



Memorandum

Date: 10.02.14 **RE:** Plans and Programs Committee
October 7, 2014

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

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

Through: Tilly Chang – Executive Director *all*

Subject: **ACTION** – Recommend Amendment of the Prop K Strategic Plan, Amendment of the Transit Enhancements and Vehicles 5-Year Prioritization Programs, and Allocation of \$131,153,142 in Prop K Funds, with Conditions, for the San Francisco Municipal Transportation Agency's Light Rail Vehicle Procurement, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

Last month, Mayor Lee held a ceremonial signing to approve a historic \$1.4 billion contract to procure up to 260 new Muni light rail vehicles (LRVs) to replace and expand the Muni rail fleet over the next 25 years. It includes a base contract with 151 replacement vehicles and 24 expansion vehicles to support the Central Subway, and two options that would together add 85 expansion vehicles. The San Francisco Municipal Transportation Agency (SFMTA) is now finalizing its approach to certifying the \$934 million base contract and has requested amendment of the 2014 Prop K Strategic Plan, and two 5-Year Prioritization Programs (5YPPs) to enable concurrent allocation of over \$131 million in Prop K funds for the base contract. This would be the single largest allocation of Prop K funds to date – fitting given that this project, along with replacement of the rubber tire fleet (also underway with Prop K funds) will do more to improve Muni service than any other investment we can make. Currently, there is only \$4.6 million programmed for the 24 Central Subway vehicles. We have worked with SFMTA to program an additional \$158.9 million (\$73.2 million from the Vehicles-Muni and \$81.0 million from the Vehicles-Discretionary line items) in Prop K funds for the LRV procurement. Given the performance benefits of the project, we are recommending that the discretionary vehicle funds, which could otherwise go to BART or Caltrain be programmed to SFMTA. This action will deplete the funds in that line item based on current revenue projections. SFMTA has concurrently proposed multiple changes to its projects in the Vehicles 5YPP. This involves significantly delayed cash flow for several projects that had more aggressive schedules than needed and other changes. Shifting out cash flow during the current 5YPP period, which has the peak cash flow needs in the Strategic Plan, and the fact that expenditures for the LRV procurement extend through Fiscal Year 2027/28, results in a slight reduction in finance costs for the Strategic Plan as a whole. **We are seeking a recommendation to amend the Prop K Strategic Plan, amend the Transit Enhancements and Vehicles 5YPPs, and allocate \$131,153,142 in Prop K funds, with conditions, for the SFMTA's LRV Procurement, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

BACKGROUND

On September 19, 2014, Mayor Lee held a ceremonial signing to approve a historic \$1.2 billion contract to procure up to 260 new Muni light rail vehicles (LRVs) to replace and expand the Muni rail fleet over the next 25 years. Replacement of Muni's existing LRV fleet – along with replacement of the rubber tire fleet (which is underway with support from Prop K) is likely the single most effective way to increase Muni performance. Recognizing the importance of replacing and maintaining transit vehicle fleets, the Prop K category for replacement and rehabilitation of transit vehicles is the single biggest programmatic category in the Prop K Expenditure Plan. In addition, this LRV contract is one of the

San Francisco Municipal Transportation Agency's (SFMTA's) largest contracts to date.

The SFMTA is now finalizing its approach to certify the LRV Procurement project base contract and has requested allocation of over \$131 million in Prop K funds for this purpose. This allocation would constitute the single largest allocation of Prop K funds to date. The requested allocation requires amendments to the Vehicles 5-Year Prioritization Program (5YPP) and Transit Enhancements 5YPP that were approved in July 2014, as well as amendment of the 2014 Prop K Strategic Plan, which was adopted in September 2014. While contract procurement was underway during development of the 2014 Strategic Plan and 5YPPs, the SFMTA did not request programming of funds for the LRV Procurement project except for \$4.6 million from the Transit Enhancements 5YPP for new LRVs for the Central Subway.

