



Memorandum

Date: 03.20.14 **RE:** Citizens Advisory Committee
March 26, 2014

To: Citizens Advisory Committee

From: Anna LaForte – Deputy Director for Policy and Programming *ake*
Maria Lombardo – Chief Deputy Director for Policy and Programming *mel*

Subject: **ACTION** – Adopt a Motion of Support for the Approval of the 2014 Prop AA Call for Projects Programming Recommendations and Amendment of the Prop AA Strategic Plan

Summary

On January 24, 2014, we issued a Prop AA call for projects to program a minimum of \$1.15 million in Prop AA funds that became available due to the San Francisco State University's cancellation of the Winston Drive Pedestrian Improvements project. By the March 10, 2014, deadline we received 6 candidate projects from 5 sponsors requesting approximately \$5 million in Prop AA funds. We evaluated projects using the Board-adopted screening and prioritization criteria (Attachment 2), giving priority to eligible pedestrian safety projects ready to begin work on the proposed phase in the current fiscal year. Attachment 3 shows a summary of applications received and Attachment 4 shows how projects were evaluated and their corresponding scores. Our recommended programming (Attachment 5) includes \$1.045 million for construction of another phase of UC Hastings' McAllister Street Campus Streetscape, which was derived from the Tenderloin-Little Saigon Neighborhood Transportation Plan, and \$365,000 to fully fund design and contribute toward construction of the San Francisco Municipal Transportation Agency's (SFMTA's) Webster Street Pedestrian Countdown Signals project. Both projects are located on WalkFirst corridors. We are recommending a decrease in the Prop AA capital reserve by \$260,000 (from about ten percent to five percent of annual revenues) to support the total recommended programming of \$1.14 million, which lets us contribute more toward the Webster Street project. We anticipate being able to fully fund construction of the Webster Street project using Prop K funds or other funds that SFMTA may identify. **We are seeking a motion of support for the approval of the 2014 Prop AA call for projects programming recommendations and amendment of the Prop AA Strategic Plan.**

BACKGROUND

In December 2012, the Transportation Authority Board approved the first Prop AA Strategic Plan including the programming of \$26.4 million in Prop AA funds to 19 projects in the first five years of Prop AA (Fiscal Years 2012/13 to 2016/17). To date, the Transportation Authority Board has allocated \$12 million in Prop AA funds to 13 projects.

In October 2013, San Francisco State University (SF State) notified us that the Winston Drive Pedestrian Improvements project was cancelled and would no longer require Prop AA funding. The cancellation of this 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 issuance of the first Prop AA competitive call for projects in January 2014. At the time the call for projects was issued, there was a possibility that the total available funds might be augmented by \$937,000 in Prop AA funds from San Francisco City College's Phelan Loop Pedestrian Connector project, which was struggling to gain traction in the face of City College's ongoing accreditation issues.

The purpose of this memorandum is to present the 2014 Prop AA call for projects draft programming recommendations to the Citizens Advisory Committee (CAC), and to seek a motion of support for the approval of these recommendations and the corresponding amendment of the Prop AA Strategic Plan.

DISCUSSION

Call for Projects: On January 24, 2014, we issued the 2014 Prop AA call for projects to program \$1.15-\$2.09 million in Prop AA funds that became available due to the SF State's cancellation of the Winston Drive Pedestrian Improvements project and the potential cancellation of the Phelan Loop Pedestrian Connector project. By the March 10, 2014 deadline we received 6 candidate projects from 5 sponsors requesting approximately \$5 million in Prop AA funds, compared to the \$1.15 million available for programming in Fiscal Years 2013/14 through 2016/17. Attachment 3 shows a summary of applications received, sorted by Fiscal Year in which funds are requested, then sponsor, then project name.

Phelan Loop Pedestrian Connector Project Update: Since summer 2013, we have worked with City College and San Francisco Municipal Transportation Agency (SFMTA) staff to develop a workable solution to advance the Phelan Loop Pedestrian Connector project, which was stalled due to City College putting capital project development on hold while it addressed accreditation issues. Though details are still being refined, at this point it looks as though the SFMTA may assume responsibility for implementing the project as a part of the related Muni Phelan Loop Pedestrian Plaza project, which recently initiated design and is anticipated to be constructed by December 2015. To allow the project to proceed, the SFMTA and City College will need to execute a memorandum of understanding in the next few months to avoid delaying the plaza project's schedule. We've been keeping Chair Avalos apprised of the project delivery issues and have been coordinating with Commissioner Yee, who has expressed support to continue to work with SFMTA and City College to deliver the project.

