



RESOLUTION APPROVING THE 2014 PROP AA CALL FOR PROJECTS PROGRAMMING RECOMMENDATIONS AND AMENDING THE PROP AA STRATEGIC PLAN

WHEREAS, In November 2010, San Francisco voters approved Proposition AA (Prop AA), authorizing the San Francisco County Transportation Authority (Transportation Authority) to collect an additional \$10 annual vehicle registration fee on motor vehicles registered in San Francisco and to use the proceeds to fund transportation projects identified in the Expenditure Plan; and

WHEREAS, The Prop AA Expenditure Plan identifies eligible expenditures for three programmatic categories: Street Repair and Reconstruction; Pedestrian Safety; and Transit Reliability and Mobility Improvements; and

WHEREAS, The Prop AA Expenditure Plan requires that prior to allocation of any vehicle registration fee funds, the Transportation Authority prepare, in close consultation with all other affected planning and implementation agencies, a Strategic Plan for the use of the vehicle registration fee revenues, for review and adoption by the Transportation Authority Board; and

WHEREAS, The Prop AA Strategic Plan is the financial tool that guides the timing of allocation of Prop AA revenues, guides strategy to optimize leveraging of federal and state funds, ensures that planned expenditures fit within the constraints of a pay-as-you-go program, and gives sponsors a sense of certainty about when they can expect Prop AA revenues to be available for their projects; and

WHEREAS, The Prop AA Strategic Plan also contains a detailed 5-Year Program of Projects (5YPP) to be funded from each of the Expenditure Plan categories, including among other elements a prioritization mechanism to rank projects within each category and a funding plan including sources other than the vehicle registration fee; and



WHEREAS, In December 2012, through approval of Resolution 13-23, the Transportation Authority Board adopted the Prop AA Strategic Plan, which among other elements, included programming of \$26.4 million in Prop AA funds to 19 projects in the first five years (i.e., Fiscal Years 2012/13 to 2016/17); and

WHEREAS, The Prop AA Strategic Plan policies specify the timely-use-of-funds requirements that are applied to all Prop AA allocations to help avoid situations where Prop AA funds sit unused for prolonged periods of time given Prop AA's focus on delivering tangible benefits in the short term; and

WHEREAS, Any project programmed within the Prop AA Strategic Plan that does not request allocation of funds in the year of programming may, at the discretion of the Transportation Authority, have its funding delayed to future fiscal years or have its funding deobligated and reprogrammed to other projects through a competitive call for Prop AA projects; and

WHEREAS, In October 2013, San Francisco State University (SF State) notified the Transportation Authority that the Winston Drive Pedestrian Improvements project was cancelled and would no longer require Prop AA funding; and

WHEREAS, The cancellation of SF State's project resulted in \$1.15 million being available for programming to new projects in Fiscal Years 2013/14 through 2016/17, and, consistent with Prop AA policies, the first Prop AA competitive call for projects was issued in January 2014; and

WHEREAS, By the March 10, 2014 call for projects deadline the Transportation Authority received 6 candidate projects from 5 sponsors requesting approximately \$5 million in Prop AA funds as shown in Attachment 1, compared to the \$1.15 million available for programming; and

WHEREAS, Transportation Authority staff evaluated projects using the Board-adopted



screening and prioritization criteria, giving additional priority to eligible pedestrian safety projects ready to begin work on the proposed phase in the current fiscal year; and

WHEREAS, The staff recommendation (shown in Attachment 2) was vetted with project sponsors and the Transportation Authority's Technical Working Group; and

WHEREAS, The two top-scoring projects - UC Hastings' McAllister Street Campus Streetscape and San Francisco Municipal Transportation Agency's (SFMTA's) Webster Street Pedestrian Countdown Signals (PCS) - distinguished themselves from the other candidate projects because each was located on a WalkFirst corridor and would address documented safety needs; and

WHEREAS, As shown in Attachment 2, staff recommended programming \$1.045 million in Fiscal Year 2013/14 Prop AA funds for construction of the McAllister Street Campus Streetscape project; and

WHEREAS, In order to free up some additional funds to direct to the second highest scoring project (the SFMTA's Webster PCS), staff negotiated with UC Hastings and reached agreement that UC Hastings would fund design costs for the second phase and staff recommended decreasing the Prop AA capital reserve, from \$500,000 (over ten percent of anticipated annual revenues to a new balance of \$240,000 (just over 5 percent of annual revenues) in order to fully fund the design phase of the Webster PCS project (\$260,000) and partially fund construction (\$105,000); and

WHEREAS, Transportation Authority staff will work with the SFMTA to fully fund the Webster PCS project through Prop K or other funds that SFMTA may identify; and

WHEREAS, The staff recommendation would require amending the Prop AA Strategic Plan to include a total of \$1.41 million for the two aforementioned projects; and



WHEREAS, At its March 26, 2014 meeting, the Citizens Advisory Committee was briefed on the proposed 2014 Prop AA Call for Projects programming recommendations and corresponding Prop AA Strategic Plan amendment and adopted a motion of support for the staff recommendation; and

WHEREAS, At its April 15, 2014 meeting, the Plans and Programs Committee reviewed the subject request and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves the 2014 Prop AA Call for Projects programming recommendations as detailed in Attachments 2, 3, and 4; and be it further

RESOLVED, The Transportation Authority amends the Prop AA Strategic Plan as shown in Attachments 5 and 6.

