



Memorandum

Date: 06.11.14 **RE:** Plans and Programs Committee
June 17, 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*
Maria Lombardo – Chief Deputy Director for Policy and Programming *mel*

Through: Tilly Chang – Executive Director *all*

Subject: **ACTION** – Recommend Allocation of \$53,539,150 in Prop K Funds, with Conditions, Appropriation of \$39,000 in Prop K Funds, and Allocation of \$1,804,206 in Prop AA Funds, with Conditions, for Seven Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have received seven requests totaling \$53,578,150 in Prop K funds, and \$1,804,206 in Prop AA funds. Three requests are for projects that improve pedestrian safety and access to transit, including the San Francisco Municipal Transportation Agency's (SFMTA's) Glen Park Community Plan Implementation (\$330,000 in Prop K funds) and Phelan Loop Pedestrian Connector projects (\$42,000 in Prop AA funds), and the University of California, Hastings McAllister Street Campus Streetscape project (\$1,762,206 in Prop AA funds). Two requests are for annual programs, including the Department of Public Works' public sidewalk repair program (\$492,200 in Prop K funds) and the SFMTA's paratransit program (\$9,670,000 in Prop K funds). We have also received a request from the Transbay Joint Powers Authority for \$43,046,950 in Prop K funds for various construction trade packages, construction management oversight, program management, and professional services (e.g. legal counsel, auditing services) for the Transbay Transit Center. We are requesting \$39,000 in Prop K funds for the Balboa Park Circulation Study Implementation Scoping project. In April, the Balboa Park Community Advisory Committee approved a motion of support for the Balboa Park Station Area Circulation Study Final Report, which is presented to the Plans and Programs Committee as a separate item on this agenda. **We are seeking a recommendation to allocate \$53,539,150 in Prop K funds, with conditions, appropriation of \$39,000 in Prop K funds, and allocation of \$1,804,206 in Prop AA funds, with conditions, for seven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

BACKGROUND

We have received seven requests for a combined total of \$53,578,150 in Prop K funds and \$1,804,206 in Prop AA funds to present to the Plans and Programs Committee at the June 17, 2014 meeting, for potential Board approval on June 24, 2014. As shown in Attachment 1, the requests come from the following Prop K and Prop AA categories:

- Prop K Downtown Extension to a Rebuilt Transbay Terminal;
- Prop K Balboa Park BART/Muni Station Access;
- Prop K Other Transit Enhancements;
- Prop K Paratransit;
- Prop K Pedestrian and Bicycle Facility Maintenance;
- Prop AA Pedestrian Safety; and

- Prop AA Transit Reliability and Mobility Improvements.

The Transportation Authority Board has approved the 2009 5-Year Prioritization Programs (5YPPs) for the Balboa Park BART/Muni Station Access and Other Transit Enhancements Prop K, and the Pedestrian Safety and Transit Reliability and Mobility Improvements Prop AA categories, as required by the voter-approved Expenditure Plans. Our recommendation for the Department of Public Works' (DPW's) request for Fiscal Year (FY) 2014/15 funds for Sidewalk Repair is conditioned upon Transportation Authority Board approval of the 2014 5YPP for the Pedestrian and Bicycle Facility Maintenance category. The Prop K Expenditure Plan does not require 5YPPs for the Downtown Extension to a Rebuilt Transbay Terminal and Paratransit, which are project-specific categories.

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

DISCUSSION

Attachment 1 summarizes the seven requests for Prop K and Prop AA 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 enclosed Allocation Request Forms.

Transbay Transit Center: As we shared during the Plans and Program Committee's last Transbay Transit Center project delivery update in September 2013, the Transbay Joint Powers Authority (TJPA) Board approved a revised budget of \$1.899 billion for the Transbay Transit Center (Phase 1), an increase of \$310.4 million over the May 2010 baseline. The increase was mostly due to changed market conditions, modifications necessitated by an earlier terrorism-related Risk and Vulnerability Assessment, and resetting contingencies and program reserve at prudent levels. The TJPA Board has identified \$110.3 million in additional funding to fill a portion of that gap, including \$41 million in Prop K funds and \$6 million in OneBayArea Grant funds programmed by the Transportation Authority Board, and developed a strategy to fund the remaining \$200.1 million by using Transit Center District Plan revenues to be acquired via the formation of a Community Facilities District (CFD). The TJPA anticipates that the San Francisco Board of Supervisors will approve the legislation to form the CFD by the end of calendar year 2014. We are closely monitoring the project's scope and budget, as construction bids continue trending above the engineer's estimates, requiring TJPA to utilize contingency and reserve funds to award contracts.