Draft Programming Recommendations: We developed the draft programming recommendations based upon the project information submitted in response to the Prop AA calls for projects and follow-up communications with sponsors, and through application of the Board-adopted prioritization criteria (Attachment 2). We first screened project submissions for eligibility and then evaluated eligible projects against other projects using category-specific and program-wide prioritization criteria. To adhere to Prop AA's voter mandate to quickly deliver benefits to the public and in recognition of the Vision Zero resolutions introduced at the Board of Supervisors earlier this year (see related Vision Zero item on the March CAC agenda), we prioritized pedestrian safety project submissions that were ready to begin work on the proposed phase in the current fiscal year.

The following attachments provide additional project information and documentation to support our staff recommendation:

- Attachment 3 summarizes the six applications received, with brief descriptions, amounts requested, total cost, etc.
- Attachment 4 shows the evaluation criteria and the scores we gave to each project.
- Attachment 5 summarizes our programming recommendations.
- Attachments 6 and 7 contain more detailed project information sheets for the two projects recommended to receive Prop AA funds.

The two top-scoring projects - UC Hastings' McAllister Street Campus Streetscape and 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 (i.e. pedestrian-involved collisions over the past ten years). The McAllister project ranked highest because it is the only project ready to initiate work in the current fiscal year, included more intensive pedestrian safety treatments, and was grounded in a strong community process. It was derived from the

Tenderloin-Little Saigon Neighborhood Transportation Plan (2007) and was later developed as a part of the UC Hastings Campus Streetscape Plan (2010), both of which benefited from strong community input.

As shown in Attachment 5, we are recommending \$1.045 million for construction of the McAllister Street Campus Streetscape project, which covers a cost increase in an earlier Prop AA funded phase of the project (partially related to an unanticipated relocation of overhead catenary, requested by the SFTMA) and construction of a second block of pedestrian safety and streetscape improvements. In order to free up some additional funds to direct to the second highest scoring project, we negotiated with UC Hastings and reached agreement that UC Hastings would also fund design costs for the second phase.

The second highest scoring project is the SFMTA's Webster Street PCS project, for which SFMTA requested a total of \$1.41 million. This includes \$260,000 for design and the remainder for construction. No funds were proposed to be leveraged for the Prop AA scope, but SFMTA is using its operating funds to pay for installation of the conduit in coordination with a Department of Public Works' street resurfacing project.

We are recommending programming \$365,000 to the PCS project to fully fund design and partially fund construction. The total recommended Prop AA programming for the top two projects is \$1.41 million, which exceeds the \$1.15 million available to program. To provide the extra Prop AA funds, we are recommending decreasing the Prop AA capital reserve, currently totaling \$500,000 (over ten percent of anticipated annual revenues), by \$260,000 to a new balance of \$240,000 (just over 5% of annual revenues) in order to fully fund the design phase of the Webster PCS project. Prop AA is a pay-as-you-go program and the vehicle registration fee revenues are projected to be stable (flat) with little fluctuation from year to year. With updated project schedules showing slower allocations than anticipated in the Strategic Plan, as well as slower project delivery and reimbursements, we anticipate that the approximately 5% capital reserve will be more than adequate.

We will work with the SFMTA to fully fund the construction phase of the Webster Street PCS project, which is anticipated to start in July 2015. Approximately \$400,000 in Prop K funds are expected to be available from cost savings from recently completed signal projects. Additional Prop K funds can be made available to this project through the 2014 Prop K 5-Year Prioritization Program update.

Strategic Plan Amendment: The recommended draft programming for these projects would require an amendment to the Prop AA Strategic Plan to delete the Winston Drive Pedestrian Improvements project, freeing up \$1.15 million; reduce the program's capital reserve by \$260,000 (as described above); and add the two new recommended projects with \$1.41 million in Prop AA funds. The proposed revised programming and cash flow are shown in Attachments 8 and 9, respectively.

