



Memorandum

Date: 06.15.11 **RE:** Plans and Program Committee
June 21, 2011

To: Plans and Programs Committee: Commissioners Campos (Chair), Chu (Vice Chair), Avalos, Chiu, Wiener and Mirkarimi (Ex Officio)

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

Through: José Luis Moscovich – Executive Director *José Luis*

Subject: **ACTION** – Recommend Allocation of \$1,255,420 in Prop K Funds, with Conditions, for Six Projects, and the Appropriation of \$78,866 in Prop K funds for Planning and Implementation of the Integrated Travel Demand Management Partnership Project, 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 six Prop K allocation requests and one appropriation request totaling \$1,334,286 to present to the Plans and Programs Committee. These requests were either received after the annual call deadline or had incomplete applications. Several of the projects have a time sensitive need for funds. The San Francisco Municipal Transportation Agency (SFMTA) has submitted five requests: \$378,470 for construction of pedestrian and transit improvements at the intersection of Mission Street and Geneva Avenue; \$200,000 for conceptual and preliminary engineering of an integrated management system for the SFMTA's capital assets; \$321,700 for 15 MPH speed limit signs in school zones; \$67,000 for construction of crosswalk re-opening and other pedestrian improvements at the intersection of Geary Boulevard and Steiner Street; and \$165,000 for planning and design work for bikeway improvements on Fell and Oak Streets. The Department of Public Works (DPW) has requested \$123,250 for the design phase of a median improvement project on 19th Avenue. Finally, we are requesting the appropriation of \$78,866 to provide local match funds for a \$750,000 grant from the Metropolitan Transportation Commission (MTC) to develop regionally integrated transportation demand management resources for reducing greenhouse gas emissions. Attachment 3 provides a summary of our staff recommendation. Five of the seven requests require amendments to the relevant 5-Year Prioritization Programs (5YPPs) to fully fund the projects. **We are seeking a recommendation to allocate \$1,255,420 in Prop K funds, with conditions, for six projects, and to appropriate \$78,866 in Prop K funds for planning and implementation of the Integrated TDM Partnership Project, subject to the attached Fiscal Year Cash Flow Distribution Schedules, and to amend the relevant 5YPPs.**

BACKGROUND

We have six Prop K allocation requests and one appropriation request to present to the Plans and Programs Committee at the June 21 meeting, for potential Board approval on June 28. These requests were either submitted after the annual call deadline or with incomplete applications (e.g. inadequate scope, schedule, cost or funding detail). Project sponsors that can demonstrate need and project readiness can receive allocations for individual projects and programs during the year.

The San Francisco Municipal Transportation Agency (SFMTA) has requested a total of \$1.1 million from seven categories in the Prop K Expenditure Plan: Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network, Facilities, Guideways, Signals and Signs, Bicycle Circulation and Safety, Pedestrian Circulation and Safety, and Traffic Calming. The Department of Public Works (DPW) has requested \$123,250 from the Transportation/Land Use Coordination category for one project. Lastly,

we are requesting an appropriation of \$78,866 from the Transportation Demand Management (TDM) category for a citywide transportation demand management project.

The Authority Board has approved a 5-Year Prioritization Program (5YPP) for each of the aforementioned Expenditure Plan categories, which is a prerequisite established in the Expenditure Plan for allocation of funds from programmatic categories. Five of the requests include amendments to the relevant 5YPPs to fully fund the projects.

The purpose of this memorandum is to present six allocation requests and one appropriation request to the Plans and Programs Committee and to seek a recommendation to allocate \$1,255,420 and to appropriate \$78,866 in Prop K funds, with conditions, for these requests.

DISCUSSION

We are bringing seven Prop K allocation/appropriation requests totaling approximately \$1.35 million to the Plans and Programs Committee for action at its June meeting in addition to the annual call requests, which are the subject of a separate agenda item, for action by the Authority Board in June. We have expedited review of these projects despite the volume of requests associated with the annual call because of the time sensitive need for funds for most of seven projects.

