

DRAFT 2014 PROPOSITION K 5-YEAR PRIORITIZATION PROGRAM FACILITIES		
Expenditure Plan Number(s) *	5YPP Category	Page
20B	Facilities - BART	1
20M	Facilities - Muni	15
20P	Facilities - Caltrain	45

* The BART and Muni shares were presented to the Plans and Programs Committee in June, but no action was sought because Caltrain information was still pending.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

1455 Market Street, 22nd Floor, San Francisco, CA 94103
TEL 415.522.4800 FAX 415.522.4829
EMAIL info@sfcta.org WEB www.sfcta.org



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DRAFT 2014 PROPOSITION K
5-YEAR PRIORITIZATION PROGRAM



FACILITIES - BART

Approved: [DATE]

Prepared for the San Francisco County Transportation Authority

By Bay Area Rapid Transit District



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

1455 Market Street, 22nd Floor, San Francisco, CA 94103

TEL 415.522.4800 FAX 415.522.4829

EMAIL info@sfcta.org WEB www.sfcta.org

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- 2009 Prop K 5-Year Prioritization Program – Program of Projects (as amended)

Eligibility

Eligibility as identified in the voter approved Prop K Expenditure Plan is as follows:

“Programmatic improvements for upgrade, rehabilitation and replacement of transit facilities and facilities-related equipment. Includes limited incremental operating funds for MUNI Metro Extension/MUNI Metro Turnback operations. The first \$101.9M is Priority 1 and the remainder is Priority 2. Projects include:

- Rehabilitation, upgrades and/or replacement of existing facilities for maintenance and operations, including equipment (Priority 1). Rehabilitation, upgrades and renovation for rail stations including platform edge tiles, elevators, escalators, and faregates (Priority 1). Rehabilitation and/or replacement of facilities for administration (Priority 2). The first \$84.7 M in Prop K is Priority 1 and the remainder is Priority 2. Includes project development and capital costs. Sponsoring Agencies: MUNI, BART, Caltrain (PCJPB). Total Funding: \$925.7M; Prop K: \$95.7M. Of the \$115.7M in Prop K funds, the following minimum amounts will be available for MUNI (\$92.6M), BART (\$2.3M), and PCJPB (\$9.3M).”

Prioritization Criteria

One of the key required elements of the 5YPPs is a transparent process for how projects get selected. Prop K requires at a minimum that each category include prioritization criteria that address project readiness, community support, and relative level of need or urgency. For this 5YPP update, the Citizens Advisory Committee requested that the Transportation Authority and project sponsors develop a user-friendly, transparent scoring table that could apply to all 5YPPs, and that the scoring prioritize safety and community input highly.

Table 3 shows the new Prioritization Criteria and Scoring Table. Each project can receive a maximum of 20 points, with 10 points allocated programwide criteria and 10 points allocated for category specific criteria.

The Expenditure Plan also requires consideration of geographic equity in terms of project distribution that takes into account the various needs of San Francisco's neighborhoods. The geographic area where the Bay Area Rapid Transit District (BART) may propose Prop K capital projects is limited to the areas on or around its fixed guideways system, which runs along Market Street from The Embarcadero to Civic Center and then down the Mission Street corridor to Balboa Park BART Station, the southern-most San Francisco Station. Though BART receives a small amount of Prop K funds from this category (e.g. this category is proposed to fund only 2 projects during the 2014 5YPP), BART takes into account San Francisco and geographic equity within its larger program of projects, which includes all fund sources and not just Prop K.

Stretching Your Prop K Sales Tax Dollars Farther

Leveraging Prop K funds against non-Prop K fund sources (e.g., federal, state, other local funds) is necessary to fully fund the Expenditure Plan projects and programs. For the BART facilities category, the Prop K Expenditure Plan assumes that for every \$1 of every dollar of sales tax revenue spent, it would be leveraged by about \$9 in non-Prop K funds. The table below compares Prop K Expenditure Plan assumptions with proposed leveraging in the 2014 5-year project lists.

Table 1. Prop K Leveraging¹

Category	Expected Leveraging (Non-Prop K Funds)	Proposed Leveraging (Non-Prop K Funds)
Rehabilitate/Upgrade Existing Facilities	90%	97%

¹This table compares the expected leveraging assumed in the Expenditure Plan with the proposed leveraging assumed in the 5-Year Project List.

**Table 2. Project Delivery Snapshot
Facilities -- BART**

Table 2a. Prop K Funds Allocated

5-Year Prioritization Program (5YPP) Period	Programmed (Available for Allocation)	Total Allocated as of 3/31/2014	% Allocated
2005 5YPP (FY 2004/05-2008/09)	\$1,010,000	\$383,615	38%
2009 5YPP: (FY 2009/10 -2013/14) *	\$512,000	\$0	0%
Total *		\$383,615	

* Funds programmed in the 2009 5YPP may include programmed but unallocated funds from the 2005 5YPP, as well as de-obligated funds.

Table 2b. Percent Complete

Tables show allocations and percent complete through March 31, 2014, based on project sponsors' progress reports.

Completed Projects/Project Phases (sorted by allocation year, then sponsor, then project name)

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated as of 3/31/2014	% Complete as of 3/31/2014
BART	2005/06	TVM Expansion & Air Compressor Replacement	Construction	\$ 236,864	100%
BART	2005/06	Replacement of Platform Edge Tiles, Stair Treads	Construction	\$ 146,751	100%

Projects/Project Phases Underway (sorted by allocation year, then sponsor, then project name)

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated as of 3/31/2014	% Complete as of 3/31/2014
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For more information on Prop K and other Transportation Authority funded projects, visit <http://www.sfcta.org/mystreetsf-projects-map> to access an interactive map showing projects in your neighborhood and citywide.

Table 3 - Draft Prioritization Criteria and Scoring Table
Facilities - BART (EP20B)

Total Possible Score	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA			Total
	Project Readiness	Time Sensitive Urgency	Community Support	Safety	Leveraging	Improves Efficiency of Transit Operations	
4	4	3	3	4	3	3	20
Daily City BART Station Bus & Shuttle Circulation Improvements	4	1	3	3	2	3	16
Glen Park Station Plaza Improvements	3	1	3	2	2	2	13

Prioritization Criteria Definitions:

Project Readiness: Project likely to need funding in fiscal year proposed. Factors to be considered include adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors may significantly delay project.

Community Support: Project has clear and diverse community support and/or was it identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program.

Three points for a project in an adopted community based plan with evidence of diverse community support.

Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups.

One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

Time Sensitive Urgency: Project needs to proceed in proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts); to support another funded or proposed project (e.g. new signal controllers need to be installed to support TTEP implementation); or to meet timely use of funds deadlines associated with matching funds.

Safety: Project improves safety for passengers, operators and/or employees. Projects that address a documented safety issue should score more highly.

Leveraging: Project leverages non-Prop K funds.

Improves Efficiency of Transit Operations: Project directly contributes to improved efficiency (e.g., level boarding, additional fare gates)

Table 4 - Draft Prop K 5-Year Project List (FY 2014/15 - FY 2018/19)
 Rehab/Upgrade Existing Facilities - BART (EP 20B)
 Programming

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
BART	Daly City BART Station Bus & Shuttle Circulation Improvements	PS&E	Planned	\$150,000					\$150,000
BART	Daly City BART Station Bus & Shuttle Circulation Improvements	CON	Planned		\$400,000				\$400,000
BART	Glen Park Station Plaza Improvements	PLAN/CER	Planned	\$75,249					\$75,249
Total Programmed in 5YPP				\$225,249	\$400,000	\$0	\$0	\$0	\$625,249
Total Programmed in 2013 Strategic Plan Baseline				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				(\$225,249)	(\$625,249)	(\$625,249)	(\$625,249)	(\$625,249)	(\$625,249)

Table 4 - Draft Prop K 5-Year Project List (FY 2014/15 - FY 2018/19)

Rehab/Upgrade Existing Facilities - BART (EP 20B)

Cash Flow (\$) Maximum Annual Reimbursement

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Daly City BART Station Bus & Shuttle Circulation Improvements	PS&E	\$150,000					\$150,000
Daly City BART Station Bus & Shuttle Circulation Improvements	CON		\$100,000	\$300,000			\$400,000
Glen Park Station Plaza Improvements	PLAN/CER	\$75,249					\$75,249
Cash Flow Programmed in 5YPP							
		\$225,249	\$100,000	\$300,000	\$0	\$0	\$625,249
Cash Flow Programmed in 2013 Strategic Plan Baseline							
		\$60,000	\$60,000	\$0	\$0	\$0	\$120,000
Cumulative Remaining Cash Flow Capacity							
		(\$165,249)	(\$205,249)	(\$505,249)	(\$505,249)	(\$505,249)	(\$505,249)

**San Francisco County Transportation Authority Proposition K Sales Tax Program
Project Information Form**



Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
Prop K EP Project/Program:	b.1 Facilities-Rehabilitation, upgrade and replacement of existing facilities
EP Line (Primary):	20
Other EP Line Number/s:	
Fiscal Year of Allocation:	2014/15
Project Information	
Project Name:	Daly City BART Station Bus & Shuttle Circulation Improvements
Project Location:	Daly City BART Station
Project Supervisorial District(s):	7, 11
Project Description:	Advance design to 100% in coordination with partner agencies. Conceptual designs identify strategies to improve the bus intermodal facility to maximize operational efficiencies for buses and shuttles when they arrive, exit, and lay over for existing and future services from Muni, SamTrans, San Francisco State University (SF State), Parkmerced and others. The conceptual designs and the traffic analysis address circulation issues for all modes within the station proper and examine how the different modes can navigate with minimal operational and safety conflicts. This project also addresses bicycle and pedestrian safety and access to the station, particularly by evaluating the feasibility of a potential at-grade crosswalk across John Daly Boulevard at Niantic Avenue/East Station Road.
Purpose and Need:	There are a number of major transit service changes proposed for the station as well as developments planned within a half-mile radius of the station. Most notably, the San Francisco Municipal Transportation Agency (SFMTA) Transit Effectiveness Project has recommended new bus service (Line 14 Mission and Line 17 Parkmerced), SamTrans is looking to add Bus Rapid Transit service, and Parkmerced has proposed a new shuttle service to the station as part of its Master Plan.
Community Engagement/Support:	Five public meetings in 2011 & 2012 have been held to allow members of the community to provide input on key issues facing the station, including outreach to the following groups: Council of Homeowners and Residents Association (COHRA) of Daly City, Merced Extension Triangle Neighborhood Association, Westlake Village Apartments, business community representatives from Pacific Plaza and Westlake Shopping Center, and Peninsula Congestion Relief Alliance.
Implementing Agency:	Bay Area Rapid Transit District
Project Manager:	Tim Chan
Phone Number:	510-287-4705
Email:	tchan@bart.gov
Environmental Clearance	
Type:	Categorically Exempt
Status:	not yet started
Completion Date (Actual or Anticipated):	Summer 2015

