$0
				\$0
Total:	\$250,000	\$0	\$0	\$250,000

Actual Prop K Leveraging - This Phase:

Expected Prop K Leveraging per Expenditure Plan: Total from Cost worksheet

**Attachment 6
San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K sales tax	\$250,000			\$250,000
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
Total:		\$0	\$250,000	\$250,000

Actual Prop K Leveraging - Entire Project:	0.00%	\$250,000
Expected Prop K Leveraging per Expenditure Plan:	27.84%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	100.00%	

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: \$250,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$250,000	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$250,000		

Prop AA Funds Requested: \$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	\$250,000
		#DIV/0!	\$250,000
		#DIV/0!	\$250,000
Total:	\$0		

**Attachment 6
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. Quarterly Progress Reports shall provide percent complete and description of activities by task; data on the number of train-the-trainer events held and percentage of City departments which have participated; data on the number of businesses to whom training materials have been distributed; and a list of recommendations proposed by the Large Vehicles and Safer Streets working group and implemented, in addition to the requirements described in the Standard Grant Agreement (SGA).
2. Upon completion of Task 1, please submit a copy of private fleet driver training materials.
3. Upon completion of Task 2, please submit a copy of City driver training materials.
4. Upon completion of Task 4, please submit a copy of public service announcement materials.

Special Conditions:

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

Notes:

1. All training and media materials prepared with Prop K funding shall comply with the attribution requirements established in SGA.
2. Please submit deliverables in electronic format to the extent possible.

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:

**Attachment 6
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 2013/14	Planning/Conceptual Engineering		0%	\$150,000
Prop K EP 39	FY 2014/15	Planning/Conceptual Engineering	\$150,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$150,000		

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 2013/14	Construction		0%	\$100,000
Prop K EP 39	FY 2014/15	Construction	\$100,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$100,000		

**Attachment 6
San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action: **Current Prop K Request:**
Current Prop AA Request:

Project Name:

Implementing 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): John Knox White