Attachment 1 summarizes the seven 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 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 recommendation for the seven requests, including recommended special conditions and proposed 5YPP amendments. In all cases, our funding recommendation matches the amount requested by the project sponsor. In the sections below, we provide additional detail on five of the seven projects.

Enterprise Asset Management System (SFMTA): To support its efforts to maintain its capital assets in a state of good repair, it is essential that the SFMTA replace its many independent and largely unconnected asset databases with an Enterprise Asset Management System (EAMS) that integrates inventory and management functions for the SFMTA's capital assets. After close collaboration with Authority staff, the SFMTA has structured the EAMS project to include a conceptual engineering/preliminary engineering (CE/PE) phase followed by a final design/implementation phase. This approach has been used for several other SFMTA technology implementation projects because it allows the selected vendor of proprietary technology to perform final design by customizing the product(s) as part of the implementation phase. The current Prop K request would provide funds for the CE/PE phase, which include a review of agency procedures, data gaps, develop standards, define functional requirements, and survey appropriate vendors. This phase would take the project to 30% design at a total budget of \$1 million, with Prop K providing \$200,000 in matching funds for a federal State of Good Repair grant. The SFMTA estimates the total cost of the project to be \$11 million, and plans to seek additional Prop K match funding for the final design/implementation phase. The SFMTA expects to advertise the final design/implementation contract in March 2012.

15 MPH Zones Near Schools (SFMTA): The SFMTA has requested \$321,700 in Prop K funds to fund the planning, design, and construction of 15 miles per hour (mph) school zones at all eligible schools in San Francisco (estimated at 200 locations) to implement one of the near term recommendations of the Mayor's Pedestrian Safety Directive. The SFMTA has divided the schools into two groups, Group 1 and

2, based on geographic equity and has already begun with its own funds the planning phase of Group 1 of approximately 100 schools. The SFMTA anticipates starting construction of Group 1 by August 2011 and Group 2 by January 2011, completing all construction by December 2012.

Ideally, implementation of the speed limit change would be accompanied by increased enforcement and education/outreach in order to maximize effectiveness. The SFMTA is working through the Pedestrian Safety Task Force (PSTF) to develop enforcement, education/outreach, and evaluation strategies for this project. This work, including implementation schedules, cost, and funding plans, is expected to be completed by December 2011. Our recommendation conditions release of the Group 2 construction funds upon receipt of the PSTF deliverables. The SFMTA has indicated that it may seek Prop K funds to support education/outreach and evaluation, as well.

The SFMTA has identified this as a high priority project and has proposed a Signals and Signs 5YPP amendment to add this new project and program \$321,700 to it using a portion of \$3.1 million in cost savings from the completed Park Presidio 19th Ave Signal Upgrades, Phase II (Resolution 08-60, Project 133.907013). This project was jointly funded by the SFMTA and Caltrans. The SFMTA attributes cost savings to the competitive bid environment and lower than budgeted Caltrans support costs.

Fell and Oak Bikeway Improvements (SFMTA): This request will fund planning and conceptual design processes, outreach, detailed design, environmental review, and legislation for bicycle improvements along Fell and Oak Streets between Baker and Scott Streets. This is a high priority for both the SFMTA and the San Francisco Bicycle Coalition. To date, SFMTA staff has identified multiple conceptual design options to improve bicycle conditions in the area, including adding an eastbound bicycle facility to either Fell or Oak streets. SFMTA staff initially submitted this project for consideration for Fiscal Year 2011/12 Transportation Fund for Clean Air (TFCA) Program Manager funds (see separate agenda item). We did not recommend funding the project with TFCA funds based on project readiness, and worked with SFMTA staff to prepare the Prop K allocation request to fund the pre-construction phases of work. This approach will set the project up to be very competitive for future TFCA cycles or other discretionary programs.

