



Memorandum

Date: 02.18.15 **RE:** Citizens Advisory Committee
February 25, 2015

To: Citizens Advisory Committee

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

Subject: **ACTION** – Adopt a Motion of Support for the Allocation of \$1,752,502 in Prop K Funds, with Conditions, for Six Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have six requests totaling \$1,752,502 in Prop K funds to present to the Citizens Advisory Committee. Attachment 3 summarizes our recommendations. The San Francisco Municipal Transportation Agency (SFMTA) has requested Prop K funds for three projects. They include design and construction of WalkFirst Phase 1 Pedestrian Safety Implementation (\$1,000,000), which addresses up to 45 intersections on Pedestrian High Injury Corridors; design of curb bulb-outs, a raised crosswalk, and accompanying curb ramps at four intersections on from previously completed areawide plans (\$25,000); and construction of bicycle and pedestrian signal upgrades and curb ramps at the intersection of 7th Avenue and Lincoln Way (\$210,800). San Francisco Public Works has requested Prop K funds for three projects: planning and environmental review for the Great Highway & Skyline Roundabout (\$207,535), which will improve traffic flow and safety of the existing intersection; planning and environmental review for the Great Highway Reroute Project (Permanent Restoration) (\$58,267), which will ensure the long-term functionality of the road; and San Jose Avenue Follow the Paving (\$250,900), which would construct a protected bike lane from Randall to Arlington Streets and other pedestrian crossing improvements at Randall and Dolores. **We are seeking a motion of support for the allocation of \$1,752,502 in Prop K funds, with conditions, for six requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

BACKGROUND

We have received six requests for a combined total of \$1,752,502 in Prop K funds to present to the Citizens Advisory Committee (CAC) at the February 25, 2015 meeting, for potential Board approval on March 24, 2015. As shown in Attachment 1, the requests come from the following Prop K categories:

- Prop K Great Highway Erosion Repair
- Prop K Signals and Signs
- Prop K Traffic Calming
- Prop K Bicycle Circulation/Safety
- Prop K Pedestrian Circulation/Safety

Transportation Authority Board adoption of a 5-Year Prioritization Program (5YPP) for Prop K programmatic categories is a prerequisite for allocation of funds from these categories.

DISCUSSION

The purpose of this memorandum is to present six Prop K (\$1,752,502) requests to the CAC and to seek a motion of support to allocate the funds as requested. Attachment 1 summarizes the six requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them

with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project are included in the enclosed Allocation Request Forms.

Staff Recommendation: Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions, 5YPP amendments and other items of interest. Transportation Authority staff and project sponsors will attend the CAC meeting to provide brief presentations on some of the specific requests and to respond to any questions that the CAC may have.

ALTERNATIVES

1. Adopt a motion of support for the allocation of \$1,752,502 in Prop K funds, with conditions, for six requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Adopt a motion of support for the allocation of \$1,752,502 in Prop K funds, with conditions, for six requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

This action would allocate \$1,752,502 in Fiscal Year 2014/15 Prop K funds, with conditions, for six requests. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

The Prop K Capital Budget (Attachment 4) shows the recommended cash flow distribution schedules for the subject requests. Attachment 5 contains a cash-flow-based summary table including the Prop K Fiscal Year 2014/15 allocations to date and the subject Prop K requests.

Sufficient funds are included in the adopted Fiscal Year 2014/15 budget to accommodate the recommendation actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

RECOMMENDATION

Adopt a motion of support for the allocation of \$1,752,502 in Prop K funds, with conditions, for six requests, subject to the attached Fiscal Year Cash Flow Distribution Schedule.

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Capital Budget 2014/15
5. Prop K 2014/15 Fiscal Year Cash Flow Distribution – Summary Table

Enclosure:

1. Prop K Allocation Request Forms (6)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Prop K Leveraging		Phase(s) Requested	District
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	26	SFPW	Great Highway & Skyline Roundabout	\$ 207,535		\$ 207,535	86%	0%	Planning, Environmental	7
Prop K	26	SFPW	Great Highway Reroute Project (Permanent Restoration)	\$ 58,267		\$ 557,596	86%	90%	Planning, Environmental	4, 7
Prop K	33, 39	SFMTA	7th Avenue and Lincoln Way Intersection Improvements	\$ 210,800		\$ 370,800	34%	43%	Construction	5
Prop K	38	SFPW	San Jose Avenue Follow the Paving	\$ 250,900		\$ 4,450,900	51%	94%	Construction	8, 9
Prop K	38	SFMTA	Traffic Calming Implementation (Prior Areawide Plans)	\$ 25,000		\$ 25,000	51%	0%	Design	5, 7, 8
Prop K	40	SFMTA	WalkFirst Phase 1 Pedestrian Safety Implementation	\$ 1,000,000		\$ 1,350,000	25%	26%	Design, Construction	Citywide
TOTAL				\$ 1,752,502	\$ -	\$ 6,961,831	49%	75%		

