



Memorandum

Date: 03.13.14 **RE:** Plans and Programs Committee
March 18, 2014

To: Plans and Programs Committee: Commissioners Mar (Chair), Kim (Vice Chair), Breed, Campos, Yee and Avalos (Ex Officio)

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

Through: Tilly Chang – Executive Director *all*

Subject: **ACTION** – Recommend Allocation of \$4,262,840 in Prop K Funds, Appropriation of \$132,626 in Prop K Funds, and Allocation of \$1,844,994 in Prop AA Funds, with Conditions, for Nine Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules, and Amendment of the Prop AA Strategic Plan and Relevant Prop AA and Prop K 5-Year Prioritization Programs

Summary

As summarized in Attachments 1 and 2, we have received nine requests for \$6,240,460 in Prop K and Prop AA funds. It is a strong group of projects which builds on recommendations from the San Francisco Transportation Plan, Plan Bay Area, and existing Prop K priorities. Five requests are for projects that expand transit capacity and/or improve transit service and/or transportation/land use connections, in Priority Development Areas. These include the Transbay Joint Powers Authority's Transbay Transit Center (\$3,450,000 in Prop K funds); the Bay Area Rapid Transit District's 'Embarcadero & Montgomery Capacity Implementation Strategy (\$112,500 in Prop K funds); Caltrain's North Terminal Study (\$22,940 in Prop K funds); and the San Francisco Municipal Transportation Agency's (SFMTA's) 19th Avenue/M-Ocean View project (\$306,000 in Prop K funds) and Central Subway Phase III – Initial Study (\$173,212 in Prop K funds for an initial planning study to determine the high-level feasibility for a northern extension of the Central Subway from its current planned terminus in Chinatown to Fisherman's Wharf). Two projects address pedestrian and/or bicycle safety in the South of Market Area, namely SFMTA's King Street Bicycle Lanes (\$34,000 in Prop K funds) and the Department of Public Works' (DPW's) 2nd Street Improvement project (\$172,842 in Prop K funds). The two remaining projects are related to seeking improved transit accessibility (among other goals) for two underserved areas: we are seeking funds for DPW and Transportation Authority staff to complete conceptual design and environmental clearance for the Quint-Jerrold Connector Road, which is related to the Quint Street Bridge and efforts to not preclude a potential Caltrain Oakdale Station; and the Mayor's Office of Housing and Community Development has requested \$1,844,994 in Prop AA funds for construction of transit accessibility improvements in the Hunters View HOPE SF redevelopment area. **We are seeking a recommendation for the allocation of \$4,262,840 in Prop K funds, appropriation of \$132,626 in Prop K funds, and allocation of \$1,844,994 in Prop AA funds, with conditions, for nine requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules and amendment of the Prop AA Strategic Plan and relevant Prop AA and Prop K 5-Year Prioritization Programs.**

BACKGROUND

We have received nine requests for a combined total of \$6,240,460 in Prop K and Prop AA funds to present to the Plans and Programs Committee at the March 18, 2014 meeting, for potential Board approval on March 25, 2014. As shown in Attachment 1, the requests come from the following Prop K and Prop AA categories:

- Prop K Downtown Extension to a Rebuilt Transbay Terminal;

- Prop K Relocation of Caltrain Paul Avenue Station to Oakdale Avenue;
- Prop K Bay Area Rapid Transit District (BART) Station Access, Safety and Capacity;
- Prop K Bicycle Circulation/Safety;
- Prop K Transportation/Land Use Coordination; and
- Prop AA Transit Reliability and Mobility Improvements.

The Transportation Authority Board has approved a Prop K or Prop AA 5-Year Prioritization Program (5YPP) for each of programmatic categories list above as required by the voter-approved Expenditure Plans.

The purpose of this memorandum is to present the Prop K and Prop AA requests to the Plans and Programs Committee, and to seek a recommendation to appropriate and allocate these funds, with conditions.

DISCUSSION

Attachment 1 summarizes the nine requests for Prop K and Prop AA funds, including information on proposed Prop K 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.

