

FY of Allocation Action:

2014/15

Project Name:

Geary Bus Rapid Transit

Implementing Agency:

San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K Category:

A. Transit

Prop K Subcategory:

i. Major Capital Projects (transit)

Prop K EP Project/Program:

a.1 Bus Rapid Transit/MUNI Metro Network

Prop K EP Line Number (Primary):

1

Current Prop K Request:

\$872,859

Prop K Other EP Line Numbers:

Gray cells will
automatically be
filled in.

Prop AA Category:

Transit Reliability and Mobility Improvements

Current Prop AA Request:

\$ -

Supervisorial District(s):

1,2,3,5,6

SCOPE

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

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

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

Please see attached scope of work.

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

Introduction

The San Francisco Municipal Transportation Agency (SFMTA) requests a Prop K allocation of \$872,859 to fund SFMTA and DPW's efforts in support of the planning and environmental review phases of the Geary Bus Rapid Transit (BRT) project. This request includes \$482,000 for further refinement and planning of near-term proposals for capital investments that could be made in the Geary Corridor shortly after federal approval of the environmental document. The near-term proposals have been developed in response to San Francisco County Transportation Authority (SFCTA) Board and other input seeking faster delivery of benefits to the corridor. The near-term improvements would be cleared in the environmental document and full engineering design work would begin immediately thereafter.

The remaining \$390,859 is intended to cover expenses already incurred by SFMTA to support the Geary BRT project and sufficient funds to cover SFMTA participation through completion of the environmental phase. SFMTA costs were originally to be funded through an existing appropriation to the SFCTA. Funding these expenses through a direct allocation to the SFMTA is administratively less burdensome and it allows the SFCTA to use the equivalent amount of funds from the prior allocation to cover increased staff costs associated with the recent effort to develop a near-term proposal, unexpectedly higher consultant costs from developing the near-term proposal and from an under-performing consultant, as well as Planning Department and City Attorney costs that were included as line items in SFMTA's initial budget allowance.

The environmental review phase of this project is being led by the San Francisco County Transportation Authority (SFCTA) in close coordination with the SFMTA. The SFMTA, the City agency responsible under the San Francisco Charter for developing and providing public transportation facilities and services, will take over as lead for the project following environmental clearance. The SFMTA will lead the preliminary and detailed design phases and will be responsible for construction and operation of the facility.

Project Background

The Geary Bus Rapid Transit (BRT) Project is a coordinated set of transit and pedestrian improvements along the 6.5-mile Geary corridor between the Transbay Transit Center and 48th Avenue. Key BRT features include: dedicated bus lanes, transit signal priority, boarding improvements, consolidated bus stops, high-amenity stations, and pedestrian safety enhancements. Geary BRT is a signature project in the voter-approved Prop K Expenditure Plan.

The Geary BRT Project environmental review phase will culminate with publication of an Environmental Impact Report/Statement (EIR/S), a project approval and document certification action by the SFCTA Board, a project approval by the SFMTA Board, and an action by the Federal Transit Administration (FTA) completing the federal environmental review requirements.

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

Project Need

As recognized by previous and current planning efforts for the Geary corridor, Geary serves as an important vehicular and transit corridor, serving high-density commercial and residential areas along its entire length.

The streets comprising the corridor – Geary Boulevard west of Gough Street and the one-way couplet streets of Geary Street and O’Farrell Street east of Gough Street – together serve as a major thoroughfare for local as well as through traffic. Each day the corridor sees more than 50,000 person-trips via public transit and serves automobile volumes that vary between 12,000 in the outlying neighborhoods west of Park Presidio to 45,000 at the highest-demand locations. In addition, the corridor hosts tens of thousands of daily pedestrian trips. Unlike many public transit routes that can have disproportionate usage patterns related to commute direction and commute period, transit ridership on the Geary corridor is consistently high throughout the day, on weekdays and weekends, and in both the eastbound and westbound directions.

While the Geary corridor serves thousands of multimodal trips per day, current transit performance and pedestrian conditions in the Geary corridor are in need of improvement in several key ways:

- 1) Existing transit service in the Geary corridor is unreliable, slow, and crowded, and is in need of improvement in order to promote high ridership and competitiveness with other travel modes.
- 2) Geary Boulevard’s wide travelway and high vehicle travel speeds create unfavorable pedestrian conditions, especially west of Gough Street and throughout the Richmond District. Also, the block of Geary between Masonic and Presidio Avenues constitutes a key connection in the area's bicycle network, but its current design is not optimal for bicycle movement.
- 3) The Geary corridor’s existing street and streetscape environment do not provide a high-quality transit passenger experience, despite the corridor’s high transit ridership.

Project Description and Benefits

The core purpose of the project is to enhance the attractiveness of transit and pedestrian travel along the Geary corridor between the Transbay Terminal on the east, at First and Mission Streets, and 48th Avenue on the west. Based on the established project need and purpose, the EIR/EIS considers the potential for four build alternatives with a range of improvements. The Staff Recommended Alternative (SRA) would operate BRT (to replace the existing limited service), local, and express service. From the Transbay Terminal to Palm Street, buses would operate in dedicated side-running bus-only lanes replacing the existing outside travel lanes of the Geary corridor, next to the existing curbside parking lane that would remain at most locations. Between Palm Street and 27th Avenue, local and BRT buses would operate in dedicated bus-only lanes in the center of the Geary corridor, with no bus passing lanes. Every stop would serve both local and BRT buses. Between 27th Avenue and 34th Avenue, all buses would operate in new side-running bus-only lanes. Between 34th Avenue and 48th Avenue, no bus-only lanes would be constructed; all buses would operate in mixed-flow lanes.