Footnotes

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

² Acronyms include SFMTA (San Francisco Municipal Transportation Agency) and SFPW (San Francisco Public Works).

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
26	SFPW	Great Highway & Skyline Roundabout	\$ 207,535		SFPW will use Prop K funds for planning and environmental review for a new roundabout to improve pedestrian and cyclist safety at the Great Highway and Skyline Boulevard intersection. Developed as part of the Ocean Beach Master Plan, the roundabout will result in safer, shorter crossings for people walking and riding bikes at the complex intersection by reducing conflict points with moving vehicles and reducing vehicular speeds. The roundabout will maintain constant traffic flow, which is not possible with continued signalization of the intersection. SFPW will perform community outreach targeting stakeholders and hold a public meeting as part of the project planning phase. Planning is anticipated to be completed by December 2015 with environmental review completed by June 2016. SFPW anticipates that the roundabout will be open for use by late 2017, about 6 months after completion of the Great Highway Reroute Project.
26	SFPW	Great Highway Reroute Project (Permanent Restoration)	\$ 58,267		Prop K funds will match federal funds for additional planning/conceptual engineering (surveys and traffic review in coordination with SFMTA) and environmental work to further develop the scope, budget, and timeline of the preferred, permanent restoration project for the Great Highway south of Sloat Boulevard. The preferred option will preserve the roadway's function while restoring the roadway to its pre-disaster condition, and will convert the 2 existing northbound lanes into a single northbound and a single southbound travel lane. The project is supported by SPUR, the California Coastal Commission, National Park Services, and the City's Traffic Engineer. SFPW will conduct outreach to key neighborhood and community groups and residents. Planning is anticipated to be completed by June 2015 with environmental review completed by March 2016. SFPW anticipates that the Great Highway will be open for use in its new configuration by early 2017.
33, 39	SFMTA	7th Avenue and Lincoln Way Intersection Improvements	\$ 210,800		Prop K will leverage \$160,000 in Bicycle Transportation Account funds and be used for construction of bicycle, pedestrian and traffic signal improvements at the intersection of 7th Avenue and Lincoln Way. Improvements include a new signal phase for bicycles crossing Lincoln Way, pedestrian countdown signals, accessible (audible) pedestrian signals, mast-arm mounted signal heads, curb ramps, and an improved median refuge area for pedestrians. Construction is scheduled to begin by December 2015 and be complete by March 2016.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
38	SFPW	San Jose Avenue Follow the Paving	\$ 250,900		Prop K funds will be used to construct a concrete barrier separating the southbound bicycle lane on San Jose Avenue between Randall Street and Arlington Street from vehicle traffic. The project will also upgrade a pedestrian island at the intersection of Randall Street and San Jose Avenue, and extend a sidewalk at the intersection of Dolores Street and San Jose Avenue. These improvements are outlined in San Francisco Planning Department's Mission Streetscape Plan. This project will be implemented through a paving project set to begin construction in Fall 2015.