The current request for \$43,046,950 in Prop K funds is for activities within the July 2013 budget, including various construction trade packages, construction management oversight, program management, and professional services (e.g. legal counsel, auditing services). The Prop K funds are available from a combination of funds that TJPA deobligated when American Recovery and Reinvestment Act funds with strict timely use of funds requirements became available to the project, and funds identified through adoption of the 2013 Strategic Plan Baseline.

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 respond to questions.

We are seeking a recommendation to allocate \$53,539,150 in Prop K Funds, with conditions, appropriation of \$39,000 in Prop K Funds, and allocation of \$1,804,206 in Prop AA funds, with

conditions, for seven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

ALTERNATIVES

1. Recommend allocation of \$53,539,150 in Prop K funds, with conditions, appropriation of \$39,000 in Prop K funds, and allocation of \$1,804,206 in Prop AA funds, with conditions, for seven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.
2. Recommend allocation of \$53,539,150 in Prop K funds, with conditions, appropriation of \$39,000 in Prop K funds, and allocation of \$1,804,206 in Prop AA funds, with conditions, for seven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its May 28, 2014 meeting, and unanimously adopted a motion of support for the staff recommendation. Since the CAC meeting, we have made a minor \$100,000 downward adjustment to the West Portal Avenue and Quintara Street Pavement Renovation project cost to match the pending allocation request from DPW. This request will be considered by the Plans and Programs Committee next month.

FINANCIAL IMPACTS

As detailed in Attachment 2 and the enclosed Allocation Request Forms, this action would allocate \$330,000 in FY 2013/14 Prop K funds and appropriate \$39,000 in FY 2013/14 Prop K funds. This action would also allocate \$53,209,150 in FY 2014/15 Prop K funds and \$1,804,206 in Prop AA funds. The allocations and the appropriation would be subject to the FY Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the FY 2013/14 Prop K Capital Budget and the recommended cash flow distribution schedules for the two FY 2013/14 requests. Attachment 5 contains a cash-flow-based summary table of the Prop K FY 2013/14 allocations to date, including the recommended allocations. Attachment 6 shows the FY 2014/15 Prop K Capital Budget and recommended cash flow distribution schedules for this first group of FY 2014/15 Prop K requests and Attachment 7 contains a cash-flow-based summary table for these same allocations

The Prop AA FY 2014/15 Capital Budget (Attachment 8) shows the recommended cash flow distribution schedules for the two Prop AA requests, while Attachment 9 contains a cash-flow-based summary table of these first Prop AA allocations for FY 2014/15.

Sufficient funds are included in the adopted FY 2013/14 and FY 2014/15 budgets 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 \$53,539,150 in Prop K Funds, with conditions, appropriation of \$39,000 in Prop K Funds, and allocation of \$1,804,206 in Prop AA funds, with conditions, for seven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

Attachments (9):

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 Capital Budget 2014/15
7. Prop K 2014/15 Fiscal Year Cash Flow Distribution – Summary Table
8. Prop AA Capital Budget 2014/15
9. Prop AA 2014/15 Fiscal Year Cash Flow Distribution – Summary Table

Enclosure (1):

1. Prop K/Prop AA Allocation Request Forms (7)

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 | 5 | TJPA | Transbay Transit Center | \$ 43,046,950 | \$ - | \$ 107,773,050 | 86% | 60% , but overall project meets leveraging | Construction | 6 |
| Prop K | 13 | SFCTA | Balboa Park Circulation Study Implementation Scoping | \$ 39,000 | \$ - | \$ 39,000 | 72% | 0% | Planning | 11 |
| Prop K | 16 | SFMTA | Glen Park Community Plan Implementation | \$ 330,000 | \$ - | \$ 1,650,000 | 74% | 80% | Construction | 8 |
| Prop K | 23 | SFMTA | Paratransit | \$ 9,670,000 | \$ - | \$ 21,141,725 | 27% | 54% | Operations | Citywide |
| Prop K | 37 | DPW | Public Sidewalk Repair | \$ 492,200 | \$ - | \$ 712,630 | 48% | 31% | Construction | Citywide |
| Prop AA | Ped | UC Hastings | McAllister St Campus Streetscape | \$ - | \$ 1,762,206 | \$ 2,202,206 | NA | 20% | Construction | 6 |
| Prop AA | Transit | SFMTA | Phelan Loop Pedestrian Connector | \$ - | \$ 42,000 | \$ 100,000 | NA | 58% | Design | 7 |
| TOTAL | | | | \$ 53,578,150 | \$ 1,804,206 | \$ 133,618,611 | 76% | 10% | | |

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 DPW (Department of Public Works), SFMTA (San Francisco Municipal Transportation Agency), TJPA (Transbay Joint Powers Authority), and UC Hasting (University of California, Hastings College of Law).