The SFMTA will begin drafting conceptual design options in August 2011, and the community outreach process will begin in late summer or early fall 2011. Environmental review will begin in March 2012, and depending on the design option chosen, may take up to one year to complete. Additional schedule information is included in the enclosed allocation request form.

Preliminary construction cost estimates range from \$184,000 to \$325,000, depending on the design option chosen. To fund the project, the SFMTA has proposed a Bicycle Circulation and Safety 5YPP amendment to add the project and reprogram \$88,000 in unallocated Fiscal Year 10/11 and \$77,000 in Fiscal Year 11/12 funds from Pilot Installations of Innovative Treatments to the subject project. There would still be funds remaining for pilot installations of innovative treatments.

Mission-Geneva Transit and Pedestrian Improvements (SFMTA): The SFMTA requests \$378,470 in Prop K funds to provide the required 10% local match (\$83,000) to a regional Safe Routes to Transit (SR2T) grant for the construction phase of the Mission-Geneva Transit and Pedestrian Improvements project as well as to cover a \$298,470 or 28% project cost increase since the project received Prop K funds for design. This project, which was identified as a key recommendation of the Authority's Mission-Geneva Transportation Study approved by the Board in April 2007 (Resolution 07-63), addresses conflicts between pedestrian and vehicular movements and improves multimodal access for commuters and transit passengers at the Geneva Avenue and Mission Street intersection.

In July 2007, the SFMTA received a \$940,000 grant from the SR2T program, administered by TransForm and the East Bay Bicycle Coalition, for the subject project. On September 16, 2008, through Resolution 09-08, the Authority Board allocated \$27,000 in Prop K funds to match \$140,000 from the SR2T grant for the planning and design phases for the project. The current request will leverage the remaining \$800,000 in SR2T funds to construct the improvements at the intersection.

The SFMTA identified a total project cost of \$1.05 million in the Prop K allocation request for the design phase of this project. The new estimate for the total project cost based on 100% design is \$1,345,470. The cost increase resulted from a variety of issues, including the underestimation of the cost to relocate Muni overhead wires and traffic poles for new traffic signals, traffic routing and restriping, and utility relocation. The project also experienced a 12-month schedule delay due to staffing shortages at the SFMTA. The SFMTA received an extension for the grant funds, which now expire in October 2012.

To fund the project, the SFMTA has requested two 5YPP amendments: 1) reprogram \$60,470 in Prop K cost savings from the aforementioned Park Presidio 19th Ave Signal Upgrades, Phase II project to the (new) subject project in the Signals and Signs category and 2) reprogram \$29,183 in Prop K funds deobligated from the completed Pedestrian Signals: 16th Street and Folsom Street project to the (new) subject project in the Pedestrian Circulation and Safety category.

Integrated TDM Partnership Project (Authority): In October 2010, the Metropolitan Transportation Commission (MTC) awarded \$750,000 in federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to the Authority for this project. The TDM Partnership Project is a joint initiative of the Authority, the San Francisco Department of the Environment (DOE), the SFMTA, and the San Francisco Planning Department. The requested Prop K funds (\$78,866) will serve as part of the local match to the MTC grant, in addition to agency in-kind contributions and planned funds from the Fiscal Year 2011/12 TFCA County Program Manager program (see separate agenda item). This Prop K request was submitted after the annual call deadline to allow for the Authority to coordinate the application with the TFCA call for projects.

Appropriating the requested funds requires a TDM/Parking Management 5YPP amendment to reprogram \$78,866 in unallocated Fiscal Year 10/11 11/12 funds from the undesignated line to the Integrated TDM Partnership project. We have received concurrence for the proposed amendment from the other eligible project sponsors in this category.

We are seeking a recommendation to allocate \$1,255,420 in Prop K funds, with conditions, for six projects, and to appropriate \$78,866 in Prop K funds for planning and implementation of the Integrated TDM Partnership project, subject to the attached Fiscal Year Cash Flow Distribution Schedules, and to amend the relevant 5YPPs.