We are seeking a motion of support for the approval of the 2014 Prop AA call for projects programming recommendations and amendment of the Prop AA Strategic Plan.

ALTERNATIVES

1. Adopt a motion of support for the approval of the 2014 Prop AA call for projects programming recommendations and amendment of the Prop AA Strategic Plan, as presented.
2. Adopt a motion of support for the approval of the 2014 Prop AA call for projects programming recommendations and amendment of the Prop AA Strategic Plan, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

Approval of the programming recommendations and Strategic Plan amendment does not allocate any funds to projects. Allocation approvals are the subject of separate actions by the Transportation Authority Board. Sufficient funds are included in the proposed amended Fiscal Year 2013/14 budget to accommodate the recommended cash flows should the Transportation Authority Board approve the Prop AA Strategic Plan amendment and subsequent allocation requests.

RECOMMENDATION

Adopt a motion of support for the approval of the 2014 Prop AA call for projects programming recommendations and amendment of the Prop AA Strategic Plan.

Attachments:

1. Prop AA Vehicle Registration Fee – Summary
2. Prop AA Strategic Plan – Screening and Prioritization Criteria
3. Prop AA Summary of Project Submissions
4. Prop AA Project Submissions Evaluation
5. Prop AA Draft Programming Recommendations
6. Project Information Sheet – McAllister Street Campus Streetscape
7. Project Information Sheet – Webster Street Pedestrian Countdown Signals
8. Proposed Amended Prop AA Strategic Plan – Programming
9. Proposed Amended Prop AA Strategic Plan – Cash Flow

Attachment 1.
Prop AA Vehicle Registration Fee – Summary

On November 2, 2010, San Francisco voters approved Proposition AA by a 59.6% vote, authorizing the 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 projects identified in the Expenditure Plan.

Revenues

- Estimated at about \$5 million annually or \$150 million over the 30-year Expenditure Plan period.
- Administration expenses are capped at 5% by State statute.

Guiding Principles Incorporated Into the Expenditure Plan

1. All programs and projects must provide a documentable benefit or relationship to those paying the fee.
2. Don't spread the limited revenues too thin or too thick: limit the Expenditure Plan to a very small number of programmatic categories, and within the categories focus on smaller, high-impact projects that will provide tangible benefits in the short-term.
3. Stretch limited revenues as far as possible by complementing or enhancing projects that receive Prop K and other funds (e.g. support leveraging of revenues)
4. Fill gaps in fund eligibility by supporting projects that are ineligible, have very limited eligibility, or compete poorly to receive Prop K or other discretionary funds.
5. Provide a fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods.
6. Ensure accountability and transparency in programming and delivery.

Eligible Projects

Prop AA revenues must be used to funds projects from the following three programmatic categories. The percentage allocation of revenues designated for each category over the 30-year Expenditure Plan period is shown in parenthesis following the category name.

- **Street Repair and Reconstruction (50%)**

Repair and reconstruction of city streets to prevent deterioration of the roadway system, based on an industry-standard pavement management system designed to inform cost effective roadway maintenance. Priority given to streets located on San Francisco's bicycle and transit networks and to projects that include complete streets elements such as curb ramps, bicycle infrastructure, pedestrian improvements, and traffic calming. Includes design and construction.

- **Pedestrian Safety (25%)**

Improvements to the safety and usability of city streets for pedestrians. Priority given to projects that shorten crossing distances, minimize conflicts with other modes, and reduce pedestrian hazards. May include crosswalk improvements, sidewalk widening and bulbouts, sidewalk repair, repair or upgrade of stairways connecting to transit stops, pedestrian countdown signals, pedestrian lighting, and traffic calming. Includes design and

Attachment 1.
Prop AA Vehicle Registration Fee – Summary

construction.

- **Transit Reliability & Mobility Improvements (25%)**

Improvements that promote transportation system connectivity, reliability, and accessibility. Priority given to projects on corridors with high transit ridership and those that support proposed rapid transit. May include transit station and stop improvements, transit stop consolidation and relocation, transit signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, innovative parking management pilots and projects, and transportation demand management. Includes design and construction.

Eligible Project Sponsors

Only public agencies are eligible to receive allocations of vehicle registration fee revenues.

Attachment 2.