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Year	Quarter	Year
Planning/Conceptual Engineering (30%)	0%	In-house - Both				
Environmental Studies (PA&ED)	0%	Contracted - Both				
Design Engineering (PS&E)	0%	Both	1	2014/15	1	2015/16
R/W Activities/Acquisition	0%	N / A				
Advertise Construction	0%	Both	1	2015/16	2	2015/16
Start Construction (i.e. Award Contract)	0%	Both	3	2015/16		
End Construction (i.e. Open for Use)	0%	Both			4	2016/17
Start Procurement (e.g. rolling stock)	0%					
Project Close-out	0%	Both			1	2017/18

Comments/Concerns

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**San Francisco County Transportation Authority Proposition K Sales Tax Program
Project Information Form**



Project Name:	Daly City BART Station Bus & Shuttle Circulation Improvements
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Project Cost Estimate	Funding Source		
	Phase	Cost	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 400,000	\$ 150,000	\$ 250,000
R/W	\$ -	\$ -	\$ -
Construction	\$ 1,000,000	\$ 400,000	\$ 600,000
Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -
Total Project Cost	\$ 1,400,000	\$ 550,000	\$ 850,000
Percent of Total		39%	61%

Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	Enter Cash Flow Here					Total
				14/15	15/16	16/17	17/18	18/19	
Design Engineering (PS&E)	Prop K	Planned	14/15	\$ 150,000					\$ 150,000
Design Engineering (PS&E)	Prop 1B (BART)	Allocated	13/14	\$ 250,000					\$ 250,000
Construction	STIP (San Mateo)	Programmed	16/17		\$ 100,000	\$ 200,000			\$ 200,000
Construction	Prop K	Planned			\$ 300,000				\$ 400,000
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
Total By Fiscal Year				\$ 400,000	\$ 100,000	\$ 500,000	\$ -	\$ -	\$ 1,000,000

Comments/Concerns

TA Note: The Prop K Expenditure Plan allows investment of sales tax funds outside of the county limits if certain conditions are established. These conditions are describe in the Expenditure Plan and include the need for planning/analysis to demonstrate that the proposed improvements would result in a quantifiable benefit to the City and County of San Francisco's transportation improvement program and that the proposed expense is matched by the county in which the sales tax funds would be invested. These conditions would need to be satisfied prior to receiving a positive staff recommendation for allocation of the proposed funds.

San Francisco County Transportation Authority Proposition K Sales Tax Program
Project Information Form



Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
Prop K EP Project/Program:	b.1 Facilities-Rehabilitation, upgrade and replacement of existing facilities
EP Line (Primary):	20
Other EP Line Number/s:	
Fiscal Year of Allocation:	2014/15
Project Information	
Project Name:	Glen Park Station Plaza Improvements
Project Location:	Glen Park BART Station
Project Supervisorial District(s):	8
Project Description:	Advance station design to 35% in coordination with City agency (SFCTA, SFMTA, Planning Dept, etc.) plans towards competing in the next OBAG grant cycle. Redesign of plaza areas to make them more inviting, better for transit and provide much needed public space..
Purpose and Need:	The small downtown sits at the center of a major transportation interchange. Several bus lines, freeway on/off ramps and the BART station all converge here. Consequently, the area is a magnet for commuters inside and outside the neighborhood. Few entry and exit points and the limited capacity of narrow streets contribute to rush hour congestion, parking anxieties and concerns for pedestrian safety. Glen Park's topography and fine-grained street grid strain to handle all of this activity. These transportation and circulation conflicts threaten the "village" quality residents wish to protect.
Community Engagement/Support:	Process involved in the development of the Glen Park Community Plan dated February 2012 prepared by SF Planning Department and active participation in Neighborhood Association and Business Group meetings.
Implementing Agency:	Bay Area Rapid Transit District
Project Manager:	Rube Warren
Phone Number:	510-874-7355
Email:	rwarren@bart.gov
Environmental Clearance	
Type:	Categorically Exempt
Status:	not yet started
Completion Date (Actual or Anticipated):	Summer 2015

Project Delivery Milestones Phase	Status % Complete	Work In-house - Contracted - Both	Start Date		End Date	
			Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering (30%)	0%	Both	1	2014/15	4	2014/15
Environmental Studies (PA&ED)	0%	Both				
Design Engineering (PS&E)	0%	Both	1	2015/16	1	2016/17
R/W Activities/Acquisition	0%	N / A				
Advertise Construction	0%	Both	2	2016/17	3	2016/17
Start Construction (i.e. Award Contract)	0%	Both	4	2016/17		
End Construction (i.e. Open for Use)	0%	Both			3	2018/19
Start Procurement (e.g. rolling stock)	0%					
Project Close-out	0%	Both			4	2018/19

Comments/Concerns

Prop K funding will be used to advance this scope to be OBAG ready & competitive for the next cycle.

**San Francisco County Transportation Authority Proposition K Sales Tax Program
Project Information Form**



Project Name: Glen Park Station Plaza Improvements

Project Cost Estimate	Funding Source		
	Phase	Cost	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ 375,249	\$ 75,249	\$ 300,000
Design Engineering (PS&E)	\$ 400,000	\$ -	\$ 400,000
R/W	\$ -	\$ -	\$ -
Construction	\$ 5,000,000	\$ -	\$ 5,000,000
Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -
Total Project Cost	\$ 5,775,249	\$ 75,249	\$ 5,700,000
Percent of Total		1%	99%

Project Expenditures (Cash Flow) By Fiscal Year	Enter Cash Flow Here							Total	
	Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	14/15	15/16	16/17		17/18
Planning/Conceptual Engineering	Prop K	Planned	14/15	\$ 75,249					\$ 75,249
Planning/Conceptual Engineering	Prop 1B	Allocated	13/14	\$ 300,000					\$ 300,000
Design Engineering (PS&E)	Prop 1B	Allocated	16/17		\$ 400,000				\$ 400,000
Construction	OBAG	Planned	16/17			\$ 5,000,000			\$ 5,000,000
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
Total By Fiscal Year				\$ 375,249	\$ 400,000	\$ 5,000,000	\$ -	\$ -	\$ 5,775,249

Comments/Concerns
 TA Note: Project does not appear to be strongly competitive for OneBayArea Grant (OBAG) funds. Demonstration of alternate potential fund sources for construction will be necessary in order to support a favorable staff recommendation at the time the planning funds are requested.

2009 Prop K 5YPP - Program of Projects (as approved)
Facilities - BART (EP 20B)
Programming

Agency	Project Name	Phase	Status	Fiscal Year				Total	
				2009/10	2010/11	2011/12	2012/13		2013/14
Subcategory									
BART	BART Stations Modernization Program	PS&E, CON	Program med	\$272,000					\$272,000
BART	Downtown BART Station Canopies (Embarcadero to Civic Center)	PS&E, CON	Program med					\$240,000	\$240,000
Total Programmed in 5YPP									
				\$272,000	\$0	\$0	\$0	\$240,000	\$512,000
Total Programmed in 2009 Strategic Plan*									
				\$272,000	\$0	\$0	\$0	\$240,000	\$512,000
Cumulative Remaining Programming Capacity									
				\$0	\$0	\$0	\$0	\$0	\$0

* The 2009 Strategic Plan was adopted on July 28, 2009 through Res. 10-07.

2009 Prop K 5YPP - Program of Projects (as amended)

Rehab/Upgrade Existing Facilities - BART (EP 20B)

Programming and Allocations To-date

Last Update: February 14, 2013

Agency	Project Name	Phase	Status	Fiscal Year				Total	
				2009/10	2010/11	2011/12	2012/13		2013/14
BART	BART Stations Modernization Program	PS&E, CON	Programmed	\$272,000					\$272,000
BART	Downtown BART Station Canopies (Embarcadero to Civic Center)	PS&E, CON	Programmed					\$240,000	\$240,000
Total Programmed in 5YPP				\$272,000	\$0	\$0	\$0	\$240,000	\$512,000
Total Allocated and Pending in 5YPP				\$0	\$0	\$0	\$0	\$0	\$0
Total Deobligated in 5YPP				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPP				\$272,000	\$0	\$0	\$0	\$240,000	\$512,000
Total Programmed in Amended 2009 Strategic Plan *				\$272,000	\$0	\$0	\$0	\$240,000	\$512,000
Deobligated from Prior 5YPP Cycles **				\$113,249					\$113,249
Cumulative Remaining Programming Capacity				\$113,249	\$113,249	\$113,249	\$113,249	\$113,249	\$113,249

* The 2009 Strategic Plan was adopted on July 28, 2009 through Res. 10-07.

** "Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period, excluding deobligations incorporated in the first 2009 Strategic Plan amendment, as of December 31, 2012.