ALTERNATIVES

1. Recommend allocation of \$1,255,420 in Prop K funds, with conditions, for six projects, and the appropriation of \$78,866 in Prop K funds for the planning and implementation of the Integrated TDM Partnership Project, subject to the attached Fiscal Year Cash Flow Distribution Schedules, and amendment of the relevant 5YPPs.
2. Recommend allocation of \$1,255,420 in Prop K funds, with conditions, for six projects, and the appropriation of \$78,866 in Prop K funds for the planning and implementation of the Integrated TDM Partnership Project, subject to the attached Fiscal Year Cash Flow Distribution Schedules, and amendment of the relevant 5YPPs, with modifications.

3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC split the note on this item into two parts, pulling the San Francisco Integrated TDM Public-Private Partnership Project out from the others so it could be voted on after voting on the related Shuttles Strategic Analysis Report, which was scheduled for consideration later in the agenda. Through two separate votes, the CAC unanimously adopted a motion of support for the for the staff recommendation.

FINANCIAL IMPACTS

As detailed in Attachment 2 and the enclosed Allocation Request Forms, this action would allocate \$1,255,420 and appropriate \$78,866 (a total of \$1,334,286) in Fiscal Year 2011/12 Prop K funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms. The recommended cash flows are consistent with the adopted 2009 Prop K Strategic Plan, and as such, will not trigger the need for additional financing beyond that already assumed in the Strategic Plan. The Prop K Capital Budget (Attachment 4) shows Fiscal Year Cash Flow Distribution Schedules for the subject projects. Attachment 5 contains a cash-flow-based summary table of the Fiscal Year 2011/12 allocations approved to date, as well as the recommended cash flow distribution schedules for the subject requests.

Sufficient funds are included in the adopted Fiscal Year 2011/12 budget to accommodate the proposed recommendations. 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 \$1,255,420 in Prop K funds, with conditions, for six projects, and the appropriation of \$78,866 in Prop K funds for the planning and implementation of the Integrated TDM Partnership Project, subject to the attached Fiscal Year Cash Flow Distribution Schedules, and amendment of the relevant 5YPPs.

Attachments:

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Capital Budget 2011/12
5. Prop K 2011/12 Fiscal Year Cash Flow Distribution – Summary Table

Enclosure: Prop K Allocation Request Forms (7)

Attachment 1: Summary of Applications Received

EP Line No. ¹	Project Sponsor ²	Project Name	Project Type ³	Current Prop K Request	Total Cost for Requested Phase(s)	Prop K Leveraging		Phase(s) Requested
						Expected Leveraging by EP Line ⁴	Actual Leveraging by Project Phase(s) ⁵	
20	SFMTA	Enterprise Asset Management System	Capital	\$200,000	\$1,000,000	90%	80%	Planning/ Conceptual Engineering
30	DPW	19th Avenue Median Improvements	Capital	\$123,250	\$173,250	83%	29%	Design
33	SFMTA	15 MPH Zones Near Schools	Capital	\$321,700	\$361,700	41%	11%	Planning, Design, Construction
38	SFMTA	Geary Blvd and Steiner Street Crosswalk Reopening	Capital	\$67,000	\$236,110	51%	72%	Construction
39	SFMTA	Fell and Oak Bikeway Improvements	Capital	\$165,000	\$165,000	28%	0%	Planning, Environmental, Design
40, 1, 33, 22	SFMTA	Mission - Geneva Transit and Pedestrian Improvements	Capital	\$378,470	\$1,178,470	50%	68%	Construction
43	SFCTA	Integrated Travel Demand Management Public-Private Partnership Project	Capital	\$78,866	\$1,024,900	54%	92%	Planning, Construction
TOTAL				\$1,334,286	\$4,139,430	43%	68%	

Attachment 1: Summary of Applications Received

¹ "EP Line No." is the Expenditure Plan line number referenced in the 2009 Prop K Strategic Plan.