Attachments:

1. Prop AA Summary of Project Submissions
2. Prop AA Draft Programming Recommendations
3. Project Information Sheet – McAllister Street Campus Streetscape
4. Project Information Sheet – Webster Street Pedestrian Countdown Signals
5. Proposed Amended Prop AA Strategic Plan – Programming
6. Proposed Amended Prop AA Strategic Plan – Cash Flow



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 22nd day of April, 2014, by the following votes:

Ayes: Commissioners Avalos, Breed, Campos, Chiu, Cohen, Farrell, Kim, Tang, Wiener and Yee (10)

Nays: (0)

Absent: (0)

John Avalos 4/25/14
Chair Date

ATTEST: Tilly Chang 4/25/14
Executive Director Date

**Attachment 1.
Prop AA Summary of Project Submissions -
Pedestrian Safety¹**

Number	Category	Project Name	Brief Project Description ²	District(s)	Sponsor ³	Phase(s)	Total Project Cost	Total Prop AA Amount	First Fiscal Year	Notes
1	Pedestrian Safety	McAllister Street Campus Streetscape Project Phases IIA and IIB	Construction of streetscape improvements along north side of McAllister Street between Leavenworth and Hyde Streets (Phase IIA), and between Hyde and Larkin Streets (Phase IIB). Improvements include a traffic island, sidewalk widening, pedestrian scale lighting, plantings, corner bulbouts, a bus bulb, and improvements to the Muni overhead contact system.	6	UC Hastings	Design, Construction	\$ 2,505,845	\$ 1,123,117	2013/14	Project located on WalkFirst corridor. Addresses a documented safety need (i.e. 8 pedestrian-involved collisions in the last 10 years). Project was derived from Tenderloin-Little Saigon Neighborhood Transportation Plan (2007) and developed as part of the UC Campus Streetscape Plan (2010), which included community input. Categorically Exempt. Prop AA Strategic Plan (December 2012) included \$800,000 in Prop AA funds for design and construction of Phase IIA. Requested amount includes increased Phase IIA construction costs attributed to cost inflation since August 2012 and costs to move overhead contact system (OCS) from the structure at 100 McAllister to new poles in the public right-of-way to help facilitate OCS maintenance (total of \$219,458). Amount requested for Phase IIB is \$903,659 for design and construction. Design anticipated to end in June 2014. Construction anticipated to start June 2014.
2	Pedestrian Safety	Illinois Street Sidewalk Construction	Construction of sidewalk on east side of Illinois Street between 18th and 19th Streets where no sidewalk exists today to address gap in pedestrian network along the Bay Trail and Blue Greenway.	10	Port	Construction	\$ 1,000,000	\$ 400,000	2014/15	Project underwent review via community planning process for Pier 70 Preferred Master Plan, Blue Greenway Planning, Crane Cove Park Master Plan, and Green Connections Plan. Categorically Exempt. Construction would start June 2015.
3	Pedestrian Safety	Elk Street Traffic Calming	Construction of one bulbout (SE corner of Elk St), two crosswalks, and HAWK safety signal at the intersection of Elk and Sussex to improve pedestrian access to Glen Canyon Park. Park includes a recreation center, including a gymnasium, auditorium, and offices; a two-story day camp building; hiking trails; two baseball fields; two tennis courts; and a playground.	8	RPD	Design, Construction	\$ 354,688	\$ 348,600	2014/15	Project derived from Glen Canyon Park Improvement Plan (2011), which included community outreach. Categorical Exemption expected. Design is anticipated to start July 2014 and construction is anticipated to start January 2015.
4	Pedestrian Safety	Webster Street Pedestrian Countdown Signals	Installation of pedestrian countdown signal and other signal hardware improvements to enhance pedestrian safety at 6 intersection along Webster Street between McAllister and California Streets. Additional improvements include new poles, signals, and improved street lighting. Includes the lengthening of pedestrian crossing times.	2,5	SFMTA	Design, Construction	\$ 1,400,000	\$ 1,400,000	2014/15	Project located on WalkFirst corridor. Addresses a documented safety need (i.e. 17 pedestrian-involved collisions in the last 10 years). Project is consistent with San Francisco Pedestrian Strategy. Environmental clearance underway. Project will be coordinated with DPW's Webster Street Pavement Renovation project scheduled to begin construction in fall 2014. The signal conduit for the pedestrian countdown signals is being installed through the paving project. Design for pedestrian countdown signals anticipated to start July 2014 and construction is anticipated to start June 2015.

**Attachment 1.
Prop AA Summary of Project Submissions -
Pedestrian Safety¹**

Number	Category	Project Name	Brief Project Description ²	District(s)	Sponsor ³	Phase(s)	Total Project Cost	Total Prop AA Amount	First Fiscal Year	Notes
5	Pedestrian Safety	East Harbor Beautification Project	Construction of pedestrian and bicycling safety improvements at Marina Blvd parking lot located near Fort Mason on Marina Blvd between Laguna and Buchanan Streets. Improvements include bulbouts, crosswalk markings in the parking lot, a new public plaza, sidewalk expansion, signage, and repaving.	2	RPD	Construction	\$ 1,075,570	\$ 825,570	2015/16	Community outreach has been conducted with stakeholders. Environmental Clearance is included in supplement to the San Francisco Marina EIR. Construction would start July 2015.
TOTAL							\$ 6,336,103	\$ 4,097,287		

¹ Projects are not listed in priority order. Projects are sorted by Fiscal Year in which Prop AA funds are needed, then by Sponsor, then by Project Name.

² Project descriptions were provided by potential sponsors in response to the calls for projects.

³ Sponsor abbreviations include: Bay Area Rapid Transit District (BART); Recreation and Parks Department (RPD); the San Francisco Municipal Transportation (SFMTA), and the University of California, Hastings (UC Hastings).