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 |
|-------------|-----------------|--|------------------------|-------------------------|---|
| 5 | TJPA | Transbay Transit Center | \$ 43,046,950 | \$ - | Prop K funds will be used for the construction phase of the Transbay Transit Center (TTC), and will fund various construction trade packages, construction management oversight, program management, and other professional service costs related to the construction of the TTC. Construction is anticipated to be completed in late 2017 with bus operations scheduled to start at the same time. |
| 13 | SFCTA | Balboa Park Circulation Study Implementation Scoping | \$ 39,000 | \$ - | Prop K funds will be used to determine the next steps for recommendations in the Balboa Park Circulation Study (see separate item on this agenda) relating to the proposed closure of the northbound I-280 on-ramp from Geneva Avenue and potential realignment of the southbound I-280 off-ramp to Ocean Avenue. Transportation Authority staff will convene staff from the San Francisco Municipal Transportation Agency (SFMTA), the Bay Area Rapid Transit District (BART), and Caltrans to establish agency roles and prepare a scope of work for the next phase of project development for the interchange projects, and we will continue to coordinate with SFMTA, BART, SF Planning, and the Department of Public Works on the various projects in the station area. This project is anticipated to be completed by December 2014. This request will also fund our continuing support for the Balboa Park Community Advisory Committee (BPCAC). |

Attachment 2: Brief Project Descriptions ¹

| EP Line No. | Project Sponsor | Project Name | Prop K Funds Requested | Prop AA Funds Requested | Project Description |
|-------------|-----------------|---|------------------------|-------------------------|--|
| 16 | SFMTA | Glen Park Community Plan Implementation | \$ 330,000 | \$ - | Prop K funds will be used for the construction phase of pedestrian and traffic calming improvements at the intersection of Diamond and Bosworth adjacent to the Glen Park BART Station. The project was derived from the San Francisco Planning Department's Glen Park Community Plan (2003) and includes the following improvements: pedestrian bulb-outs, repaving the intersections, adding signalized left-turn pockets, upgrading existing traffic signals, adding street lighting, restriping the intersection, and providing landscaping. The improvements will require the removal of two on-street parking spaces on the north side of Bosworth Street and three on-street parking spaces on the west side of Diamond Street. Community outreach will continue at quarterly meetings of the Glen Park Association through the completion of construction (December 2014). Prop K funds will provide local match to \$1.3 million in Federal Transit Administration funds. |
| 23 | SFMTA | Paratransit | \$ 9,670,000 | \$ - | Prop K funds would provide 46% of the cost of the Paratransit Program broker contract in Fiscal Year 2014/15. The broker contract includes procuring and managing subcontracts with paratransit service providers, monitoring service quality and client interface, administering client eligibility, managing the sale of fare instruments, and acting as the principal customer service representative on behalf of the SFMTA. |
| 37 | DPW | Public Sidewalk Repair | \$ 492,200 | \$ - | Prop K funds will be used for sidewalk replacement around city street trees. DPW anticipates that the requested funds would allow it to repair sidewalks at approximately 210 locations in Fiscal Year 2014/15. An additional \$220,430 in State Transportation Development Act Article 3 funds will repair sidewalks at approximately 95 additional locations, for a total of about 305 locations. Construction is anticipated to be completed by June 2015. |
| Ped | UC Hastings | McAllister St Campus Streetscape | \$ - | \$ 1,762,206 | Prop AA funds will be used construct traffic calming and pedestrian safety improvements on McAllister Street between Larkin and Leavenworth Streets. Specific improvements will include: a traffic island at the northeast corner of the intersection of Leavenworth and McAllister Streets; sidewalk widening, pedestrian level lighting and planting; a corner bulbout at the northeast intersection of McAllister and Hyde Streets; a corner bulbout and bus bulbout at the northwest intersection of McAllister and Hyde Streets; a corner bulbout at the northeast corner of McAllister and Larkin Streets; and removing Muni overhead contact system (OCS) guy wires from the structure at 100 McAllister and replacing four OCS poles. Construction is anticipated to start in July 2014 and be completed by January 2015. |