² Acronyms include: DPW, which stands for the Department of Public Works; SFCTA (the Authority); and SFMTA, which stands for the San Francisco Municipal Transportation Agency (includes the San Francisco Municipal Railway and the Department of Parking and Traffic).

³ "Project Type" differentiates between one-time capital projects, plans and studies (Capital) and on-going annual programs (Annual) funded by Prop K.

⁴ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that 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 project cost and Prop K should cover only 10% of the project cost.

⁵ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K funds in the project's 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 particular request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan.

Attachment 2: Brief Project Descriptions¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
20	SFMTA	Enterprise Asset Management System	\$ 200,000	Requested funds would be used for the conceptual/preliminary engineering phase of a new system that will integrate inventory and management of the SFMTA's capital assets, providing information on each asset's condition, anticipated service life and renewal. The Prop K funds will provide partial match to a Federal Transit Administration State of Good Repair grant of \$8.8 million. Following the preliminary engineering phase, the SFMTA expects to request Prop K funds for the design/build phase and advertise a contract by March 2012. The project will focus primarily on the SFMTA's transit assets, but the system will be scalable, so that asset classes can be added in the future.
30	DPW	19th Avenue Median Improvements	\$ 123,250	Requested Prop K funds will supplement \$50,000 from the General Fund to fully fund the design phase of the project. This project will implement a recommended element of the Authority's 19th Avenue Park Presidio Neighborhood Transportation Plan. The proposed project area of 19th Avenue stretches 15 blocks from Lincoln Way to Wawona Street. Improvements to the full length of each median include removing paving in the 5' wide medians, amending soil and adding plants, which will conform to Caltrans design standards. There will be no changes to the existing curbs or lighting and no irrigation installed. Design will be complete by September 2011 and construction will begin in the 4th quarter of Fiscal Year 2011/12. Planned funding for the construction phase includes a future Prop K grant of \$173,250 to leverage an existing federal earmark of \$990,000, which needs to be obligated quickly to avoid a potential loss of the earmark.
33	SFMTA	15 MPH Zones Near Schools	\$ 321,700	Requested funds are for planning, design, and construction of 15 miles per hour (mph) speed limit signs near all eligible schools in San Francisco (estimated at 200 locations) to implement one of the near term recommendations of the Mayor's Pedestrian Safety Directive. The SFMTA anticipates installing signs at all schools by December 2012, and has already begun the planning phase of the first group of approximately 100 schools using its operating funds. The SFMTA is working through the Pedestrian Safety Task Force to develop enforcement, education/outreach, and evaluation strategies for this project.

Attachment 2: Brief Project Descriptions¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
38	SFMTA	Geary Blvd and Steiner Street Crosswalk Reopening	\$67,000	<p>Requested Prop K funds will fund the construction of the reopening of the pedestrian crossing on the western leg of the intersection. This project includes new pedestrian countdown signals, a yellow continental crosswalk, accessible curb ramps, pedestrian lighting on the underside of the existing pedestrian bridge, and bulb outs on the southwest and northwest corners of the intersection. The crosswalk opening will provide an important link between Hamilton Recreation Center Playground and Pool and Raymond Kimbell Playground. The SFMTA will complete the traffic signal and striping improvements and DPW will complete the curb and median changes through a work order. Other funding for the project includes the San Francisco Recreation and Parks Open Space Fund (\$60,345), DPW paving project funds (\$50,000) and the Public Utilities Commission (\$70,000). Design will be complete by the end of June 2011. Construction will begin in summer 2011 and be completed by winter 2011. SFMTA will coordinate with DPW with respect to the Steiner Street repaving project (McAllister St. to Geary Blvd.) that will be on-going from July-October 2011.</p>
39	SFMTA	Fell and Oak Bikeway Improvements	\$165,000	<p>Requested Prop K funds will fund the planning, environmental, and design phases of bikeway improvements to Fell and/or Oak Streets between Scott and Baker Streets just east of the Golden Gate Panhandle. Improvements would enhance the connection for bicyclists between the Panhandle and the Wiggle bicycle routes. SFMTA staff has identified multiple conceptual design options to improve bicycle conditions in this area. SFMTA staff anticipates planning to be completed by February 2012, environmental work by March 2013, and design by July 2013. Construction of the project would take place in Summer 2013 over an approximately two-month period. Potential funding for the construction phase includes a future Transportation Fund for Clean Air (TFCA) County Program Manager grant.</p>