38	SFMTA	Traffic Calming Implementation (Prior Areawide Plans)	\$ 25,000		Prop K will be used for detailed design for 7 curb bulb-outs, 1 raised crosswalk, and accompanying curb ramps at the intersections of 6th Avenue and Judah Street, Tiffany Street and 29th Street, Roosevelt Way at 15th Street, and 9th Avenue at Pacheco Street. Design will be completed by June 2015 with construction anticipated Fall 2015 to Spring 2016. Pending information from SFMTA on the cost estimate and potential source(s) of funding for construction. These improvements originated in the Traffic Calming Areawide Planning process and are part of SFMTA's backlog of Traffic Calming projects.
40	SFMTA	WalkFirst Phase 1 Pedestrian Safety Implementation	\$ 1,000,000		SFMTA will design and construct pedestrian safety improvements at up to 45 locations on Pedestrian High Injury Corridors identified through the WalkFirst Investment Strategy (see candidate locations in allocation request form). WalkFirst is a data-driven planning process that identified the 6% of streets that account for 60% of pedestrian collisions, as well as a suite of quick, inexpensive, and effective countermeasures to address collision profiles at those locations. Improvements such as advance stop or yield lines, painted pedestrian medians, and continental crosswalks will be implemented on a rolling basis at stand-alone intersections, along corridors, or through coordination with other projects. Construction should start April-June 2015 and end by 2016.
TOTAL			\$ 1,752,502	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
26	SFPW	Great Highway & Skyline Roundabout	\$ 207,535		<p>5-Year Prioritization Program (5YPP) Amendment: Our recommendation is contingent upon a concurrent amendment of the New and Upgraded Streets 5YPP to reprogram \$207,537 in FY 2014/15 funds from the design phase of the Great Highway Reroute Project (Permanent Restoration), which will be fully funded with Prop K and Federal Highway Administration Emergency Relief funds, to the subject project. Note there is ~\$1 million in TBD funds to fully fund construction. Potential sources include other Prop K categories, Prop AA vehicle registration fee, and Active Transportation Program funds.</p> <p>Multi-Phase Allocation: We are recommending a multi-phase allocation given the concurrent nature of the planning and environmental work.</p>
26	SFPW	Great Highway Reroute Project (Permanent Restoration)	\$ 58,267		<p>Multi-Phase Allocation: We are recommending a multi-phase allocation given the short duration of the remaining planning work.</p>
33, 39	SFMTA	7th Avenue and Lincoln Way Intersection Improvements	\$ 210,800		<p>5YPP Amendment: Our recommendation is contingent upon a concurrent amendment of the Signals and Signs 5YPP to re-program \$95,476 in design funds from Traffic Signal Upgrades (15 Locations) to the subject project.</p>
38	SFPW	San Jose Avenue Follow the Paving	\$ 250,900		<p>Transportation Authority staff approved SFPW's request to advertise the project at risk (i.e., in advance of Board allocation of funds) so that it could be advertised as part of a larger paving project.</p>
38	SFMTA	Traffic Calming Implementation (Prior Areawide Plans)	\$ 25,000		<p>5YPP Amendment: Our recommendation is contingent upon a concurrent amendment to the Traffic Calming 5YPP to reprogram \$25,000 from the construction phase to the design phase of the subject project.</p>