The purpose of this memorandum is to present the SFMTA's request to the Plans and Programs Committee, and to seek a recommendation for the adoption of the amendment of the 2014 Prop K Strategic Plan and two 5YPPs, and the allocation of \$131,153,142 in Prop K Funds, with conditions, for the SFMTA's LRV Procurement.

DISCUSSION

The contract approved by the San Francisco Board of Supervisors on September 3, 2014, and signed by Mayor Lee on September 19, 2014, includes a base contract with two options that can fund up to a total of 260 new LRVs as shown below.

Table 1. Summary of LRV Procurement Contract

Contract	Number of LRVs			Total Cost
	Replacement	Expansion	Total	
Base	151	24	175	\$ 933,920,258
Option #1	0	40	40	\$ 210,275,457
Option #2	0	45	45	\$ 280,277,510
Total	151	109	260	\$1,424,473,225

The procurement project includes all engineering, design, manufacture, test, and warranty of the vehicles together with training, manuals, spare parts and special tools to support the new fleet. The new vehicles will offer safety enhancements such as hydraulic brakes, bright LED lighting, improved driver visibility, and will be easier to maintain. Replacement of the LRV fleet will help the SFMTA achieve its strategic goal of creating a safer, more efficient and reliable transportation system. For instance, reliability will improve from the current level of 5,500 miles between failures to a contractual requirement of 25,000 miles between failures. The contractor is projecting an even higher level of 59,000 miles between failures. The first new prototype LRV is expected to be delivered by the end of 2016, with 23 additional cars to be delivered by mid-2018 in time for the start of revenue service on the Central Subway.

Base Contract Funding Plan: SFMTA has a full funding plan for the base contract, but as shown in Table 2 below, not all of the funds have been programmed or allocated to the LRV procurement. Given the size and duration of the contract, SFMTA is refining a plan to issue a series of notices to proceed (NTPs) to certify portions of the base contract. The SFMTA can only certify up to the amount of funding it has in

hand (e.g., funds that have been allocated to the SFMTA for this specific purpose). The NTP certifications authorize the contractor to incur expenses up to a specified amount. For instance, the first NTP was scheduled for the end of September and was for \$32.6 million. The second NTP is scheduled for November 2014 and includes \$126.6 million in Prop K funds, which are contingent upon the request actions.

Table 2. Base Contract Funding Plan

Fund Source	Planned	Programmed	Allocated	Total
SFMTA Revenue Bond	\$ 106,877,603	\$ 25,000,000		\$131,877,603
Prop K	\$ 154,290,033	\$ 4,592,490		\$158,882,523
Federal 5307 and AB 664 (MTC bridge tolls)		\$ 617,160,133		\$617,160,133
Central Subway (New Starts and/or Prop 1B)		\$ 24,000,000	\$ 2,000,000	\$ 26,000,000
Total	\$ 265,760,126	\$ 666,160,133	\$ 2,000,000	\$933,920,259

The total Prop K amount shown in the table above reflects both the requested allocation of \$131.2 million, and also programming of \$27.7 million in Prop K funds in Fiscal Year 2019/20. The SFMTA will seek allocation of these latter funds for a future NTP for the base contract. The SFMTA does not have full funding plans for either of the contract options, other than \$8 million in Prop 1B transit formula funds. These funds could be used to certify the base contract, which would effectively create more capacity within the Prop K Vehicles category by reducing finance costs (a result of delaying when the Prop K funds are needed). We are pending a response from SFMTA as to why these funds cannot be directed to the base contract.

Strategic Plan and 5YPP Amendments: Currently, there is only \$4.6 million programmed for the 24 Central Subway vehicles in the Transit Enhancements 5YPP. We have worked with SFMTA to program an additional \$73.2 million from the Vehicles-Muni item and \$81.0 million from the Vehicles-Discretionary line item for a total of \$158.9 million in Prop K funds for the LRV procurement. SFMTA has concurrently proposed multiple changes to its projects in the Vehicles 5YPP. This involves significantly delayed cash flow for several projects that had more aggressive schedules than needed and other changes. Shifting out cash flow during the current 5YPP period, which has the peak cash flow needs in the Strategic Plan, and the fact that cash flow needs for the LRV procurement extend through Fiscal Year 2027/28, actually results in a slight reduction of \$3 million in finance costs (from \$247 million to \$244 million) for the Strategic Plan as a whole.