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation



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DRAFT 2014 PROPOSITION K
5-YEAR PRIORITIZATION PROGRAM



FACILITIES - Muni

Approved: [DATE]

Prepared for the San Francisco County Transportation Authority

By San Francisco Municipal Transportation Agency



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

1455 Market Street, 22nd Floor, San Francisco, CA 94103
TEL 415.522.4800 FAX 415.522.4829
EMAIL info@sfcta.org WEB www.sfcta.org

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- Map and Chart of SFMTA Facilities Locations

Eligibility

Eligibility as identified in the voter approved Prop K Expenditure Plan is as follows:

“Rehabilitation, upgrades and/or replacement of existing facilities for maintenance and operations, including equipment (Priority 1). Rehabilitation, upgrades and renovation for rail stations including platform edge tiles, elevators, escalators, and faregates (Priority 1). Rehabilitation and/or replacement of facilities for administration (Priority 2). The first \$84.7 M in Prop K is Priority 1 and the remainder is Priority 2. Includes project development and capital costs. Sponsoring Agencies: MUNI, BART, PCJPB. Total Funding: \$925.7M; Prop K: \$95.7M. Of the \$115.7M in Prop K funds, the following minimum amounts will be available for MUNI (\$92.6M), BART (\$2.3M), and PCJPB (\$9.3M).”

The San Francisco Municipal Transportation Agency (SFMTA) operates the San Francisco Municipal Railway (MUNI). BART stands for the Bay Area Rapid District and PCJPB stands for the Peninsula Corridor Joint Powers, also known as Caltrain.

Prioritization Criteria

One of the key required elements of the 5YPPs is a transparent process for how projects get selected. Prop K requires at a minimum that each category include prioritization criteria that address project readiness, community support, and relative level of need or urgency. For this 5YPP update, the Citizens Advisory Committee requested that the Transportation Authority and project sponsors develop a user-friendly, transparent scoring table that could apply to all 5YPPs, and that the scoring prioritize safety and community input highly.

Table 3 shows the new Prioritization Criteria and Scoring Table. Each project can receive a maximum of 20 points, with up to 10 points allocated program-wide criteria and up to 10 points allocated for category-specific criteria.

The Expenditure Plan also requires consideration of geographic equity in terms of project distribution that takes into account the various needs of San Francisco's neighborhoods. Facilities projects funded with Prop K are located citywide, but more relevantly, improvements made to Muni facilities infrastructure is typically driven by safety and the need to maintain the system in a state of good repair, which benefits performance for the entire Muni system.

Stretching Your Prop K Sales Tax Dollars Farther

Leveraging Prop K funds against non-Prop K fund sources (e.g., federal, state, other local funds) is necessary to fully fund the Expenditure Plan projects and programs. For the Facilities – Muni category, the Prop K Expenditure Plan assumes that every \$1 of sales tax revenue spent would leverage about \$9 in non-Prop K funds. The table below compares Prop K Expenditure Plan assumptions with proposed leveraging in the 2014 5-year project lists.

Table 1. Prop K Leveraging¹

Category	Expected Leveraging (Non-Prop K Funds)	Proposed Leveraging (Non-Prop K Funds)
Facilities - Muni	90%	92%

¹ This table compares the expected leveraging assumed in the Expenditure Plan with the proposed leveraging assumed in the 5-Year Project List.

The proposed leveraging for Facilities – Muni Prop K funds meets Expenditure Plan assumptions. However, 76% of the funding for the six planned projects (which have a total cost of \$225.2 million) is still to be determined. Planned and potential fund sources generally look to the November 2014 local ballot measures (General Obligation bonds, Vehicle License Fees), Cap and Trade, and SFMTA revenue bonds.

**Table 2. Project Delivery Snapshot
Facilities -- Muni**

Table 2a. Prop K Funds Allocated

5-Year Prioritization Program (5YPP) Period	Programmed (Available for Allocation)	Total Allocated as of 3/31/2014	% Allocated
2005 5YPP (FY 2004/05-2008/09)	\$49,572,094	\$1,482,001	3%
2009 5YPP: (FY 2009/10 -2013/14) *	\$37,515,124	\$31,626,925	84%
Total *		\$33,108,926	

* Funds programmed in the 2009 5YPP may include programmed but unallocated funds from the 2005 5YPP, as well as de-obligated funds.

Table 2b. Percent Complete

Tables show allocations and percent complete through March 31, 2014, based on project sponsors' progress reports.

Completed Projects/Project Phases (sorted by allocation year, then sponsor, then project name)

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated as of 3/31/2014	% Complete as of 3/31/2014
SFMTA	2004/05	Capital Planning and Grants Staffing	Planning	\$ 360,000	100%
SFMTA	2004/05	2005 5-Year Prioritization Program Development	Planning	\$ 8,213	100%
SFMTA	2004/05	Central Control Facility Improvements	Procurement	\$ 172,397	100%
SFMTA	2004/05	Green Roof and HVAC Replacement	Planning	\$ 223,594	100%
SFMTA	2005/06	Overhead Rehab 1998-2009	Design	\$ 164,343	100%
SFMTA	2006/07	Escalator Rehabilitation and Upgrade	Planning	\$ 65,000	100%
SFMTA	2006/07	Burke Avenue Overhead Lines and Central Warehouse Facility Renovation	Planning	\$ 299,016	100%
SFMTA	2007/08	Escalator Rehab Design Engineering	Design	\$ 189,439	100%
SFMTA	2009/10	Islais Creek Maintenance Facility Ph 1 - CON (\$23,935,055)	Construction	\$ 5,181,055	100%
SFMTA	2011/12	Enterprise Asset Management System	Planning	\$ 153,500	100%
SFMTA	2011/12	Enterprise Asset Management System - Contingency	Planning	\$ 46,500	100%

Projects/Project Phases Underway (sorted by allocation year, then sponsor, then project name)

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated as of 3/31/2014	% Complete as of 3/31/2014
SFMTA	2009/10	Escalator Rehabilitation - Phase I	Construction	\$ 717,276	98%
SFMTA	2009/10	Islais Creek Maintenance Facility Phase 1	Right of Way	\$ 4,000,000	95%
SFMTA	2010/11	Escalator Rehabilitation - Phase 2	Design	\$ 300,000	97%

**Table 2. Project Delivery Snapshot
Facilities -- Muni**

Projects/Project Phases Underway (sorted by allocation year, then sponsor, then project name)

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated as of 3/31/2014	% Complete as of 3/31/2014
SFMTA	2010/11	Central Control and Communications (C3) - Central Control Interim Facility	Design	\$ 862,249	10%
SFMTA	2010/11	Central Control and Communications (C3) - Central Control Interim Facility	Construction	\$ 14,009,751	30%
SFMTA	2011/12	Woods Division Lift Replacement	Construction	\$ 958,775	80%
SFMTA	2011/12	Central Control and Communications (C3) Program - Integrated Systems Replacement	Construction	\$ 1,681,819	40%
SFMTA	2013/14	Escalator Rehabilitation - Phase 2	Construction	\$ 3,700,000	0%

For more information on Prop K and other Transportation Authority funded projects, visit <http://www.sfcta.org/mystreetsf-projects-map> to access an interactive map showing projects in your neighborhood and citywide.

Table 3. DRAFT Prop K 2014 Prioritization Mechanism
EP 20M - Muni Facilities

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA			Total
	Project Readiness	Time Sensitive Urgency	Community Support	Safety	Leveraging	Improves Efficiency of Transit Operations	
<i>Total Possible Score</i>	4	3	3	4	3	3	20
Various Facility Plans Predevelopment	4	3	1	4	0	3	15
Implementation of Various Facility Plans	3	3	1	4	0	3	14
Paint Booth Upgrade (Woods and Potrero) (PLAN/CER/PA&ED)	3	2	1	4	0	2	12
Muni Metro East Paint and Body Shop (PLAN/CER, PA&ED)	2	2	1	3	2	3	13
Woods Renovation Hoists and Bays	4	2	1	3	0	2	12
Upgrade Life and Fire Safety Systems	4	2	1	4	2	0	13

Prioritization Criteria Definitions:

Project Readiness: Project likely to need funding in fiscal year proposed. Factors to be considered include adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors may significantly delay project.

Community Support: Project has clear and diverse community support and/or was it identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program.

Three points for a project in an adopted community based plan with evidence of diverse community support.

Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups.

One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

Time Sensitive Urgency: Project needs to proceed in proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts); to support another funded or proposed project (e.g. new signal controllers need to be installed to support TEP implementation); or to meet timely use of funds deadlines associated with matching funds.

Safety: Project improves safety for passengers, operators and/or employees. Projects that address a documented safety issue should score more highly.

Leveraging: Project leverages non-Prop K funds.

Improves Efficiency of Transit Operations: Project directly contributes to improved efficiency (e.g. level boarding, additional fare gates)

Table 4. Draft 5-Year Project List (FY 2014/15 – FY 2018/19)

Rehab/Upgrade Existing Facilities - SFMTA (EP 20M)

Programming

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Various Facility Plans Predevelopment	PLAN/CER, PA&ED	Planned	\$400,000					\$400,000
SFMTA	Implementation of Various Facility Plans	PS&E, CON	Planned	\$3,000,000					\$3,000,000
SFMTA	Paint Booth Upgrade (Woods and Potrero)	PLAN/CER, PA&ED	Planned	\$850,000					\$850,000
SFMTA	Muni Metro East Paint and Body Shop	PLAN/CER, PA&ED	Planned	\$6,027,000					\$6,027,000
SFMTA	Woods Renovation Hoists and Bays	PLAN/CER	Planned	\$6,750,000					\$6,750,000
SFMTA	Upgrade Life and Fire Safety Systems	PLAN/CER	Planned	\$250,000					\$250,000
Programmed in 5YPP				\$17,277,000	\$0	\$0	\$0	\$0	\$17,277,000
Total Programmed in 2013 Strategic Plan Baseline				\$0	\$0	\$5,127,000	\$0	\$0	\$5,127,000
Cumulative Remaining Programming Capacity				(\$17,277,000)	(\$17,277,000)	(\$12,150,000)	(\$12,150,000)	(\$12,150,000)	(\$12,150,000)

Table 4. Draft 5-Year Project List (FY 2014/15 – FY 2018/19)

Rehab/Upgrade Existing Facilities - SFMTA (EP 20M)

