



# Memorandum

**Date:** 10.16.14

**RE:** Citizens Advisory Committee  
October 22, 2014

**To:** Citizens Advisory Committee

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

**Subject:** **ACTION** – Adopt a Motion of Support for Allocation of \$6,795,385 in Prop K Funds, with Conditions in Prop K Funds, with Conditions, for Eleven Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules and Amendment of the Relevant 5-Year Prioritization Programs

## Summary

As summarized in Attachments 1 and 2, we have eleven requests totaling \$6,795,385 in Prop K funds to present to the Citizens Advisory Committee for approval. Attachment 3 summarizes our recommendations. The Peninsula Corridor Joint Powers Board (PCJPB or Caltrain) has requested \$3.8 million for San Francisco's Fiscal Year 2014/15 member contribution for six state of good repair projects, including construction of the Quint Street Bridge Replacement. Caltrain has also requested funds for unanticipated construction management costs for bicycle parking facility improvements that will increase storage capacity at the 4<sup>th</sup> and King station (\$20,000). The San Francisco Municipal Transportation Agency (SFMTA) has requested Prop K funds to expand its participation in the Geneva-Harney Bus Rapid Transit Feasibility Study and for follow-on pre-environmental work (\$200,000). SFMTA has also asked for planning and conceptual design funds for the John Yehall Chin Safe Routes to School project (\$40,433), a project that supports Vision Zero and has received a state Active Transportation Planning grant for design. Finally, the Bay Area Rapid Transit District (BART) has requested \$2,030,000 to fully fund construction of the Balboa Park Station Eastside Connections project (which received Lifeline Transportation Program funds from the Transportation Authority) and San Francisco Public Works has requested \$701,886 to construct Chinatown Broadway Phase IV (a OneBayArea Grant project that will complete streetscape improvements between Columbus Avenue and the Broadway Tunnel). **We are seeking a motion of support for the allocation of \$6,795,385 in Prop K funds, with conditions, for eleven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules and amendment of the relevant 5-Year Prioritization Programs.**

## BACKGROUND

We have received eleven requests for a combined total of \$6,795,385 in Prop K funds to present to the Citizens Advisory Committee (CAC) at the October 22, 2014 meeting, for potential Board approval on November 25, 2014. As shown in Attachment 1, the requests come from the following Prop K categories:

- Caltrain Capital Improvement Program
- BART Station Access, Safety and Capacity
- New and Renovated Vehicles – Caltrain
- Rehabilitate/Upgrade Existing Facilities – Caltrain
- Guideways – Caltrain
- Visitacion Valley Watershed
- Traffic Calming
- Bicycle Circulation/Safety
- Transportation/Land Use Coordination

**Caltrain Eligibility:** The Prop K Expenditure Plan approved by the voters in November 2003 included Peninsula Corridor Joint Powers Board (PCJPB or Caltrain) as an eligible recipient of San Francisco transportation sales tax funds. The intent of this change was to help offset the financial burden on the San Francisco Municipal Transportation Agency (SFMTA), which is the agency responsible for providing San Francisco's local match share of Caltrain's capital and operating budgets. Caltrain is also eligible for multiple other categories in the Prop K Expenditure Plan, including a dedicated category for Caltrain Electrification, also known as the Caltrain Early Investment Program (EIP), comprised of the Communications Based Overlay Signal System/Positive Train Control, electrification of the Caltrain line between San Jose and San Francisco, and the purchase of electric-multiple unit (EMU) vehicles to operate on the electrified system.

Every year, Caltrain staff review and rank projects for the annual capital budget, which is subject to extensive review, discussion, and negotiation by the three joint powers board member counties (San Francisco, San Mateo and Santa Clara). This process typically concludes in the fall. To accommodate this process, unallocated funds are programmed in the relevant 5-Year Prioritization Programs (5YPPs) as placeholders rather than as a list of specific projects.

The purpose of this memorandum is to present the Prop K requests to the CAC, and to seek a motion of support for the allocation of these funds, with conditions, and amendment of the relevant 5YPPs.