Attachment 2: Brief Project Descriptions ¹

| EP Line No. | Project Sponsor | Project Name | Prop K Funds Requested | Prop AA Funds Requested | Project Description |
|--------------------|------------------------|----------------------------------|-------------------------------|--------------------------------|--|
| Transit | SFMTA | Phelan Loop Pedestrian Connector | \$ - | \$ 42,000 | Prop AA funds will be used to design a safer, more direct pedestrian connection between the City College Ocean Campus and the Muni stops at the Phelan Loop and K-Ingleside stops on Ocean Avenue and a new public plaza linking the campus to Ocean Avenue west of the Phelan Loop. Design is anticipated to be completed in the fall of 2014. Construction is anticipated to begin in early 2015, following completion of the nearby housing development, and be completed by December 2015. |
| TOTAL | | | \$ 53,578,150 | \$ 1,804,206 | |

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

| EP Line No. | Project Sponsor | Project Name | Prop K Funds Requested | Prop AA Funds Requested | Recommendation |
|--------------------|------------------------|--|-------------------------------|--------------------------------|--|
| 5 | TJPA | Transbay Transit Center | \$ 43,046,950 | \$ - | |
| 13 | SFCTA | Balboa Park Circulation Study Implementation Scoping | \$ 39,000 | \$ - | |
| 16 | SFMTA | Glen Park Community Plan Implementation | \$ 330,000 | \$ - | |
| 23 | SFMTA | Paratransit | \$ 9,670,000 | \$ - | |
| 37 | DPW | Public Sidewalk Repair | \$ 492,200 | \$ - | 2014 5YPP Approval: The recommended allocation is contingent upon Transportation Authority Board approval of the 2014 5YPP for Pedestrian and Bicycle Facility Maintenance. |
| Ped | UC Hastings | McAllister St Campus Streetscape | \$ - | \$ 1,762,206 | |
| Transit | SFMTA | Phelan Loop Pedestrian Connector | \$ - | \$ 42,000 | |
| TOTAL | | | \$ 53,578,150 | \$ 1,804,206 | |

¹ See Attachment 1 for footnotes.

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 | | | | | |
| 13 | SFCTA | Balboa Park Circulation Study Implementation Scoping | \$ 39,000 | | \$ 39,000 | | | | |
| 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 | | | | |
| 16 | SFMTA | Glen Park Community Plan Implementation | \$ 330,000 | | \$ 330,000 | | | | |
| 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 | | | | | |
| 22 | PCJPB | South Terminal Wayside Power | \$ 28,197 | \$ 28,197 | | | | | |
| 22 | PCJPB | Upgrade of Public Address & Visual Message Signs | \$ 838,000 | \$ 838,000 | | | | | |

Attachment 4.
Prop K FY 2013/14 Capital Budget¹

| | | | Cash Flow Distribution | | | | | | |
|---|---------|--|------------------------|----------------------|---------------------|---------------------|-------------------|------------------|------------------|
| EP # | Sponsor | Project Name | Total | FY 2013/14 | FY 2014/15 | FY 2015/16 | FY 2016/17 | FY 2017/18 | FY 2018/19 |
| Transit Subtotal | | | \$ 56,157,107 | \$ 43,032,846 | \$ 8,577,367 | \$ 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 | | | | | |
| 33 | SFMTA | Franklin and Divisadero Signal Upgrades | \$ 158,000 | \$ 18,000 | \$ 140,000 | | | | |
| 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 | | | | |
| 38 | SFMTA | Cesar Chavez Elementary School Safe Routes to School | \$ 21,707 | | \$ 21,707 | | | | |
| 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 | | | | |
| 39 | SFMTA | Comprehensive SF Safe Streets Awareness & Communications Bridge Campaign | \$ 250,000 | | \$ 250,000 | | | | |

Attachment 4.
Prop K FY 2013/14 Capital Budget¹

| | | | | Cash Flow Distribution | | | | | |
|--|---------|--|----------------------|------------------------|---------------------|-------------------|-------------|-------------|-------------|
| EP # | Sponsor | Project Name | Total | FY 2013/14 | FY 2014/15 | FY 2015/16 | FY 2016/17 | FY 2017/18 | FY 2018/19 |
| 39 | SFMTA | Bicycle & Pedestrian Projects - Speed & Volume Surveys | \$ 21,500 | | \$ 21,500 | | | | |
| 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 | | | | |
| 40 | SFMTA | Bicycle & Pedestrian Projects - Speed & Volume Surveys | \$ 21,500 | | \$ 21,500 | | | | |
| 40 | SFMTA | Pedestrian Refuge Islands | \$ 54,000 | | \$ 54,000 | | | | |
| 40 | SFMTA | 7th and 8th Streets Streetscape | \$ 180,000 | \$ 11,393 | \$ 124,560 | \$ 44,047 | | | |
| 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 | | | \$ 13,377,943 | \$ 5,616,402 | \$ 7,263,565 | \$ 497,976 | \$ - | \$ - | \$ - |

