

Attachment 1: Summary of Applications Received

| Source | EP Line No./ Category ¹ | Project Sponsor ² | Project Name | Current Prop K 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 | 2 | SFMTA | 4th Street Bridge Settlement | \$ 2,029,582 | \$ 16,610,671 | 23% | 88% | Construction | 6 |
| Prop K | 7 | PCJPB | Los Gatos Creek Bridge Creek Replacement | \$ 427,571 | \$ 26,943,000 | 69% | 98% | Construction | Citywide |
| Prop K | 7 | PCJPB | Tunnel #4 Track and Drainage Rehabilitation | \$ 259,200 | \$ 1,728,000 | 69% | 85% | Design | Citywide |
| Prop K | 7 | PCJPB | Marin Street and Napoleon Ave Bridge | \$ 152,800 | \$ 1,364,000 | 69% | 89% | Design | 10 |
| Prop K | 7 | PCJPB | FY16 Station Fiber Connectivity Implementation | \$ 598,000 | \$ 2,505,000 | 69% | 76% | Design | Citywide |
| Prop K | 14 | SFPW, SFCTA | Quint-Jerrold Connector Road | \$ 2,006,350 | \$ 2,037,203 | 70% | 2% | Environmental, Right of Way | 10 |
| Prop K | 17P | PCJPB | FY16 Rolling Stock SOGR | \$ 1,673,197 | \$ 4,000,000 | 84% | 58% | Construction | Citywide |
| Prop K | 20P | PCJPB | Train Departure Monitors at Terminal Stations (SF and Diridon) | \$ 172,000 | \$ 1,530,000 | 90% | 89% | Construction | 6 |
| Prop K | 20P | PCJPB | Systemwide Station Improvements | \$ 318,989 | \$ 1,800,000 | 90% | 82% | Construction | 6, 10 |
| Prop K | 22P | PCJPB | Systemwide Track Rehabilitation | \$ 1,398,243 | \$ 7,490,000 | 78% | 81% | Construction | Citywide |
| Prop K | 35 | SFPW | Street Repair & Cleaning Equipment | \$ 738,072 | \$ 738,072 | 29% | 0% | Procurement | Citywide |
| Prop K | 43 | SFE | Commuter Benefits Ordinance Employer Outreach | \$ 79,872 | \$ 79,872 | 54% | 0% | Construction | Citywide |
| Prop K | 43 | SFCTA | San Francisco BART Travel Incentive Program | \$ 45,800 | \$ 953,800 | 54% | 95% | Construction | Citywide |
| Prop K | 44 | SFMTA | Kearny Street Multimodal Implementation Plan [NTIP Planning] | \$ 100,000 | \$ 100,000 | 40% | 0% | Planning | 3 |
| TOTAL | | | | \$ 9,999,676 | \$ 67,879,618 | 60% | 85% | | |

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Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2012 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

² Acronyms: PCJPB (Peninsula Counties Joint Powers Authority); SFCTA (San Francisco County Transportation Authority); SFE (San Francisco Department of the Environment); and SFMTA (San Francisco Municipal Transportation Agency).

³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions ¹

| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Requested | Prop AA Funds Requested | Project Description |
|------------------------------|------------------------|--|-------------------------------|--------------------------------|--|
| 2 | SFMTA | 4th Street Bridge Settlement | \$ 2,029,582 | \$ - | Requested funds will be used for the San Francisco Municipal Transportation Agency's share of settlement costs associated with the 4th Street Bridge seismic retrofit and rehabilitation project, also known as Segment A of Third Street Light Rail Phase I (Initial Operating Segment). The City and County of San Francisco and the Federal Highway Administration are also providing funding for the settlement costs. |
| 7 | PCJPB | Los Gatos Creek Bridge Creek Replacement | \$ 427,571 | \$ - | Funds will be used to construct a new three-track bridge with improved seismic performance to replace the existing two-track Los Gatos Creek Bridge, near Diridon Station in San Jose. |
| 7 | PCJPB | Tunnel #4 Track and Drainage Rehabilitation | \$ 259,200 | \$ - | Prop K funds would be used for design of the Brisbane tunnel and track rehab project, which will rehabilitate the track structure and drainage system in Tunnel #4 in Brisbane. |
| 7 | PCJPB | Marin Street and Napoleon Ave Bridge | \$ 152,800 | \$ - | Requested funds will be used for design phase to retrofit or replace the Marin Street and Napoleon Avenue bridges in San Francisco. These structures have reached the end of their useful lives and the area under them has become a security and safety concern. Design is expected to be complete by December 2016. |
| 7 | PCJPB | FY16 Station Fiber Connectivity Implementation | \$ 598,000 | \$ - | Caltrain will use Prop K funds to design fiber-optic communication connections between the Positive Train Control project and existing Caltrain systems, as recommended by Caltrain's Fiber Connectivity Study. |
| 14 | SFPW, SFCTA | Quint-Jerrold Connector Road | \$ 2,006,350 | \$ - | SFPW is requesting \$1,914,000 to purchase right of way, currently owned by the Union Pacific Railroad for construction of the new Quint-Jerrold Connector Road, and \$17,350 for regulatory staff support for additional archaeological investigation and ongoing design review. SFCTA is requesting \$75,000 to procure a consultant for the additional archaeological investigation. |