## **DISCUSSION**

Attachment 1 summarizes the eleven requests for Prop K funds, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project are included in the enclosed Allocation Request Forms.

**Staff Recommendation:** Attachment 3 summarizes the staff recommendations for the requests. Transportation Authority staff and project sponsors will attend the CAC meeting to provide brief presentations on some of the specific requests and to respond to any questions that the CAC may have.

**We are seeking a motion of support for the allocation of \$6,795,385 in Prop K funds, with conditions, for eleven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules and amendment of the relevant 5YPPs.**

## **ALTERNATIVES**

1. Adopt a motion of support for the allocation \$6,795,385 in Prop K funds, with conditions, for eleven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules and amendment of relevant 5YPPs, as presented.
2. Adopt a motion of support for the allocation of \$6,795,385 in Prop K funds, with conditions, for eleven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules and amendment of relevant 5YPPs, with modifications.
3. Defer action, pending additional information or further staff analysis.

## **FINANCIAL IMPACTS**

As detailed in Attachment 2 and the enclosed Allocation Request Forms, this action would allocate \$6,795,385 in Fiscal Year 2014/15 Prop K funds, with conditions. The allocations would be subject to

the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

The Prop K Capital Budget (Attachment 4) shows the recommended cash flow distribution schedules for the subject requests. Attachment 5 contains a cash-flow-based summary table including the Prop K Fiscal Year 2014/15 allocations to date and the subject Prop K requests.

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

## **RECOMMENDATION**

Adopt a motion of support for the allocation of \$6,795,385 in Prop K funds, with conditions, for eleven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules and amendment of relevant 5YPPs.

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Capital Budget 2014/15
5. Prop K 2014/15 Fiscal Year Cash Flow Distribution – Summary Table

Enclosure:

1. Prop K Allocation Request Forms (11)

**Attachment 1: Summary of Applications Received**

Source	EP Line No./Category <sup>1</sup>	Project Sponsor <sup>2</sup>	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 <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	7	PCJPB	Railroad Bridge Load Rating	\$ 382,347	\$ -	\$ 1,000,000	69%	62%	Design	6,10
Prop K	7	PCJPB	Rail Grinding	\$ 620,400	\$ -	\$ 700,700	69%	11%	Construction	6,10
Prop K	8	BART	Balboa Park Station Eastside Connections	\$ 2,030,000	\$ -	\$ 12,678,117	90%	84%	Construction	11
Prop K	17P	PCJPB	F40 Locomotive Mid-Life Overhaul	\$ 1,042,857	\$ -	\$ 3,900,000	84%	73%	Construction	6,10
Prop K	20P	PCJPB	Systemwide Station Improvements	\$ 210,989	\$ -	\$ 500,000	90%	58%	Construction	6,10
Prop K	22P	PCJPB	Quint Street Bridge Replacement	\$ 303,066	\$ -	\$ 2,330,000	78%	87%	Construction	10
Prop K	22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,243,407	\$ -	\$ 7,374,000	78%	83%	Construction	6,10
Prop K	27	SFMTA	Geneva-Harney BRT Feasibility/Pre-Environmental Study	\$ 200,000	\$ -	\$ 750,000	68%	73%	Planning	10,11
Prop K	38	SFMTA	John Yehall Chin Safe Routes to School	\$ 40,433	\$ -	\$ 40,433	51%	0%	Planning	3
Prop K	39	PCJPB	San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	\$ 20,000	\$ -	\$ 20,000	28%	0%	Construction	6
Prop K	44	SF Public Works	Chinatown Broadway Phase IV	\$ 701,886	\$ -	\$ 6,178,454	40%	89%	Construction	3
<b>TOTAL</b>				<b>\$ 6,795,385</b>	<b>\$ -</b>	<b>\$ 35,471,704</b>	<b>76%</b>	<b>81%</b>		

Footnotes

<sup>1</sup> "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).