See Attachment 1 provides a summary of changes to programming and finance costs for the three Prop K line items affected by this request and for the Strategic Plan as a whole. Attachment 2 graphically shows the aggregate programming and cash flow changes for the two Vehicles-Muni and Vehicles-Discretionary line items compared to the currently approved Strategic Plan and 5YPPs. Attachment 3 describes some of the project level changes in the Vehicles 5YPP. The sections below provide some additional detail on the proposed amendments to the three aforementioned Expenditure Plan line items.

Vehicles-Muni: As summarized in Attachment 3, SFMTA has proposed a series of significant adjustments to year of programming, cash flows (in aggregate, delayed cash flows), and sometimes scope to its projects in the Vehicles 5YPP. In terms of programming, the proposed amendment would

advance a total of \$22.2 million of out year programming into the current 5YPP period. In addition, the SFMTA has requested that a total of \$23.7 million in funds be pushed out from Fiscal Years 2016/17 and 17/18 to Fiscal Year 2019/20 to support a future NTP for the LRV base contract. While programming was advanced significantly, cash flow (expenditure of Prop K funds) was not advanced much in aggregate. Thus, the proposed amendment would only slightly increase financing costs for the Vehicles-Muni line item, from \$71.7 million to \$73.5 million.

The proposed Prop K programming for the LRV procurement requires the deobligation of \$3,580,000 in unneeded funds from two previously allocated SFMTA projects, the 59 40-Foot New Flyer Hybrid Motor Coaches project and the MUNI Rehabilitation of Historic Streetcars project. We have included a special condition that requires the SFMTA to submit the deobligations in time for approval ahead of the October 21 Transportation Authority Board meeting. SFMTA has already initiated the de-obligation process.

Vehicles-Discretionary: For this category, the proposed amendment would add the LRV Procurement as a project and advance a total of \$66.4 million into the next five years, as well as an additional \$14.8 million in Fiscal Year 2019/20. The cash flow for both of these programmed amounts would be between Fiscal Years 2019/20 – 2027/28, and would leave the category with negligible funding capacity going forward. This reprogramming would increase finance costs for the category from 0% to 5.26% of total funds available to the category, equaling finance costs of \$4.67 million.

Given the performance benefits of the project, we are recommending that the discretionary vehicle funds, which could otherwise go to BART or Caltrain be programmed to SFMTA.

Transit Enhancements: The SFMTA is the sole eligible project sponsor for this category, and had previously requested that a total of \$4.6 million be programmed for LRVs for the Central Subway in the 2014 Transit Enhancements 5YPP, which was subsequently approved. The current request includes these funds, but would require advancing \$1.5 million in programming from Fiscal Year 2017/18 to Fiscal Year 2014/15 to support certification. The request does not require any advancing of cash flow, and therefore does not trigger any increased finance costs.

Allocation of the requested funds for the LRV Procurement project is contingent upon the Strategic Plan and 5YPP amendments as detailed above.

We are seeking a recommendation to amend the Prop K Strategic Plan, amend the Transit Enhancements and Vehicles 5YPPs, and allocate \$131,153,142 in Prop K funds, with conditions, for the SFMTA's LRV Procurement, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

ALTERNATIVES

1. Recommend amendment of the 2014 Prop K Strategic Plan, amendment of the Transit Enhancements and Vehicles 5YPPs, and the allocation of \$131,153,142 in Prop K funds, with conditions, for the SFMTA's LRV Procurement, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as presented.
2. Recommend amendment of the 2014 Prop K Strategic Plan, amendment of the Transit Enhancements and Vehicles 5YPPs, and the allocation of \$131,153,142 in Prop K funds, with conditions, for the SFMTA's LRV Procurement, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The Citizen Advisory Committee (CAC) was briefed on this item at its October 1, 2014 meeting, and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

The recommended programming and cash flow revisions to the Prop K Strategic Plan and 5YPPs would result in a minor decrease in program-wide financing costs from \$247.6 million to \$244 million compared to the adopted Strategic Plan.