Cash Flow (\$) Maximum Annual Reimbursement

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Various Facility Plans Predevelopment	PLAN/CER, PA&ED	\$400,000					\$400,000
Implementation of Various Facility Plans	PS&E, CON	\$1,000,000	\$1,000,000				\$3,000,000
Paint Booth Upgrade (Woods and Potrero)	PLAN/CER, PA&ED	\$725,000	\$125,000				\$850,000
Muni Metro East Paint and Body Shop	PLAN/CER, PA&ED	\$2,559,000	\$2,559,000	\$909,000			\$6,027,000
Woods Renovation Hoists and Bays	PLAN/CER	\$2,700,000	\$2,700,000	\$1,350,000			\$6,750,000
Upgrade Life and Fire Safety Systems	PLAN/CER	\$125,000	\$125,000				\$250,000
Cash Flow Programmed in 5YPP		\$7,509,000	\$6,509,000	\$3,259,000	\$0	\$0	\$17,277,000
Cash Flow Programmed in 2013 Strategic Plan Baseline		\$0	\$0	\$5,127,000	\$0	\$0	\$5,127,000
Cumulative Remaining Cash Flow Capacity		(\$7,509,000)	(\$14,018,000)	(\$12,150,000)	(\$12,150,000)	(\$12,150,000)	(\$12,150,000)



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
Prop K EP Project/Program:	b.1 Facilities-Rehabilitation, upgrade and replacement of existing facilities
EP Line (Primary):	20
Other EP Line Number/s:	
Fiscal Year of Allocation:	2014/15
Project Information	
Project Name:	Various Facility Plans Predevelopment
Project Location:	Multiple (please refer to attached MOU)
Project Supervisorial District(s):	2, 3, 6, 7, 8, 9, 10, 11
Project Description:	Develop cost and schedule estimates to design and construct various projects from the Facilities Capital Improvement Program list, including facility indoor air quality improvements, mechanical improvements, and fall protection. SFMTA has currently entered into an agreement with the Department of Public Works (see attached) to perform this predevelopment work. The deliverable will be an estimated cost breakdown, funding plan, and schedule for design and construction of the initial implementation plan of the SFMTA Real Estate and Facilities Vision for the 21st Century.
Purpose and Need:	The purpose of this predevelopment work is to improve operational efficiency, while minimizing operational disruptions, to support and accommodate the growth projected in the Transit Fleet Plan, in addition to making critical upgrades for worker safety and comfort. SFMTA staff completed an audit and prioritization exercise of needed capital improvements to all facilities, and now has a list of projects to complete that need predevelopment to further define scope and budget needs, so that implementation funding can be identified and the projects completed within the next five fiscal years. These include ventilation, HVAC, and freight elevator replacement at the parking meter shop, and ensuring fall protection at all maintenance facilities.
Community Engagement/Support:	The SFMTA Board of Directors has received the Real Estate Vision Report and will receive the Addendum on May 20. These reports identify the major necessary facility capital projects. SFMTA's 5 Year CIP identified capital projects recommended for funding in the near-term, which included this predevelopment work. As these projects are mostly internal to SFMTA facilities, community outreach is not planned outside of the budgeting and CEQA processes.
Implementing Agency:	Department of Public Works
Project Manager:	David Greenaway (SFMTA CP&C)/ Douglas Ullman (DPW)
Phone Number:	(415)701-4237 / (415)557-4722
Email:	david.greenaway@sfmta.com / douglas.ullman@sfdpw.org
Environmental Clearance	
Type:	CEQA review led by SF Department of City Planning; Viktoriya Wise: viktoriya.wise@sfgov.org
Status:	Under review
Completion Date (Actual or Anticipated):	No formal CEQA review is required for predevelopment. For implementation/construction phases, projects that proceed with CEQA Categorical Exemption will be complete by October 2014; projects requiring a mitigated negative declaration or higher level review will be complete in October 2016

Project Delivery Milestones Phase	Status % Complete	Work In-house - Contracted - Both	Start Date		End Date	
			Quarter	Year	Quarter	Year
Planning/Conceptual Engineering (30%)	5%	Both	2	2014/15	2	2016/17
Environmental Studies (PA&ED)	0%	In-house	3	2014/15	2	2016/17
Design Engineering (PS&E)						
R/W Activities/Acquisition						
Advertise Construction						
Start Construction (i.e. Award Contract)						
End Construction (i.e. Open for Use)						
Start Procurement (e.g. rolling stock)						
Project Close-out						

Comments/Concerns

Timing and cost of future phases are currently being evaluated with DPW.



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name: Various Facility Plans Predevelopment

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$ 400,000	\$ 400,000	\$ -
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
	Design Engineering (PS&E)	\$ -	\$ -	\$ -
	R/W	\$ -	\$ -	\$ -
	Construction	\$ -	\$ -	\$ -
	Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -
Total Project Cost		\$ 400,000	\$ 400,000	\$ -
Percent of Total			100%	0%

Project Expenditures (Cash Flow) By Fiscal Year	Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	Enter Cash Flow Here					Total	
					14/15	15/16	16/17	17/18	18/19		
	Planning/CER/Environmental	Prop K	Planned	14/15	\$ 400,000						\$ 400,000
											\$ -
											\$ -
											\$ -
											\$ -
											\$ -
Total By Fiscal Year					\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000

Comments/Concerns

Allocation request will include budget details for Planning/CER and Environmental phases. DPW MOU shows \$113,000 in DPW costs. Deliverable will include scope, schedule, cost and funding plan for further development and implementation of identified projects.



Edwin M. Lee, Mayor
Mohammed Nuru, Director

Office of the Deputy Director and City Architect, Edgar Lopez
Building Design & Construction
30 Van Ness Avenue
San Francisco, CA 94102
(415) 557-4700 ■ www.sfdpw.org



Julia Laue, Manager

February 19, 2014

Mr. David Greenaway
Project Manager
SFMTA Capital Programs and Construction
1 South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

Subject: Proposal for Architectural and Engineering Services
Real Estate and Facilities Restoration and Compliance

Mr. Greenaway,

This proposal for Department of Public Works (DPW) Services is for development of project scopes in support of the MTA Real Estate and Facilities Vision for the 21st Century. MTA Capital Programs has identified a group of capital improvement projects for DPW involvement. Sorted by location, these projects are:

- | | |
|---|--------------------------------------|
| 1. Woods | Re-Roof (+Skylights & Solar) |
| Wash Racks | |
| Paint Booth (1) | 6. Flynn |
| Parts Area redesign | Life Safety/Fire |
| Component Rebuild relocation to Burke | Lifts |
| 2. Muni Metro East (MME) | 7. Kirkland |
| Canopies (for Historic Street Cars) | Life Safety/Fire |
| Fall Protection | Underground Storage Tank Replacement |
| 3. Burke | 8. Presidio |
| Offices, Mech., ADA, IT | Lifts |
| Component Rebuild relocation from Woods | Fall Protection |
| 4. Potrero | 9. Scott |
| Paint Booth (2) | Life Safety/Fire |
| Canopies & Lifts | 10. Metro Green |
| Life Safety/Fire | Life Safety/Fire |
| Fall Protection | Fall Protection |
| 5. Bancroft | 11. 1SVN |
| Air Exhaust (welding) | Basement- Move in Repro Unit |
| Freight Elevators & HVAC | 8th Flr. - Proof of Payment Unit |
| Lighting & Elec. | Expansion |
| | 12. 2650 Bayshore |
| | Site visit only |



13. Main Cable Car, 1201 Mason St
Fall Protection

14. Cameron Beach, 2301 San Jose Ave
Fall Protection

15. Duboce Yard, 1 Buchanan St
Fall Protection

16. West Portal, 131 Lenox Street
Fall Protection

Scope of Work and Deliverables

DPW recommends a two phase planning exercise to verify the scope of work for each of the facilities. Phase one entails site visits by the project lead. Phase two entails in-depth site visits by the project lead and engineering leads to review existing conditions, collect information and verify the scope of professional services required for the delivery of the projects.

MTA will provide all existing background information. Background information consists of drawings, plans, maintenance records and reports existing for the property including soils report, boundary/property line and topographic surveys.

Phase I – Initial Site Visits:

1. Project lead visits sixteen (16) locations with thirty (30) projects listed above, as scheduled by MTA. Site visit durations are anticipated to be an average of two hours. City Architect and/or Principal Architect will attend selected site visits, schedules permitting.
2. Citywide Operator Convenience Facilities (30 or more locations) will be under a separate agreement, outside the scope of this agreement.
3. Determine resources needed for Phase II, In-Depth Site Visits.
4. Provide summary report of observations and recommendations.
5. Obtain client approval to proceed with Phase II.

Deliverables: A Draft Proposal for MTA review and comment, outlining project scopes and the DPW design and construction support services required for project delivery.

Phase II – In Depth Site Visits:

1. Perform in-depth site visits and a walk-through of projects listed on attachment 1, as scheduled by MTA. Site visit durations are anticipated to be an average of four hours. Site visits to be performed by the project lead and a team tailored to the needs of the project, which may include an ADA Coordinator, Engineering leads and Hazmat lead.
2. Review existing drawings and documents.
3. Provide input on existing project budget estimates, if at variance with findings.
4. Advise on additional testing or investigation needed.

Deliverables: A Final Proposal incorporating MTA comments, detailing project scopes and the DPW design and construction support services, budget input, and schedules required for project delivery.

Schedule

Phase I - 3 weeks of work to commence within 2 days of receipt of funding and background information.

Phase II - 3 weeks of work to commence within 2 days of receipt of MTA Phase I approval and receipt of funding. 2 weeks are allocated for site visits and 1 week for Final Proposal preparation.



Proposed Fees

Discipline	Phase 1 (Initial Site Visits)	Phase 2 (In depth Site Visits)	Phase 1 and 2
Architecture	\$22,000	\$22,000	\$44,000
Structural	\$0	\$20,000	\$20,000
Geotechnical	\$0	\$0	\$0
Mechanical/Plumbing	\$0	\$16,000	\$16,000
Electrical	\$0	\$16,000	\$16,000
Hazardous Materials	\$0	\$7,000	\$7,000
ADA Coordinator	\$0	\$10,000	\$10,000
Historical Consultant	\$0	TBD	\$0
Cost Estimate Consultant	\$0	TBD	\$0
Testing †	\$0	TBD	\$0
Totals	\$22,000	\$91,000	\$113,000

† Testing may be discovered to be necessary during the course of the site visits.