Joel C. Goldberg

Title: Planner III

Manager, Capital Procurement
& Management

Phone: (415) 701-4473

(415) 701-4499

Fax: _____

Email: john.knox-white@sfmta.com

Joel.Goldberg@sfmta.com

Address: 1 South Van Ness Avenue, 7th
FL, San Francisco, CA 94103

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

Signature: _____

Date: _____

2009 Prop K 5YPP - Program of Projects
Bicycle Circulation/Safety (EP 39)

Programming and Allocations To-date

Amendment for 04.22.14 Board Approval

Last Update: March 13, 2014

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2009/10	2010/11	2011/12	2012/13	
Sub-Category 1 (Safety, Education and Outreach)								
SFMTA	Bicycle Safety Education Classes ⁵	CON	Allocated		\$165,000			\$165,000
SFMTA	Bicycle Safety Education Classes ⁵	CON	Deobligated		(\$130,000)			(\$130,000)
SFMTA	Bicycle Safety Education Classes ⁵	CON	Allocated			\$130,000		\$130,000
SFMTA	Bicycle Safety Education Classes	CON	Allocated				\$175,000	\$175,000
SFMTA	Bike To Work Day Promotion	CON	Allocated		\$0	\$100,000		\$100,000
SFMTA	Bike To Work Day Promotion	CON	Allocated		\$80,000			\$80,000
SFMTA	Bike To Work Day Promotion	CON	Deobligated		(\$88)			(\$88)
SFMTA	Bike To Work Day Promotion	CON	Allocated				\$162,000	\$162,000
SFMTA	Safety, Education, and Outreach	CON	Allocated		\$75,000			\$75,000
SFMTA	Safety, Education, and Outreach	CON	Programmed		\$0			\$0
SFMTA	Safety, Education, and Outreach	CON	Allocated				\$136,000	\$136,000
Sub-Category 2 (System Performance and Innovation)								
SFMTA	Pilot Installations of Innovative Treatments ⁴	Plan, PS&E	Programmed		\$0			\$0
SFMTA	Pilot Installations of Innovative Treatments ⁴	Plan, PS&E	Programmed			\$0		\$0
SFMTA	Pilot Installations of Innovative Treatments - Green Wave and Back-In Angled Parking	CON	Allocated	\$14,000				\$14,000
SFMTA	Pilot Installations of Innovative Treatments - Toolbox	Plan, PA&ED, PS&E	Allocated	\$86,000				\$86,000
SFMTA	Pilot Installations of Innovative Treatments ¹⁰	Plan, PS&E	Programmed				\$0	\$0
SFMTA	Pilot Installations of Innovative Treatments - Bicycle Green Wave	Plan, PS&E	Allocated				\$71,100	\$71,100
SFMTA	Bicycle Green Wave ¹⁰	CON	Allocated				\$117,176	\$117,176
SFMTA	Pilot Installations of Innovative Treatments ^{20, 21}	Plan, PS&E	Programmed				\$196,724	\$196,724
SFMTA	King Street Bicycle Lanes ²⁰	PA&ED, PS&E, CON	Pending				\$34,000	\$34,000
SFMTA	Colored Pavement Treatments	Plan, PS&E	Programmed				\$0	\$0
SFMTA	Safe Streets Awareness & Communications Bridge Campaign ²¹	PLAN	Pending					\$250,000
SFMTA	State of Cycling Report	PLAN	Allocated	\$131,325				\$131,325
SFMTA	State of Cycling Report	PLAN	Programmed	\$0				\$0
SFMTA	State of Cycling Report ^{11, 13, 15, 21}	PLAN	Programmed			\$0		\$0
SFMTA	State of Cycling Report ²¹	PLAN	Programmed				\$0	\$0

**Bicycle Circulation/Safety (EP 39)
Programming and Allocations To-date**

Amendment for 04.22.14 Board Approval
Last Update: March 13, 2014

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2009/10	2010/11	2011/12	2012/13	2013/14	
Sub-Category 3 (Bicycle Network and Facilities Improvement)									
SFMTA	1-2 North Point Street bicycle lanes, The Embarcadero to Van Ness Avenue ¹	CON	Programmed	\$0					\$0
SFMTA	2-6 Division Street bicycle lanes, 9th-11th Streets ¹	CON	Programmed		\$0				\$0
SFMTA	Bicycle Network Planning and Design - 2nd Street Bike Lanes	Plan, PA&ED, PS&E	Allocated	\$15,000					\$15,000
SFMTA	Bicycle Network Planning and Design - Coordination	Plan, PA&ED, PS&E	Allocated	\$15,000					\$15,000
SFMTA	Bicycle Network Planning and Design - Coordination	Plan, PA&ED, PS&E	Deobligated	(\$663)					(\$663)
SFMTA	Bicycle Network Planning and Design - Phelan Avenue Bike Lanes	Plan, PA&ED, PS&E	Allocated	\$30,000					\$30,000
SFMTA	Shared Roadway Bicycle Markings	CON	Allocated		\$240,000				\$240,000
SFMTA	John Muir Bike Lanes ¹	CON	Allocated		\$139,000				\$139,000
SFMTA	McCoppin Bikeway ¹	CON	Allocated		\$28,000				\$28,000
SFMTA	Porrero Bike Lanes ¹	CON	Allocated		\$30,000				\$30,000
SFMTA	Porrero Bike Lanes	CON	Deobligated		(\$97)				(\$97)
SFMTA	Alemanly Bike Lanes	CON	Allocated		\$90,000				\$90,000
SFMTA	Alemanly Bike Lanes	CON	Deobligated		(\$42,777)				(\$42,777)
SFMTA	Portola Bike Lanes	CON	Allocated		\$70,000				\$70,000
SFMTA	FY 2010/11 BTA Local Match - 23rd	CON	Allocated		\$2,000				\$2,000
SFMTA	FY 2010/11 BTA Local Match - Bayshore	CON	Allocated		\$2,000				\$2,000
SFMTA	FY 2010/11 BTA Local Match- Holloway	CON	Allocated		\$3,000				\$3,000
SFMTA	FY 2010/11 BTA Local Match - Portola	CON	Allocated		\$10,000				\$10,000
SFMTA	FY 2010/11 BTA Local Match - Portola	CON	Deobligated		(\$7)				(\$7)
SFMTA	FY 2010/11 BTA Local Match- San Bruno	CON	Allocated		\$30,000				\$30,000
DPW	Marina Green Bicycle Trail ²	PS&E	Allocated		\$14,400				\$14,400
SFMTA	14th and Market Streets Curb Bulb ³	PS&E	Allocated		\$35,000				\$35,000
SFMTA	14th and Market Streets Curb Bulb	PS&E	Deobligated		(\$9,473)				(\$9,473)
SFMTA	2nd Street Streetscape ⁷	PA&ED	Allocated		\$50,000				\$50,000
Any Eligible	Bicycle Parking	Plan, PS&E	Allocated		\$125,000				\$125,000
SFMTA	JFK Drive Parking-Buffered Bikeway ⁸	Plan, PS&E	Allocated		\$112,000				\$112,000
SFMTA	JFK Drive Parking-Buffered Bikeway ⁸	Plan, PS&E	Deobligated		(\$50,900)				(\$50,900)
SFMTA	JFK Drive Parking-Buffered Bikeway ⁸	CON	Allocated		\$412,000				\$412,000