Prop AA Vehicle Registration Fee Strategic Plan Screening and Prioritization Criteria (adopted 12.2012)

The Prop AA Expenditure Plan requires that the Strategic Plan include a prioritization mechanism to rank projects within each of the three programmatic categories. The intent of this requirement is to provide the Transportation Authority Board, the public, and Prop AA project sponsors with a clear understanding of how projects are prioritized for funding within program. Having a transparent and well-documented prioritization methodology in place allows for an open, inclusive and predictable project development process, intended to result in a steady stream of projects that are ready to compete for Prop AA, Prop K, and other discretionary (i.e., competitive) fund sources for implementation. In addition, a robust prioritization methodology helps to ensure that projects programmed for Prop AA funds can deliver near-term, tangible benefits to the public as intended by the Expenditure Plan. Finally, it allows project sponsors to better take advantage of coordination opportunities with other transportation projects funded by Prop AA and other funding sources that should result in efficiencies and minimize disruption caused by construction activities.

I. SCREENING

Projects must meet all screening criteria in order to be considered further for Prop AA funding. The screening criteria focus on meeting the eligibility requirements for Prop AA funds and include, but are not limited to, the following factors:

- Project sponsor is an eligible administering agency per the Prop AA Expenditure Plan guidelines.
- Project is eligible for funding from one or more of Prop AA's three programmatic categories.
- Project is seeking Prop AA funds for design, construction and/or procurement phases only.
- Project is consistent with the regional transportation plan.
- Project is consistent with citywide-board adopted plans; existing and planned land uses; and adopted standards for urban design and for the provision of pedestrian amenities; and supportiveness of planned growth in transit friendly housing, employment and services.

II. GENERAL PRIORITIZATION

Projects that meet all of the Prop AA screening criteria will be prioritized for Prop AA funding based on, but not limited to the factors listed below. Neither the general prioritization criteria listed below nor category-specific criteria listed in Section III are in any particular order nor are they weighted. In general, the more criteria a project satisfies and the better it meets them, the higher a project will be ranked

- **Project Readiness:** Priority shall be given to projects that can implement the funded phase(s) within twelve months of allocation. Implementation includes issuance of a purchase order to secure project components, date of a consultant contract, or encumbrance of staff labor charges by project sponsor.
- **Relative Level of Need or Urgency:** Priority shall be given to projects that address known safety issues. Priority shall be given to projects that are trying to take advantage of time sensitive construction coordination opportunities.
- **Community Engagement/Support:** Priority shall be given to projects with clear and diverse community support and/or developed out of a community-based planning process (e.g., community based transportation plan, neighborhood transportation plan, corridor improvement study, campus master plan, station area plans, etc.).

Attachment 2.

- **Geographic Equity:** Prop AA programming will reflect fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods. This factor will be applied program-wide and to individual projects, as appropriate.
- **Fund Leveraging:** Priority shall be given to projects that can demonstrate leveraging of Prop AA funds, or that can justify why they are ineligible, have very limited eligibility, or compete poorly to receive Prop K or other discretionary funds.
- **Project Sponsor Priority:** For project sponsors that submit multiple Prop AA applications, the Authority will consider the project sponsor's relative priority for its applications.
- **Project Delivery Track Record:** The Authority will consider the project sponsor(s)' past project delivery track record of prior Prop AA and other Authority-programmed funds when prioritizing potential Prop AA projects. For sponsors that have not previously received Authority-funds, the Authority will consider the sponsors' project delivery track record for capital projects funded by other means.

III. PROGRAMMATIC CATEGORY PRIORITIZATION

In addition to the general prioritization criteria detailed in Section II, listed below are prioritization criteria specific to each programmatic category.

Street Repair and Reconstruction

- Priority will be given to projects based on an industry-standard pavement management system designed to inform cost effective roadway maintenance.
- Priority will be given to streets located on San Francisco's bicycle and transit networks.
- Priority will be given to projects that include complete streets elements.-Specifically, priority will be given to projects that include at least a minimal level of enhancement over previous conditions and that directly benefit multiple system users regardless of fund source (e.g. Street Repair and Reconstruction category, other Prop AA category or non-Prop AA fund source). Enhancements include complete streets elements for pedestrians, cyclists, or transit passengers that are improvements above and beyond those triggered by the street repair and reconstruction work (i.e., ADA compliant curb ramps required because of the street repair and reconstruction work).