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
40	SFMTA	WalkFirst Phase 1 Pedestrian Safety Implementation	\$ 1,000,000		<p>5YPP Amendment: Our recommendation is contingent upon a concurrent amendment to the Pedestrian Safety and Circulation 5YPP to reprogram \$715,900 in FY 14/15 funds currently programmed to the 6th Street Improvements (NTIP) construction to the subject project. For 6th Street Improvements, SFMTA is planning on requesting \$1 million in Prop K funds for the environmental phase, through which it will determine costs and a funding plan for design and construction.</p> <p>Our recommendation is for a multi-phase allocation given the relatively short duration of design for site specific improvements, straight forward nature of the improvements, and desire of SFMTA to expedite construction of Phase 1 WalkFirst improvements.</p>
TOTAL			\$ 1,752,502	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 4.
Prop K FY 2014/15 Capital Budget¹

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					FYs 2019/20 - 2027/2028 ²
				FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	
TRANSIT									
1	SFMTA	Van Ness Bus Rapid Transit	\$ 1,594,280	\$ 1,275,424	\$ 318,856				
1	SFMTA	Geary Bus Rapid Transit	\$ 872,859	\$ 872,859					
5	TJPA	Transbay Transit Center and Downtown Extension	\$ 43,046,950	\$ 34,128,950	\$ 4,693,000	\$ 4,225,000			
5	TJPA	Downtown Extension	\$ 1,219,000	\$ 632,400	\$ 586,600				
6	PCJPB	Caltrain Early Investment Program	\$ 7,470,000	\$ 7,470,000					
7	PCJPB	Railroad Bridge Load Rating	\$ 382,347	\$ 191,174	\$ 191,173				
7	PCJPB	Rail Grinding	\$ 620,400	\$ 310,200	\$ 310,200				
8	BART	Balboa Park Station Eastside Connections	\$ 2,030,000			\$ 2,030,000			
13	SFCTA	I-280 Interchange Improvements at Balboa Park	\$ 750,000	\$ 250,000	\$ 500,000				
13	SFMTA	Balboa Park Station Area and Plaza Improvements	\$ 1,773,993		\$1,773,993				
14	SFCTA	Quint-Jerrold Connector Road Contracting and Workforce Development Strategy	\$ 89,000	\$ 89,000					
15	SFMTA	Light Rail Vehicle Procurement	\$ 4,592,490			\$ 3,092,490	\$ 1,500,000		
17M	SFMTA	Light Rail Vehicle Procurement	\$ 60,116,310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,116,310
17M	SFMTA	Replace 60 New Flyer 60-Foot Trolley Coaches	\$ 20,831,776	\$ 2,100,000	\$ 12,800,000	\$ 5,931,776			
17P	PCJPB	F40 Locomotive Mid-Life Overhaul	\$ 1,042,857	\$ 521,429	\$ 521,428				
17U	SFMTA	Light Rail Vehicle Procurement	\$ 66,444,342	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,444,342
20M	SFMTA	Muni Metro East (MME) Phase 2	\$2,598,500	\$ 998,500	\$ 1,600,000				
20M	SFMTA	Fall Protection Systems	\$2,160,777	\$ 400,000	\$1,760,777				
20P	PCJPB	Systemwide Station Improvements	\$ 210,989	\$ 105,495	\$ 105,494				
22B	BART	Transbay Tube Cross-Passage Doors Replacement	\$ 250,000	\$ 250,000					
22P	PCJPB	Quint Street Bridge Replacement	\$ 303,066	\$ 303,066					
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,243,407	\$ 621,704	\$ 621,703				
Transit Subtotal			\$ 219,643,343	\$ 50,520,201	\$ 25,783,224	\$ 15,279,266	\$ 1,500,000	\$ -	\$ 126,560,652
PARATRANSIT									
23	SFMTA	Paratransit	\$ 9,670,000	\$ 9,670,000					
Paratransit Subtotal			\$ 9,670,000	\$ 9,670,000	\$ -	\$ -	\$ -	\$ -	\$ -
VISITACION VALLEY WATERSHED									
27	SFMTA	Bayshore Multimodal Station Location Study	\$ 14,415	\$ 9,665	\$ 4,750				
27	SFCTA	Bayshore Multimodal Station Location Study	\$ 14,415	\$ 9,665	\$ 4,750				
27	SFMTA	Geneva-Harney BRT Feasibility/Pre-Environmental Study	\$ 200,000	\$ 112,866	\$ 87,134				
Visitacion Valley Watershed Subtotal			\$ 228,830	\$ 132,196	\$ 96,634	\$ -	\$ -	\$ -	\$ -
STREET AND TRAFFIC SAFETY									
26	SFPW	Great Highway Reroute (Permanent Restoration)	\$ 58,267	\$ 47,715	\$ 10,552				
26	SFPW	Great Highway & Skyline Roundabout	\$ 207,535	\$ 92,238	\$ 115,297				
31	SFMTA	Contract 62	\$ 150,000	\$ 50,000	\$ 100,000				
33	SFMTA	7th Avenue and Lincoln Way Intersection Improvements	\$ 95,476	\$ -	\$ 95,476				
34	SFPW	West Portal Ave and Quintara St. Pavement Renovation	\$ 3,002,785	\$ 2,402,228	\$ 600,557				
35	SFPW	Street Repair and Cleaning Equipment	\$ 701,034	\$ 350,517	\$ 350,517				
37	SFPW	Public Sidewalk Repair	\$ 492,200	\$ 492,200					
38	SFMTA	John Yehall Chin Safe Routes to School	\$ 40,433	\$ 40,433					
38	SFPW	San Jose Avenue Follow the Paving	\$ 250,900		\$ 125,450	\$ 125,450			