Bicycle Circulation/Safety (EP 39)
Programming and Allocations To-date

Amendment for 04.22.14 Board Approval
 Last Update: March 13, 2014

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2009/10	2010/11	2011/12	2012/13	2013/14	
SEMTA	JFK Drive Parking-Buffered Bikeway	CON	Deobligated			(\$934)			(\$934)
SEMTA	Fell/Oak Bikeway Improvements ⁴	Plan, PS&E	Allocated			\$165,000			\$165,000
SEMTA	Fell/Oak Bikeway Improvements ^{10, 11}	CON	Programmed			\$0			\$0
SEMTA	Cargo Way bike lanes, from Illinois to Jennings streets	PS&E, CON	Allocated			\$94,000			\$94,000
SEMTA	Masonic Avenue Corridor Multimodal Streetscape Improvements EIR	PA&ED	Allocated			\$41,000			\$41,000
SEMTA	Masonic Avenue Corridor Multimodal Streetscape Improvements ^{16, 17}	PS&E, CON	Programmed			\$0			\$0
SEMTA	Masonic Avenue Corridor Multimodal Streetscape Improvements ^{16, 17}	CON	Programmed					\$49,175	\$49,175
SEMTA	Automated Bicycle Counters Upgrade ¹⁶	CON	Allocated					\$331,000	\$331,000
SEMTA	Citywide Bicycle Wayfinding Plan ¹⁵	PLAN	Allocated					\$32,000	\$32,000
SEMTA	Sloat Boulevard Bicycle Lanes ¹¹	PS&E, CON	Programmed			\$0			\$0
SEMTA	Polk Street Bicycle Lanes ¹¹	PS&E, CON	Programmed			\$0			\$0
SEMTA	Bicycle Parking Near Transit ¹¹	PS&E, CON	Programmed			\$0			\$0
SEMTA	Electronic Bicycle Lockers ¹¹	PS&E, CON	Programmed			\$0			\$0
SEMTA	Cesar Chavez, I-280 to US 101	CON	Allocated			\$201,000			\$201,000
SEMTA	Folsom Street Bicycle Lanes, 13th Street to 19th Street	CON	Allocated			\$27,000			\$27,000
SEMTA	Mansell Corridor Improvements ⁹	Plan	Allocated				\$53,612		\$53,612
SEMTA	Mansell Corridor Improvements ¹⁸	ENV	Allocated					\$44,129	\$44,129
SEMTA	Bicycle Sharing	CON	Allocated				\$200,000		\$200,000
SEMTA	Polk Street Demonstration Project ¹³	CON	Allocated				\$65,000		\$65,000
SEMTA	Citywide Long-Term Bicycle Parking Strategy	Plan	Allocated			\$45,000			\$45,000
Any Eligible	Bicycle Parking ^{11, 14}	TBD	Programmed			\$0			\$0
BART	Civic Center BART/Muni Bike Station ¹⁴	CON	Allocated					\$102,000	\$102,000
Any Eligible	Bicycle Parking ¹⁴	TBD	Programmed					\$0	\$0
PCJPB	Caltrain Bicycle Parking	Plan, PS&E	Programmed		\$0				\$0
PCJPB	Caltrain Bicycle Parking	PS&E, CON	Programmed			\$0			\$0
PCJPB	4th and King Caltrain Bike Study	PLAN	Allocated				\$45,000		\$45,000