**Attachment 1.
Prop AA Summary of Project Submissions -
Transit Reliability and Mobility Improvements¹**

Number	Category	Project Name	Brief Project Description ²	District(s)	Sponsor ³	Phase(s)	Total Project Cost	Total Prop AA Amount	First Fiscal Year	Notes
1	Transit Reliability & Mobility Improvement	Powell Street Station Platform Level Lighting Upgrade	Installation of LED lighting improvements on the BART platform level and efficient lighting and energy management equipment at the Powell Street BART station. Benefits include energy usage reduction, improved lighting quality, visibility, and reduction in maintenance facility costs.	3,6	BART	Design, Construction	\$ 1,000,000	\$ 1,000,000	2014/15	Categorically Exempt. Design anticipated to start June 2014. Construction anticipated to start October 2015.
TOTAL							\$ 1,000,000	\$ 1,000,000		

¹ Projects are not listed in priority order. Projects are sorted by Fiscal Year in which Prop AA funds are needed, then by Sponsor, then by Project Name.

² Project descriptions were provided by potential sponsors in response to the calls for projects.

³ Sponsor abbreviations include: Bay Area Rapid Transit District (BART); Recreation and Parks Department (RPD); University of California, Hastings (UC Hastings); and the San Francisco Municipal Transportation Agency (SFMTA).

Attachment 2.
2014 Prop AA Call for Projects
Draft Programming Recommendations

Evaluation Score ¹	Project Name	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	Notes
14	McAllister Street Campus Streetscape Project Phases IIA and IIB	UC Hastings	Design, Construction	\$ 2,505,845	\$ 1,123,117	\$ 1,045,206	UC Hastings has agreed to fund design for Phase IIB (\$77,911) resulting in a recommended amount lower than the requested amount. Construction is fully funded with the recommended Prop AA funds.
9.5	Webster Street Pedestrian Countdown Signals	SFMTA	Design, Construction	\$ 1,400,000	\$ 1,400,000	\$ 364,794	After partially funding the McAllister project, we recommend programming the balance of the \$104,794 in Prop AA funds from the cancelled Winston Street project plus an additional \$260,000 from the Prop AA capital reserve (see memo for details). This fully funds design (\$260,000) and makes a contribution toward construction. We anticipate being able to fully fund construction through Prop K or other funds the SFMTA may identify.
7.5	Illinois Street Sidewalk Construction	Port	Construction	\$ 1,000,000	\$ 400,000	\$ -	No funds available after funding higher scoring projects.
6.5	Elk Street Traffic Calming	RPD	Design, Construction	\$ 354,688	\$ 348,600	\$ -	" "
6	East Harbor Beautification Project	RPD	Construction	\$ 1,075,570	\$ 825,570	\$ -	" "
4	Powell Street Station Platform Level Lighting Upgrade	BART	Design, Construction	\$ 1,000,000	\$ 1,000,000	\$ -	" "
TOTAL				\$ 7,336,103	\$ 5,097,287	\$ 1,410,000	

¹ Projects are sorted by evaluation score from highest ranked to lowest.

² Sponsor abbreviations include: Bay Area Rapid Transit District (BART); Recreation and Parks Department (RPD); the San Francisco Municipal Transportation (SFMTA), and the University of California, Hastings (UC Hastings).

Attachment 3.
Project Information Sheet – McAllister Street Campus Streetscape

McAllister Street Campus Streetscape (UC Hastings)

District: 6

Location: McAllister Street between Larkin and Leavenworth Streets

Scope: Prop AA funds will be used for the design and construction phases of Phase IIA and the construction phase of Phase IIB of the University of California, Hastings (UC Hastings) McAllister Street Campus Streetscape project, which was included in the UC Hastings Campus Streetscape Plan. This plan was the result of collaboration between UC Hastings, the Department of Public Works (DPW), and the San Francisco Municipal Transportation Agency (SFMTA). Phase IIA improvements include: installation of a traffic island at the northeast corner of the intersection of Leavenworth and McAllister Streets; sidewalk widening, pedestrian level lighting and planting along McAllister Street (north) between Hyde and Leavenworth Streets; a corner bulbout at the northeast intersection of McAllister and Hyde Streets; and removing Muni overhead contact system (OCS) guy wires from the structure at 100 McAllister and replacing four OCS poles. Phase IIB improvements include: sidewalk widening, pedestrian level lighting, and planting along McAllister Street (north side) between Larkin and Hyde Streets; a corner bulbout and bus bulbout at the northwest intersection of McAllister and Hyde Streets; and a corner bulbout at the northeast corner of McAllister and Larkin Streets. UC Hastings will assume responsibility for maintenance of new landscaping. The project is being coordinated with Muni to accommodate temporary relocation of overhead contact system and to provide a bus bridge during construction in early Fiscal Year 2014/15.

Community Engagement/Support: This project is included in the UC Hastings Campus Streetscape Plan, which was adopted by the UC Hastings Board of Directors in June 2010. Pedestrian improvements on McAllister Street at Leavenworth and Hyde Streets were also included in the Tenderloin-Little Saigon Neighborhood Transportation Plan, which was approved by the Transportation Authority Board in March 2007. This project is also located on a WalkFirst corridor. In 2009, a similar project was undertaken and sidewalks were extended on Golden Gate Avenue (south) between Larkin and Hyde. Similarly, the project scope included Muni pole and overhead wire relocations, street light and traffic signal improvements, pedestrian crosswalks, bulbouts, and tree planting. The project was delivered by UC Hastings working collaboratively with the SFMTA and DPW.

Schedule: Phase IIA final design is anticipated to be completed in April 2014. Phase IIB is currently at 30% design and is anticipated to be completed by June 2014. The environmental clearance phase, which consists of a categorical exemption, is anticipated to be completed by June 2014. UC Hastings anticipates the project will start construction in summer 2014. The full schedule for the project is shown below.