It is a strong group of projects which builds directly on recommendations from the San Francisco Transportation Plan, Plan Bay Area (the regional transportation plan/Sustainable Communities Strategy), and existing Prop K priorities. Several requests are for projects that expand transit capacity and/or improve transit service and/or transportation/land use connections, in Priority Development Areas. These include the Transbay Joint Powers Authority's Transbay Transit Center (\$3450,000 in Prop K funds requested to obtain an additional construction contractor bond and to compensate the Department of Building Inspection for ongoing review and inspection of the project during construction); 'BART's Embarcadero & Montgomery Capacity Implementation Strategy (\$112,500 in Prop K funds); Caltrain's North Terminal Study (\$22,940 in Prop K funds; study will be coordinated with the City's Railyard Alternatives and I-280 Boulevard Feasibility Study); and the San Francisco Municipal Transportation Agency's (SFMTA's) 19th Avenue/M-Ocean View project (\$306,000 in Prop K funds for further planning and project development prior to the environmental phase) and Central Subway Phase III – Initial Study (\$173,212 in Prop K funds for an initial planning study to determine the high-level feasibility for a northern extension of the Central Subway from its current planned terminus in Chinatown to Fisherman's Wharf).

Two projects address pedestrian and/or bicycle safety in the South of Market Area, namely SFMTA's King Street Bicycle Lanes (\$34,000 in Prop K funds) and the Department of Public Works' (DPW's) 2nd Street Improvement project (\$172,842 in Prop K funds for this OneBayArea grant project).

Lastly, the two remaining projects are related to seeking improved transit accessibility (among other goals) for two underserved areas: we are seeking funds for DPW and Transportation Authority staff to complete conceptual design and environmental clearance for the Quint-Jerrold Connector Road, which is related to the Quint Street Bridge and efforts to not preclude a potential Caltrain Oakdale Station; and the Mayor's Office of Housing and Community Development has requested \$1,844,994 in Prop AA funds for construction of transit accessibility improvements in the Hunters View HOPESF

redevelopment area.

Staff Recommendation: Attachment 3 summarizes the staff recommendations for the requests, including recommended special conditions. In each case, our funding recommendation matches the amount requested by the project sponsor. Project sponsors will attend the Plans and Programs Committee meeting to answer any questions.

We are seeking recommendation to approve the allocation of \$4,262,840 in Prop K funds, appropriation of \$132,626 in Prop K funds, and allocation of \$1,844,994 in Prop AA funds, with conditions, for nine requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, and amendment of the Prop AA Strategic Plan and relevant Prop AA and Prop K 5YPPs.

ALTERNATIVES

1. Recommend allocation of \$4,262,840 in Prop K funds, appropriation of \$132,626 in Prop K funds, and allocation of \$1,844,994 in Prop AA funds, with conditions, for nine requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, and amendment of the Prop AA Strategic Plan and relevant Prop AA and Prop K 5YPPs, as requested.
2. Recommend allocation of \$4,262,840 in Prop K funds, appropriation of \$132,626 in Prop K funds, and allocation of \$1,844,994 in Prop AA funds, with conditions, for nine requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, and amendment of the Prop AA Strategic Plan and relevant Prop AA and Prop K 5YPPs, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this request at its February 26, 2014 meeting, and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

As detailed in Attachment 2 and the enclosed Allocation Request Forms, this action would allocate \$4,262,840 in Prop K funds, appropriate \$132,626 in Prop K funds, and allocate \$1,844,994 in Prop AA funds for nine requests. The allocations and appropriations 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 cash flow distribution schedules for the subject projects. Attachment 5 contains a cash-flow-based summary table of the Prop K Fiscal Year 2013/14 allocations to date, as well as the recommended cash flow distribution schedules.

The Prop AA Capital Budget (Attachment 6) shows cash flow distribution schedules for the subject projects. Attachment 7 contains a cash-flow-based summary table of the Prop AA Fiscal Year 2013/14 allocations to date, as well as the recommended cash flow distribution schedules.

Sufficient funds are included in the proposed Fiscal Year 2013/14 budget amendment 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

Recommend allocation of \$4,262,840 in Prop K funds, appropriation of \$132,626 in Prop K funds, and allocation of \$1,844,994 in Prop AA funds, with conditions, for nine requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, and amendment of the Prop AA Strategic Plan and relevant Prop AA and Prop K 5YPPs, as requested.