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

Potential Initial Construction Phase Near-Term Improvements

SFMTA, in coordination with SFCTA, has been conducting pre-development work to identify, determine the feasibility of, and then refine a set of potential Initial Construction Phase near-term proposal for improvements in the Geary BRT corridor, so that they can be integrated into the full project’s EIR/EIS and then quickly advanced to construction. The Initial Construction Phase’s capital investments would be compatible with Staff Recommended Alternative (SRA) as defined in the EIR/EIS, and would result in mainly permanent and some temporary investments on the corridor.

Because official action will not be taken to select the full project’s Locally Preferred Alternative until the end of the environmental review process, the Initial Construction Phase proposal will remain preliminary until then, with the potential for further refinement as needed. However, the MTA’s planning work has identified elements such as:

- Side-running bus lanes from Van Ness Avenue to Stanyan Avenue, colorized where pavement condition allows
- Station and stop changes to improve bus operations, such as lengthening of six bus zones, installation or modification of approximately 10 bus bulbs, and shifting of 10 bus stops from the near side of an intersection to the far side, and consolidation of 10 selected local stops
- Traffic signal improvements at approximately 10 intersections, such as new signal lights and poles, for upgraded pedestrian signal equipment and smoother bus and traffic operations, including queue-jump installations at two intersections
- Installation of approximately 10-15 right-turn pockets to keep the bus lanes free of queued turning vehicles
- Pedestrian crossing bulb-outs at approximately 10 locations, as well as needed accompanying curb ramp upgrades

The table on the following page shows how the Initial Construction Phase near-term proposal relates to improvements already planned for the Geary corridor (baseline) and the full BRT project. The estimated cost of design and construction of the near-term proposals is \$16 - 20 million. The SFMTA and SFCTA staffs have agreed to a proposed funding plan for the near-term proposals that includes \$10 million from the Prop K BRT category. These funds would come out of funds programmed for the Geary BRT project given that most of the near-term proposal elements are part of the longer-term BRT project.

We will work with SFMTA to continue to develop a funding plan for the Initial Construction Phase as it proceeds with planning and conceptual engineering work. Potential sources to fill the estimated \$5-\$10 million gap include cap and trade, State Prop 1B, Prop K (not from BRT funds), Prop AA vehicle registration fee, and Props A (General Obligation Bond) and B.

Tasks and Deliverables

Task or Milestone	Estimated Completion
-------------------	----------------------

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

	Date
Complete Administrative Draft EIR/EIS for Draft Release	Winter 2014/2015
Complete Final EIR/EIS	July 2015
Record of Decision/ Transition project to SFMTA	September/October 2015
Complete Near-Term Project Planning/Design	Winter 2015/16

Implementation

This project will be implemented by SFMTA, with major design support from DPW.

5YPP Amendment/Special Condition

In order to ensure that the full BRT project continues to move forward concurrently with the Initial Construction Phase near-term improvements, as a condition of this allocation, the Transportation Authority reprograms \$10 million from current Geary BRT funding to design/construction of the Initial Phase and reserves all the remaining Prop K funds currently programmed to Geary BRT for the full project.

The current request also requires a minor 5YPP amendment to adjust the phase of programming. See attached 5YPP for details.

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

FY	2014/15
----	---------

Project Name: Geary Bus Rapid Transit

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : EIR/EIS

**Completion Date
(mm/dd/yy)**

Status: Underway

10/01/15

PROJECT DELIVERY MILESTONES

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	4	2006/07	4	2007/08
Environmental Studies (PA&ED)	2	2008/09	1	2015/16
Conceptual Engineering	2	2014/15	3	2015/16
R/W Activities/Acquisition				
Design Engineering (PS&E)	3	2014/15	2	2017/18
Advertise Construction	2	2015/16		
Start Construction (e.g., Award Contract)	2	2015/16		
Procurement (e.g. rolling stock)	1	2017/18	2	2019/20
Project Completion (i.e., Open for Use)			2	2019/20
Project Closeout (i.e., final expenses incurred)			3	2019/20

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.

Schedule reflects Potential Initial Construction (Phase 1) and Full Project (Phase 2). SFMTA anticipates seeking allocation of design funds for the near-term proposal and the full BRT project concurrently in early 2015. Construction of the near-term proposal would begin immediately following receipt of the Record of Decision, currently anticipated in September 2015.

See attached Project Schedule for more details on the Phase 1 and Phase 2 implementation schedules.

Attachment 1. Geary BRT Project Environmental Review and Implementation Schedule

Timeline	Environmental Review Process	Initial Construction Phase (Phase 1)	Full Project (Phase 2)
Winter 2014/15	Release of Draft Environmental Document	Conceptual engineering completed	
Spring 2015	Public Comment Period	Detailed design initiated	Conceptual engineering initiated
Summer 2015	Response to Comments, Release of Final Environmental Document		
Fall 2015	Certification, Record of Decision		
Winter 2015/16		Detailed design completed Phase 1a Construction Initiated* (bus zone changes, right turn pockets, and transit-only lane installation)	Conceptual engineering completed Small Starts application submitted to Federal Transit Administration**
Spring 2016			Detailed design initiated**
Summer 2016			
Fall 2016		Phase 1b Construction Initiated* (bus bulbs, pedestrian bulbs, signal upgrades)	
...			
Winter 2017/18			Detailed design completed** Construction initiated**
...			
Winter 2019/20			Construction completed**

*pending phasing analysis to be completed during design, and pending city coordination opportunities

**pending funding, and pending analysis to be completed during conceptual engineering

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

FY 2014/15

Project Name:

Geary Bus Rapid Transit

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.