Attachment 4.
Prop K FY 2014/15 Capital Budget¹

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					FYs 2019/20 - 2027/2028 ²
				FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	
38	SFMTA	Traffic Calming Implementation (Prior Area-wide Plans)	\$ 25,000	\$ 25,000					
39	SFMTA	Twin Peaks Connectivity	\$ 23,000	\$ 19,866	\$ 3,134				
39	SFMTA	Shared Roadway Bicycle Markings (Sharrows)	\$ 256,100	\$ 151,000	\$ 105,100				
39	PCJPB	San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	\$ 20,000	\$ 20,000					
39	SFMTA	Market Street Green Bike Lanes and Raised Cycletrack	\$ 758,400	\$ 500,544	\$ 257,856				
39	SFMTA	2nd Street Vision Zero Improvements	\$ 158,500	\$ 79,250	\$ 79,250				
39	SFMTA	5th Street Green Shared Roadway Markings (Sharrows)	\$ 82,700	\$ 41,350	\$ 41,350				
39	SFMTA	7th Avenue and Lincoln Way Intersection Improvements	\$ 115,324	\$ -	\$ 115,324				
40	SFMTA	WalkFirst Continental Crosswalks	\$ 423,000	\$ 211,500	\$ 211,500				
40	Public Works	ER Taylor Elementary School Safe Routes to School	\$ 6,575	\$ 6,575					
40	Public Works	Longfellow Elementary School Safe Routes to School	\$ 64,578	\$ 12,663	\$ 51,915				
40	SFMTA	WalkFirst Rectangular Rapid Flashing Beacons	\$ 222,900	\$ 64,500	\$ 79,200	\$ 79,200			
40	SFMTA	Golden Gate Avenue Road Diet [Vision Zero]	\$ 120,000	\$ 40,000	\$ 80,000				
40	SFMTA	WalkFirst Phase 1 Pedestrian Safety Implementation [Vision Zero]	\$ 1,000,000	\$ 100,000	\$ 700,000	\$ 200,000			
41	Public Works	Curb Ramps	\$ 725,632	\$ 21,769	\$ 633,863	\$ 70,000			
42	SFPW	Tree Planting and Maintenance	\$ 1,000,000	\$ 1,000,000					
Streets and Traffic Safety Subtotal			\$ 10,000,339	\$ 5,769,348	\$ 3,756,341	\$ 474,650	\$ -	\$ -	\$ -
TSM/STRATEGIC INITIATIVES									
43	SFE	Commuter Benefits Ordinance Employer Outreach	\$ 77,546	\$ 77,546					
43	SFCTA	Bay Area Transit Core Capacity Study	\$ 450,000	\$ 315,000	\$ 135,000				
43	SFCTA	San Francisco Corridor Management Study	\$ 300,000	\$ 75,000	\$ 125,000	\$ 100,000			
43	SFCTA	Treasure Island Mobility Management Program	\$ 150,000	\$ 150,000					
43	SFMTA	Comprehensive TDM Program	\$ 100,000		\$ 100,000				
44	SFMTA	Persia Triangle	\$ 200,685	\$ 100,343	\$ 100,342				
44	SFCTA	NTIP Predevelopment/Program Support	\$ 75,000	\$ 75,000					
44	SFMTA	NTIP Predevelopment/Program Support	\$ 75,000	\$ 75,000					
44	SFMTA	Western Addition Community-Based Transportation Plan [NTIP]	\$ 240,000	\$ 96,000	\$ 96,000	\$ 48,000			
44	SF Public Works	Chinatown Broadway Phase IV	\$ 701,886	\$ 175,471	\$ 526,415				
44	Public Works	ER Taylor Elementary School Safe Routes to School	\$ 47,140	\$ -	\$ 47,140				
44	Public Works	Longfellow Elementary School Safe Routes to School	\$ 61,865	\$ -	\$ 61,865				
44	SFMTA	Mansell Corridor Improvement	\$ 572,754	\$ -	\$ 472,754	\$ 100,000			
44	SFMTA	District 1 NTIP [NTIP Planning]	\$100,000	\$ 60,000	\$ 40,000				
TSM/Strategic Initiatives Subtotal			\$ 3,151,876	\$ 1,199,360	\$ 1,704,516	\$ 248,000	\$ -	\$ -	\$ -
TOTAL			\$ 242,694,388	\$ 67,291,105	\$ 31,340,715	\$ 16,001,916	\$ 1,500,000	\$ -	\$ 126,560,652

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

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

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

**Attachment 5.
Prop K FY 2014/15 Capital Budget¹**

	Total	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FYs 2019/20 - 2027/28²
Prior Allocations	\$ 240,941,886	\$ 67,026,152	\$ 30,178,616	\$ 15,676,466	\$ 1,500,000	\$ -	\$ 126,560,652
Current Request(s)	\$ 1,752,502	\$ 264,953	\$ 1,162,099	\$ 325,450	\$ -	\$ -	\$ -
New Total Allocations	\$ 242,694,388	\$ 67,291,105	\$ 31,340,715	\$ 16,001,916	\$ 1,500,000	\$ -	\$ 126,560,652

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

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