Attachments:

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Capital Budget 2013/14
5. Prop K 2013/14 Fiscal Year Cash Flow Distribution – Summary Table
6. Prop AA Capital Budget 2013/14
7. Prop AA 2013/14 Fiscal Year Cash Flow Distribution – Summary Table

Enclosure:

Prop K/Prop AA Allocation Request Forms (9)

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	5	TJPA	Transbay Transit Center	\$ 3,450,000	\$ -	\$ 3,450,000	86%	0% , but overall project meets leveraging	Design, Construction	6
Prop K	8	BART	Embarcadero & Montgomery Capacity Implementation Strategy	\$ 112,500	\$ -	\$ 410,000	90%	73%	Planning	3,6
Prop K	14	SFCTA, DPW	Quint-Jerrold Connector Road	\$ 123,972	\$ -	\$ 602,099	70%	79%	Conceptual Engineering, Environmental Studies	10
Prop K	39	SFMTA	King Street Bicycle Lanes	\$ 34,000	\$ -	\$ 34,000	28%	0%	Environmental, Design, Construction	6
Prop K	44	DPW	2nd Street Improvement	\$ 172,842	\$ -	\$ 1,976,396	40%	91%	Environmental, Design	6
Prop K	44	PCJPB	Caltrain North Terminal Study	\$ 22,940	\$ -	\$ 262,118	40%	91%	Planning	6
Prop K	44	SFMTA	19th Avenue/M-Ocean View	\$ 306,000	\$ -	\$ 1,020,000	40%	70%	Planning	4,7,11
Prop K	44	SFMTA, SFCTA	Central Subway Phase III-Initial Study	\$ 173,212	\$ -	\$ 173,212	40%	0%	Planning	2,3
Prop AA	Transit	MOHCD	Hunters View Transit Connection	\$ -	\$ 1,844,994	\$ 1,844,994	NA	NA	Construction	10
TOTAL				\$ 4,395,466	\$ 1,844,994	\$ 9,772,819	64%	45%		

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2009 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 BART (Bay Area Rapid Transit District); DPW (Department of Public Works); MOHCD (Mayor's Office of Housing and Community Development); PCJPB (Peninsula Corridor Joint Powers Board); SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); and Transbay Joint Powers Authority (TJPA).