Planning/Conceptual Engineering
Environmental Studies (PA&ED)
Design Engineering (PS&E)
R/W Activities/Acquisition
Construction
Procurement (e.g. rolling stock)

Yes

Cost for Current Request/Phase		
Total Cost	Prop K - Current Request	Prop AA - Current Request
\$7,618,972	\$872,859	
\$7,618,972	\$872,859	\$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.

Planning/Conceptual Engineering
Environmental Studies (PA&ED)
Design Engineering (PS&E)
R/W Activities/Acquisition
Construction
Procurement (e.g. rolling stock)

Total Cost	
\$ 7,618,972	
Total: \$ 7,618,972	

Source of Cost Estimate	
actual, current	

% Complete of Design:

10

as of

11/26/14

Expected Useful Life:

50

Years

MAJOR LINE ITEM BUDGET

TASK	Totals
1. Data Collection, Scoping, Purpose and Need	\$ 12,398
2. EIR, ADJEIR Preparation	\$ 216,766
3. Preferred Alternative & FEIR/S	\$ 138,140
4. Near Term Planning	\$ 482,910
5. Transition	\$ 22,646
TOTAL	\$ 872,859

Overhead rate: 0.803* (Salary + Mandatory Fringe Benefit).

Task	Project Manager II			Principal Planner IV			Senior Planner III			Planner II			Intern Fully Burdened							
	Hours	Fully Burdened	Cost	Hours	Fully Burdened	Cost	Hours	Fully Burdened	Cost	Hours	Fully Burdened	Cost	Hours	Fully Burdened	Cost					
1. Data Collection, Scoping, Purpose and Need 2. EIR, ADEIR Preparation 3. Preferred Alternative & FEIR/S 4. Near Term Planning 5. Transition	0	\$192	\$0	0	\$157	\$ -	92	\$135	\$12,398	0	\$	115	\$ -	0	\$	80	\$ -	\$	12,398	
	110	\$192	\$21,159	300	\$157	\$ 47,175	650	\$135	\$87,594	347	\$	115	\$ 40,044	260	\$	80	\$ 20,795	\$	216,766	
	200	\$192	\$38,470	125	\$157	\$ 19,656	285	\$135	\$ 38,407	215	\$	115	\$ 24,811	210	\$	80	\$ 16,796	\$	138,140	
	1000	\$192	\$192,350	1325	\$157	\$ 208,356	610	\$135	\$ 82,204	0	\$	115	\$ 0	0	\$	80	\$ -	\$	482,910	
	50	\$192	\$9,617.50	40	\$157	\$ 6,290	50	\$135	\$ 6,738	0	\$	115	\$ -	0	\$	80	\$ -	\$	22,646	
Subtotals	1360		\$261,596	1790		\$281,478	1687		\$227,340	562		\$64,855		470		\$37,591				
FTE Totals	0.654			0.861			0.811			0.270				0.226						
SPMTAT total																			\$	872,859

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

FY 2014/15

Project Name: Geary Bus Rapid Transit

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$872,859

5-Year Prioritization Program Amount: \$0 (enter if appropriate)

Strategic Plan Amount for Requested FY: \$19,206,516

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0

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

Strategic Plan Amount for Requested FY:

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

The Prop K 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2014/15 for the environmental studies phase in the Bus Rapid Transit (BRT)/Transit Preferential Streets 5YPP, under the Geary BRT line item. The proposed 5YPP amendment would reprogram a total of \$872,859 in Fiscal Year 2014/15 funds from the planning and conceptual engineering phase of the project to the environmental studies phase. See the attached 5YPP amendment for details.

The Strategic Plan amount shows all funds programmed for the BRT/Transit Preferential Streets category in Fiscal Year 2014/15.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$872,859			\$872,859
				\$0
				\$0
				\$0
				\$0
				\$0
Total:	\$872,859	\$0	\$0	\$872,859

Actual Prop K Leveraging - This Phase: 0.00%

Expected Prop K Leveraging per Expenditure Plan: 81.67%

\$7,618,972

Total from Cost worksheet

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

E13A11

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

No

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
				\$0
	See attached Funding Plan for details.			\$0
Total:	\$0	\$0	\$0	\$ -

Actual Prop K Leveraging - Entire Project:

Expected Prop K Leveraging per Expenditure Plan:

Actual Prop AA Leveraging - Entire Project:

81.67%

\$ 7,618,972

Total from Cost worksheet

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested:

\$872,859

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$654,644	75.00%	\$218,215
FY 2015/16	\$218,215	25.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$872,859		

Prop AA Funds Requested:

\$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
Total:	\$0		

Geary Bus Rapid Transit Funding Plan
Updated: November 2014

Source	Type	Status	Project Phases ¹			Total by Status	TOTAL
			ENV, CER/PE	PS&E	CON		
5309 Small Starts ²	Federal	Allocated				\$0	
		Programmed				\$0	\$75,000,000
		Planned			\$75,000,000	\$75,000,000	
Prop K ³	Local	Allocated	\$7,346,113			\$7,346,113	
		Programmed	\$17,300,000	\$14,500,000	\$5,283,000	\$37,083,000	\$44,429,113
		Planned				\$0	
TBD ⁴	TBD	Allocated				\$0	
		Programmed				\$0	\$208,774,289
		Planned	\$6,956,217	\$6,670,105	\$195,147,967	\$208,774,289	
Totals		Allocated	\$7,346,113	\$0	\$0	\$7,346,113	
		Programmed	\$17,300,000	\$14,500,000	\$5,283,000	\$37,083,000	\$328,203,402
		Planned	\$6,956,217	\$6,670,105	\$270,147,967	\$283,774,289	
			\$31,602,330	\$21,170,105	\$275,430,967	\$328,203,402	