Pedestrian Safety

- Priority will be given to projects that shorten crossing distances, minimize conflicts with other modes, and reduce pedestrian hazards.
- Priority will be given to projects on corridors that are identified through or are consistent with the WalkFirst effort or successor efforts (e.g., pedestrian master plan).
- Priority will be given to infrastructure projects that improve access to transit and/or schools.

Attachment 2.

Transit Reliability and Mobility Improvements

- Priority will be given to projects that support existing or proposed rapid transit, including projects identified in transit performance plans or programs such as the San Francisco Municipal Transportation Agency's Transit Effectiveness Program and Rapid Network initiative.
- Priority will be given to projects that increase transit accessibility and reliability (e.g. stop improvements, transit stop consolidation and relocation, transit signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, and bicycle parking), including regional transit connections.
- Priority will be given to travel demand management projects that aim to reduce auto congestion and are aligned with San Francisco's citywide travel demand management goals.

**Attachment 3.
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.
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 3.
Prop AA Summary of Project Submissions -
Transit Reliability Mobility Improvement¹**

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		

¹Projects 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.

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

³Sponsor 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 4.
Prop AA Project Submissions Evaluation - Pedestrian Safety**

Projects	General Prioritization						Pedestrian Prioritization						Total
	Readiness		Level of Need		Fund Leveraging		Pedestrian Prioritization		Improve Transit & School Access				
	FY 13/14	Outyears	Safety Issues	CON Coord.	Community Support	Leveraging	No other sources	Delivery Track Record	Reduce Hazards	WalkFirst Efforts	SWITRS		
McAllister Street Campus Streetscape Project Phases IIA and IIB	1	0	1	1	2	0.5	0	0.5	2	1	3	2	14.0
Webster Street Pedestrian Countdown Signals	0	0.5	1	0.5	0	0.5	0	0	1	1	3	2	9.5
Elk Street Traffic Calming	0	0.5	0	1	2	0.5	0	0.5	2	0	0	1	7.5
Illinois Street Sidewalk Construction	0	0.5	0	0	2	1	0	1	1	0	0	1	6.5
East Harbor Beautification Project	0	0.5	0	0	1	1	0	0.5	2	0	0	1	6.0
Total Possible Score	1	1	1	1	2	1	1	1	2	1	<i>Varies</i>	2	

Project Scoring Key: Projects were assessed using Transportation Authority Board adopted general and category specific prioritization criteria. Neither the general prioritization criteria nor the category specific criteria were weighted. In general, the more criteria a project satisfied and the better it met them, the higher a project was ranked when staff developed recommendations.

Project Readiness: Highest possible score was 1. Transportation Authority staff assessed whether a project would be able to be implemented within twelve months of allocation based on the year of request, either in Fiscal Years 2013/14 and 2014/15 or outyears. If Transportation Authority staff were confident a project could progress in that timeframe, it was given a score of 1. Projects requesting funds, particularly in the early years, that did not have some level of community outreach or design complete were given lower scores (either 0.5 or 0).

Project Level of Need - Safety Issues: Highest possible score was 1. Transportation Authority staff assessed whether a project addressed a known safety issue. Projects received a score of 0 if the proposed improvement (e.g. paving, no enhancements) did not address a known safety issue.

Project Level of Need - Construction Coordination: Highest possible score was 1. Transportation Authority staff assessed whether a project was being actively coordinated with a construction project. Projects received a score of 0 if they were not trying to take advantage of time sensitive construction coordination opportunities.

Project Community Support: Highest possible score was 2. Transportation Authority staff assessed whether a project had community support and/or was developed out of a community-based planning process. Projects that were clearly not developed out of a community-based planning process or did not have other forms of demonstrated community support received a score of 0.

Fund Leveraging: Highest possible score was 1. Transportation Authority staff assessed whether a project demonstrated leveraging of Prop AA funds. Projects that were not able to demonstrate any amount of leveraging received a score of 0.

Fund Leveraging - No Other Sources: Highest possible score was 1. Transportation Authority staff assessed whether a project would compete poorly to receive Prop K or other discretionary funds. These projects received a score of 1.