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 | | | \$ 81,322,854 | \$ 59,649,219 | \$ 16,617,295 | \$ 4,437,245 | \$ 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 | \$ 80,953,854 | \$ 59,649,219 | \$ 16,248,295 | \$ 4,437,245 | \$ 527,032 | \$ 46,032 | \$ 46,031 |
| Current Request(s) | \$ 369,000 | \$ - | \$ 369,000 | \$ - | \$ - | \$ - | \$ - |
| New Total Allocations | \$ 81,322,854 | \$ 59,649,219 | \$ 16,617,295 | \$ 4,437,245 | \$ 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.
Prop K FY 2014/15 Capital Budget¹**

| EP # | Sponsor | Project Name | Total | Cash Flow Distribution | | | | |
|---|---------|--|----------------------|------------------------|---------------------|---------------------|-------------|-------------|
| | | | | FY 2014/15 | FY 2015/16 | FY 2016/17 | FY 2017/18 | FY 2018/19 |
| TRANSIT | | | | | | | | |
| 5 | TJPA | Transbay Transit Center and Downtown Extension | \$ 43,046,950 | \$ 34,128,950 | \$ 4,693,000 | \$ 4,225,000 | | |
| Transit Subtotal | | | \$ 43,046,950 | \$ 34,128,950 | \$ 4,693,000 | \$ 4,225,000 | \$ - | \$ - |
| 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 | | | | | | | | |
| 37 | DPW | Public Sidewalk Repair | \$ 492,200 | \$ 492,200 | | | | |
| Streets and Traffic Safety Subtotal | | | \$ 492,200 | \$ 492,200 | \$ - | \$ - | \$ - | \$ - |
| TSM/STRATEGIC INITIATIVES | | | | | | | | |
| | | | | | | | | |
| TSM/Strategic Initiatives Subtotal | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL | | | \$ 53,209,150 | \$ 44,291,150 | \$ 4,693,000 | \$ 4,225,000 | \$ - | \$ - |

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

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

Attachment 7.
Prop K FY 2014/15 Capital Budget Summary¹

| | Total | FY 2014/15 | FY 2015/16 | FY 2016/17 | FY 2017/18 | FY 2018/19 |
|-----------------------|---------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Prior Allocations | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Current Request(s) | \$ 53,209,150 | \$ 44,291,150 | \$ 4,693,000 | \$ 4,225,000 | \$ - | \$ - |
| New Total Allocations | \$ 53,209,150 | \$ 44,291,150 | \$ 4,693,000 | \$ 4,225,000 | \$ - | \$ - |

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

**Attachment 8.
Prop AA FY 2014/15 Capital Budget¹**

| | | | Cash Flow Distribution | | | |
|--|---|--------------|------------------------|------------|------------|------------|
| Sponsor | Project Name | Total | FY 2014/15 | FY 2015/16 | FY 2016/17 | FY 2017/18 |
| STREET REPAIR AND RECONSTRUCTION | | | | | | |
| | | | | | | |
| | | | | | | |
| | Street Repair and Reconstruction Subtotal | \$ - | \$ - | \$ - | \$ - | \$ - |
| PEDESTRIAN SAFETY | | | | | | |
| UC Hastings | McAllister St Campus Streetscape | \$ 1,762,206 | \$ 1,762,206 | | | |
| | | | | | | |
| | Pedestrian Safety Subtotal | \$ 1,762,206 | \$ 1,762,206 | \$ - | \$ - | \$ - |
| TRANSIT RELIABILITY AND MOBILITY IMPROVEMENTS | | | | | | |
| SFMTA | Phelan Loop Pedestrian Connector | \$ 42,000 | \$ 42,000 | | | |
| | | | | | | |
| | Transit Reliability and Mobility Improvements Subtotal | \$ 42,000 | \$ 42,000 | \$ - | | \$ - |
| TOTAL | | \$ 1,804,206 | \$ 1,804,206 | \$ - | \$ - | \$ - |

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

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

Attachment 9.
Prop AA FY 2014/15 Capital Budget Summary¹

| | Total | FY 2014/15 | FY 2015/16 | FY 2016/17 | FY 2017/18 |
|-----------------------|--------------|-------------------|-------------------|-------------------|-------------------|
| Prior Allocations | \$ - | \$ - | \$ - | \$ - | \$ - |
| Current Request(s) | \$ 1,804,206 | \$ 1,804,206 | \$ - | \$ - | \$ - |
| New Total Allocations | \$ 1,804,206 | \$ 1,804,206 | \$ - | \$ - | \$ - |

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