<sup>2</sup> Acronyms include PCJPB (Peninsula Corridor Joint Powers Board (Caltrain)), BART (Bay Area Rapid Transit District), and SFMTA (San Francisco Municipal Transportation Agency).

<sup>3</sup> "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%.

<sup>4</sup> "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 <sup>1</sup>**

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
7	PCJPB	Railroad Bridge Load Rating	\$ 382,347	\$ -	Prop K funds will be used to determine the safe load ratings of 103 bridges throughout the Caltrain corridor to comply with Federal Railroad Administration regulation. Anticipated completion by December 2015.
7	PCJPB	Rail Grinding	\$ 620,400	\$ -	Prop K funds will be used to conduct maintenance analysis and rail grinding of track on the Caltrain system. Anticipated construction completion by June 2016.
8	BART	Balboa Park Station Eastside Connections	\$ 2,030,000	\$ -	Prop K funds will leverage \$1.9 million in Lifeline Transportation Program funds programmed by the Transportation Authority and over \$10 million in BART funds to improve transit access at the Balboa Park BART/Muni Station. The project will construct a new boarding platform for the Muni key stop at the terminus of the J and K lines on the east side of the BART station, and an elevated walkway from the platform to a new pedestrian bridge connecting the east and west sides of the station. It includes new lighting, signage, and wall finishes. BART will coordinate with the SFMTA on a 10-week shut-down of the revenue loop through the Green yard to allow construction of the J/K platform. The SFMTA will continue to operate the J and K lines during the shut-down, and has developed an interim service plan with temporarily relocated stops. Both agencies will issue service bulletins advising passengers about transit access during the project. BART anticipates construction will begin in May 2015 and be completed by mid-2017.
17P	PCJPB	F40 Locomotive Mid-Life Overhaul	\$ 1,042,857	\$ -	Caltrain is requesting Prop K funds to perform mid-life overhauls of five F40 locomotives selected to become part of the small remaining diesel fleet post Caltrain electrification. Anticipated completed by June 2016.
20P	PCJPB	Systemwide Station Improvements	\$ 210,989	\$ -	Caltrain is requesting Prop K funds to perform repairs at various passenger stations, which may include but are not limited to: station building repairs; repair passenger shelters; replacing center track fence, windows, doors, and signage; refinishing pavement and tiles; and repairing walking surfaces. Caltrain anticipates construction to begin in January 2015 and be completed by December 2015.
22P	PCJPB	Quint Street Bridge Replacement	\$ 303,066	\$ -	Prop K funds will be used for the construction phase to replace the Quint Street Bridge. Project includes the removal of the existing street girder superstructure and foundation and replacement with a berm structure; construction of a retaining wall to protect train operations; and rough grading of the berm structure north of the bridge to prepare the site for the construction of the Quint-Jerrold connector road. Caltrain anticipates construction to begin in April 2015 and be completed by January 2016.