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 cost for 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.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
5	TJPA	Transbay Transit Center	\$ 3,450,000	\$ -	<p>Prop K funds will be used to purchase an additional construction contractor bond now that the awarded construction value has exceeded \$600 million. A payment bond is required to ensure sums owed by the contractor to its employees, suppliers, and subcontractors will be paid on time and in full. A performance bond guarantees that the contractor will perform in conformance with the terms and conditions of the contract. TJPA anticipates procuring the additional bond by June 2014. Prop K funds will also be used to compensate the San Francisco Department of Building Inspection for its ongoing review of the Transbay Transit Center's plans and specifications and to provide on-site inspection services during construction. Prop K funds will cover costs through early Fiscal Year 2014/15.</p>
8	BART	Embarcadero & Montgomery Capacity Implementation Strategy	\$ 112,500	\$ -	<p>The project's overall objectives include understanding the range of potential capacity needs at the Montgomery and Embarcadero stations, future development within the area that may impact demand, and the potential interactions or overlaps between projects proposed in the area. BART will lead the effort, with consultant assistance and will establish a multi-agency Technical Advisory Committee, which the SFCTA will help host. This effort will be funded by Prop K, a Caltrans Transportation Planning Grant, private contributions, and BART Operating funds. Planning is anticipated to be completed in December 2015.</p>
14	SFCTA, DPW	Quint-Jerrold Connector Road	\$ 123,972	\$ -	<p>Prop K funds will be used to complete the conceptual design and environmental studies phases of the Connector Road project, incorporate additional elements requested during public outreach, and advance the project in parallel with the Caltrain Quint Street Bridge Replacement project. The request includes funding for: 1) archaeological investigation and related environmental review necessitated by the identification of possible Ohlone shell deposits on the project site; 2) project management funding associated with delays in obtaining the right to enter Union Pacific Railroad property to conduct environmental investigations; and 3) landscape design and coordination with adjacent property owners in response to the community desire for an enhanced Connector Road streetscape. The request includes an allocation of \$89,433 to DPW and an appropriation of \$34,539 to SFCTA. Agency roles are noted in the request form. Completion of the subject phases is expected by September 2014.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
39	SFMTA	King Street Bicycle Lanes	\$ 34,000	\$ -	Prop K funds will be used for environmental clearance, design and construction of an extension of the westbound King Street bicycle lane to 3rd Street (starting midblock to 3rd Street). As a short-term measure, the SFMTA installed new sharrows for westbound King Street, west of the mid-block crosswalk (between 2nd and 3rd) to 3rd Street as a follow-up to a recent bicycle fatality collision. This project will serve as an upgrade and a longer term measure. The extension will require narrowing of travel lanes, and installation of new vehicle detectors to support vehicles turning left turn onto 3rd Street. The SFMTA expects design to be completed in August 2014 and construction to be completed in April 2015.
44	DPW	2nd Street Improvement	\$ 172,842	\$ -	Prop K funds will match \$1.3 million in OneBayArea Grant (OBAG) funds for the environmental review and design of a complete street project on 2nd Street between Market and Townsend streets. The project, which has been refined through extensive public outreach, consists of wider sidewalks, buffered and raised cycletracks, lane reduction, pedestrian safety improvements, bus stop improvements, a new traffic signal, and associated sewer rehabilitation. The proposed project would remove up to 170 parking spaces from 2nd Street or 60% of current available parking on 2nd. The SFMTA is studying ways to offset the parking loss by adjusting parking on side streets. DPW anticipates design to be completed by June 2015 and construction done by December 2016.
44	PCJPB	Caltrain North Terminal Study	\$ 22,940	\$ -	Prop K funds will be used for planning and conceptual engineering for a new design of the northern terminus of the Caltrain right-of-way in San Francisco to meet future Caltrain electric vehicle service needs and support transit-oriented development. It is meant to be coordinated with the City's Railyard Alternatives and I-280 Boulevard Feasibility Study. Specific project tasks include: railyard equipment operation analyses; developing conceptual track and platform station layouts; and developing preliminary cost estimates and financing strategies for station alternatives. Prop K funds will match San Francisco Priority Development Area (PDA) funds. The PDA and Prop K funds are serving as a repayment to PCJPB for its prior financial contributions to SF Planning Department's North Terminal Feasibility Assessment. PCJPB anticipates study completion by December 2015.