The recommended action would also allocate \$131,153,142 in Fiscal Year 2014/15 Prop K funds as detailed in the Allocation Request Form (See Enclosure 2). The allocation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Form. As noted above the cash flow for this allocation extends from Fiscal Year 2016/17 through Fiscal Year 2027/28.

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 2014/15 allocations to date, as well as the recommended cash flow distribution schedules.

Sufficient funds are included in the proposed 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

Recommend amendment of the 2014 Prop K Strategic Plan, amendment of the Transit Enhancements and Vehicles 5YPPs, and the allocation of \$131,153,142 in Prop K funds, with conditions, for the SFMTA's LRV Procurement, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.

Attachments (5):

1. Summary of Proposed Prop K Strategic Plan Amendment
2. Prop K Vehicles Annual Programming and Cash Flow Figures
3. Proposed Prop K Project List – Vehicles-Muni (17M), Summary of Changes
4. Prop K Capital Budget 2014/15
5. Prop K 2014/15 Fiscal Year Cash Flow Distribution – Summary Table

Enclosures (2):

- A. Prop K Vehicles 5-Year Prioritization Program
- B. Prop K Allocation Request Form

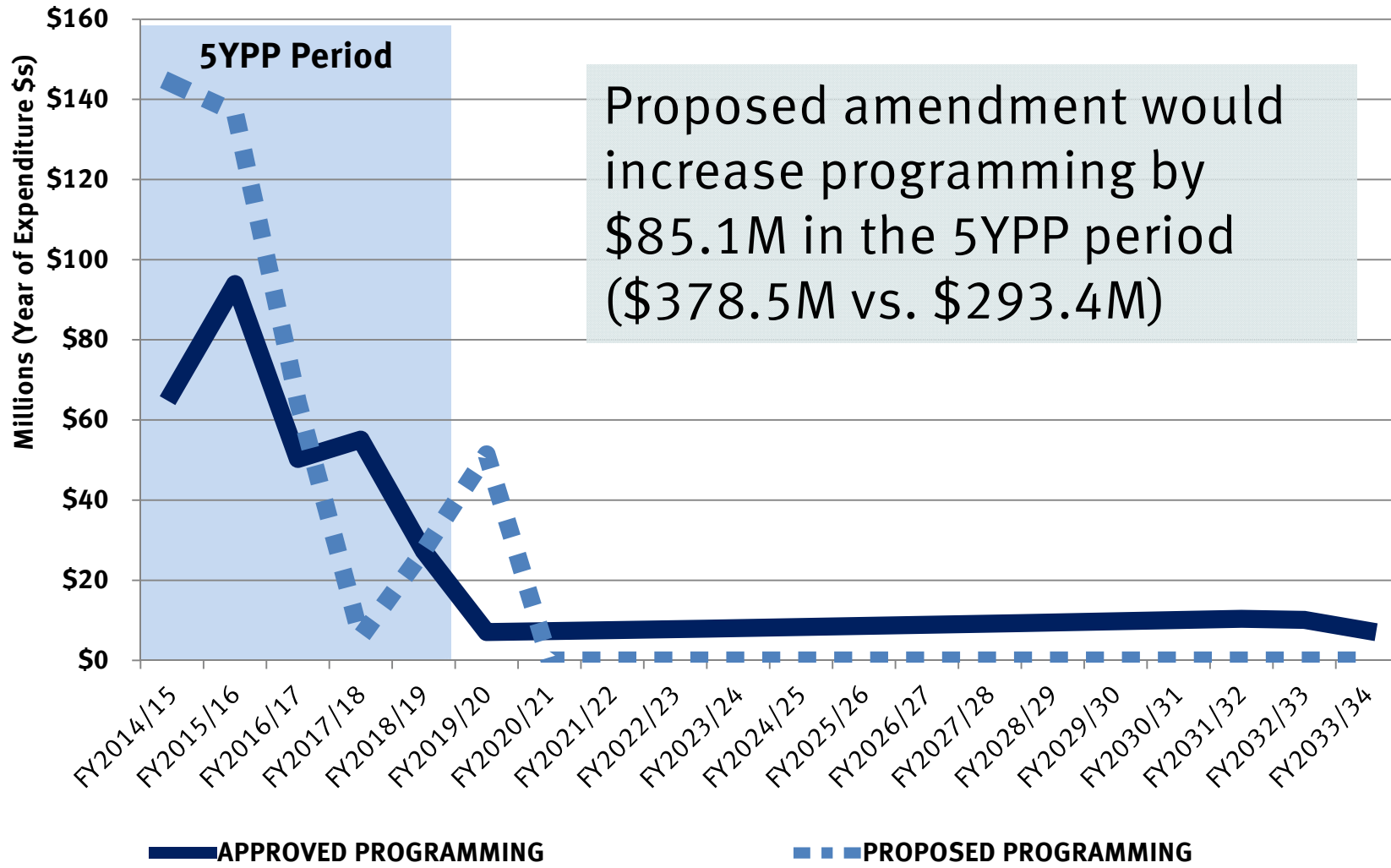
**Attachment 1.
Summary of Prop K Strategic Plan Amendment
Proposed Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)**