**Attachment 2: Brief Project Descriptions <sup>1</sup>**

<b>EP Line No.</b>	<b>Project Sponsor</b>	<b>Project Name</b>	<b>Prop K Funds Requested</b>	<b>Prop AA Funds Requested</b>	<b>Project Description</b>
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,243,407	\$ -	Prop K funds will be used to maintain the Caltrain railroad in a state of good repair. The project may include, but is not limited to, the replacement of rails, joins, at-grade rail panels, worn ties; minor repairs to bridges; and adding balast to tracks. Anticipated construction completion by December 2015.
27	SFMTA	Geneva-Harney BRT Feasibility/Pre-Environmental Study	\$ 200,000	\$ -	This funding request will support the SFMTA's expanding role in the Geneva-Harney Bus Rapid Transit Feasibility Study (led by the Transportation Authority) and fund a follow-on pre-environmental phase (led by SFMTA). The BRT corridor extends from Balboa BART/Muni Station to Hunters Point Shipyard, including a connection to the Bayshore Caltrain Station. SFMTA's follow-on work will prepare the near-term BRT, which primarily uses existing streets, for environmental review. Service is needed no later than 2023 to support the shipyard development. The Feasibility Study will be completed by spring 2015. The pre-environmental work is anticipated to be completed by fall 2015. More information is available at <a href="http://www.genevabrt.org">www.genevabrt.org</a> .
38	SFMTA	John Yehall Chin Safe Routes to School	\$ 40,433	\$ -	Prop K funds will be used for additional outreach and conceptual design of bulb outs to improve pedestrian and bicycle access and safety at seven locations, including one bus bulb, around John Yehall Chin Elementary School. This project has received a state Active Transportation Planning (ATP) grant for the environmental and design phases, and will compete for construction funds in a future ATP funding cycle. This project supports Vision Zero (e.g. four project locations are on a high-injury corridor). Anticipated completion of planning by March 2015. Pending funding, construction would start mid-2017.
39	PCJPB	San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	\$ 20,000	\$ -	Caltrain is requesting Prop K funds for unforeseen construction management costs for the reconfiguration of the bicycle parking facility at the 4th and King Caltrain station. The Transportation Authority previously allocated \$165,000 in Prop K funds for a contractor to install automated bike parking, reconfiguration of retail and bike parking areas, and expansion of the facility to increase bike capacity from 130 to 185 bikes. Caltrain anticipates construction to begin in November 2014 and be completed in March 2015.

**Attachment 2: Brief Project Descriptions <sup>1</sup>**

<b>EP Line No.</b>	<b>Project Sponsor</b>	<b>Project Name</b>	<b>Prop K Funds Requested</b>	<b>Prop AA Funds Requested</b>	<b>Project Description</b>
44	SF Public Works	Chinatown Broadway Phase IV	\$ 701,886	\$ -	Prop K funds will leverage OneBayArea Grant (OBAG) funds programmed by the Transportation Authority, and state Safe Routes to School funds for streetscape and safety improvements to Broadway between Columbus and the Broadway Tunnel, including improvements near the Jean Parker Elementary School. The project will calm traffic by narrowing the roadway and travel lanes; improve pedestrian crossings with bulb-outs, raised crosswalks, and special paving; improve transit access with new bus bulbs and enhanced bus stops; landscape the existing sidewalk, new medians, and the Wayne Place; install bike sharrows; and add new benches and street lights. Of the \$5.11 million in OBAG funds awarded for construction, we worked with MTC and SFMTA to swap the State Transportation Improvement Program (STIP) (\$1.91 million) portion with SFMTA's revenue bonds to keep this project on schedule, given delayed STIP availability. SF Public Works anticipates construction will begin in May 2015 and be completed by April 2016.
<b>TOTAL</b>			<b>\$ 6,795,385</b>	<b>\$ -</b>	

<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 3: Staff Recommendations <sup>1</sup>**

<b>EP Line No.</b>	<b>Project Sponsor</b>	<b>Project Name</b>	<b>Prop K Funds Requested</b>	<b>Prop AA Funds Requested</b>	<b>Recommendation</b>
7	PCJPB	Railroad Bridge Load Rating	\$ 382,347	\$ -	
7	PCJPB	Rail Grinding	\$ 620,400	\$ -	
8	BART	Balboa Park Station Eastside Connections	\$ 2,030,000	\$ -	
17P	PCJPB	F40 Locomotive Mid-Life Overhaul	\$ 1,042,857	\$ -	
20P	PCJPB	Systemwide Station Improvements	\$ 210,989	\$ -	
22P	PCJPB	Quint Street Bridge Replacement	\$ 303,066	\$ -	<b>5-Year Prioritization Program (5YPP) Amendment:</b> This allocation is contingent on a 5YPP amendment to the Guidways-Caltrain category to reprogram \$303,066 in funds deobligated from three prior year grants to the subject project. See attached 5YPP amendment for details.