Project Phase	Start Date	End Date
Planning	October 2012	January 2013
Environmental Clearance	January 2013	June 2014
Design Engineering	March 2013	June 2014
Construction	June 2014	January 2015

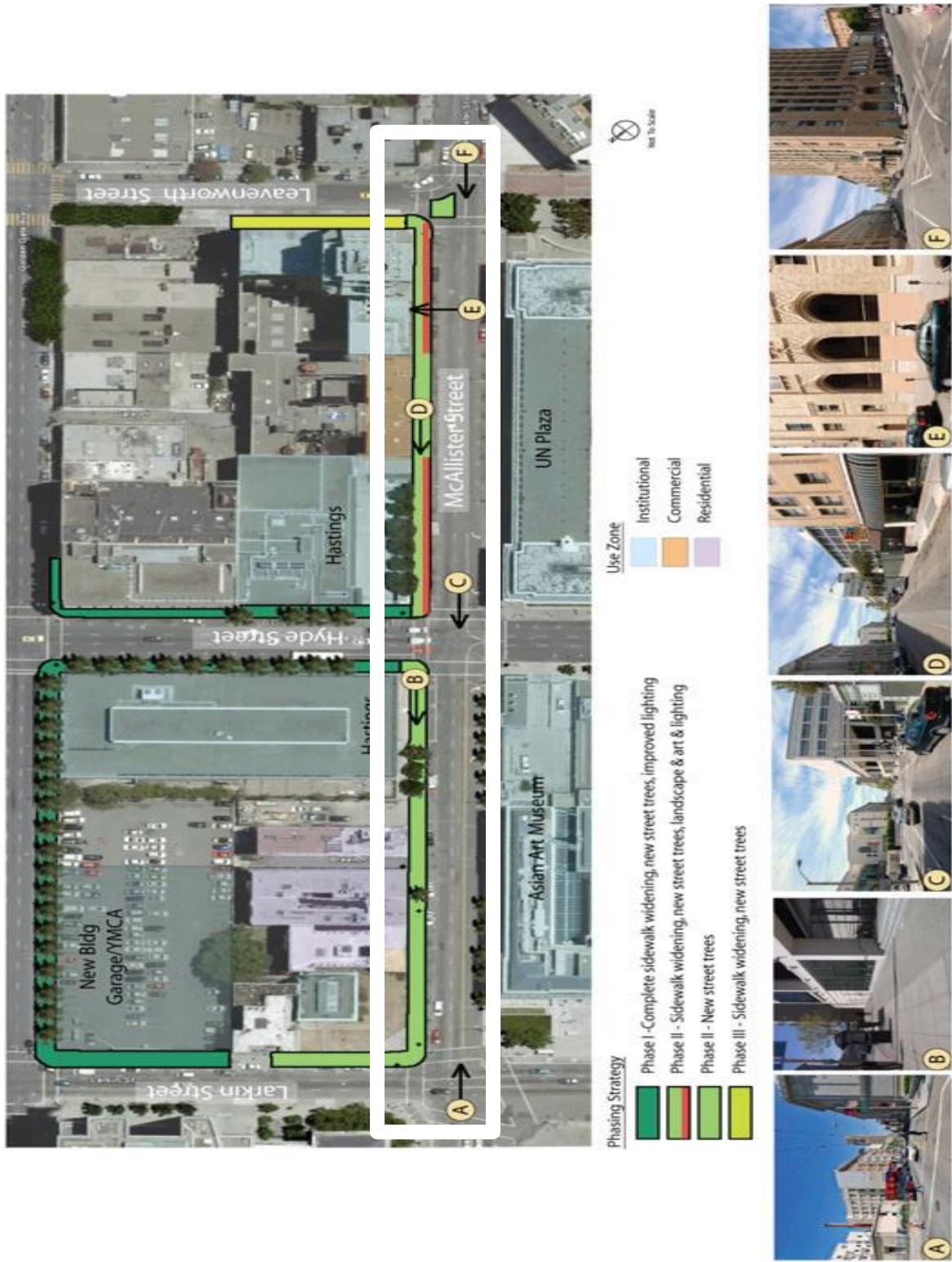
Attachment 3.
Project Information Sheet – McAllister Street Campus Streetscape

Cost and Funding: UC Hastings estimates that the total project cost for the streetscape improvements is \$2,505,845, based on the current level of design. Of this amount, Prop AA will fund \$1,845,206. Prop AA funds are being leveraged against \$660,639 from UC Hastings. The proposed funding plan is shown below.

Phase	Cost	Funding	Fund Source
Planning	\$48,728	\$ -	Prop AA
		\$48,728	UC Hastings
Environmental	\$17,000	\$ -	Prop AA
		\$17,000	UC Hastings
Design Engineering	\$217,911	\$83,000	Prop AA
		\$134,911	UC Hastings
Construction	\$2,222,206	\$1,762,206	Prop AA
		\$460,000	UC Hastings
Total	\$2,505,845	\$2,505,845	

See design concept for the McAllister Street Campus Streetscape project on the next page. Improvements funded through the above project are contained within the white square shown on the design.

Attachment 3.
 Project Information Sheet – McAllister Street Campus Streetscape



Attachment 4.
Project Information Sheet – Webster Street Pedestrian Countdown Signals

Webster Street Pedestrian Countdown Signals (SFMTA)

Districts: 2, 5

Location: On Webster Street at the following intersections: California Street, Sutter Street, Eddy Street, Turk Street, Golden Gate Avenue and McAllister Street.

Scope: Prop AA funds will be used to design and construct pedestrian signals at 6 intersections along Webster Street. Webster Street is a wide (90-foot) four lane street, with two traffic lanes going north and south and includes, bike lanes, parking lanes and a median island. Intersections where pedestrian signal improvements are currently planned include: California Street, Sutter Street, Eddy Street, Turk Street, Golden Gate Avenue and McAllister Street. A total of 36 new pedestrian signal heads will be installed at the above intersections and will include lengthened pedestrian crossing times.