¹ Acronyms used for project phases include: ENV - Environmental Documentation, CER/PE, Conceptual Engineering Report/Preliminary Engineering (30% Design), PS&E - Plans, Specifications & Estimates or Final Design, CON - Construction. The construction phase includes the incremental cost for procuring new BRT vehicles for the project.

² The Geary BRT project team plans to apply for Small Starts funds in early 2016. \$75 million is the maximum amount of Small Starts funds available to a project.

³ Resolution XX will reserve \$10 million from current Geary BRT funding for design/construction of the Initial Construction Phase and will reserve all the remaining Prop K funds currently programmed to Geary BRT for the Full Project.

⁴ Potential sources under consideration to fill the funding gap include additional sales tax, MTC Transit Performance Initiative funds, OneBayArea Grant, bridge tolls, other state or federal discretionary funds, and the Mayor's 2030 Transportation Task Force. The latter identified Geary BRT (listed as Geary Rapid Network Improvements) as one of the few named projects in its investment plan, with a \$27 million investment. The Task Force also deemed Geary BRT to be eligible for a portion of the \$58 million identified for the Transit Performance Initiative in the Task Force investment plan.

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution. No. Res. Date:

Project Name:

Implementing Agency:

	Amount	Phase:
Funding Recommended: Prop K Allocation	\$872,859	Environmental Studies (PA&ED)
Total:	\$872,859	

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 1	FY 2014/15	\$872,859	100.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$872,859	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 1	FY 2014/15	Environmental Studies (PA&ED)	\$872,859	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$872,859		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution. No. Res. Date:

Project Name:

Implementing Agency:

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				
	Trigger:			

Deliverables:

1. Upon project completion, provide an updated scope, schedule, cost and funding plan for the Potential Initial Construction Phase near-term project. This deliverable may be met through submission of an allocation request for design of the near-term project.
2.

Special Conditions:

1. The recommended allocation is contingent upon a 5YPP amendment to reprogram \$872,859 in FY 14/15 funds currently programmed to the planning and conceptual engineering phase of the Geary BRT project to the environmental studies phase. See attached 5YPP amendment for details.
2. In order to ensure that the full BRT project continues to move forward concurrently with the Initial Construction Phase near-term improvements, as a condition of this allocation, the TA reprograms \$10 million from current Geary BRT funding to design/construction of the Initial Phase and reserves all the remaining Prop K funds currently programmed to Geary BRT for the full project.
3. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes:

1. Prop K policy against retroactive expenses is waived for this allocation. See scope for details.

Supervisory District(s):

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

Sub-project detail?

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

SFCTA Project Reviewer:

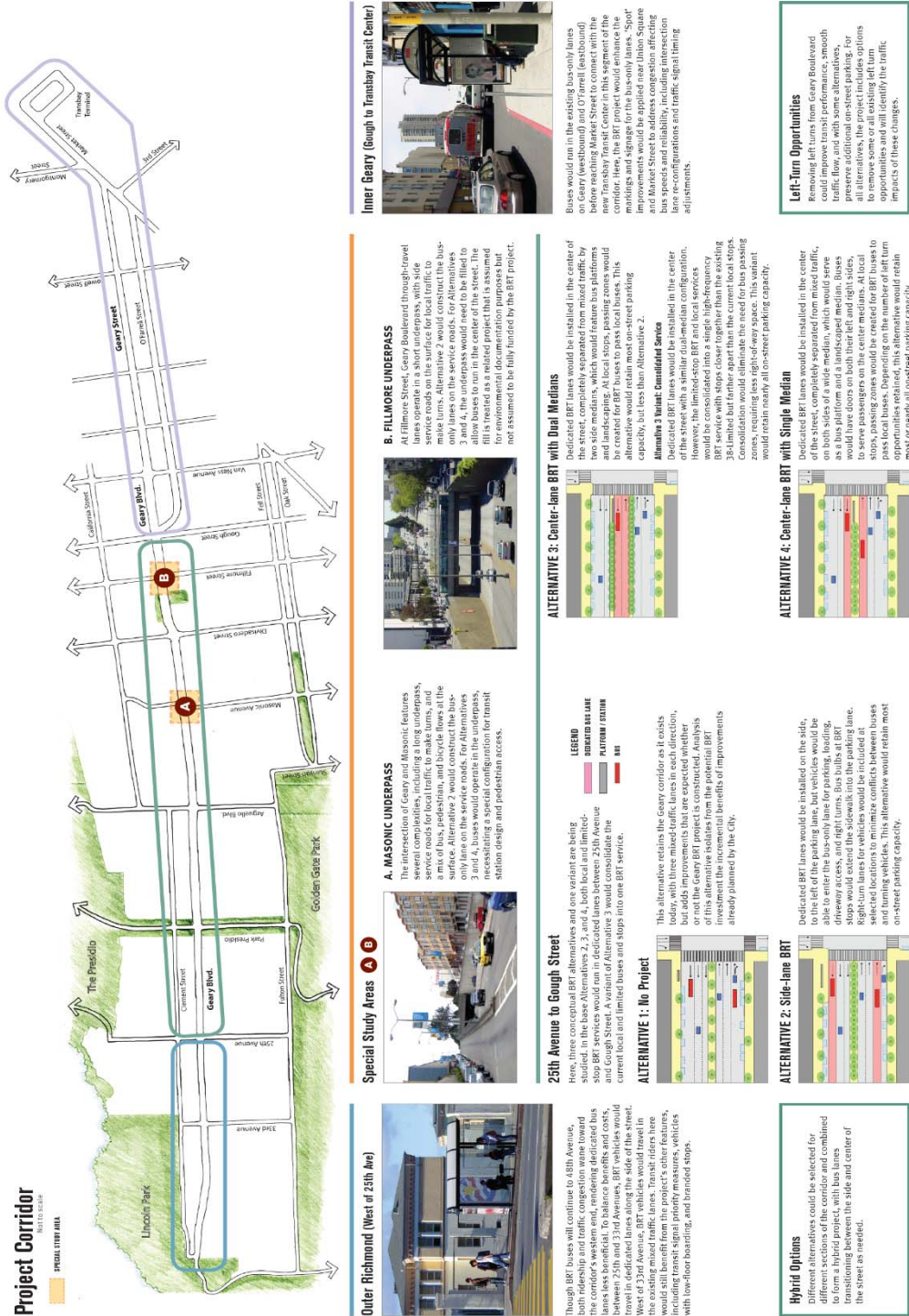
Project # from SGA:

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

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.



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

FY of Allocation Action:

2014/15

Current Prop K Request:

\$ 872,859

Current Prop AA Request:

\$ -

Project Name:

Geary Bus Rapid Transit

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

Name (typed): Monica Munowitch

Title: Senior Transportation Planner

Phone: (415) 522-4804

Fax: (415) 522-4829

Email: monica.munowitch@sfmta.com

One South Van Ness - 7th Floor,
Address: San Francisco, CA 94103

Signature:

Date:

Grants Section Contact

Joel Goldberg

Management

(415) 522-4805

(415) 522-4829

joel.goldberg@sfmta.com

One South Van Ness - 7th Floor,
San Francisco, CA 94103

5-Year Project List (FY 2014/15 – FY 2018/19)
Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network (EP 1)
Programming and Allocations to Date
Pending Board approval on December 16, 2014

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Transit Rapid Network - Bus Rapid Transit									
SFMTA	Van Ness Bus Rapid Transit	PS&E	Programmed	\$1,594,280					\$1,594,280
SFMTA	Van Ness Bus Rapid Transit	CON	Programmed		\$27,730,984				\$27,730,984
SFMTA	Geary Bus Rapid Transit ¹	PLAN/CER	Programmed	\$16,427,141					\$16,427,141
SFMTA	Geary Bus Rapid Transit ¹	PA&ED	Pending	\$872,859					\$872,859
SFMTA	Geary Bus Rapid Transit	PS&E	Programmed		\$14,500,000				\$14,500,000
SFMTA	Geary Bus Rapid Transit	CON	Programmed				\$2,529,000		\$2,529,000
Transit Rapid Network - Transit Effectiveness and Performance									
SFMTA	Muni Forward Implementation of TEP	PLAN/CER	Programmed	\$1,125,000					\$1,125,000
SFMTA	Muni Forward Implementation of TEP	PLAN/CER	Programmed			\$2,754,000			\$2,754,000
SFMTA	Transit Performance Initiative Program Local Match	PS&E, CON	Programmed		\$271,500				\$271,500
SFMTA	Transit Performance Initiative Program Local Match	PS&E, CON	Programmed			\$271,500			\$271,500
Any eligible	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed		\$300,000				\$300,000
Programmed in 5YPP									
				\$20,019,280	\$42,802,484	\$3,025,500	\$2,529,000	\$0	\$68,376,264
Total Allocated and Pending in 5YPP									
				\$872,859	\$0	\$0	\$0	\$0	\$872,859
Total Deobligated in 5YPP									
				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPP									
				\$19,146,421	\$42,802,484	\$3,025,500	\$2,529,000	\$0	\$67,503,405
Total Programmed in 2014 Strategic Plan									
				\$20,019,280	\$42,802,484	\$3,025,500	\$2,529,000	\$0	\$68,376,264
Deobligated from Prior 5YPP Cycles **									
				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity									
				\$0	\$0	\$0	\$0	\$0	\$0

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

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

¹ 5YPP Amendment to the Geary BRT project (Resolution XX, Project YY)

Reprogram \$872,859 from the planning phase to the environmental review phase.

Resolution XX reserves \$10 million from current Geary BRT funding for design/construction of the Initial Construction Phase and reserves all the remaining Prop K funds currently programmed to Geary BRT for the Full Project.

Attachment 2. Geary Bus Rapid Transit Improvements Description and Checklist by Phase
November 21, 2014

Introduction

The SFMTA and SFCTA are proposing phased implementation of the Geary BRT project in order to expedite the delivery of transit improvements to the Geary corridor. The following project description materials describe the scope of the improvements, including a narrative description and a checklist table showing the scope elements to be included.

The cost estimates illustrate that the full project is estimated to cost \$300-320M (above the \$250M Small Starts Grant application cap), so we are working to identify what elements/segments would be included in the Geary BRT Small Starts application, and what might be constructed concurrently using other funds (including other federal funds). For this reason, we believe the best approach is to define the project comprehensively in the project’s joint environmental document that is currently under development.