We appreciate the opportunity to provide profession design services for this group of Vision for the 21st Century projects and are prepared to start work upon project funding and notice to proceed. Please call me at 557-4722 or Julia Laue at 557-4704 with any questions.

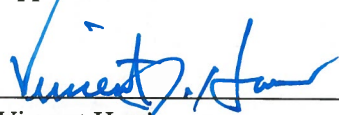
Sincerely,



Douglas Ullman
Project Manager

DPW agrees to provide the above services according to the project schedule described.

Approvals:



Vincent Harris
SFMTA Capital Programs Director

Date

Laue, Julia

Digitally signed by Laue, Julia
DN: dc=us, dc=ca, dc=sf, dc=ci, dc=dpw,
ou=DPW, ou=Users, ou=BOA, cn=Laue, Julia,
email=Julia.Laue@sfdpw.org
Date: 2014.02.21 13:13:53 -08'00'

Julia Laue, AIA
DPW Principal Architect & Manager

Date

ATTACHMENTS:

- 1 Facilities Capital Planning, December 15, 2013
- 2 BDC Fee Worksheet



ATTACHMENT 1

Facilities Capital Planning 2013

December 15, 2013

PROJECT NAME	PROJECT CATEGORY	PROJECT BUDGET	FACILITY NAME
Category: Vision Report Related Project			
Woods Wash Racks	V	\$ 824,520	Woods
Historic Streetcar Storage Tracks	V	\$ 23,710,000	MME
Burke Warehouse	V	\$ 10,000,000	Burke
Category: Facilities Upgrade Project			
Transit Reproduction Relocation to 1 SVN	F	\$ 85,000	1 SVN
Facility for Proof of Payment Unit	F	\$ 250,000	1 SVN
Upgrade life and fire safety systems	F	\$ 2,500,000	All shops
Bancroft Air Exhaust	F	\$ 75,000	Bancroft
Bancroft Freight Elevators, Heating and Cooling	F	\$ 525,000	Bancroft
Bancroft Lighting Replacement / Electrical Upgrades	F	\$ 175,500	Bancroft
Bancroft Roof Replacement / Insulation	F	\$ 2,900,000	Bancroft
Operator Convenience Facilities Phase I-III	F	\$ 6,000,000	Citywide
Flynn Hoist Upgrade	F	\$ 3,300,000	Flynn
Underground Storage Tank Replacement - Kirkland Division -- Additional Budget Request	F	\$ 2,570,000	Kirkland
Paint Booth Upgrade - Woods and Potrero	F	\$ 8,000,000	Woods, Potrero
Potrero Shed and Hoists	F	\$ 4,300,000	Potrero
Presidio Hoist Upgrade	F	\$ 3,000,000	Presidio

Notes:

The above list is amended as follows:

1. Add Project: Woods Parts Area redesign.
2. Add Project: Burke Component Rebuild relocation from Woods
3. Add 2650 Bayshore site visit only
4. Delete Operator Convenience Facilities Phase I-III.
5. Add Fall Protection Projects at the following locations: Main Cable Car, 1201 Mason St; Cameron Beach, 2301 San Jose Ave; Presidio, 875 Presidio Ave; Duboce Yard, 1 Buchanan St; Potrero, 2500 Mariposa St; Metro Green Yard, 2200 San Jose Ave; Muni Metro East (MME), 601 25th Street; West Portal, 131 Lenox Street.

ATTACHMENT 2 – BDC FEE WORKSHEET

MTA - REAL ESTATE AND FACILITIES RESTORATION AND COMPLIANCE

Prepared by: DU
Date: 02/12/14

Scope of Work: Design and Construction Scope Development for Multiple Projects
Architectural Services

Project Development - Initial Walk-Throughs

Team	Duration (wks)	Hrs/wk	Billing Rates	Total B.R.
Senior Architect	0.0	0.00	\$190	\$0
Proj. Architect/PM	3.0	40.00	\$175	\$22,000
Arch. Administrator	0.0	0.00	\$144	\$0
Arch. Associate II	0.0	0.00	\$141	\$0
Arch. Assocaite I	0.0	0.00	\$122	\$0
Arch. Assistant II	0.0	0.00	\$106	\$0
Admin.	0.0	0.00	\$96	\$0
Meetings +I				included
TOTALS				\$22,000
roundup				\$22,000
			Initial Walk-Throughs:	\$0

Project Development - In-Depth Walk-Throughs

Team	Duration (wks)	Hrs/wk	Billing Rates	Total B.R.
Senior Architect (ADA)	3.0	16.00	\$190	\$10,000
Proj. Architect/PM	3.0	40.00	\$175	\$22,000
Proj. Engineer Struct.	3.0	40.00	\$164	\$20,000
Proj. Engineer Mech/Plum	3.0	32.00	\$164	\$16,000
Proj. Engineer Elec.	3.0	32.00	\$164	\$16,000
Arch. Associate II (Haz)	3.0	16.00	\$141	\$7,000
Admin.	0.0	0.00	\$96	\$0
Meetings +I				included
TOTALS				\$91,000
roundup				\$91,000
			In-Depth Walk-Throughs:	\$0

TOTAL FEE	\$113,000.00
PAID	\$0.00
NEW TOTAL	\$113,000.00



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**



Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
Prop K EP Project/Program:	b.1 Facilities-Rehabilitation, upgrade and replacement of existing facilities
EP Line (Primary):	20
Other EP Line Number/s:	
Fiscal Year of Allocation:	2014/15
Project Information	
Project Name:	Implementation of Various Facility Plans
Project Location:	TBD
Project Supervisorial District(s):	TBD (if higher priority projects listed below, District 10)
Project Description:	This item is a placeholder that will follow upon the cost estimates and schedules developed as part of the "Implementation of Various Facility Plans Predevelopment" work to contribute funding towards design and construction of various projects from the Facilities Capital Improvement Program (CIP) list. See predevelopment project information sheet for additional information.
Purpose and Need:	The purpose of this work is to improve operational efficiency, while minimizing operational disruptions, to support and accommodate the growth projected in the Transit Fleet Plan, in addition to making critical upgrades for worker safety and comfort. SFMTA staff completed an audit and prioritization exercise of needed capital improvements to all facilities, and now has a list of projects to complete that need predevelopment to further define scope and budget needs, so that implementation funding can be identified and the projects completed within the next five fiscal years. These include ventilation, HVAC, and freight elevator replacement at the parking meter shop, ensuring fall protection at all maintenance facilities, and upgrading office space through tenant improvement or relocation for various SFMTA departments and divisions.
Community Engagement/Support:	The SFMTA Board of Directors has received the Real Estate Vision Report and will receive the Addendum on May 20, 2014. These reports identify the major necessary facility capital projects. SFMTA's 5-Year CIP identified capital projects recommended for funding in the near-term, which included this predevelopment work. As these projects are mostly internal to SFMTA facilities, community outreach is not planned outside of the budgeting and CEQA processes.
Implementing Agency:	Department of Public Works
Project Manager:	David Greenaway (SFMTA CP&C)/ Douglas Ullman (DPW)
Phone Number:	(415)701-4237/ (415)557-4722
Email:	david.greenaway@sfmta.com / douglas.ullman@sfdpw.org
Environmental Clearance	
Type:	CEQA review led by SF Department of City Planning; Viktoriya Wise: viktoriya.wise@sfgov.org
Status:	Under review
Completion Date (Actual or Anticipated):	No formal CEQA review is required for predevelopment. For implementation/construction phases, projects that proceed with CEQA Categorical Exemption will be complete by October 2014. Projects requiring an mitigated negative declaration or higher level review will be complete in October 2016.

Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Year	Quarter	Year
Planning/Conceptual Engineering (30%)	5%	Both	2	2014/15	2	2016/17
Environmental Studies (PA&ED)	0%	In-house	3	2014/15	2	2016/17
Design Engineering (PS&E)			TBD	TBD	TBD	TBD
R/W Activities/Acquisition						
Advertise Construction						
Start Construction (i.e. Award Contract)			TBD	TBD		
End Construction (i.e. Open for Use)					TBD	TBD
Start Procurement (e.g. rolling stock)						
Project Close-out						

Comments/Concerns

Schedule and cost estimates are subject to change and a just placeholders pending completion of pre-development phase. Timing, scope, and cost of future phases are currently being evaluated with DPW. Higher priority projects appear to be Burke Warehouse, Woods Wash Racks, and Fall Protection.



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name: Implementation of Various Facility Plans

Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering			\$ -
Environmental Studies (PA&ED)	\$ -		\$ -
Design Engineering (PS&E)			\$ -
R/W	\$ -	\$ -	\$ -
Construction	\$ 3,000,000	\$ 3,000,000	\$ -
Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -
Total Project Cost	\$ 3,000,000	\$	\$
Percent of Total		0%	0%

Project Expenditures (Cash Flow) By Fiscal Year	Enter Cash Flow Here						
	14/15	15/16	16/17	17/18	18/19	Total	
Phase							
Fund Source							
Fund Source Status							
Fiscal Year Funds Available							
PS&E/Construction	\$ 1,000,000					\$ 1,000,000	
PS&E/Construction		\$ 1,000,000				\$ 1,000,000	
PS&E/Construction			\$ 1,000,000			\$ 1,000,000	
						\$ -	
						\$ -	
						\$ -	
Total By Fiscal Year	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ 3,000,000	

Comments/Concerns

Above information is just a placeholder. Timing and cash flow, allow with appropriate leveraging, will be expected when the allocation request is submitted with specific scope, schedule, cost and funding information. Allocations contingent on SFMTA submission of detailed scope (i.e. specific projects), schedule, and full funding plans. Potential funding sources could include Cap and Trade, SFMTA revenue bonds, and future SF general obligation bonds.