The San Francisco Municipal Transportation Agency (SFMTA) is working with the Department of Public Works (DPW) to ensure that the installation of underground signal conduits are included as a part of the DPW's Webster Street Pavement Renovation project, which is scheduled to begin construction in fall 2014. The SFMTA intends to start the above-grade signal design work when the paving project is underway so that the signal upgrade can follow immediately after paving is complete.

Community Engagement/Support: This project is located along the WalkFirst corridors of Webster and Turk Streets as determined by the Mayor's Pedestrian Safety Task Force. WalkFirst Corridors are targeted for improvements because they comprise only 6% of San Francisco streets, but contribute to 60% of the total pedestrian injuries in the City.

Schedule: The environmental review process will be concurrent with the design phase. DPW's Gough Street repaving project is scheduled to begin construction in September 2013 and be completed by September 2014. The SFMTA's proposed schedule for the Gough Street pedestrian signals, shown in the table below, has construction immediately following the repaving work.

Project Phase	Start Date	End Date
Planning	--	--
Environmental Clearance	May 2014	June 2014
Design Engineering	July 2014	February 2015
Construction	June 2015	March 2016

Cost and Funding: The SFMTA estimates that the total project cost for the pedestrian countdown signals is \$1,400,000 (not including conduit work that is part of the separate repaving project), based on previous signal upgrade projects. Of this amount, SFMTA estimates \$260,000 for design and \$1,140,000 for construction. The cost is about \$233,000 per intersection. Prop AA will fund \$260,000 of design and \$104,794 of construction. The proposed funding plan for the entire project, including conduit work, is shown on the next page.

**Attachment 4.
Project Information Sheet – Webster Street Pedestrian Countdown Signals**

Pedestrian Signals			
Phase	Cost	Funding	Fund Source
Planning/ Environmental	\$0	\$0	N/A
Design Engineering	\$260,000	\$260,000	Prop AA
Construction	align="right">\$1,140,000	\$104,794	Prop AA
		\$1,035,206	Prop K (planned)
Pedestrian Signals Total	\$1,400,000	\$1,400,000	
Pedestrian Conduits (not part of Prop AA request)			
Planning/ Environmental	\$0	\$0	N/A
Design Engineering	\$33,600	\$33,600	SFMTA Operating
Construction	\$162,400	\$162,400	SFMTA Operating
Pedestrian Conduit Total	\$196,000	\$196,000	
Total	\$1,596,000	\$1,596,000	

Attachment 5.
Prop AA Strategic Plan Programming
(For Board approval 04.22.2014)

District	Project Name	Phase	Sponsor	Fiscal Year 2012/13	Fiscal Year 2013/14	Fiscal Year 2014/15	Fiscal Year 2015/16	Fiscal Year 2016/17	5-Year Total
Funds Available in Category				\$ 4,358,888	\$ 2,210,086	\$ 2,210,086	\$ 2,210,086	\$ 2,210,086	\$ 13,199,232
6	9th Street Pavement Renovation	CON	DPW	\$ 2,216,627					\$ 2,216,627
4	28th Ave Pavement Renovation	CON	DPW	\$ 1,174,260					\$ 1,174,260
3	Chinatown Broadway St ⁴	DES	DPW		\$ 650,000				\$ 650,000
9,10,11	Mansell Corridor Improvement Project ⁴	DES	SFMTA		\$ 202,228				\$ 202,228
9,10,11	Mansell Corridor Improvement Project ⁴	CON	RPD/SFMTA			\$ 2,325,624			\$ 2,325,624
5,6	McAllister St Pavement Renovation	CON	DPW		\$ 2,210,000				\$ 2,210,000
8	Dolores St Pavement Renovation	CON	DPW			\$ 2,210,000			\$ 2,210,000
6	Brannan St Pavement Renovation	CON	DPW					\$ 2,210,000	\$ 2,210,000
Subtotal Programmed				\$ 3,390,887	\$ 3,062,228	\$ 4,535,624	\$ -	\$ 2,210,000	\$ 13,198,739
(Over)/Under				\$ 968,001	\$ (852,142)	\$ (2,325,538)	\$ 2,210,086	\$ 86	\$ 493
Cumulative Remaining				\$ 968,001	\$ 115,859	\$ (2,209,680)	\$ 407	\$ 493	\$ 493

Pedestrian Safety

Funds Available in Category				\$ 2,179,444	\$ 1,365,043	\$ 1,105,043	\$ 1,105,043	\$ 1,105,043	\$ 6,859,616
2	Arguello Gap Closure ²	CON	Presidio		\$ 350,000				\$ 350,000
6	Mid-Block Crossing on Natoma/8th ⁴	DES	SFMTA		\$ 55,000				\$ 55,000
6	Mid-Block Crossing on Natoma/8th ⁴	CON	SFMTA			\$ 310,000			\$ 310,000
6	Ellis/Eddy Traffic Calming Improvement ^{4,5}	DES	SFMTA		\$ 337,450	\$ 27,550			\$ 365,000
2,5	Franklin St Pedestrian Signals ⁴	DES	SFMTA		\$ 830,000				\$ 830,000
2,5	Franklin St Pedestrian Signals ⁴	CON	SFMTA			\$ 720,000			\$ 720,000
1,2,3,5,6,8,9	Pedestrian Countdown Signals	CON	SFMTA	\$ 1,683,000					\$ 1,683,000
6	McAllister St Campus Streetscape ³	DES	UC Hastings		\$ 83,000				\$ 83,000
6	McAllister St Campus Streetscape	CON	UC Hastings			\$ 717,000			\$ 717,000
6	McAllister St Campus Streetscape Phase IIA Additional Funds ⁸	CON	UC Hastings			\$ 219,458			\$ 219,458
6	McAllister St Campus Streetscape Phase IIB ⁸	CON	UC Hastings			\$ 825,748			\$ 825,748
2,5	Webster St Pedestrian Signals ⁸	DES	SFMTA			\$ 260,000			\$ 260,000
2,5	Webster St Pedestrian Signals ⁸	CON	SFMTA				\$ 104,794		\$ 104,794
2,5	Gough St Pedestrian Signals	DES/CON	SFMTA				\$ 337,000		\$ 337,000
Subtotal Programmed				\$ 1,683,000	\$ 1,655,450	\$ 3,079,756	\$ 441,794	\$ -	\$ 6,860,000
(Over)/Under				\$ 496,444	\$ (290,407)	\$ (1,974,713)	\$ 663,249	\$ 1,105,043	\$ (384)
Cumulative Remaining				\$ 496,444	\$ 206,037	\$ (1,768,676)	\$ (1,105,427)	\$ (384)	\$ (384)