Attachment 2: Brief Project Descriptions ¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
44	SFMTA	19th Avenue/M-Ocean View	\$ 306,000	\$ -	<p>Prop K funds will be used for planning and project development of alternatives for the 19th Avenue/M-Ocean View line grade-separated alignment on the west side of 19th Avenue. The alternatives to be analyzed and included within the resulting Caltrans Project Study Report (required to advance to environmental review) build on the highest-performing Longer Subway and Bridge alternative identified in the 19th Avenue Transit Study. Outreach to the public and stakeholders will be conducted as the alternative designs advance. Funding for this phase includes Prop K, contributions from Parkmerced, San Francisco State University, General Growth Partners, SFMTA operating funds, and a Metropolitan Transportation Commission PDA planning grant. The SFMTA will lead the project, with support from the Transportation Authority (including providing a (staff) contract project manager and procuring/managing the consultant contract) and Caltrans. The project team anticipates presenting the consultant contract award to the SFCTA Board for approval in June 2014 and completing the subject phase by July 2015.</p>
44	SFMTA, SFCTA	Central Subway Phase III-Initial Study	\$ 173,212		<p>Prop K funds will be used for an initial planning study to determine the high-level feasibility and issues for a northern extension of the Central Subway from its current planned terminus in Chinatown to Fisherman's Wharf. The initial feasibility assessment will be useful in determining future land acquisitions and in the forthcoming SFMTA Rail Capacity Study. The SFMTA will lead the project, with support from the Transportation Authority (including consultant procurement, ridership projections, review of work products) and the San Francisco Planning Department. Consultants will be responsible for completing economic and construction feasibility assessments. The study is anticipated to be completed by July 2014.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
Transit	MOHCD	Hunters View Transit Connection	\$ -	\$ 1,844,994	<p>Prop AA funds will be used to improve access to transit for pedestrians at the Hunters View HOPE SF redevelopment site. This 22-acre site that originally included 267 public housing units is now under redevelopment as the first HOPE SF project, an initiative to revitalize San Francisco's dilapidated public housing. Proposed Prop AA improvements will focus on Middle Point Road, Fairfax Avenue, and Ironwood Way, as well as enhancing access from south of the Hunters View site (current site of Malcom X Academy and a youth park) to the neighborhood's central transit stop at Middle Point Road and Fairfax Avenue. Improved access to the transit stop will include: transit stop with bus bulb-outs and bus shelters; accessible sidewalks with maximum slopes leading from planned housing structures with elevators to the transit stop; new and improved street lighting; bulb-outs at the intersection of Ironwood Way and Fairfax Avenue; widened sidewalks; and narrowing of Middle Point Road at the transit stop. The project will be constructed through MOHCD's Hunters View general contractor, Hunters View Associates. Construction is scheduled to begin March 2014 and be open for use in summer 2016.</p>
TOTAL			\$ 4,395,466	\$ 1,844,994	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
5	TJPA	Transbay Transit Center	\$ 3,450,000	\$ -	Multi-phase allocation: Request includes both final design and construction phases, which are being performed concurrently.
8	BART	Embarcadero & Montgomery Capacity Implementation Strategy	\$ 112,500	\$ -	5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is contingent upon a 5YPP amendment to the BART Station Access, Safety and Capacity category to reprogram the requested funds from the BART Station Security - Civic Center Station (Cameras) project, which was completed using other funds. For details see the 5YPP amendment attached to the allocation request form.
14	SFCTA, DPW	Quint-Jerrold Connector Road	\$ 123,972	\$ -	Multi-phase allocation: Request includes both conceptual engineering and environmental studies phases, which are being performed concurrently. 5YPP Amendment: The recommended action is contingent upon a 5YPP amendment to the Relocation of Paul Street Caltrain Station to Oakdale Avenue category to reprogram \$123,972 from the Bayview Oakdale Caltrain Station project to the subject project. For details, see the 5YPP amendment attached to the allocation request form.
39	SFMTA	King Street Bicycle Lanes	\$ 34,000	\$ -	Multi-phase allocation: The SFMTA has requested a multi-phase allocation to expedite this priority project to improve bicycle safety and given the concurrent nature of the work. Construction funds will be released upon completion of design and environmental.
44	DPW	2nd Street Improvement	\$ 172,842	\$ -	Multi-phase allocation: Request includes both environmental studies and final design phases, which are being performed concurrently to meet OBAG timely-use-of funds requirements.
44	PCJPB	Caltrain North Terminal Study	\$ 22,940	\$ -	5YPP Amendment: The recommended allocation is contingent upon a 5YPP amendment to the Transportation/Land Use category to add the subject project and fund it with \$22,940 in Fiscal Year 2012/13 Planning Placeholder funds. For details see the 5YPP amendment attached to the allocation request form.
44	SFMTA	19th Avenue/M-Ocean View	\$ 306,000	\$ -	5YPP Amendment: The recommended allocation is contingent upon a 5YPP amendment to the Transportation/Land Use category to add the subject project and fund it using \$73,180 in Fiscal Year 2011/12 Local Capital Match Placeholder funds and \$232,820 in Planning Placeholder funds. For details see the 5YPP amendment attached to the allocation request form.

Attachment 3: Staff Recommendations ¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
44	SFMTA, SFCTA	Central Subway Phase III- Initial Study	\$ 173,212	\$ -	5YPP Amendment: The recommended allocation/appropriation is contingent upon a 5YPP amendment to the Transportation/Land Use category to add the subject project and fund it using \$173,212 in Fiscal Year 2013/14 Local Capital Match Placeholder funds. For details, see the 5YPP amendment attached to the allocation request form.
Transit	MOHCD	Hunters View Transit Connection	\$ -	\$ 1,844,994	Strategic Plan/5YPP Amendment: The recommended allocation is contingent upon a Prop AA Strategic Plan/5YPP amendment to revise the scope to drop improvement of an unmaintained footpath connecting Hunters View to the adjacent youth park and substitute construction of a neighboring pathway, which meets the intent to improve transit accessibility from the south. Also, funds that were originally split between design and construction will be all directed to construction. Additional details are in the scope section of the allocation request form.
TOTAL			\$ 4,395,466	\$ 1,844,994	

¹ See Attachment 1 for footnotes.