In addition to defining the project components for the Small Starts application, we are also working to implement an initial construction phase of near-term improvements (Phase 1) after the approval of the EIR/EIS. These improvements, which will result in some, but not all, of the travel time benefits associated with the full project, are consistent with the full project elements and could be implemented on a shorter timeline. We anticipate the near-term implementation occurring concurrently with the full-project design. The Phase 1 elements are estimated to cost approximately \$15-20M, which is largely included within the cost of the full project¹.

¹ An exception is the bus lane colorization, which has a 3-to-5-year useful life and will need to be re-applied with the full project.

Project Scope Narrative

This narrative describes planned and completed bus, pedestrian, and street improvements to the Geary corridor. It describes three categories of improvements: baseline improvements recently completed or already underway, the full Bus Rapid Transit project, and the near-term improvements to be implemented after the environmental process.

Baseline Improvements

Some bus and pedestrian improvements are already funded and in-progress, including service plan improvements, Transit Signal Priority (using wireless technology), existing vehicle fleet replacement with new, 60-foot, articulated, low-floor, diesel-electric hybrid buses, and branding elements for buses and stations. Also, improvements have recently been completed to provide colorized bus lanes from Market Street to Van Ness Avenue.

Full Project: Staff-Recommended Alternative

A. Dedicated bus lanes with red colorization treatment. From Market Street to Van Ness Avenue, colorized bus lanes already exist. From Van Ness to Palm Avenue, the project would extend side-running bus lanes, with a few exceptions². This includes resurfacing the bus lane in segments with poor pavement condition. From Palm Avenue to 27th Avenue, the project would provide center-running bus lanes. From 27th to 34th Avenue, the project would provide side-running bus lanes. For the center-running segment, this scope element includes new concrete pavement for the bus lanes, as well as two new, dual, landscaped medians, and necessary sewer relocation and replacement work.

B. Station and stop bus-operation improvements. Along the side-running segments of the corridor, this includes bus bulb-out installations or modifications at approximately 20 locations to facilitate bus vehicle maneuvers around bus stops and stations. The work here accounts for necessary relocations of water and sewer utilities, as well as concrete bus pads at each BRT stop. It also includes re-locations of approximately 10 stops from the near sides of intersections to the far side, for improved bus flows through traffic and to maximize the benefits of transit signal priority. This scope element also includes bus stop pattern changes such as removal of approximately 20 local stops and conversion of a few selected Limited/BRT stops to local stops.

C. Station and stop passenger amenities. This includes station and stop amenities such as shelters, real-time transit information, station communications, lighting, custom paving, and landscaping.

D. Bus service changes. The existing 38 Geary would continue to operate as local service, stopping at every stop. The existing 38 Limited would become the BRT service, stopping only at BRT stops. The BRT

² For a few blocks near the Masonic Avenue and Fillmore Street intersections, the buses would operate on narrow frontage roads adjacent to the grade-separated Geary tunnels at those locations; some blocks of the frontage roads lack sufficient width for a bus lane and the mixed-flow travel lane needed to provide access to adjacent land uses and side streets; in such cases, the buses will share the lane with mixed-flow traffic.

project would increase the amount of service provided by these lines to accommodate additional demand as is anticipated by ridership forecasts. The 38AX and 38BX express services, operating only in the peak-hour in the peak direction, would become one express line called the 38X, stopping at BRT stops along the Geary corridor west of Masonic and traveling along Pine and Bush to reach downtown destinations. Note that the SFMTA will make periodic and incremental service adjustments based on ridership trends; for the analysis, the project used a high-frequency service plan to respond to anticipated forecasted ridership increases.

E. Bus vehicle changes. New, low-floor, articulated 60-foot diesel hybrid-electric motorcoaches are anticipated in the baseline to replace the existing fleet, but up to 16 additional vehicles are accounted for in the project cost estimate to enable the proposed increase in service for the BRT project.

F. Traffic signal improvements and communications. The project will install upgraded and new equipment at approximately 50 intersections along the corridor, including new vehicle and pedestrian countdown signal heads, and new poles. These upgrades are needed for smoother bus and traffic operations, as well as for pedestrian crossing safety benefits. At six locations, signalized queue jumps would be provided for transit. At five currently unsignalized locations, the project would install new traffic signals. This scope element also includes installation of fiber optic cable to improve the reliability of traffic signal communications and facilitate real-time traffic monitoring.

G. Right-turn pockets. In side-running segments, at approximately 10-15 locations with heavy right-turning vehicle demand and high pedestrian crossing activity, the project will install right-turn pockets so that right-turning vehicles that are stopped to wait for pedestrians to cross can queue in a pocket adjacent to the side-running bus lane, leaving the bus lane clear for buses.

H. Other street improvements. This includes replacement street lighting to accompany the center-running bus lanes (existing lighting is located in the existing median), street re-surfacing wherever needed, adjusting parking meters to accommodate roadway design changes, and new landscaping on existing medians.

I. Pedestrian improvements. This includes installing approximately 60 pedestrian bulb-outs, enhanced approximately 5 new signalized pedestrian crossings, pedestrian crosswalk striping at approximately 70 intersections, approximately 120 curb ramp upgrades throughout the corridor where needed, and sidewalk repair near curbside stations where needed (pedestrian signal modifications at existing signalized intersections are accounted for under traffic signal improvements).