Transit Reliability and Mobility Improvements

Funds Available in Category				\$ 2,179,444	\$ 1,105,043	\$ 1,105,043	\$ 1,105,043	\$ 1,105,043	\$ 6,599,616
3,6	Civic Center BART/Muni Bike Station	CON	BART		\$ 248,000				\$ 248,000
7	Phelan Loop Pedestrian Connector ⁴	DES	City College/SFMTA		\$ 65,000				\$ 65,000
7	Phelan Loop Pedestrian Connector ⁴	CON	City College/SFMTA			\$ 872,000			\$ 872,000
10	Hunters View Transit Connection ^{4,7}	CON	MOH		\$ 195,000				\$ 195,000
10	Hunters View Transit Connection	CON	MOH		\$ 1,649,994				\$ 1,649,994
9	24th St Mission SW BART Plaza and Pedestrian Improvements ¹	CON	BART	\$ 1,217,811					\$ 1,217,811
TBD	Rapid Network Placeholder	DES/CON	SFMTA			\$ 287,000	\$ 965,000	\$ 1,099,919	\$ 2,351,919
Subtotal Programmed				\$ 1,217,811	\$ 2,157,994	\$ 1,159,000	\$ 965,000	\$ 1,099,919	\$ 6,599,724
(Over)/Under				\$ 961,633	\$ (1,052,951)	\$ (53,957)	\$ 140,043	\$ 5,124	\$ (108)
Cumulative Remaining				\$ 961,633	\$ (91,318)	\$ (145,275)	\$ (5,232)	\$ (108)	\$ (108)

Total Programmed	\$ 6,291,698	\$ 6,875,672	\$ 8,774,380	\$ 1,406,794	\$ 3,309,919	\$ 26,658,463
(Over)/Under	\$ 2,426,077	\$ (2,195,500)	\$ (4,354,208)	\$ 3,013,378	\$ 1,110,253	\$ -
Cumulative	\$ 2,426,077	\$ 230,577	\$ (4,123,631)	\$ (1,110,253)	\$ -	\$ -

Total Available Funds	\$ 8,717,775	\$ 4,420,172	\$ 4,420,172	\$ 4,420,172	\$ 4,420,172	\$ 26,398,463
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**Attachment 5.
Prop AA Strategic Plan Programming
(For Board approval 04.22.2014)**

	Allocated
	Pending

NOTES:

¹24th St Mission SW BART Plaza and Pedestrian Improvements: Reprogrammed \$1,217,811 in Fiscal Year 2013/14 funds to Fiscal Year 2012/13. Cash flow remains as 100% in Fiscal Year 2013/14. (Res. 13-30, approved 01.29.2013)

²Arguello Gap Closure: Reprogrammed design funds (\$75,000) from Fiscal Year 2012/13 to Fiscal Year 2013/14 for use on the construction phase and delayed cash flow by one fiscal year. (Res. 14-05, approved 07.23.2013)

³McAllister St Campus Streetscape: Reprogrammed design funds (\$83,000) from Fiscal Year 2014/15 to Fiscal Year 2013/14. Changed cash flow to 100% in Fiscal Year 2013/14. (Res. 14-20, approved 09.24.2013)

⁴Fiscal Year 2013/14 Strategic Plan amendment. (Res. 14-26, approved 10.22.2013)

Chinatown Broadway St: Reprogrammed design funds (\$650,000) from Fiscal Year 2012/13 to Fiscal Year 2013/14.

Mid-block Crossing on Minna/7th & Natoma/8th: Removed Minna/7th from project scope and reduced programming by half of the design funds (\$55,000) and half of the construction funds (\$310,000); reprogrammed Natoma/8th design funds from Fiscal Year 2012/13 to Fiscal Year 2013/14 and construction funds from Fiscal Year 2013/14 to Fiscal Year 2014/15.

Ellis/Eddy Traffic Calming Improvement: Added project with \$365,000 in Fiscal Year 2014/15 for design.

Franklin St Pedestrian Signals: Reprogrammed design funds (\$830,000) from Fiscal Year Fiscal Year 2012/13 to Fiscal Year 2013/14 and construction funds (\$720,000) from Fiscal Year 2013/14 to Fiscal Year 2014/15.

Phelan Loop Pedestrian Connector: Added SFMTA as an eligible project sponsor and reprogrammed design funds from Fiscal Year 2012/13 to Fiscal Year 2013/14 and construction funds from Fiscal Year 2013/14 to Fiscal Year 2014/15.

Hunters View Phase II: Transit Connection: Reprogrammed the project design funds (\$195,000) from Fiscal Year 2012/13 to Fiscal Year 2013/14.