EP No.	EP Line Item	APPROVED 2014 Prop K Strategic Plan			PROPOSED Strategic Plan Amendment			Difference					
		Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs			
15	Purchase Additional Light Rail Vehicles	\$ 5,965,541	13.78%	Programming	\$ 4,602,490	\$ 5,965,033	13.60%	Programming	\$ 4,602,490	\$ (508)	-0.18%	Programming	\$ -
				Finance Costs	\$ 821,830			Finance Costs	\$ 811,418			Finance Costs	\$ (10,412)
				Total	\$ 5,424,320			Total	\$ 5,413,908			Total	\$ (10,412)
17M	New and Renovated Vehicles - MUNI	\$ 499,490,978	14.35%	Programming	\$ 412,187,352	\$ 499,069,390	14.74%	Programming	\$ 424,976,935	\$ (421,588)	0.39%	Programming	\$ 12,789,583
				Finance Costs	\$ 71,676,098			Finance Costs	\$ 73,538,232			Finance Costs	\$ 1,862,134
				Total	\$ 483,863,450			Total	\$ 498,515,168			Total	\$ 14,651,718
17U	New and Renovated Vehicles - Discretionary	\$ 89,204,712	0.00%	Programming	\$ 87,291,458	\$ 89,129,420	5.26%	Programming	\$ 81,002,267	\$ (75,292)	5.26%	Programming	\$ (6,289,191)
				Finance Costs	\$ -			Finance Costs	\$ 4,691,902			Finance Costs	\$ 4,691,902
				Total	\$ 87,291,458			Total	\$ 85,694,169			Total	\$ (1,597,289)
15, 17M, and 17U Total		\$ 594,661,231	N/A	Programming	\$ 504,081,300	\$ 594,163,843	N/A	Programming	\$ 510,581,692	\$ (497,388)	N/A	Programming	\$ 6,500,392
				Finance Costs	\$ 72,497,928			Finance Costs	\$ 79,041,552			Finance Costs	\$ 6,543,624
				Total	\$ 576,579,228			Total	\$ 589,623,245			Total	\$ 13,044,017
STRATEGIC PLAN TOTAL		\$ 2,924,465,771	8.47%	Programming	\$ 2,529,045,532	\$ 2,922,211,533	8.35%	Programming	\$ 2,535,545,924	\$ (2,254,238)	-0.12%	Programming	\$ 6,500,392
				Finance Costs	\$ 247,641,736			Finance Costs	\$ 243,974,369			Finance Costs	\$ (3,667,367)
				Total	\$ 2,776,687,267			Total	\$ 2,779,520,293			Total	\$ 2,833,026