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|------------------------------|------------------------|--|-------------------------------|--------------------------------|---|
| 17P | PCJPB | FY16 Rolling Stock SOGR | \$ 1,673,197 | \$ - | Prop K funds will be used to perform overhaul work on the Caltrain fleet of locomotives, Bombardier car and gallery rail car systems. |
| 20P | PCJPB | Train Departure Monitors at Terminal Stations (SF and Diridon) | \$ 172,000 | \$ - | Requested funds will be used to install train departure monitors at the San Francisco 4th & King and San Jose Diridon stations to provide real-time information to passengers. The project will be open for use by July 2017. |
| 20P | PCJPB | Systemwide Station Improvements | \$ 318,989 | \$ - | Funds will be used for the rehabilitation of various elements of passenger stations, including replacement of passenger shelters, replacing center track fences, etc. |
| 22P | PCJPB | Systemwide Track Rehabilitation | \$ 1,398,243 | \$ - | Requested funds will be used for work required to keep the Caltrain tracks in a state of good repair. Examples of work include replacement of rails, joints and ties. |
| 35 | SFPW | Street Repair & Cleaning Equipment | \$ 738,072 | \$ - | SFPW is requesting Prop K funds to procure 1 flusher truck, two high pressure surface cleaning and water recovery systems, 1 bike path sweeper and 1 pothole patch truck. SFPW expects all equipment to be in use by May 2017. |
| 43 | SFE | Commuter Benefits Ordinance Employer Outreach | \$ 79,872 | \$ - | Prop K funds will be used to administer and conduct outreach for the San Francisco Commuter Benefits Ordinance through September 2016, and implement steps to automate administration. The ordinance requires San Francisco employers to offer commuter benefits to encourage employees to walk, bike, take transit and rideshare. This project's scope includes administration of ordinance compliance such as updating and producing materials, outreach to employers, tracking program metrics, and updating the compliance process. |

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| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Requested | Prop AA Funds Requested | Project Description |
|------------------------------|------------------------|--|-------------------------------|--------------------------------|---|
| 43 | SFCTA | San Francisco BART Travel Incentive Program | \$ 45,800 | \$ - | We are requesting Prop K funds to leverage \$908,000 in federal grant and BART operating funds for a pilot program to mitigate congestion on BART by incentivizing riders to shift their travel to the shoulders of the peak period. The pilot will alleviate congestion on BART in the short-term while longer-term solutions are developed; support continued ridership growth; support implementation of the Bay Area vision for focused growth around transit; and demonstrate a successful proof-of-concept of providing direct incentives to shift travel behavior and mitigate congestion. Engagement with employers and commuters will occur over a 6- to 9-month period. Overall program length of 2.5 years includes marketing plan, development of incentives, and evaluation, and is scheduled for completion in spring 2018. |
| 44 | SFMTA | Kearny Street Multimodal Implementation Plan [NTIP Planning] | \$ 100,000 | \$ - | Requested funds will be used to engage the community, the Supervisor's Office and other relevant stakeholders to plan and develop conceptual designs for Kearny and Montgomery Streets between Market and Broadway to increase pedestrian safety, enhance transit performance, and develop north- and south-bound bicycle facilities in the corridor. This project will build upon recommendations in the Transportation Authority's Chinatown Neighborhood Transportation Plan. SFMTA anticipates completing the final report by December 2016, including key findings, recommendations, next steps, and an implementation and funding strategy. |
| TOTAL | | | \$ 9,999,676 | \$ - | |