Mansell Corridor Improvement Project: Added SFMTA as an eligible project sponsor.

⁵Ellis/Eddy Traffic Calming Improvements: Reprogrammed \$337,450 from Fiscal Year 2014/15 to Fiscal Year 2013/14. (Res. 14-57, approved 02.25.2014)

⁶Winston Drive Pedestrian Improvements: Project cancelled by sponsor. Funds subject to competitive call for project in January 2014.

⁷Hunters View Phase II: Reprogrammed funds for design phase (\$195,000) for use on the construction phase. (Res. 14-XX, approved MO.DA.YEAR)

⁸McAllister St Campus Streetscape and Webster St Pedestrian Countdown Signals: Projects added.

Reprogrammed \$1,045,206 from Winston Drive Pedestrian Improvements to Fiscal Year 2014/15 for the construction phase of McAllister St Campus Streetscape.

Programmed \$260,000 in Prop AA capital reserve funds to Fiscal Year 2014/15 for the design phase of Webster Street Pedestrian Countdown Signals.

Reprogrammed \$104,794 from Winston Drive Pedestrian Improvements to Fiscal Year 2014/15 for the construction phase of Webster Street Pedestrian Countdown Signals.

Attachment 6.
Prop AA Strategic Plan Cash Flow
(For Board approval 04.22.2014)

District	Project Name	Phase	Sponsor	Fiscal Year 2012/13	Fiscal Year 2013/14	Fiscal Year 2014/15	Fiscal Year 2015/16	Fiscal Year 2016/17	5-Year Total
Funds Available in Category				\$ 4,358,888	\$ 2,210,086	\$ 2,210,086	\$ 2,210,086	\$ 2,210,086	\$ 13,199,232
6	9th Street Pavement Renovation	CON	DPW	\$ 554,157	\$ 1,662,470				\$ 2,216,627
4	28th Ave Pavement Renovation	CON	DPW	\$ 587,130	\$ 587,130				\$ 1,174,260
3	Chinatown Broadway St ⁴	DES	DPW		\$ 650,000				\$ 650,000
9,10,11	Mansell Corridor Improvement Project ⁴	DES	SFMTA		\$ 162,268	\$ 39,960			\$ 202,228
9,10,11	Mansell Corridor Improvement Project ⁴	CON	RPD/SFMTA			\$ 707,199	\$ 1,618,425		\$ 2,325,624
5,6	McAllister St Pavement Renovation	CON	DPW		\$ 2,210,000				\$ 2,210,000
8	Dolores St Pavement Renovation	CON	DPW				\$ 1,299,747	\$ 910,253	\$ 2,210,000
6	Brannan St Pavement Renovation	CON	DPW					\$ 2,210,000	\$ 2,210,000
Subtotal Programmed				\$ 1,141,287	\$ 5,271,868	\$ 747,159	\$ 2,918,172	\$ 3,120,253	\$ 13,198,739
(Over)/Under				\$ 3,217,601	\$ (3,061,782)	\$ 1,462,927	\$ (708,086)	\$ (910,167)	\$ 493
Cumulative Remaining				\$ 3,217,601	\$ 155,819	\$ 1,618,746	\$ 910,660	\$ 493	\$ 493

Pedestrian Safety

Funds Available in Category				\$ 2,179,444	\$ 1,365,043	\$ 1,105,043	\$ 1,105,043	\$ 1,105,043	\$ 6,859,616
2	Arguello Gap Closure ²	CON	Presidio		\$ 350,000				\$ 350,000
6	Mid-Block Crossing on Natoma/8th ⁴	DES	SFMTA		\$ 15,000	\$ 40,000			\$ 55,000
6	Mid-Block Crossing on Natoma/8th ⁴	CON	SFMTA			\$ 310,000			\$ 310,000
6	Ellis/Eddy Traffic Calming ^{4,5}	DES	SFMTA		\$ 168,725	\$ 196,275			\$ 365,000
2,5	Franklin St Pedestrian Signals ⁴	DES	SFMTA		\$ 830,000				\$ 830,000
2,5	Franklin St Pedestrian Signals ⁴	CON	SFMTA			\$ 720,000			\$ 720,000
1,2,3,5,6,8,9	Pedestrian Countdown Signals	CON	SFMTA	\$ 841,500	\$ 841,500				\$ 1,683,000
6	McAllister St Campus Streetscape ³	DES	UC Hastings		\$ 83,000				\$ 83,000
6	McAllister St Campus Streetscape	CON	UC Hastings			\$ 717,000			\$ 717,000
6	McAllister St Campus Streetscape Phase IIA Additional Funds ⁸	CON	UC Hastings			\$ 219,458			\$ 219,458
6	McAllister St Campus Streetscape Phase IIB ⁸	CON	UC Hastings			\$ 825,748			\$ 825,748
2,5	Webster St Pedestrian Signals ⁸	DES	SFMTA			\$ 260,000			\$ 260,000
2,5	Webster St Pedestrian Signals ⁸	CON	SFMTA				\$ 104,794		\$ 104,794
2,5	Gough St Pedestrian Signals	DES/CON	SFMTA				\$ 337,000		\$ 337,000
Subtotal Programmed				\$ 841,500	\$ 2,288,225	\$ 3,288,481	\$ 441,794	\$ -	\$ 6,860,000
(Over)/Under				\$ 1,337,944	\$ (923,182)	\$ (2,183,438)	\$ 663,249	\$ 1,105,043	\$ (384)
Cumulative Remaining				\$ 1,337,944	\$ 414,762	\$ (1,768,676)	\$ (1,105,427)	\$ (384)	\$ (384)