J. Other changes at key areas. Other improvements include street redesign between Masonic and Presidio to add a colorized bike lane making a key connection in the bicycle network. It also includes a road diet between Gough and Scott combined with street-level pedestrian crossing improvements and removal of existing pedestrian overcrossings in the Japantown area in part to enable provision of a bus lane in that location.

Near-Term Improvements – Potential Initial Construction Phase

A. Dedicated bus lanes. From Van Ness to Stanyan Avenue, the near-term improvements include side-running bus lanes, with a few exceptions.³ Work would be limited to this segment of the corridor only. The near-term/initial construction phase cost estimate does not account for pavement resurfacing. Where feasible, the lanes will be delineated with red color treatment.

B. Station and stop bus-operation improvements. The near-term improvements include approximately 10 new bus bulb-out installations and modifications to approximately five existing bulbs. The work here accounts for necessary relocations of water and sewer utilities, as well as concrete bus pads at each BRT stop. The near-term improvements also lengthen six bus zones to facilitate vehicle maneuvers around bus stops and stations, as well as relocations of approximately 10 stops from the near side of intersections to the far side, for improved bus flows through traffic to maximize the benefit of transit signal priority. This scope element includes stop pattern changes such as removal of approximately 10 local stops and conversion of a few selected Limited/BRT stops to local stops.

F. Traffic signal improvements. The near-term improvements will install upgraded equipment at approximately 5 intersections along the corridor, including new vehicle and pedestrian countdown signal heads, and new poles. At most of these locations, complete upgrades are needed in order to install pedestrian countdown capability; at other locations, the upgrades support smoother bus and traffic operations. At two locations, signalized queue jumps would be provided for transit, and a new signal would be added at one location.

G. Right-turn pockets. At approximately 10-15 locations with heavy right-turning vehicle demand and high pedestrian crossing activity, where there will be side-running bus lanes, the project will install right-turn pockets so that right-turning vehicles that are stopped to wait for pedestrians to cross can queue in a pocket adjacent to the side-running bus lane, leaving the bus lane clear for buses.

I. Pedestrian improvements. This includes approximately 10 pedestrian bulb-outs, as well as needed accompanying curb ramp upgrades.

J. Other changes at key areas. Other improvements include a road diet between Gough and Scott to remove 2 travel lanes and striping to re-allocate that space to the median.

³ For a few blocks near the Masonic Avenue and Fillmore Street intersections, the buses would operate on narrow frontage roads adjacent to the grade-separated Geary tunnels at those locations; some blocks of the frontage roads lack sufficient width for a bus lane and the mixed-flow travel lane needed to provide access to adjacent land uses and side streets; in such cases, the buses will share the lane with mixed-flow traffic.

Table 1. Geary Bus Rapid Transit Scope Checklist Table

	Element	Baseline	Initial Construction Phase [Phase 1]	Full Project after Initial Phase [Phase 2]
A	Dedicated colorized bus lanes	x [partial: Inner Geary red lanes]	x [partial: side lanes only, Van Ness to Stanyan, no re-surfacing]	x [includes center-running segment Palm to 27th]
B	Station/stop bus-operation improvements		x [partial: subset of all locations]	x
C	Station/stop passenger amenities	x [partial: shelters/branding]		x
D	Bus service changes	x		x
E	Bus vehicle changes	x		x
F	Traffic signals and communications and Transit Signal Priority	x [partial: wireless TSP]	x [partial: subset of all locations]	x [includes fiber for improved life cycle/reliability, traffic monitoring]
G	Right turn pockets		x	
H	Street improvements			x
I	Pedestrian improvements		x [partial: subset of all bulb-out locations]	x [includes enhanced striping at all intersections]
J	Other changes at key areas		x [partial: includes Fillmore-area road diet]	x [includes Masonic-area bike lane and other street changes; includes Fillmore ped bridge removals and street-level crossings]

Notes:

Baseline: improvements already in-progress, not included in Initial Construction Phase or Full Project

Initial Construction Phase [Phase 1]: improvements to be initiated immediately after environmental phase is completed; to be funded from local sources.

Attachment 3. Geary Cost Estimate by Element and Phase
 Last Edited: November 26, 2014

	Element	I. Potential Initial Construction Phase [Phase 1]	II. Full Project After Initial Phase [Phase 2]	III. Total, Phase 1 + Phase 2	IV. Full Project [Single Phase]
A	Dedicated colored bus lanes	\$ 4,454,000	\$ 80,242,000	\$ 84,696,000	\$ 80,242,000
B	Station/stop bus-operation improvements	\$ 5,465,000	\$ 48,355,000	\$ 53,820,000	\$ 53,818,000
C	Station/stop passenger amenities		\$ 60,283,000	\$ 60,283,000	\$ 60,283,000
D	Bus service changes		*	*	*
E	Bus vehicle changes		\$ 22,655,000	\$ 22,655,000	\$ 22,655,000
F	Traffic signals	\$ 3,750,000	\$ 33,674,000	\$ 37,424,000	\$ 37,424,000
G	Right turn pockets	\$ 130,000	**	**	**
H	Other street improvements		\$ 34,649,000	\$ 34,649,000	\$ 34,779,000
I	Pedestrian improvements	\$ 2,200,000	\$ 20,096,000	\$ 22,296,000	\$ 22,296,000
J	Other changes at key areas	\$ 50,000	\$ 4,854,000	\$ 4,904,000	\$ 4,854,000
	Total	\$ 16,049,000	\$ 304,808,000	\$ 320,857,000	\$ 316,351,000
	Environmental/planning phase cost			\$ 7,346,000	\$ 7,346,000
	Grand total			\$ 328,203,000	\$ 323,697,000

Notes

Costs for baseline improvements already in-progress or underway, such as Transit Signal Priority, are not included in these costs.