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Requested | Prop AA Funds Requested | Recommendation |
|-----------------------|-----------------|---|------------------------|-------------------------|---|
| 2 | SFMTA | 4th Street Bridge Settlement | \$ 2,029,582 | \$ - | The Prop K Strategic Plan includes \$5.9 million in FY 2016/17 as the only remaining funds in the 3rd Street Light Rail (Phase 1) line item and by Board policy these funds are designated for the Southern Intermodal Terminal (Segment S). This policy was adopted recognizing that Segment S was part of the original approved scope of the Initial Operating Segment, but was deferred due to cost increases. Funding this request requires a Prop K Strategic Plan amendment to amend the aforementioned policy and advance \$2,029,582 of the \$5.9 million from FY 2016/17 to FY 2015/16. The 3rd Street Light Rail is a grandfathered project from Prop B (the predecessor to Prop K). Consistent with Strategic Plan policy, the cost of advancing funds for a grandfathered project is covered by the overall Prop K capital program. Advancing \$2,029,582 for the subject request results in an inconsequential \$10,000 increase in financing costs to the Prop K program. Our recommendation includes a Special Condition that the SFMTA's commitment (i.e. non-Prop K funds that SFMTA needs to contribute) to Segment S has increased over time and now totals \$12.8 million should the project move forward. See page 3 of the enclosed allocation request form for more details. |
| 7 | PCJPB | Los Gatos Creek Bridge Creek Replacement | \$ 427,571 | \$ - | [NOTE A]: Fully funding San Francisco's \$5 million member share of the FY 15/16 Caltrain capital budget contribution requires a Strategic Plan amendment to advance a total of \$223,756 in unprogrammed capacity from FY 33/34 to FY 15/16 in the Caltrain Capital Improvement Program (CIP) category. This amendment will slightly increase financing costs for the Caltrain CIP category by \$178,590, from \$3,172,413 to \$3,351,003, which we consider to be insignificant. This request also requires a corresponding 5YPP amendment , which includes programming \$150,000 in cumulative remaining capacity in FY 15/16. |
| 7 | PCJPB | Tunnel #4 Track and Drainage Rehabilitation | \$ 259,200 | \$ - | See Note A. |
| 7 | PCJPB | Marin Street and Napoleon Ave Bridge | \$ 152,800 | \$ - | See Note A. |

Attachment 3: Staff Recommendations ¹

| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Requested | Prop AA Funds Requested | Recommendation |
|-----------------------|-----------------|--|------------------------|-------------------------|---|
| 7 | PCJPB | FY16 Station Fiber Connectivity Implementation | \$ 598,000 | \$ - | See Note A. |
| 14 | SFPW, SFCTA | Quint-Jerrold Connector Road | \$ 2,006,350 | \$ - | Our recommendation includes a Special Condition that if, after two years following the close of escrow, the SFCTA determines that the connector road is not advancing adequately toward project implementation (e.g. design is complete), the SFCTA may request that the City and County of San Francisco attempt to sell the right of way purchased with Prop K funds at its then-fair market value and return to the Transportation Authority the lesser of: the sales proceeds (net of the cost of the sale and City's cost of holding the property in the interim) or the original \$1,914,000 Prop K funds plus interest equal to the rate of the City's treasury pool. |
| 17P | PCJPB | FY16 Rolling Stock SOGR | \$ 1,673,197 | \$ - | Fully funding San Francisco's \$5 million member share of the FY 15/16 Caltrain capital budget contribution requires a Prop K Strategic Plan amendment to advance a total of \$564,088 in unprogrammed capacity from FY 33/34 to FY 15/16 in the Caltrain Vehicles category. This amendment will slightly increase financing costs for the Caltrain Vehicles category by \$338,192, from \$1,613,956 to \$1,952,147, which we consider to be insignificant. This requires a corresponding 5YPP amendment , which includes programming \$2,742 in cumulative remaining capacity in FY 15/16. |
| 20P | PCJPB | Train Departure Monitors at Terminal Stations (SF and Diridon) | \$ 172,000 | \$ - | - |
| 20P | PCJPB | Systemwide Station Improvements | \$ 318,989 | \$ - | - |
| 22P | PCJPB | Systemwide Track Rehabilitation | \$ 1,398,243 | \$ - | 5YPP amendment: Our recommendation is contingent on a 5YPP amendment to program \$79,113 in cumulative remaining capacity in FY 15/16. |

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|--|------------------------|--|-------------------------------|--------------------------------|--|
| 35 | SFPW | Street Repair & Cleaning Equipment | \$ 738,072 | \$ - | Our recommendation is contingent on administrative amendment to a prior allocation for street repair and cleaning equipment to allow \$195,195 in unneeded funds to be used for the subject project. |
| 43 | SFE | Commuter Benefits Ordinance Employer Outreach | \$ 79,872 | \$ - | - |
| 43 | SFCTA | San Francisco BART Travel Incentive Program | \$ 45,800 | \$ - | - |
| 44 | SFMTA | Kearny Street Multimodal Implementation Plan [NTIP Planning] | \$ 100,000 | \$ - | - |
| TOTAL | | | \$ 9,999,676 | \$ - | |
| ¹ See Attachment 1 for footnotes. | | | | | |