Attachment 2: Brief Project Descriptions¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
40, 1, 33, 22	SFMTA	Mission - Geneva Transit and Pedestrian Improvements	\$ 378,470	Requested Prop K funds will leverage \$800,000 in Regional Measure 2 funds through the Safe Routes to Transit (SR2T) grant program for the construction phase of the project. The scope includes: installation of two transit bulbs; reconfiguration of the northwest corner to remove the free right-hand turn; installation of transit rider amenities including real-time arrival information and bus shelters; additional safety improvements of new left-turn pockets; utility relocations; installation of ADA curb ramps at all corners; relocation of MUNI and signal poles; and repainting of traffic/crosswalk markings. The construction phase will cost \$1,178,470 of a total project cost of \$1,345,470, funded entirely by SR2T and Prop K funds including a prior Prop K allocation for design. Construction is scheduled to begin in the 1st quarter of Fiscal Year 2011/12 and conclude in the 3rd quarter of the same year. The SR2T grant expires in 2012.
43	SFCTA	Integrated Travel Demand Management Public-Private Partnership Project	\$78,866	Requested Prop K funds serve as part of the local match to a \$750,000 grant from the Metropolitan Transportation Commission's Bay Area Climate Initiatives Program, in addition to partner agency in-kind contributions and an anticipated TFCM County Program Manager grant of \$132,200. The project will take two years to complete (beginning summer of 2011) and consists of three main areas of activity: Policy Coordination (reviewing and revising existing TDM policies and programs at each agency and across agencies in a coordinated manner); Flexible Transportation Management Association (TMA) Network (facilitating and developing TDM programs of mutual interest and benefit with multiple groupings of major employers/institutions); and Pilot Project Implementation (implementing and evaluating pilot projects for parking cashout and "Muni Partners" shuttle management and coordination).
TOTAL			\$ 1,334,286	

¹ See Attachment 1 for footnotes.

Attachment 3: Recommendations ¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Recommendations
20	SFMTA	Enterprise Asset Management System	\$200,000	Our recommendations puts the Prop K share of a 30% contingency (\$46,500 of \$153,500) on reserve, with release of the funds conditioned on receipt of a report on expenditures and progress to date, as well as a justification for use of the contingency and corresponding updates to scope, schedule and budget.
30	DPW	19th Avenue Median Improvements	\$ 123,250	5YPP Amendment: The recommended allocation is contingent upon a New and Upgrade Streets 5YPP amendment to add this project and to reprogram \$123,250 of \$500,000 in FY 2011/12 funds currently programmed to the 19th Avenue Bulb-outs (Lincoln-Junipero Serra) project to the subject project. The bulb-out project is underway, but delayed due to an extended process to obtain design exceptions from the State and SFMTA's environmental clearance process for bus stop relocations and consolidations.
33	SFMTA	15 MPH Zones Near Schools	\$ 321,700	5YPP Amendment and De-obligation of Prop K Funds: The recommended allocation is contingent on the SFMTA returning at least \$321,700 in Prop K funds from cost savings from the completed Park Presidio 19th Ave Signal Upgrades, Phase II, de-obligation of those funds, and reprogramming them to this (new) project in the Signals and Signs 5YPP. Multi-phase Allocation/Special Conditions: We recommend a multi-phase allocation for this project, given the straightforward nature of sign replacement and short duration of planning and design phases. We recommend conditioning release of the Group 2 construction funds upon receipt of enforcement, education/outreach, and evaluation strategies.
38	SFMTA	Geary Blvd and Steiner Street Crosswalk Reopening	\$ 67,000	