Attachment 4.
Prop K FY 2013/14 Capital Budget¹

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					
				FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19
TRANSIT									
1	SFCTA	Geary Bus Rapid Transit Environmental Analysis and Advanced Conceptual Engineering	\$ 2,790,598	\$ 1,860,399	\$ 930,199				
1	SFMTA	Market and Haight Street Transit and Pedestrian Improvements	\$ 233,000	\$ 233,000					
1	SFMTA	Transit Effectiveness Project	\$ 13,100,000	\$ 5,250,000	\$ 5,250,000	\$ 2,600,000			
5	TJPA	Transbay Transit Center and Downtown Extension	\$ 4,500,000	\$ 4,500,000					
5	TJPA	Transbay Transit Center	\$ 3,450,000	\$ 3,450,000					
6	PCJPB	Caltrain Early Investment Program	\$ 6,390,000	\$ 6,390,000					
7	PCJPB	Right-of-Way Safety Fencing	\$ 429,869	\$ 429,869					
7	PCJPB	Train Departure Monitors at Terminal Stations	\$ 585,000	\$ 292,500	\$ 292,500				
8	BART	Wayfinding and Bicycle Parking Improvements	\$ 415,800	\$ 166,320	\$ 207,900	\$ 41,580			
8	BART	Embarcadero & Montgomery Capacity Implementation Strategy	\$ 112,500	\$ 14,063	\$ 56,250	\$ 42,187			
13	SFMTA	Balboa Park Real-Time Transit Information	\$ 60,000	\$ 60,000					
14	SFCTA	Quint-Jerrold Connector Road	\$ 34,539	\$ 34,539					
14	DPW	Quint-Jerrold Connector Road	\$ 89,433	\$ 89,433					
16	DPW	Sloat Boulevard Pedestrian Improvements	\$ 50,000	\$ 35,000	\$ 15,000				
17	SFMTA	Replace 50 40-foot Hybrid Motor Coaches	\$ 15,996,040	\$ 15,765,881	\$ 46,032	\$ 46,032	\$ 46,032	\$ 46,032	\$ 46,031
17	PCJPB	MP 36 SEP HEP Replacement	\$ 1,000,000	\$ 200,000	\$ 400,000	\$ 400,000			
20	SFMTA	Escalator Rehabilitation - Phase 2	\$ 3,700,000	\$ 2,183,000	\$ 518,000	\$ 518,000	\$ 481,000		
22	SFMTA	Market and Haight Street Transit and Pedestrian Improvements	\$ 338,000	\$ 338,000					
22	PCJPB	Brisbane Tunnel Track and Drainage Rehabilitation	\$ 86,400	\$ 86,400					
22	PCJPB	CTAMS Data Population	\$ 350,000	\$ 350,000					
22	PCJPB	Jerrold Bridge North Span Replacement	\$ 118,160	\$ 118,160					
22	PCJPB	Marin Street and Napoleon Avenue Bridge Replacement	\$ 120,000	\$ 120,000					
22	PCJPB	Rail Grinding	\$ 154,143	\$ 61,657	\$ 92,486				
22	PCJPB	Railroad Communication System State of Good Repair	\$ 118,428	\$ 118,428					
22	PCJPB	South Terminal Wayside Power	\$ 28,197	\$ 28,197					
22	PCJPB	Upgrade of Public Address & Visual Message Signs	\$ 838,000	\$ 838,000					
Transit Subtotal			\$ 55,088,107	\$ 43,012,846	\$ 7,808,367	\$ 3,647,799	\$ 527,032	\$ 46,032	\$ 46,031