**Bicycle Circulation/Safety (EP 39)
Programming and Allocations To-date**

Amendment for 04.22.14 Board Approval
Last Update: March 13, 2014

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2009/10	2010/11	2011/12	2012/13	2013/14	
PCJPB	SF Bicycle Parking Facility Capital Improvements	CON	Allocated				\$165,000		\$165,000
SFMTA	Short-Term Bicycle Parking ¹¹	PS&E, CON, Proc	Allocated				\$175,000		\$175,000
BART	Civic Center Bicycle Station	PS&E	Allocated			\$85,000			\$85,000
SFMTA	Match for Discretionary Grants ¹²	Plan, PS&E, CON	Programmed				\$164,000		\$164,000
SFMTA	Match for Discretionary Grants	Plan, PS&E, CON	Programmed					\$220,000	\$220,000
SFMTA	2013 5YPP Development ¹²	Plan	Allocated				\$16,000		\$16,000
SFCTA	Bike Sharing SAR ¹⁹	Plan	Appropriated					\$25,000	\$25,000
Total Programmed in 5YPP				\$290,662	\$892,058	\$1,474,066	\$1,544,888	\$1,284,028	\$5,485,702
Total Allocated and Pending in 5YPP				\$291,325	\$1,125,400	\$1,475,000	\$1,380,888	\$818,129	\$5,090,742
Total Deobligated in 5YPP				(\$663)	(\$233,342)	(\$934)	\$0	\$0	(\$234,939)
Total Unallocated in 5YPP				\$0	\$0	\$0	\$164,000	\$465,899	\$629,899
Total Programmed in Amended 2009 Strategic Plan *				\$765,000	\$1,440,000	\$1,286,000	\$1,086,000	\$850,000	\$5,427,000
Deobligated from Prior 5YPP Cycles **				\$65,576					\$65,576
Cumulative Remaining Programming Capacity				\$539,914	\$1,087,856	\$899,790	\$440,902	\$6,874	\$6,873

* The 2009 Strategic Plan was amended on March 30, 2010 through Res. 10-52.

** "Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period, excluding deobligations incorporated in the first 2009 Strategic Plan amendment, as of December 31, 2012.