Project Delivery Track Record: Highest possible score was 1. Transportation Authority staff considered the project sponsor past delivery track record of Transportation Authority-programmed funds or capital projects funded by other means for new/infrequent project sponsors.

Reduce Hazards: Highest possible score was 2. Transportation Authority staff considered whether the project proposed improvements that would shorten crossing distances, minimize conflicts with other modes, and reduce pedestrian hazards. Projects including more intensive treatments (e.g. curb bulbs that reduce exposure) received 2 points and projects that proposed less intensive treatments (e.g. pedestrian countdown signal) received 1 point.

WalkFirst Efforts: Highest possible score was 1. Transportation Authority staff assessed whether the project was located along a WalkFirst corridor. Projects that were located along such a corridor received 1 point and projects that were only partially located on a corridor received 0.5 points.

California Highway Patrol, Statewide Integrated Traffic Reporting System (SWITRS) 2005 to 2011: Highest possible score varies. Transportation Authority staff analyzed the number of pedestrian injuries/collisions using SWITRS. Scores are calculated based on the total number of collisions for all intersections in the project scope divided by the total number of intersections.

Improve Transit and School Access: Highest possible score was 2. Transportation Authority staff assessed whether the project would improve access to transit and/or schools. Projects could receive a point for addressing each.

**Attachment 4.
Prop AA Project Submissions Evaluation -
Transit Reliability and Mobility Improvement**

Projects	General Prioritization						Transit Prioritization				Total	
	Readiness		Level of Need		Fund Leveraging		Support Rapid Transit	Increase Accessibility & Reliability	TDM			
	FY 13/14	Outyears	Safety Issues	CON Coord.	Community Support	Leveraging				No other sources		Delivery Track Record
Powell Street Station Platform Level Lighting Upgrade	1	0	0	0	1	0	0	1	1	0	0	4
Total Possible Score	1	1	1	1	2	1	1	1	1	2	1	

Project Scoring Key: Projects were assessed using Transportation Authority Board adopted general and category specific prioritization criteria. Neither the general prioritization criteria nor the category specific criteria were weighted. In general, the more criteria a project satisfied and the better it met them, the higher a project was ranked when staff developed recommendations.

Project Readiness: Highest possible score was 1. Transportation Authority staff assessed whether a project would be able to be implemented within twelve months of allocation based on the year of request, either in Fiscal Years 2013/14 and 2014/15 or outyears. If Transportation Authority staff were confident a project could progress in that timeframe, it was given a score of 1. Projects requesting funds, particularly in the early years, that did not have some level of community outreach or design complete were given lower scores (either 0.5 or 0).

Project Level of Need - Safety Issues: Highest possible score was 1. Transportation Authority staff assessed whether a project addressed a known safety issue. Projects received a score of 0 if the proposed improvement (e.g. paving, no enhancements) did not address a known safety issue.

Project Level of Need - Construction Coordination: Highest possible score was 1. Transportation Authority staff assessed whether a project was being actively coordinated with a construction project. Projects received a score of 0 if they were not trying to take advantage of time sensitive construction coordination opportunities.

Project Community Support: Highest possible score was 2. Transportation Authority staff assessed whether a project had community support and/or was developed out of a community-based planning process. Projects that were clearly not developed out of a community-based planning process or did not have other forms of demonstrated community support received a score of 0.

Fund Leveraging: Highest possible score was 1. Transportation Authority staff assessed whether a project demonstrated leveraging of Prop AA funds. Projects that were not able to demonstrate any amount of leveraging received a score of 0.

Fund Leveraging - No Other Sources: Highest possible score was 1. Transportation Authority staff assessed whether a project would be compete poorly to receive Prop K or other discretionary funds. These projects received a score of 1.

Project Delivery Track Record: Highest possible score was 1. Transportation Authority staff considered the project sponsor past delivery track record of Authority-programmed funds or capital projects funded by other means.

Support Rapid Transit: Highest possible score was 1. Transportation Authority staff assessed whether the project supported existing or proposed rapid transit.

Increase Accessibility and Reliability: Highest possible score was 2. Transportation Authority staff assessed whether the project increased accessibility and/or reliability. A project could receive a point for each.

Transportation Demand Management: Highest possible score was 1. Transportation Authority staff assessed whether the project was a TDM project.