Prop K Programming

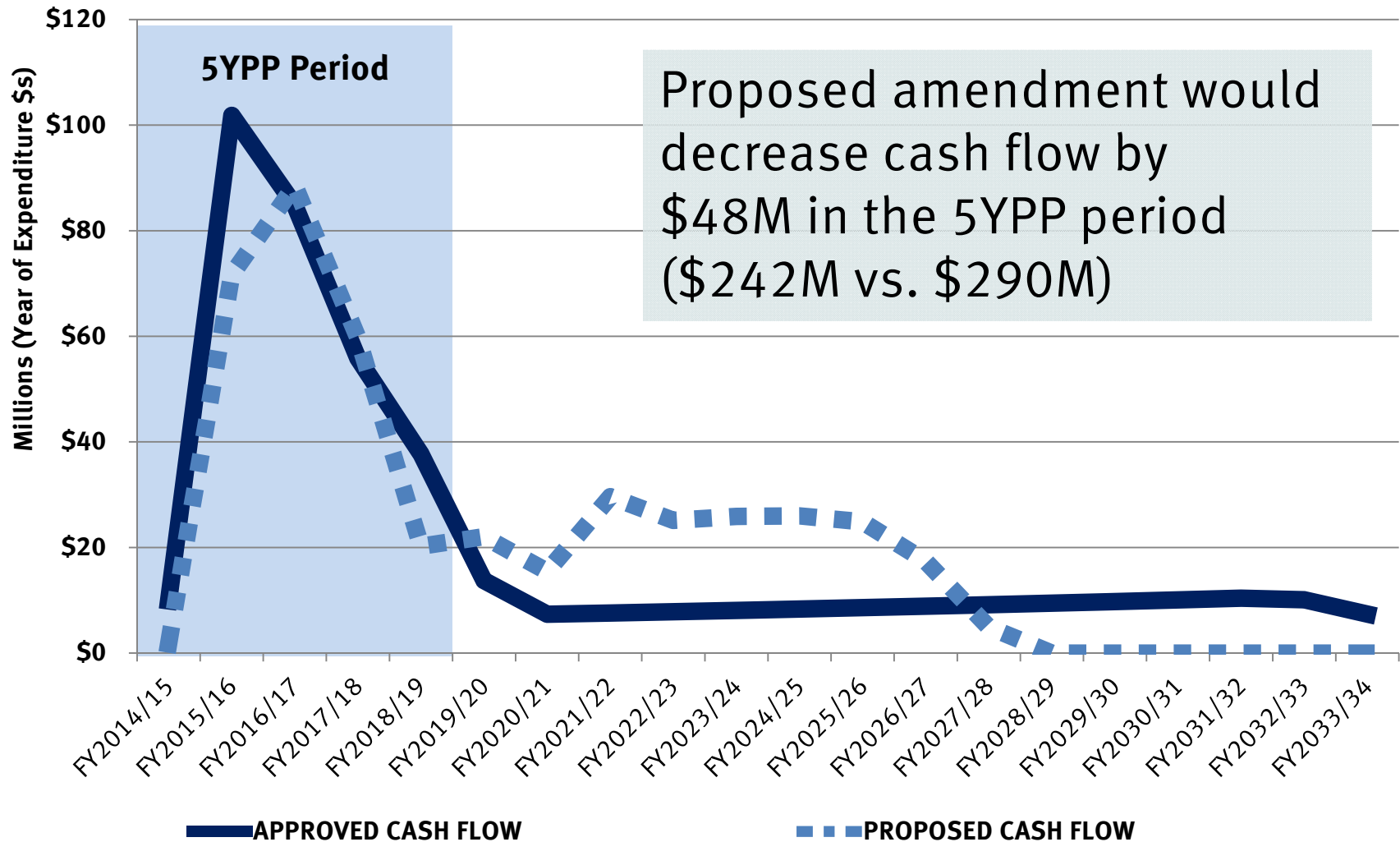
Vehicles-Muni and Vehicles-Discretionary Line Items