Attachment 4.
Prop K FY 2013/14 Capital Budget¹

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					
				FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19
PARATRANSIT									
23	SFMTA	Paratransit	\$ 9,670,000	\$ 9,670,000					
Paratransit Subtotal			\$ 9,670,000	\$ 9,670,000	\$ -	\$ -	\$ -	\$ -	\$ -
VISITACION VALLEY WATERSHED									
Visitacion Valley Watershed Subtotal			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STREET AND TRAFFIC SAFETY									
26	DPW	Great Highway Reroute Project (Permanent Restoration)	\$ 49,596	\$ 49,596					
31	SFMTA	New Signal Contract 61	\$ 1,745,000	\$ 872,500	\$ 872,500				
31	SFMTA	New Signal Contract 62	\$ 315,000	\$ 75,000	\$ 240,000				
33	SFMTA	Masonic Avenue Signal Upgrade	\$ 259,000	\$ 59,000	\$ 200,000				
33	SFMTA	Eddy and Ellis Traffic Calming Improvement	\$ 27,550	\$ 27,550					
34	DPW	Potrero Avenue Pavement Renovation	\$ 4,540,463	\$ 455,101	\$ 3,631,433	\$ 453,929			
35	DPW	Street Repair and Cleaning Equipment	\$ 721,500	\$ 721,500					
35	DPW	Street Repair and Cleaning Equipment	\$ 463,090	\$ 228,000	\$ 235,090				
37	DPW	Public Sidewalk Repair	\$ 625,000	\$ 625,000					
38	SFMTA	Local-Track Application-Based Traffic Calming Program	\$ 334,020	\$ 322,950	\$ 11,070				
38	SFMTA	Chinatown (Safe Routes to School Match)	\$ 88,810	\$ 88,810					
38	SFMTA	West Portal Elementary School (Safe Routes to School Match)	\$ 49,500	\$ 49,500					
38	SFMTA	Jefferson Elementary Safe Routes to School	\$ 45,200	\$ 45,200					
38	SFMTA	Jean Parker Elementary School (Safe Routes to School Match)	\$ 46,165	\$ 6,965	\$ 39,200				
38	DPW	Bartlett Streetscape Improvements	\$ 400,000	\$ 100,000	\$ 300,000				
39	BART	Civic Center BART/Muni Bike Station	\$ 102,000	\$ 51,000	\$ 51,000				
39	SFMTA	Automated Bicycle Counters Upgrade	\$ 331,000	\$ 200,000	\$ 131,000				
39	SFMTA	Citywide Bicycle Wayfinding Plan	\$ 32,000	\$ 32,000					
39	SFMTA	Mansell Corridor Improvement Project	\$ 44,129	\$ 44,129					
39	SFCTA	Bike Sharing Strategic Analysis Report (SAR)	\$ 25,000	\$ 25,000					
39	SFCTA	King Street Bicycle Lanes	\$ 34,000	\$ 4,334	\$ 29,666				
40	SFMTA	6th Street Improvements	\$ 180,829	\$ 161,528	\$ 19,301				
40	SFMTA	Mansell Corridor Improvement Project	\$ 44,130	\$ 44,130					
40	DPW	Sloat Boulevard Pedestrian Improvements	\$ 96,825	\$ 67,777	\$ 29,048				

Attachment 4.
Prop K FY 2013/14 Capital Budget¹

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					
				FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19
41	DPW	Curb Ramps	\$ 867,000	\$ 26,010	\$ 840,990				
42	DPW	Tree Planting and Maintenance	\$ 1,204,429	\$ 1,204,429					
Streets and Traffic Safety Subtotal			\$ 12,671,236	\$ 5,587,009	\$ 6,630,298	\$ 453,929	\$ -	\$ -	\$ -
TSM/STRATEGIC INITIATIVES									
43	SFE	Clean Transportation Program	\$ 365,231	\$ 365,231					
43	SFMTA	WalkFirst Investment Strategy	\$ 206,000	\$ 206,000					
43	SFCTA	Bike Sharing Strategic Analysis Report (SAR)	\$ 18,000	\$ 18,000					
44	SFCTA	Balboa Park Station Area Circulation Study	\$ 59,400	\$ 59,400					
44	SFCTA	Broadway Chinatown Neighborhood Transportation Plan	\$ 209,174	\$ 161,064	\$ 48,110				
44	SFMTA	Market and Haight Street Transit and Pedestrian Improvements	\$ 209,000	\$ 209,000					
44	DPW	Longfellow Elementary School Safe Routes to School	\$ 24,981	\$ 14,667	\$ 10,314				
44	DPW	ER Taylor Elementary School Safe Routes to School	\$ 20,184	\$ 11,926	\$ 8,258				
44	SFMTA	Mansell Corridor Improvement	\$ 330,840	\$ -	\$ 330,840				
44	DPW	2nd Street Improvement Project	\$ 172,842	\$ 34,971	\$ 137,871				
44	PCJPB	Caltrain North Terminal Study	\$ 22,940		\$ 11,470	\$ 11,470			
44	SFMTA	19th Avenue/M-Ocean View	\$ 306,000	\$ 76,500	\$ 229,500				
44	SFCTA	Central Subway- Phase III - Initial Study	\$ 75,125	\$ 75,125					
44	SFMTA	Central Subway- Phase III - Initial Study	\$ 98,087	\$ 98,087					
TSM/Strategic Initiatives Subtotal			\$ 2,117,804	\$ 1,329,971	\$ 776,363	\$ 11,470	\$ -	\$ -	\$ -
TOTAL			\$ 79,547,147	\$ 59,599,826	\$ 15,215,028	\$ 4,113,198	\$ 527,032	\$ 46,032	\$ 46,031