Transit Reliability and Mobility Improvements

Funds Available in Category				\$ 2,179,444	\$ 1,105,043	\$ 1,105,043	\$ 1,105,043	\$ 1,105,043	\$ 6,599,616
3,6	Civic Center BART/Muni Bike Station	CON	BART		\$ 124,000	\$ 124,000			\$ 248,000
7	Phelan Loop Pedestrian Connector ⁴	DES	City College/SFMTA		\$ 65,000				\$ 65,000
7	Phelan Loop Pedestrian Connector ⁴	CON	City College/SFMTA			\$ 872,000			\$ 872,000
10	Hunters View Transit Connection ^{4,7}	CON	MOH		\$ 195,000				\$ 195,000
10	Hunters View Transit Connection	CON	MOH		\$ 10,737	\$ 961,606	\$ 677,651		\$ 1,649,994
9	24th St Mission SW BART Plaza and Pedestrian Improvements ¹	CON	BART		\$ 686,797	\$ 531,014			\$ 1,217,811
TBD	Rapid Network Placeholder	DES/CON	SFMTA			\$ 287,000	\$ 965,000	\$ 1,099,919	\$ 2,351,919
Subtotal Programmed				\$ -	\$ 1,081,534	\$ 2,775,620	\$ 1,642,651	\$ 1,099,919	\$ 6,599,724
(Over)/Under				\$ 2,179,444	\$ 23,509	\$ (1,670,577)	\$ (537,608)	\$ 5,124	\$ (108)
Cumulative Remaining				\$ 2,179,444	\$ 2,202,953	\$ 532,376	\$ (5,232)	\$ (108)	\$ (108)

Total Programmed	\$ 1,982,787	\$ 8,641,627	\$ 6,811,260	\$ 5,002,617	\$ 4,220,172	\$ 26,658,463
(Over)/Under	\$ 6,734,988	\$ (3,961,455)	\$ (2,391,088)	\$ (582,445)	\$ 200,000	\$ -
Cumulative	\$ 6,734,988	\$ 2,773,533	\$ 382,445	\$ (200,000)	\$ -	\$ -

Total Available Funds	\$ 8,717,775	\$ 4,420,172	\$ 4,420,172	\$ 4,420,172	\$ 4,420,172	\$ 26,398,463
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Attachment 6.
Prop AA Strategic Plan Cash Flow
(For Board approval 04.22.2014)

	Allocated
	Pending

NOTES:

¹24th St Mission SW BART Plaza and Pedestrian Improvements: Reprogrammed \$1,217,811 in Fiscal Year 2013/14 funds to Fiscal Year 2012/13. Cash flow remains as 100% in Fiscal Year 2013/14. (Res. 13-30, approved 01.29.2013)

²Arguello Gap Closure: Reprogrammed design funds (\$75,000) from Fiscal Year 2012/13 to Fiscal Year 2013/14 for use on the construction phase and delayed cash flow by one fiscal year. (Res. 14-05, approved 07.23.2013)

³McAllister St Campus Streetscape: Reprogrammed design funds (\$83,000) from Fiscal Year 2014/15 to Fiscal Year 2013/14. Changed cash flow to 100% in Fiscal Year 2013/14. (Res. 14-20, approved 09.24.2013)

⁴Fiscal Year 2013/14 Strategic Plan amendment. (Res. 14-26, approved 10.22.2013)

Chinatown Broadway St: Reprogrammed design funds (\$650,000) from Fiscal Year 2012/13 to Fiscal Year 2013/14.

Mid-block Crossing on Minna/7th & Natoma/8th: Removed Minna/7th from project scope and reduced programming by half of the design funds (\$55,000) and half of the construction funds (\$310,000); reprogrammed Natoma/8th design funds from Fiscal Year 2012/13 to Fiscal Year 2013/14 and construction funds from Fiscal Year 2013/14 to Fiscal Year 2014/15.

Ellis/Eddy Traffic Calming Improvement: Added project with \$365,000 in Fiscal Year 2014/15 for design.

Franklin St Pedestrian Signals: Reprogrammed design funds (\$830,000) from Fiscal Year Fiscal Year 2012/13 to Fiscal Year 2013/14 and construction funds (\$720,000) from Fiscal Year 2013/14 to Fiscal Year 2014/15.

Phelan Loop Pedestrian Connector: Added SFMTA as an eligible project sponsor and reprogrammed design funds from Fiscal Year 2012/13 to Fiscal Year 2013/14 and construction funds from Fiscal Year 2013/14 to Fiscal Year 2014/15.

Hunters View Phase II: Transit Connection: Reprogrammed the project design funds (\$195,000) from Fiscal Year 2012/13 to Fiscal Year 2013/14.

Mansell Corridor Improvement Project: Added SFMTA as an eligible project sponsor.

⁵Ellis/Eddy Traffic Calming Improvements: Reprogrammed \$337,450 from Fiscal Year 2014/15 to Fiscal Year 2013/14. (Res. 14-57, approved 02.25.2014)

⁶Winston Drive Pedestrian Improvements: Project cancelled by sponsor. Funds subject to competitive call for project in January 2014.

⁷Hunters View Phase II: Reprogrammed funds for design phase (\$195,000) for use on the construction phase. (Res. 14-XX, approved MO.DA.YEAR)

⁸McAllister St Campus Streetscape and Webster St Pedestrian Countdown Signals: Projects added.

Reprogrammed \$1,045,206 from Winston Drive Pedestrian Improvements to Fiscal Year 2014/15 for the construction phase of McAllister St Campus Streetscape.

Programmed \$260,000 in Prop AA capital reserve funds to Fiscal Year 2014/15 for the design phase of Webster Street Pedestrian Countdown Signals.

Reprogrammed \$104,794 from Winston Drive Pedestrian Improvements to Fiscal Year 2014/15 for the construction phase of Webster Street Pedestrian Countdown Signals.