I. Potential Initial Construction Phase [Phase 1]: Near-term improvements consist of some permanent and some temporary improvements. Includes some BRT components and some related improvements.

II. Full Project After Initial Phase [Phase 2]: includes all improvements after near-term implementation, including BRT and related improvements.

* Service/operation cost is not included here.

** Right-turn pocket costs are accounted for under Element H.

III. Total Cost, Phase I + Phase 2 is the summation of columns I and II

IV. Total Cost [Single-Phase Project]: project is constructed as a single phase (e.g., no initial phase). Lower costs result from lack of need for temporary improvements:

In Row (A), dedicated bus lane initial phase and full project cost is additive because of brief life cycle.

In Row (J), other changes at key areas - near-term and full project cost is additive because near-term changes are temporary

Enclosure 2.
Prop K FY 2014/15 Capital Budget¹

				Cash Flow Distribution					FYs 2019/20 - 2027/2028 ²
EP #	Sponsor	Project Name	Total	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	
TRANSIT									
1	SFMTA	Van Ness Bus Rapid Transit	\$ 1,594,280	\$ 1,275,424	\$ 318,856				
1	SFMTA	Geary Bus Rapid Transit	\$ 872,859	\$ 872,859					
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				
6	PCJPB	Caltrain Early Investment Program	\$ 7,470,000	\$ 7,470,000					
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
17M	SFMTA	Replace 60 New Flyer 60-Foot Trolley Coaches	\$ 20,831,776	\$ 2,100,000	\$ 12,800,000	\$ 5,931,776			
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
20M	SFMTA	Muni Metro East Paint & Body Shop and Historic Car Storage Structure	\$ 1,600,900	\$ 600,900	\$ 1,000,000				
20P	PCJPB	Systemwide Station Improvements	\$ 210,989	\$ 105,495	\$ 105,494				
22B	BART	Transbay Tube Cross-Passage Doors Replacement	\$ 250,000	\$ 250,000					
22P	PCJPB	Quint Street Bridge Replacement	\$ 303,066	\$ 303,066					
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,243,407	\$ 621,704	\$ 621,703				
Transit Subtotal			\$ 213,960,973	\$ 49,472,601	\$ 21,148,454	\$ 15,279,266	\$ 1,500,000	\$ -	\$ 126,560,652
PARATRANSIT									
23	SFMTA	Paratransit	\$ 9,670,000	\$ 9,670,000					
Paratransit Subtotal			\$ 9,670,000	\$ 9,670,000	\$ -	\$ -	\$ -	\$ -	\$ -
VISITACION VALLEY WATERSHED									
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				
Visitacion Valley Watershed Subtotal			\$ 228,830	\$ 132,196	\$ 96,634	\$ -	\$ -	\$ -	\$ -
STREET AND TRAFFIC SAFETY									
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				

Enclosure 2.
Prop K FY 2014/15 Capital Budget¹

E13B-2

				Cash Flow Distribution					FYs 2019/20 - 2027/2028 ²
EP #	Sponsor	Project Name	Total	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	
39	PCJPB	San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	\$ 20,000	\$ 20,000					
39	SFMTA	Market Street Green Bike Lanes and Raised Cycletrack	\$ 758,400	\$ 500,544	\$ 257,856				
40	SFMTA	WalkFirst Continental Crosswalks	\$ 423,000	\$ 211,500	\$ 211,500				
40	Public Works	ER Taylor Elementary School Safe Routes to School	\$ 6,575	\$ 6,575					
40	Public Works	Longfellow Elementary School Safe Routes to School	\$ 64,578	\$ 12,663	\$ 51,915				
42	SFPW	Tree Planting and Maintenance	\$ 1,000,000	\$ 1,000,000					
Streets and Traffic Safety Subtotal			\$ 6,788,105	\$ 5,207,526	\$ 1,580,579	\$ -	\$ -	\$ -	\$ -

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				
44	Public Works	ER Taylor Elementary School Safe Routes to School	\$ 47,140	\$ -	\$ 47,140				
44	Public Works	Longfellow Elementary School Safe Routes to School	\$ 61,865	\$ -	\$ 61,865				
44	SFMTA	Mansell Corridor Improvement	\$ 572,754	\$ -	\$ 472,754	\$ 100,000			
TSM/Strategic Initiatives Subtotal			\$ 2,951,876	\$ 1,139,360	\$ 1,564,516	\$ 248,000	\$ -	\$ -	\$ -
TOTAL			\$ 233,599,784	\$ 65,621,683	\$ 24,390,183	\$ 15,527,266	\$ 1,500,000	\$ -	\$ 126,560,652

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

² Light Rail Vehicle Procurement. See Resolution 15-12 for cash flow details.

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

Enclosure 3.
Prop K FY 2014/15 Capital Budget¹

	Total	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FYs 2019/20 - 2027/28²
Prior Allocations	\$ 232,726,925	\$ 64,748,824	\$ 24,390,183	\$ 15,527,266	\$ 1,500,000	\$ -	\$ 126,560,652
Current Request(s)	\$ 872,859	\$ 872,859	\$ -	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 233,599,784	\$ 65,621,683	\$ 24,390,183	\$ 15,527,266	\$ 1,500,000	\$ -	\$ 126,560,652

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

² Light Rail Vehicle Procurement. See Resolution 15-12 for cash flow details.