Attachment 3: Recommendations ¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Recommendations
39	SFMTA	Fell and Oak Bikeway Improvements	\$165,000	<p>5YPP Amendment: The recommended allocation is contingent upon a Bicycle Circulation and Safety 5YPP amendment to reprogram a total of \$88,000 in unallocated Fiscal Year 10/11 and \$77,000 in Fiscal Year 11/12 funds from the Pilot Installations of Innovative Treatments project to this new project. Funds still remain for pilot installations.</p> <p>Multi-phase Allocation: Our recommendation includes a multi-phase allocation for planning/conceptual engineering and environmental phases given the concurrent nature of the work. In deference to SFMTA's identification of this project as a top priority, we are also recommending allocation of design funds, but these funds will be on reserve and not released until completion of the planning phase.</p>
40, 1, 33, 22	SFMTA	Mission - Geneva Transit and Pedestrian Improvements	\$ 378,470	<p>5YPP Amendments: The recommended allocation is contingent upon 5YPP amendments to 1) reprogram \$60,470 in Prop K cost savings to be returned by SFMTA to the Authority and deobligated from the completed Park Presidio 19th Ave Signal Upgrades, Phase II project (Res. 08-60, Project 133.907013) to the (new) subject project in the Signals and Signs category and 2) to reprogram \$29,183 in Prop K funds deobligated from the completed Pedestrian Signals: 16th Street and Folsom Street project (Res. 06-34, 140.907011) to the (new) subject project in the Pedestrian Circulation and Safety category.</p>
43	SFCTA	Integrated Travel Demand Management Public-Private Partnership Project	\$78,866	<p>5YPP Amendment: The recommended appropriation is contingent upon a Transportation Demand Management/Parking Management 5YPP amendment to reprogram a total of \$50,000 in unallocated Fiscal Year 10/11 and \$28,866 in Fiscal Year 11/12 funds from the undesignated line to the (new) Integrated TDM Partnership project. The Authority has received concurrence from the other eligible project sponsors in this category for the proposed 5YPP amendment.</p>
TOTAL			\$ 1,334,286	

¹ See Attachment 1 for footnotes.

Attachment 4.
Prop K FY 2011/12 Capital Budget¹

EP #	Sponsor	Project Name	Total	Cash Flow Distribution			
				FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15
TRANSIT							
1	SFMTA	Mission - Geneva Pedestrian Improvements	\$ 100,000	\$100,000			
3	SFMTA	New Signal Contract 60	\$ 320,000	\$260,000	\$60,000		
20	SFMTA	Enterprise Asset Management System	\$ 200,000	\$200,000			
22	SFMTA	Green Light Rail Center Track Replacement	\$ 6,656,000	\$1,996,800	\$1,996,800	\$1,996,800	\$665,600
22	SFMTA	Mission - Geneva Pedestrian Improvements	\$ 50,000	\$50,000			
Transit Subtotal			\$ 7,326,000	\$ 2,606,800	\$ 2,056,800	\$ 1,996,800	\$ 665,600
PARATRANSIT							
23	SFMTA	Paratransit	\$ 9,670,000	\$9,670,000			
Paratransit Subtotal			\$ 9,670,000	\$ 9,670,000	\$ -	\$ -	\$ -
STREET AND TRAFFIC SAFETY							
24	SFCTA	South Access to Golden Gate Bridge - Doyle Drive ²	\$ 5,397,165	\$5,397,165			
30	DPW	19th Avenue Median Improvements Project	\$ 123,250	\$123,250			
31	SFMTA	New Signal Contract 60	\$ 1,873,984	\$740,000	\$940,000	\$193,984	
33	SFMTA	Mission - Geneva Pedestrian Improvements	\$ 60,470	\$60,470			
33	SFMTA	15 MPH Zones Near Schools	\$ 321,700	\$271,000	\$50,700		
34	DPW	17th Street Pavement Renovation	\$ 3,100,000	\$1,550,000	\$1,550,000		
37	DPW	Public Sidewalk Repair	\$ 586,960	\$586,960			
38	SFMTA	Sunset Elementary School and AP Giannini Safe Routes to School	\$ 100,000	\$100,000			
38	SFMTA	West Portal Safe Routes to School	\$ 15,000	\$15,000			
38	SFMTA	Minna/Natoma Home Zone Implementation	\$ 380,300	\$332,300	\$48,000		
38	SFMTA	Geary Blvd and Steiner St Crosswalk Reopening	\$ 67,000	\$67,000			
39	SFMTA	Bicycle Parking	\$ 125,000	\$100,000	\$25,000		
39	SFMTA	Bicycle Safety Classes ³	\$ 130,000	\$130,000			
39	SFMTA	Bike to Work Day Promotion ³	\$ 100,000	\$100,000			
39	SFMTA	Fell and Oak Bikeway Improvements	\$ 165,000	\$100,000	\$65,000		
40	SFMTA	Pedestrian Refuge Islands	\$ 25,000	\$25,000			