Prop K Cash Flow

Vehicles-Muni and Vehicles-Discretionary Line Items



Attachment 3. Proposed Prop K Project List - Vehicles - Muni (17M)
Summary of Changes

Project #	Project Name	Current Programmed Prop K Funds	Proposed Programmed Prop K Funds	Difference	Proposed Changes (e.g., delayed programming, change in scope)	Proposed First Year of Cash Flow	Proposed # of Years of Cash Flow
Current Projects - No Scope Changes							
1	Historic Vehicle Rehabilitation/Replacement (16 PCC)	\$ 4,785,063	\$ 4,785,063	\$ -	No change	2016/17	3
2	Historic Vehicle Rehabilitation/Replacement (Milan and Vintage)	\$ 3,304,749	\$ 3,304,749	\$ -	Programming delayed by one year. No change in cash flow.	2016/17	3
3	Replace 34 Neoplan 40' Motor Coaches and Replace 76 Neoplan 60' Buses	\$ 45,465,166	\$ 45,465,166	\$ -	Delayed several months resulting in later cash flow.	2015/16	2
4	Replace 41 Neoplan 40' Motor Coaches and Replace 48 Neoplan 60' Motor Coaches	\$ 37,493,415	\$ 37,493,415	\$ -	No change	2015/16	2
5	Replace 30 Neoplan 40' Motor Coaches	\$ 8,885,926	\$ 8,885,926	\$ -	Procurement delayed three years. Existing 40' Neoplans were rehabilitated in 2012/2013 using federal funds. Per Metropolitan Transportation Commission policy the useful lives of these vehicles must be extended by five years, extending the date they can be replaced using federal funds by the same time period.	2019/20	2
6	Replace 50 Neoplan 40' Motor Coaches	\$ 14,809,876	\$ 14,809,876	\$ -	Procurement delayed two years. Existing 40' Neoplans were rehabilitated in 2012/2013 using federal funds. Per Metropolitan Transportation Commission policy the useful lives of these vehicles must be extended by five years, extending the date they can be replaced using federal funds by the same time period.	2019/20	2
7	Replace 30 Orion 30' Motor Coaches and Replace 56 Orion 40' Motor Coaches	\$ 26,433,626	\$ 26,433,626	\$ -	No change	2018/19	2
8	Motor Coach Replacement Warranty: 30' Motor Coaches (30), 40' Motor Coaches (211), 60' Motor Coaches (124)	\$ 150,000	\$ 150,000	\$ -	Delayed one year corresponding to delay in procurement.	2015/16	9
9	Replace 60 New Flyer 60' Trolley Coaches	\$ 21,000,000	\$ 21,000,000	\$ -	No change	2014/15	2
10	Replace 100 ETI 40' Trolley Coaches	\$ 52,369,488	\$ 53,611,070	\$ 1,241,582	Increase in programmed amount due to updated MTC expected contribution.	2015/16	2

Attachment 3. Proposed Prop K Project List - Vehicles - Muni (17M)
Summary of Changes