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
Prop K EP Project/Program:	b.1 Facilities-Rehabilitation, upgrade and replacement of existing facilities
EP Line (Primary):	20
Other EP Line Number/s:	
Fiscal Year of Allocation:	2014/15
Project Information	
Project Name:	Paint Booth Upgrade (Woods & Potrero)
Project Location:	Woods Maintenance Division, 1095 Indiana St, and Potrero Maintenance Division, 17th/Bryant St.
Project Supervisorial District(s):	Woods: 10, Potrero: 9
Project Description:	Replace and install new paint booths with prep stations at Woods, 1095 Indiana St, and Potrero, 17th/Bryant St. The current booths are outdated, and lack heating system, and emit fumes. These facilities will continue to be maintained and utilized after the Muni Metro East Paint and Body Shop is operational. These facilities will allow SFMTA to maintain a larger vehicle fleet, particularly the shift to a larger number of 60-foot motorcoaches.
Purpose and Need:	Paint booths need to be replace to conform to the latest BAAQMD standards, and to enable the SFMTA to paint more vehicles quicker, doing better work with modern equipment.
Community Engagement/Support:	These projects are internal to SFMTA facilities.
Implementing Agency:	Department of Public Works
Project Manager:	David Greenaway (SFMTA CP&C)/ Douglas Ullman (DPW)
Phone Number:	(415)701-4237 / (415)557-4722
Email:	david.greenaway@sfmta.com / douglas.ullman@sfdpw.org
Environmental Clearance	
Type:	CEQA review led by SF Department of City Planning; Viktoriya Wise: viktoriya.wise@sfgov.org
Status:	Under Review
Completion Date (Actual or Anticipated):	For implementation/construction phases, projects that proceed with CEQA Categorical Exemption will be complete by October 2014; projects requiring an MND or higher level review will be complete in October 2016

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering (30%)		Both	3	2014/15	3	2014/15
Environmental Studies (PA&ED)			4	2014/15	4	2014/15
Design Engineering (PS&E)			4	2014/15	1	2015/16
R/W Activities/Acquisition						
Advertise Construction			1	2015/16		
Start Construction (i.e. Award Contract)			2	2015/16		
End Construction (i.e. Open for Use)					2	2015/16
Start Procurement (e.g. rolling stock)						
Project Close-out					3	2015/16

Comments/Concerns

Funding estimates and schedules are subject to change and are currently being refined with DPW.



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name: Paint Booth Upgrade (Woods & Potrero)

Project Cost Estimate	Phase	Cost	Funding Source		
			Prop K	Other	
	Planning/Conceptual Engineering	\$ 350,000	\$ 350,000	\$ -	
	Environmental Studies (PA&ED)	\$ 500,000	\$ 500,000	\$ -	
	Design Engineering (PS&E)	\$ -	\$ -	\$ 750,000	
	R/W	\$ -	\$ -	\$ -	
	Construction	\$ 6,400,000	\$ -	\$ 6,400,000	
	Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -	
	Total Project Cost	\$ 8,000,000	\$ 850,000	\$ 7,150,000	
	Percent of Total		11%	89%	

Project Expenditures (Cash Flow) By Fiscal Year	Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	Enter Cash Flow Here					Total
					14/15	15/16	16/17	17/18	18/19	
	Planning/Conceptual Engineering	Prop K	Planned	14/15	\$ 350,000					\$ 350,000
	Environmental Studies (PA&ED)	Prop K	Planned	14/15	\$ 375,000	\$ 125,000				\$ 500,000
	Design Engineering (PS&E)	TBD	Planned	15/16		\$ 500,000				\$ 500,000
	Design Engineering (PS&E)	TBD	Planned	16/17			\$ 250,000			\$ 250,000
	Construction	TBD	Planned	16/17			\$ 6,400,000			\$ 6,400,000
	Total By Fiscal Year				\$ 725,000	\$ 625,000	\$ 6,650,000	\$ -	\$ -	\$ 8,000,000

Comments/Concerns
 Funding estimates and schedule are currently being refined with DPW. Potential fund sources include SFMTA Operating Dollars, competitive grant opportunities (e.g., Cap and Trade) and future SFMTA Revenue Bonds.



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
Prop K EP Project/Program:	b.1 Facilities-Rehabilitation, upgrade and replacement of existing facilities
EP Line (Primary):	20
Other EP Line Number/s:	
Fiscal Year of Allocation:	2014/15
Project Information	
Project Name:	Muni Metro East Paint and Body Shop
Project Location:	Muni Metro East, 601 25th St
Project Supervisorial District(s):	10
Project Description:	<p>Construct a new (min. 75,000 sf) auxiliary building east of the existing Muni Metro East (MME) Light Rail Facility site at Illinois/Cesar Chavez Streets in San Francisco to house the Paint and Body Shop and Maintenance of Way functions. This building will be located in the 4 acre undeveloped area just east of the 13 acre developed MME area. The scope of construction will include yard and building work. The yard work shall include dealing with contaminated soil, dealing with SF Port's abandoned concrete batch plant and waste, soil densification, and utility work that was not completed when the rest of the site was developed. The building work shall include pile or caisson foundation work, utility work, structural concrete work, steel work, trackwork, masonry work, roofing work, metal panel work, fire protection system, plumbing system, industrial central vacuum system, breathable air system, compressed air system, HVAC system, AC electrical power system, lighting, fire alarm and detection system, communication & LED Message Sign systems and finish work.</p> <p>The scope will also include procurement, installation, testing/commissioning of equipment to be housed within the above building, such as rail car spray paint booths, body hoist system, traveling manlifts, frame straightening equipment, 2 ton bridge crane and monorail as well as miscellaneous shop machinery, storage equipment, and workstations.</p> <p>The Prop K request would fund the environmental and conceptual engineering phases of this project.</p>
Purpose and Need:	Centralized Paint & Body for the entire Muni fleet will economize and add efficiency to the maintenance system. Additionally, completion of this entire scope of work will complete the originally envisions scope for the MME site that was not completed when the existing MME building was completed.
Community Engagement/Support:	Outreach for this project would occur during the CEQA process, which would likely be considered jointly with Burke improvements and the Woods improvements environmental review document.
Implementing Agency:	SFMTA - San Francisco Municipal Railway (MUNI)
Project Manager:	David Greenaway (SFMTA CP&C)
Phone Number:	(415)701-4237
Email:	david.greenaway@sfmta.com
Environmental Clearance	
Type:	CEQA review led by SF Department of City Planning; Viktoriya Wise: viktoriya.wise@sfgov.org
Status:	Under Review
Completion Date (Actual or Anticipated):	Likely undertaken in joint MND with Wood shop improvements and Burke warehouse improvements, given connected nature of the projects. DCP will determine path. Clearance expected by October 2016.

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Year	Quarter	Year
Phase	% Complete	In-house - Contracted - Both	Quarter	Year	Quarter	Year
Planning/Conceptual Engineering (30%)	0%	Contracted	2	2014/15	4	2015/16
Environmental Studies (PA&ED)	0%	Planning Dept	3	2014/15	4	2016/17
Design Engineering (PS&E)	0%	Contracted	1	2016/17	1	2017/18
R/W Activities/Acquisition						
Advertise Construction	0%	In-house	4	2016/17		
Start Construction (i.e. Award Contract)	0%	Contracted	1	2017/18		
End Construction (i.e. Open for Use)	0%	Contracted			1	2019/20
Start Procurement (e.g. roofing stock)						
Project Close-out						

Comments/Concerns

Schedule and cost for future phases are currently being refined with DPW.



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name: Muni Metro East Paint and Body Shop

Project Cost Estimate Phase	Cost	Funding Source		% of total
		Prop K	Other	
Planning/Conceptual Engineering	\$ 3,300,000	\$ 3,300,000	\$ -	2%
Environmental Studies (PA&ED)	\$ 2,727,000	\$ 2,727,000	\$ -	2%
Design Engineering (PS&E)	\$ 10,800,000	\$ -	\$ 10,800,000	7%
R/W	\$ -	\$ -	\$ -	0%
Construction	\$ 135,000,000	\$ -	\$ 135,000,000	89%
Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -	0%
Total Project Cost	\$ 151,827,000	\$ 6,027,000	\$ 145,800,000	100%
Percent of Total		4%		96%

Project Expenditures (Cash Flow) By Fiscal Year Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	Enter Cash Flow Here						Total	
				14/15	15/16	16/17	17/18	18/19	19/20		
Planning/Conceptual Engineering	Prop K	Planned	14/15	\$ 1,650,000	\$ 1,650,000						\$ 3,300,000
Environmental Studies (PA&ED)	Prop K	Planned	14/15	\$ 909,000	\$ 909,000	\$ 909,000					\$ 2,727,000
Design Engineering (PS&E)	GO BOND (TTF)	Planned	16/17			\$ 5,400,000					\$ 5,400,000
Design Engineering (PS&E)	GO BOND (TTF)	Planned	17/18				\$ 5,400,000				\$ 5,400,000
Construction	GO BOND (TTF)	Planned	17/18				\$ 23,050,000				\$ 23,050,000
Construction	General Fund (TTF)	Planned	17/18				\$ 500,000				\$ 500,000
Construction	TBD	Planned	17/18				\$ 37,150,000				\$ 37,150,000
Construction	TBD	Planned	18/19					\$ 37,150,000			\$ 37,150,000
Construction	TBD	Planned	18/19						\$ 37,150,000		\$ 37,150,000
Total By Fiscal Year				\$ 2,559,000	\$ 2,559,000	\$ 6,309,000	\$ 66,100,000	\$ 37,150,000	\$ 37,150,000	\$ 37,150,000	\$ 151,827,000

Comments/Concerns

General Obligation Bond (TTF) is dependent upon voter approval of Mayor's Transportation Task Force measures in November 2014. Potential fund sources for construction phase include Cap and Trade and SFMTA revenue bond.