¹ This table shows Cash Flow Distribution Schedules for all FY 2013/14 allocations approved to date, along with the current recommended allocation(s).

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

Attachment 5.
Prop K FY 2013/14 Capital Budget Summary¹

	Total	FY2013/14	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19
Prior Allocations	\$ 75,151,681	\$ 55,722,774	\$ 14,750,271	\$ 4,059,541	\$ 527,032	\$ 46,032	\$ 46,031
Current Request(s)	\$ 4,395,466	\$ 3,877,052	\$ 464,757	\$ 53,657	\$ -	\$ -	\$ -
New Total Allocations	\$ 79,547,147	\$ 59,599,826	\$ 15,215,028	\$ 4,113,198	\$ 527,032	\$ 46,032	\$ 46,031

¹ This table shows total cash flow for all FY 2013/14 allocations approved to date, along with the current recommended allocation(s).

**Attachment 6.
Prop AA FY 2013/14 Capital Budget¹**

Sponsor	Project Name	Total	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17
STREET REPAIR AND RECONSTRUCTION						
DPW	McAllister St Pavement Renovation	\$ 2,210,000	\$ 1,768,000	\$ 442,000		
SFMTA	Mansell Corridor Improvement	\$ 202,228	\$ 202,228			
DPW	Chinatown Broadway Phase IV	\$ 650,000	\$ 600,000	\$ 50,000		
Street Repair and Reconstruction Subtotal		\$ 3,062,228	\$ 2,570,228	\$ 492,000	\$ -	\$ -
PEDESTRIAN SAFETY						
Presidio	Arguello Gap Closure	\$ 350,000	\$ 350,000			
UC Hastings	McAllister St Campus Streetscape	\$ 83,000	\$ 83,000			
SFMTA	New Signal Contract 62	\$ 55,000	\$ 15,000	\$ 40,000		
SFMTA	Eddy and Ellis Traffic Calming Improvement	\$ 337,450	\$ 168,725	\$ 168,725		
Pedestrian Safety Subtotal		\$ 825,450	\$ 616,725	\$ 208,725	\$ -	\$ -
TRANSIT RELIABILITY AND MOBILITY IMPROVEMENTS						
BART	Civic Center BART/Muni Bike Station	\$ 248,000	\$ 124,000	\$ 124,000		
MOH	Hunters View Transit Connection	\$ 1,844,994	\$ 205,737	\$ 961,606	\$ 677,651	
Transit Reliability and Mobility Improvements Subtotal		\$ 2,092,994	\$ 329,737	\$ 1,085,606	\$ 677,651	\$ -
TOTAL		\$ 5,980,672	\$ 3,516,690	\$ 1,786,331	\$ 677,651	\$ -

¹ This table shows Cash Flow Distribution Schedules for all FY 2013/14 allocations approved to date, along with the current recommended allocation(s).

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

Attachment 7.
Prop AA FY 2013/14 Capital Budget Summary¹

	Total	FY2013/14	FY 2014/15	FY 2015/16	FY 2016/17
Prior Allocations	\$ 4,135,678	\$ 3,310,953	\$ 824,725	\$ -	\$ -
Current Request(s)	\$ 1,844,994	\$ 205,737	\$ 961,606	\$ 677,651	\$ -
New Total Allocations	\$ 5,980,672	\$ 3,516,690	\$ 1,786,331	\$ 677,651	\$ -

¹ This table shows total cash flow for all FY 2013/14 allocations approved to date, along with the current recommended allocation(s).