Project #	Project Name	Current Programmed Prop K Funds	Proposed Programmed Prop K Funds	Difference	Proposed Changes (e.g., delayed programming, change in scope)	Proposed First Year of Cash Flow	Proposed # of Years of Cash Flow
11	Trolley Coach Replacement Warranty: 40' Trolley Coaches (175); 60' Trolley Coaches (93)	\$ 150,000	\$ 150,000	\$ -	Delayed two years corresponding to delay in procurement.	2016/17	8
12	Paratransit Van Replacement: Class B Vehicle (35)	\$ 931,019	\$ 931,019	\$ -	No change	2018/19	1
New Projects							
13	Replace 33 ETI 60' Trolley Coaches	\$ -	\$ 16,111,652	\$ 16,111,652	Incorporates scope from project 18.	2016/17	2
14	Replace 75 ETI 40' Trolley Coaches	\$ -	\$ 40,208,302	\$ 40,208,302	Incorporates scope from projects 17 and 18.	2016/17	2
15	Replace 65 ETI 40' Trolley Coaches with 12 60' Trolley Coaches	\$ -	\$ 5,858,782	\$ 5,858,782	Incorporates scope from project 18.	2017/18	2
16a	LRV Procurement	\$ -	\$ 60,116,310	\$ 60,116,310	New project added to support contract certification.	2014/15	9
16b	LRV Procurement	\$ -	\$ 13,171,456	\$ 13,171,456	New project added to support contract certification.	2019/20	9
Dropped Projects							
17	Replace 50 ETI 40' Trolley Coaches (2016/17)	\$ 36,608,381	\$ -	\$ (36,608,381)	Scope incorporated into project 14.	n/a	n/a
18	Replace 25 ETI 40' Trolley Coaches and Replace up to 45 ETI 60' Trolley Coaches (2017/18)	\$ 40,274,627	\$ -	\$ (40,274,627)	Scope incorporated into projects 13, 14, 15.	n/a	n/a
19	Replace 27 Paratransit Vans Class B Vehicles	\$ 718,215	\$ -	\$ (718,215)	Not needed. SFMTA replaced 35 paratransit vans in 2014 using \$650,000 in Prop K funds.	n/a	n/a

Total programmed in 2014 5YPP period (FYs 14/15 - 18/19)	\$ 293,379,551	\$ 312,039,156	\$ 18,659,605
Total cash flow in 2014 5YPP period (FYs 14/15 - 18/19)	\$ 290,042,662	\$ 241,950,475	\$ (48,092,187)

Total programmed in Strategic Plan (FYs 2019/20 - 33/34)	\$ 336,116,831	\$ 348,906,415	\$ 12,789,584
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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				
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				
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
17U	SFMTA	Light Rail Vehicle Procurement	\$ 66,444,342	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,444,342
Transit Subtotal			\$ 177,102,372	\$ 36,125,774	\$ 5,598,456	\$ 7,317,490	\$ 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				
Visitacion Valley Watershed Subtotal			\$ 28,830	\$ 19,330	\$ 9,500	\$ -	\$ -	\$ -	
STREET AND TRAFFIC SAFETY									
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					
39	SFMTA	Twin Peaks Connectivity	\$ 23,000	\$ 19,866	\$ 3,134				
42	SFPW	Tree Planting and Maintenance	\$ 1,000,000	\$ 1,000,000					
Streets and Traffic Safety Subtotal			\$ 5,219,019	\$ 4,264,811	\$ 954,208	\$ -	\$ -	\$ -	
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			
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					
TSM/Strategic Initiatives Subtotal			\$ 1,178,231	\$ 717,889	\$ 360,342	\$ 100,000	\$ -	\$ -	
TOTAL			\$ 193,198,452	\$ 50,797,804	\$ 6,922,506	\$ 7,417,490	\$ 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-XX for cash flow details.

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

Attachment 5.
Prop K FY 2014/15 Capital Budget Summary¹

	Total	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FYs 2019/20 - 2027/28²
Prior Allocations	\$ 62,045,310	\$ 50,797,804	\$ 6,922,506	\$ 4,325,000	\$ -	\$ -	\$ -
Current Request(s)	\$ 131,153,142	\$ -	\$ -	\$ 3,092,490	\$ 1,500,000	\$ -	\$ 126,560,652
New Total Allocations	\$ 193,198,452	\$ 50,797,804	\$ 6,922,506	\$ 7,417,490	\$ 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-XX for cash flow details.