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
Prop K EP Project/Program:	b.1 Facilities-Rehabilitation, upgrade and replacement of existing facilities
EP Line (Primary):	20
Other EP Line Number/s:	
Fiscal Year of Allocation:	2014/15
Project Information	
Project Name:	Woods Renovation Hoists and Bays
Project Location:	Various
Project Supervisorial District(s):	Various
Project Description:	Construct three (3) new hoists for articulated buses at the Woods Division in three existing bays. Work may require raising a structural ceiling beams to accommodate lifted buses. Conduct structural improvements that widen existing areas of the existing bus wash at Woods to accommodate articulated buses making the existing turn. These improvements are part of the Group 3 projects called for in SFMTA's Facilities Vision Report, which include fully renovating the Woods facility to increase its flexibility and capacity to accommodate articulated buses.
Purpose and Need:	Capacity to maintain 60' articulated coaches is needed at Woods because of the projected expansion of the 60' fleet, and is called for in SFMTA's Facilities Vision Report. Woods is currently set up to service 40' and smaller coaches. These reconfigured hoists and bays would allow for 60' coaches to be maintained here, which addresses a major maintenance issue associated with fleet expansion.
Community Engagement/Support:	Outreach for this project would occur during the CEQA process, which would likely be considered jointly with Burke improvements and the MME Paint & Body shop environmental review document.
Implementing Agency:	SFMTA - San Francisco Municipal Railway (MUNI)
Project Manager:	David Greenaway (SFMTA CP&C)
Phone Number:	(415)701-4237
Email:	david.greenaway@sfmta.com
Environmental Clearance	
Type:	CEQA review led by SF Department of City Planning; Viktoriya Wise: viktoriya.wise@sfgov.org
Status:	Under Review
Completion Date (Actual or Anticipated):	Likely undertaken in joint MND with MME Paint & Body Shop and Burke warehouse improvements, given connected nature of the projects. DCP will determine path. Clearance expected by October 2016.

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Year	Quarter	Year
Phase	% Complete	In-house - Contracted - Both				
Planning/Conceptual Engineering (30%)		Contracted	1	2015	3	2016
Environmental Studies (PA&ED)		Planning Dept	1	2015	4	2016
Design Engineering (PS&E)		Contracted	3	2016	2	2017
R/W Activities/Acquisition						
Advertise Construction		In-house	2	2017	4	2017
Start Construction (i.e. Award Contract)		Contracted	1	2018		
End Construction (i.e. Open for Use)					2	2019
Start Procurement (e.g. rolling stock)						
Project Close-out						

Comments/Concerns

Cost and schedule are subject to change and are currently being refined with DPW.



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name: Woods Renovation Hoists and Bays

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$ 6,750,000	\$ 6,750,000	\$ -
	Environmental Studies (PA&ED)	\$ 500,000		\$ 500,000
	Design Engineering (PS&E)	\$ 8,000,000		\$ 8,000,000
	R/W	\$ -	\$ -	\$ -
	Construction	\$ 45,000,000	\$ -	\$ 45,000,000
	Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -
	Total Project Cost	\$ 60,250,000	\$ 6,750,000	\$ 53,500,000
	Percent of Total		11%	89%

Project Expenditures (Cash Flow) By Fiscal Year

Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	Enter Cash Flow Here							Total	
				14/15	15/16	16/17	17/18	18/19	19/20	20/21		
Planning/Conceptual Engineering	Prop K	Planned	14/15	\$ 2,700,000	\$ 2,700,000	\$ 1,350,000						\$ 6,750,000
Environmental Studies (PA&ED)	TBD	Planned	16/17			\$ 500,000						\$ 500,000
Design Engineering (PS&E)	TBD	Planned	16/17			\$ 4,000,000						\$ 4,000,000
Design Engineering (PS&E)	TBD	Planned	17/18				\$ 4,000,000					\$ 4,000,000
Construction	TBD	Planned	17/18				\$ 11,250,000					\$ 11,250,000
Construction	TBD	Planned	18/19					\$ 11,250,000				\$ 11,250,000
Construction	TBD	Planned	19/20						\$ 11,250,000			\$ 11,250,000
Construction	TBD	Planned	20/21							\$ 11,250,000		\$ 11,250,000
												\$ -
												\$ -
												\$ -
Total By Fiscal Year				\$ 2,700,000	\$ 2,700,000	\$ 4,500,000	\$ 15,250,000	\$ 11,250,000	\$ 11,250,000	\$ 11,250,000	\$ 11,250,000	\$ 60,250,000

Comments/Concerns

Potential fund sources for environmental, design and construction phases include Cap and Trade and SFMTA revenue bond.

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**



Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
Prop K EP Project/Program:	b.1 Facilities-Rehabilitation, upgrade and replacement of existing facilities
EP Line (Primary):	20
Other EP Line Number/s:	
Fiscal Year of Allocation:	2014/15
Project Information	
Project Name:	Upgrade Life and Fire Safety Systems
Project Location:	Flynn and Scott: 15th & Harrison; Kirkland: Beach & Stockton; Green: 425 Geneva; Potrero: Mariposa & Bryant
Project Supervisorial District(s):	3, 7, 9, 10, 11
Project Description:	Replace/upgrade the existing life and fire safety systems at the Flynn, Kirkland, Scott, Metro Green and Potrero Facilities. The existing systems are obsolete with parts harder to come by, making it very difficult to maintain.
Purpose and Need:	Replacement of these systems is required for the sites to remain code compliant and to ensure the safety of SFMTA employees during a disaster.
Community Engagement/Support:	These projects are internal to SFMTA facilities, therefore no impact to the community is anticipated.
Implementing Agency:	SFMTA - San Francisco Municipal Railway (MUNI)
Project Manager:	David Greenaway (SFMTA CP&C)
Phone Number:	(415)701-4237
Email:	david.greenaway@sfmta.com
Environmental Clearance	
Type:	CEQA review led by SF Department of City Planning; Viktoriya Wise: viktoriya.wise@sfgov.org
Status:	Under Review, most likely categorically exempt
Completion Date (Actual or Anticipated):	10/01/14

Project Delivery Milestones Phase	Status % Complete	Work In-house - Contracted - Both	Start Date		End Date	
			Quarter	Year	Quarter	Year
Planning/Conceptual Engineering (30%)		Contracted	3	2014/15	1	2015/16
Environmental Studies (PA&ED)						
Design Engineering (PS&E)		Contracted	1	2015/16	3	2015/16
R/W Activities/Acquisition						
Advertise Construction		In-house	3	2015/16	1	2016/17
Start Construction (i.e. Award Contract)		Contracted	1	2016/17		
End Construction (i.e. Open for Use)		Contracted			1	2017/18
Start Procurement (e.g. rolling stock)						
Project Close-out						

Comments/Concerns

Cost and schedule are subject to change and are currently being reviewed with DPW.



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name: Upgrade Life and Fire Safety Systems

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$ 250,000	\$ 250,000	\$ -
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
	Design Engineering (PS&E)	\$ 350,000		\$ 350,000
	R/W	\$ -	\$ -	\$ -
	Construction	\$ 1,150,000	\$ -	\$ 1,150,000
	Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -
Total Project Cost		\$ 1,750,000	\$ 250,000	\$ 1,500,000
Percent of Total			14%	86%

Project Expenditures (Cash Flow) By Fiscal Year	Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	Enter Cash Flow Here					Total	
					14/15	15/16	16/17	17/18	18/19		
	Planning/Conceptual Engineering	Prop K	Planned	14/15	\$ 125,000	\$ 125,000					\$ 250,000
	Design Engineering (PS&E)	General Fund (TTF)	Planned	15/16		\$ 350,000					\$ 350,000
	Construction	General Fund (TTF)	Planned	16/17			\$ 575,000				\$ 575,000
	Construction	General Fund (TTF)	Planned	17/18				\$ 575,000			\$ 575,000
											\$ -
											\$ -
Total By Fiscal Year					\$ 125,000	\$ 475,000	\$ 575,000	\$ 575,000	\$ -	\$ -	\$ 1,750,000

Comments/Concerns

General Fund (TTF) is dependent upon voter approval of Mayor's Transportation Task Force measures in November 2014.

2009 Prop K 5YPP - Program of Projects (as approved)
Facilities - Muni

Agency	Project Name	FYID	Phase	Status	Fiscal Year				Total	
					2009/10	2010/11	2011/12	2012/13		2013/14
Subcategory										
SMTA	Central Control Communication (C3) - Facilities	7	PS&E, CON	Programmed	\$2,400,000				\$2,400,000	
SMTA	Escalator Rehabilitation and Upgrade - Phase 2	7	CER	Programmed	\$20,000				\$20,000	
SMTA	Escalator Rehabilitation and Upgrade - Phase 1		CON	Programmed	\$1,028,069				\$1,028,069	
SMTA	Escalator Rehabilitation and Upgrade - Phase 2	7	PS&E	Programmed	\$300,000				\$300,000	
SMTA	Escalator Rehabilitation and Upgrade - Phase 2	9	CON	Programmed			\$3,092,000		\$3,092,000	
SMTA	Islais Creek - Phase 1	7	PS&E, CON	Programmed	\$27,935,055				\$27,935,055	
SMTA	MUNI Facility Safety Improvements - Phase 1	8	PS&E, CON	Programmed		\$210,000			\$210,000	
SMTA	MUNI Facility Safety Improvements - Phase 2	10	PS&E, CON	Programmed				\$800,000	\$800,000	
SMTA	Woods Lifts - Phase 2	7	PS&E, CON	Programmed	\$1,730,000				\$1,730,000	
Total Programmed in 5YPP					\$33,413,124	\$210,000	\$3,092,000	\$800,000	\$0	\$37,515,124
Total Allocated					\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated					\$33,413,124	\$210,000	\$3,092,000	\$800,000	\$0	\$37,515,124
Total Programmed in Amended 2009 Strategic Plan*					\$33,413,124	\$210,000	\$3,092,000	\$800,000	\$0	\$37,515,124
Cumulative Remaining Programming Capacity					\$0	\$0	\$0	\$0	\$0	\$0