**Attachment 3: Staff Recommendations <sup>1</sup>**

<b>EP Line No.</b>	<b>Project Sponsor</b>	<b>Project Name</b>	<b>Prop K Funds Requested</b>	<b>Prop AA Funds Requested</b>	<b>Recommendation</b>
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,243,407	\$ -	
27	SFMTA	Geneva-Harney BRT Feasibility/Pre-Environmental Study	\$ 200,000	\$ -	
38	SFMTA	John Yehall Chin Safe Routes to School	\$ 40,433	\$ -	<b>5YPP Amendment:</b> This allocation is contingent on a 5YPP amendment to redirect \$28,758 in Fiscal Year 2014/15 Prop K funds from the design phase to the planning phase of subject project. Adjustments are needed to align with the Active Transportation Program grant. See attached 5YPP amendment for details.
39	PCJPB	San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	\$ 20,000	\$ -	
44	SF Public Works	Chinatown Broadway Phase IV	\$ 701,886	\$ -	
<b>TOTAL</b>			<b>\$ 6,795,385</b>	<b>\$ -</b>	

<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 4.**  
**Prop K FY 2014/15 Capital Budget<sup>1</sup>**

				Cash Flow Distribution					FYs 2019/20 - 2027/2028 <sup>2</sup>
EP #	Sponsor	Project Name	Total	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	
<b>TRANSIT</b>									
1	SFMTA	Van Ness Bus Rapid Transit	\$ 1,594,280	\$ 1,275,424	\$ 318,856				
5	TJPA	Transbay Transit Center and Downtown Extension	\$ 43,046,950	\$ 34,128,950	\$ 4,693,000	\$ 4,225,000			
5	TJPA	Downtown Extension	\$ 1,219,000	\$ 632,400	\$ 586,600				
7	PCJPB	Railroad Bridge Load Rating	\$ 382,347	\$ 191,174	\$ 191,173				
7	PCJPB	Rail Grinding	\$ 620,400	\$ 310,200	\$ 310,200				
8	BART	Balboa Park Station Eastside Connections	\$ 2,030,000			\$ 2,030,000			
14	SFCTA	Quint-Jerrold Connector Road Contracting and Workforce Development Strategy	\$ 89,000	\$ 89,000					
15	SFMTA	Light Rail Vehicle Procurement	\$ 4,592,490			\$ 3,092,490	\$ 1,500,000		
17M	SFMTA	Light Rail Vehicle Procurement	\$ 60,116,310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,116,310
17P	PCJPB	F40 Locomotive Mid-Life Overhaul	\$ 1,042,857	\$ 521,429	\$ 521,428				
17U	SFMTA	Light Rail Vehicle Procurement	\$ 66,444,342	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,444,342
20P	PCJPB	Systemwide Station Improvements	\$ 210,989	\$ 105,495	\$ 105,494				
22P	PCJPB	Quint Street Bridge Replacement	\$ 303,066	\$ 303,066					
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,243,407	\$ 621,704	\$ 621,703				
<b>Transit Subtotal</b>			<b>\$ 182,935,438</b>	<b>\$ 38,178,842</b>	<b>\$ 7,348,454</b>	<b>\$ 9,347,490</b>	<b>\$ 1,500,000</b>	<b>\$ -</b>	<b>\$ 126,560,652</b>
<b>PARATRANSIT</b>									
23	SFMTA	Paratransit	\$ 9,670,000	\$ 9,670,000					
<b>Paratransit Subtotal</b>			<b>\$ 9,670,000</b>	<b>\$ 9,670,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>VISITACION VALLEY WATERSHED</b>									
27	SFMTA	Bayshore Multimodal Station Location Study	\$ 14,415	\$ 9,665	\$ 4,750				
27	SFCTA	Bayshore Multimodal Station Location Study	\$ 14,415	\$ 9,665	\$ 4,750				
27	SFMTA	Geneva-Harney BRT Feasibility/Pre-Environmental Study	\$ 200,000	\$ 112,866	\$ 87,134				
<b>Visitacion Valley Watershed Subtotal</b>			<b>\$ 228,830</b>	<b>\$ 132,196</b>	<b>\$ 96,634</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>STREET AND TRAFFIC SAFETY</b>									
34	SFPW	West Portal Ave and Quintara St. Pavement Renovation	\$ 3,002,785	\$ 2,402,228	\$ 600,557				
35	SFPW	Street Repair and Cleaning Equipment	\$ 701,034	\$ 350,517	\$ 350,517				
37	SFPW	Public Sidewalk Repair	\$ 492,200	\$ 492,200					
38	SFMTA	John Yehall Chin Safe Routes to School	\$ 40,433	\$ 40,433					
39	SFMTA	Twin Peaks Connectivity	\$ 23,000	\$ 19,866	\$ 3,134				
39	SFMTA	Shared Roadway Bicycle Markings (Sharrows)	\$ 256,100	\$ 151,000	\$ 105,100				
39	PCJPB	San Francisco Bicycle Parking Facility Improvements -	\$ 20,000	\$ 20,000					
42	SFPW	Tree Planting and Maintenance	\$ 1,000,000	\$ 1,000,000					
<b>Streets and Traffic Safety Subtotal</b>			<b>\$ 5,535,552</b>	<b>\$ 4,476,244</b>	<b>\$ 1,059,308</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**Attachment 4.**  
**Prop K FY 2014/15 Capital Budget<sup>1</sup>**