Programmed
Pending Allocation / Appropriation
Board Approved Allocation/ Appropriation

**Bicycle Circulation/Safety (EP 39)
Programming and Allocations To-date**

Amendment for 04.22.14 Board Approval

Last Update: March 13, 2014

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2009/10	2010/11	2011/12	2012/13	

FOOTNOTES:

- ¹ 5YPP to add three new projects: John Muir Drive Bike Lanes; McCoppin Bikeway; and Porrero Avenue Bike Lanes, which together comprise the Bicycle Facility Implementation Project (Resolution 11-13, \$138,000 in Fiscal Year 2009/10 funds for the 4-3 Illinois Street Bicycle Lanes project and \$59,000 of \$77,000 in Fiscal Year 2009/10 funds programmed to the 6-3 Laguna Honda Boulevard Bicycle \$18,000 programmed to the Laguna Honda Project.
- ² \$125,000 in unallocated Fiscal Year 2009/10 funds for the Bicycle Capital Projects placeholder.
- ³ \$55,000 in Fiscal Year 2010/11 funds for the 2-6 Division Street Bicycle Lanes Project (funded by another source) were reprogrammed to the Fiscal Year 2010/11 Bicycle Capital Projects placeholder as 2 5YPP to add DPW's Marina Green Bicycle Trail using Prop K funds reprogrammed from the Fiscal Year 2010/11 MTA Bicycle Network Planning and Design placeholder (Resolution 11-33, 12.14.10).
- ³ 5YPP amendment to add \$35,000 for the 14th and Market Streets Curb Bulb project (Resolution 11-43, 02.15.2011).
14th and Market Streets Curb Bulb: Added new project.
- ⁴ Shared Roadway Bicycle Markings: Reduced programming from \$35,000 to \$0.
5YPP amendment to add \$165,000 for the Fell and Oak Bikeway Improvements Project (Resolution 11-63, 06.28.2011).
Fell and Oak Bikeway Improvements Project: Added new project.
- ⁵ Fiscal Year 2010/11 Pilot Installations of Innovative Treatments: Reduced programming from \$88,000 to \$0.
Fiscal Year 2011/12 Pilot Installations of Innovative Treatments: Reduced programming from \$200,000 to \$123,000.
5YPP amendment to reprogram \$130,000 for the Fiscal Year 2011/12 Bicycle Safety Education Classes Project (Resolution 11-62, 06.28.2011).
Fiscal Year 2011/12 Bicycle Safety Education Classes Project: Added new project.
Fiscal Year 2010/11 Bicycle Safety Education Classes Project: De-obligation of \$130,000.
- ⁶ This Fiscal Year 2011/12 allocation for the Bike to Work Day Promotion project utilized the \$100,000 originally programmed in Fiscal Year 2010/11 to the same project.
- ⁷ 5YPP amendment to add \$50,000 for the 2nd Street Streetscape Project (Resolution 12-52, 03.27.2012).
Cumulative Remaining Programming Capacity: Programmed \$50,000 to Fiscal Year 2011/12.
2nd Street Streetscape Project: Added Project.
- ⁸ JFK Drive Parking-Buffered Bikeway (construction; Resolution 12-14, 09.27.2011) included \$50,900 deobligated from JFK Drive Parking-Buffered Bikeway (planning/design; Resolution 11-51, 04.26.2011).
- ⁹ 5YPP amendment to add Mansell Corridor Improvements (Resolution 13-30, 01.29.2013)
Cumulative Remaining Programming Capacity: Reduced by \$53,612 in Fiscal Year 2012/13.
- ¹⁰ Mansell Corridor Improvements: Added project with \$53,612 in Fiscal Year 2012/13 funds for planning/conceptual engineering.
5YPP amendment to fully fund project: Bicycle Green Wave (Resolution 13-47, 04.23.2013).
Bicycle Green Wave project: Added project with \$91,900 from Pilot Installations of Innovative Treatments.
Fell/Oak Bikeway Improvements project: Reduced from \$30,000 to \$4,724 in Fiscal Year 2012/13.