**Attachment 4.
Prop K FY 2011/12 Capital Budget¹**

EP #	Sponsor	Project Name	Total	Cash Flow Distribution			
				FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15
40	SFMTA	Mission - Geneva Pedestrian Improvements	\$ 168,000	\$168,000			
41	DPW	Curb Ramps	\$ 796,000	\$23,880	\$772,120		
42	DPW	Tree Planting and Maintenance	\$ 1,106,000	\$1,106,000			
42	SFCTA	Integrated Transportation Demand Management (TDM) Partnership	\$ 78,866	\$50,000	\$28,866		
Streets and Traffic Safety Subtotal			\$ 14,719,695	\$ 11,046,025	\$ 3,479,686	\$ 193,984	\$ -
TSM/STRATEGIC INITIATIVES							
44	BART	24th Street/Mission BART Plaza and Pedestrian Improvements	\$ 303,047	\$303,047			
TSM/Strategic Initiatives Subtotal			\$ 303,047	\$ 303,047	\$ -	\$ -	\$ -
TOTAL			\$32,018,742	\$23,625,872	\$5,536,486	\$2,190,784	\$665,600

¹ This table shows Cash Flow Distribution Schedules for all FY 2011/12 allocations approved to date, along with the current recommended allocation(s).

² The South Access to Golden Gate Bridge - Doyle Drive project (Resolution 10-66, approved May 18, 2010) included a commitment to appropriate \$25,665,487 in Fiscal Year 2010/11 and \$5,397,165 in Fiscal Year 2011/12 funds to the Authority for construction support services, subject to appropriation through the Authority's annual budget process. (Fiscal Year 2011/12 budget resolution: Resolution 11-54).

³ Bicycle Safety Classes and Bike to Work Day Promotion: Recommendation includes a commitment to allocate \$175,000 and \$162,000 respectively in Fiscal Year 2012/13 funds for these projects (Resolution XX-XX, approved 06.28.11).

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

Attachment 5.
Prop K FY 2011/12 Capital Budget Summary¹

	Total	FY 2011/12	FY 2012/13	FY2013/14	FY 2011/13
Prior Allocations	\$ 30,684,456	\$ 22,436,152	\$ 5,391,920	\$ 2,190,784	\$ 665,600
Current Request(s)	\$ 1,334,286	\$ 1,189,720	\$ 144,566	\$ -	\$ -
New Total Allocations	\$ 32,018,742	\$ 23,625,872	\$ 5,536,486	\$ 2,190,784	\$ 665,600

¹ This table shows total cash flow for all FY 2011/12 allocations approved to date, along with the current recommended allocation(s).