				Cash Flow Distribution					
EP #	Sponsor	Project Name	Total	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FYs 2019/20 - 2027/2028 <sup>2</sup>
TSM/STRATEGIC INITIATIVES									
43	SFE	Commuter Benefits Ordinance Employer Outreach	\$ 77,546	\$ 77,546					
43	SFCTA	Bay Area Transit Core Capacity Study	\$ 450,000	\$ 315,000	\$ 135,000				
43	SFCTA	San Francisco Corridor Management Study	\$ 300,000	\$ 75,000	\$ 125,000	\$ 100,000			
43	SFCTA	Treasure Island Mobility Management Program	\$ 150,000	\$ 150,000					
44	SFMTA	Persia Triangle	\$ 200,685	\$ 100,343	\$ 100,342				
44	SFCTA	NTIP Predevelopment/Program Support	\$ 75,000	\$ 75,000					
44	SFMTA	NTIP Predevelopment/Program Support	\$ 75,000	\$ 75,000					
44	SFMTA	Western Addition Community-Based Transportation Plan [NTIP]	\$ 240,000	\$ 96,000	\$ 96,000	\$ 48,000			
44	SF Public Works	Chinatown Broadway Phase IV	\$ 701,886	\$ 175,471	\$ 526,415				
TSM/Strategic Initiatives Subtotal			\$ 2,270,117	\$ 1,139,360	\$ 982,757	\$ 148,000	\$ -	\$ -	\$ -
TOTAL			\$ 200,639,937	\$ 53,596,642	\$ 9,487,153	\$ 9,495,490	\$ 1,500,000	\$ -	\$ 126,560,652

<sup>1</sup> This table shows Cash Flow Distribution Schedules for all FY 2014/15 allocations approved to date, along with the current recommended allocation(s).

<sup>2</sup> Light Rail Vehicle Procurement. See Resolution 15-XX for cash flow details.

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

**Attachment 5.**  
**Prop K FY 2014/15 Capital Budget Summary<sup>1</sup>**

	<b>Total</b>	<b>FY 2014/15</b>	<b>FY 2015/16</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FYs 2019/20 - 2027/28<sup>2</sup></b>
Prior Allocations	\$ 193,844,552	\$ 51,194,804	\$ 7,123,606	\$ 7,465,490	\$ 1,500,000	\$ -	\$ 126,560,652
Current Request(s)	\$ 6,795,385	\$ 2,401,838	\$ 2,363,547	\$ 2,030,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 200,639,937	\$ 53,596,642	\$ 9,487,153	\$ 9,495,490	\$ 1,500,000	\$ -	\$ 126,560,652

<sup>1</sup> This table shows total cash flow for all FY 2014/15 allocations approved to date, along with the current recommended allocation(s).

<sup>2</sup> Light Rail Vehicle Procurement. See Resolution 15-XX for cash flow details.