**Bicycle Circulation/Safety (EP 39)
Programming and Allocations To-date**

Amendment for 04.22.14 Board Approval
Last Update: March 13, 2014

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2009/10	2010/11	2011/12	2012/13	

- ¹¹ 5YPP amendment to fully fund project: Short-Term Bicycle Parking (Resolution 13-47, 04.23.2013).
Short Term Bicycle Parking: Added new project in Fiscal Year 2012/13.
State of Cycling Report: Reduced programming from \$160,000 to \$132,724 in Fiscal Year 2011/12 .
Bicycle Parking: Reduced from \$102,000 to \$77,000 in Fiscal Year 2011/12 (to be made whole in Fiscal Year 2013/14 with \$25,000 programmed for Bicycle Parking in Fiscal Year 2013/14).
Bicycle Parking Near Transit: Reduced from \$73,000 to \$0 in Fiscal Year 2011/12.
Electronic Bicycle Lockers: Reduced from \$28,000 to \$0 in Fiscal Year 2011/12 .
Sloat Boulevard: Reduced from \$14,000 to \$0 in Fiscal Year 2011/12.
Polk Street: Reduced from \$3,000 to \$0 in Fiscal Year 2011/12 .
Fell/Oak Bikeway Improvements: Reduced from \$4,724 to \$0 in Fiscal Year 2012/13.
¹² 5YPP amendment to add 2013 5YPP Development (Resolution 13-49, 04.23.2013).
Match for Discretionary Grants: Reduced programming by \$16,000 in Fiscal Year 2012/13.
¹³ 5YPP Development: Added project with \$16,000 in Fiscal Year 2012/13 planning funds.
¹³ 5YPP amendment to add Polk Street Demonstration Project (Resolution 13-55, 05.21.2013).
State of Cycling Report: Reduced programming by \$65,000 in Fiscal Year 2011/12.
Polk Street Demonstration Project: Added project with \$65,000 in Fiscal Year 2012/13 funds.
¹⁴ Bicycle Parking: Reduced programming from \$77,000 in Fiscal Year 2011/12 to \$0 in Fiscal Year 2013/14 and from \$25,000 in Fiscal Year 2013/14 to \$0 in Fiscal Year 2013/14.
¹⁵ 5YPP amendment to add Citywide Bicycle Wayfinding Plan (Resolution 14-20, 09.24.2013).
State of Cycling Report: Reduced programming by \$32,000 in Fiscal Year 2011/12.
Citywide Bicycle Wayfinding Plan: Add \$32,000 in Fiscal Year 2013/14 planning funds.
¹⁶ 5YPP amendment to add Automated Bicycle Counters Upgrade (Resolution 14-20, 09.24.2013).
Masonic Avenue Corridor Multimodal Streetscape Improvements: Reduced programming by \$240,175 in Fiscal Year 2011/12 and \$90,825 in Fiscal Year 2013/14.
Automated Bicycle Counters Upgrade: Added \$331,000 in Fiscal Year 2013/14 for construction funds.
¹⁷ Masonic Avenue Corridor Multimodal Streetscape Improvements is funded with OneBayArea Grant funds and SEMTA revenue bonds.
¹⁹ 5YPP amendment to add Bike Sharing SAR (Resolution 14-35, 11.26.2013)
Cumulative Remaining Programming Capacity: Reduced by \$25,000 in Fiscal Year 2013/14.
Bike Sharing SAR : Added project with \$25,000 in Fiscal Year 2013/14 funds.
²⁰ 5YPP to add King Street Bicycle Lanes using Prop K funds reprogrammed from the Fiscal Year 2013/14 Pilot Installations of Innovative Treatments placeholder (Resolution 14-XX, MO.DA.YEAR).
²¹ 5YPP amendment to add Safe Streets Awareness & Communications Bridge Campaign (Resolution XX-XX, MO.DA.2014).
State of Cycling Report: Reduced programming by \$35,724 in Fiscal Year 2011/12 and by \$180,000 in Fiscal Year 2013/14.
Pilot Installations of Innovative Treatments: Reduced programming by \$34,276 in Fiscal Year 2013/14.
Safe Streets Awareness & Communications Bridge Campaign: Added project with \$250,000 in Fiscal Year 2013/14 funds.