**Attachment 5.
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 6.
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

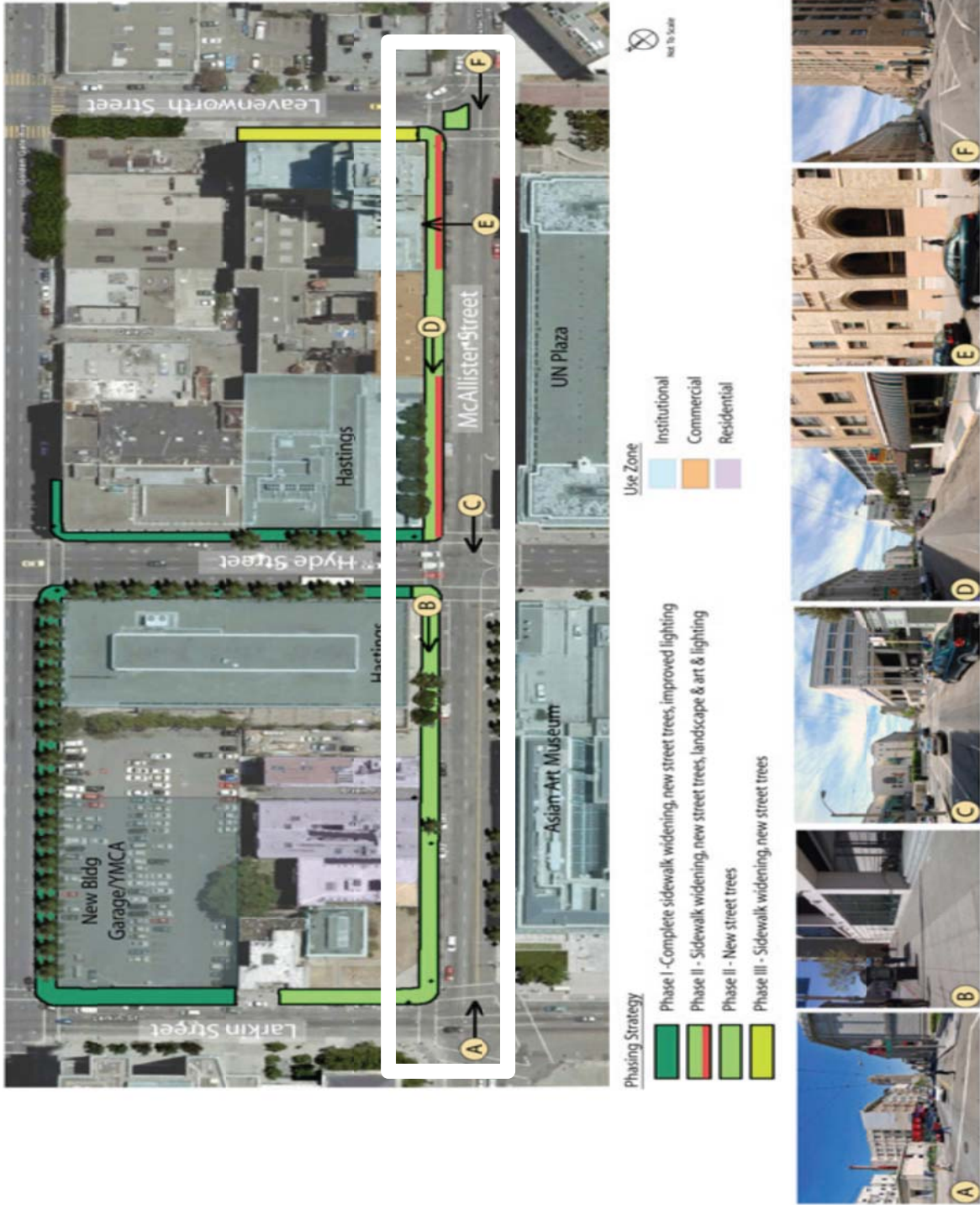
Attachment 6.
Project Information Sheet – McAllister Street Campus Streetscape

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 6.
 Project Information Sheet – McAllister Street Campus Streetscape



Attachment 7.
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 7.
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 8.
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
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Street Repair and Reconstruction

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

**Attachment 8.
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 9.
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 9.
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)

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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.

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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.