2009 Prop K 5YPP - Program of Projects (as amended)
Facilities - Muni
Programming and Allocations To-date

Last Update: February 03, 2014

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2009/10	2010/11	2011/12	2012/13	2013/14	
SFMTA	Central Control Communications (C3) - Interim Operation Control Center	PS&E	Allocated	\$2,400,000					\$2,400,000
SFMTA	Central Control Communications (C3) - Interim Operation Control Center ²	PS&E, CON	Allocated		\$14,872,000				\$14,872,000
SFMTA	Central Control Communications (C3) - Integrated Systems Replacement Phase 1 ²	CON	Allocated			\$1,681,819			\$1,681,819
SFMTA	Enterprise Asset Management System ^{2,3}	CER	Allocated		\$0	\$200,000			\$200,000
SFMTA	Enterprise Asset Management System ^{2,3}	PROC	Programmed			\$2,000,000			\$2,000,000
SFMTA	Escalator Rehabilitation and Upgrade - Phase 2	CER	Allocated	\$20,000					\$20,000
SFMTA	Escalator Rehabilitation and Upgrade - Phase 2	CER	Deobligated	(\$20,000)					(\$20,000)
SFMTA	Escalator Rehabilitation and Upgrade - Phase 1	CON	Allocated	\$1,028,069					\$1,028,069
SFMTA	Escalator Rehabilitation and Upgrade - Phase 1	CON	Allocated	(\$310,793)					(\$310,793)
SFMTA	Escalator Rehabilitation and Upgrade - Phase 2 ¹	PS&E	Allocated		\$300,000				\$300,000
SFMTA	Escalator Rehabilitation and Upgrade - Phase 2 ⁶	CON	Allocated			\$0			\$3,700,000
SFMTA	Islais Creek - Phase 1 ²	CON	Allocated	\$23,935,055					\$23,935,055
SFMTA	Islais Creek - Phase 1 ²	CON	Deobligated	(\$18,754,000)					(\$18,754,000)
SFMTA	Islais Creek - Phase 1	ROW	Allocated	\$4,000,000					\$4,000,000
SFMTA	MUNI Facility Safety Improvements - Phase 1	PS&E, CON	Programmed		\$210,000				\$210,000
SFMTA	MUNI Facility Safety Improvements - Phase 2	PS&E, CON	Programmed				\$800,000		\$800,000
SFMTA	Woods Lifts - Phase 2 ^{4,5,6}	PS&E, CON	Programmed	\$147,225					\$147,225
SFMTA	2013 5YPP Development ⁵	Plan	Allocated				\$16,000		\$16,000
SFMTA	Woods Division Lift Replacement	CON	Allocated			\$958,775			\$958,775

Agency	Project Name	Phase	Status	Fiscal Year				Total	
				2009/10	2010/11	2011/12	2012/13		2013/14
	Total Programmed in 5YPP			\$12,445,556	\$15,382,000	\$4,840,594	\$816,000	\$3,700,000	\$37,184,150
	Total Allocated and Pending in 5YPP			\$31,072,331	\$15,172,000	\$2,840,594	\$16,000	\$3,700,000	\$52,800,925
	Total Deobligated in 5YPP			(\$18,774,000)	\$0	\$0	\$0	\$0	(\$18,774,000)
	Total Unallocated in 5YPP			\$147,225	\$210,000	\$2,000,000	\$800,000	\$0	\$3,157,225
	Total Programmed in Amended 2009 Strategic Plan *			\$33,413,124	\$210,000	\$3,092,000	\$800,000	\$0	\$37,515,124
	Deobligated from Prior 5YPP Cycles **			\$38,346					\$38,346
	Cumulative Remaining Programming Capacity			\$21,005,914	\$5,833,914	\$4,085,320	\$4,069,320	\$369,320	\$369,320

* The 2009 Strategic Plan was amended on November 23, 2010 through Res. 11-23, increasing programming for FY 2011/12 from \$2,592,952 to \$3,092,000.

** "Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period, excluding deobligations incorporated in the 2009 Strategic Plan amendment, as of December 31, 2012.

Programmed
Pending Allocation / Appropriation
Board Approved Allocation / Appropriation

FOOTNOTES:

¹ \$300,000 programmed for design phase of Escalator Rehabilitation and Upgrade - Phase 2 in FY 2009/10, allocated in FY 2010/11 (R 11-023, 11.23.10)

² 5YPP Amendment related to adoption of the full funding plan for the Central Subway project (Res. 11-44, 02.15.2011)

Isais Creek Phase 1: De-obligated \$18.7 million in Fiscal Year 2009/10 Prop K funds. Adjusted cashflow from 24%-53%-23% starting in Fiscal Year 2009/10 to 0%-35%-65% starting in Fiscal Year 2009/10. De-obligated funds redirected to 3 projects shown below.

Central Control Communications (C3) - Integrated Systems Replacement Phase 1: added \$1,681,819 in Fiscal Year 2011/12 to an existing project for construction. The existing project is programmed in the Guideways SFMTA 5YPP (Central Control Communications (C3) - Systems Replacement - Subway PA & PDS, Central Control Communications (C3) - Systems Replacement - Advanced Train Control). This same amendment added \$10,000,000 in Fiscal Year 2011/12 for this project in the Guideways SFMTA 5YPP. (NOTE: Central Control Communications (C3) - Integrated Systems Replacement Phase 1 allocation of \$1,681,819 approved by Board on 1/31/2012.)

Central Control Communications (C3) - Interim Operation Control Center: added \$14,872,000 in Fiscal Year 2010/11 to an existing project for design and construction. Enterprise Asset Management System: added new project with \$500,000 for design in Fiscal Year 2010/11 and \$1,700,000 for procurement in Fiscal Year 2011/12..

³ Design phase of the Enterprise Asset Management System (EAMS) project was incorporated into a design/build phase. Of \$500,000 programmed in FY 2010/11 for EAMS design (see note 2), \$200,000 was re-programmed for a conceptual engineering phase in FY 2011/12, and \$300,000 was re-programmed for the design/build phase in FY 2011/12. (Res. 11-63, 06.28.2011)

⁴ \$1,730,000 programmed for design phase of Woods Lifts Phase 2 in FY 2009/10, of which \$958,775 was allocated in FY 2011/12 (Res. 12-28, 12.13.2011) for construction of re-scoped Woods Division Lift Replacement project, which will be implemented in a single phase.

⁵ 5YPP amendment to add 2013 5YPP Development (Resolution 13-49, 04.23.2013).

Woods Lifts - Phase 2: Reduced programming by \$16,000 in Fiscal Year 2009/10.

2013 5YPP Development: Added project with \$16,000 in Fiscal Year 2012/13 planning funds.

⁶ 5YPP Amendment to fully fund Escalator Rehabilitation and Upgrade - Phase 2 (Resolution 14-39, 12.17.2013)

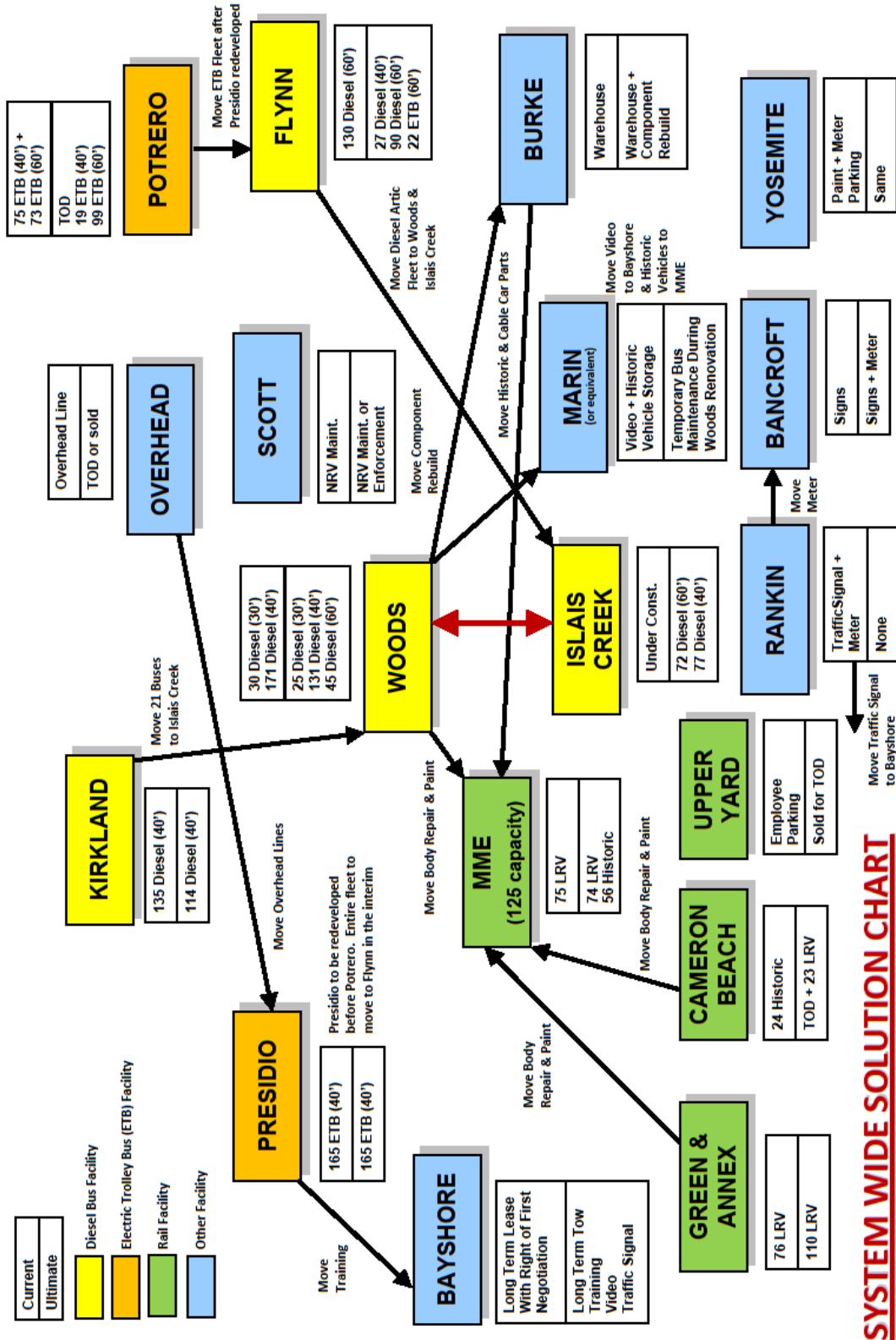
Woods Lifts - Phase 2: Reduced programming by \$608,000 in Fiscal Year 2009/10. Programmed funds were not needed because the project was funded by other sources.

Escalator Rehabilitation and Upgrade - Phase 2: Programmed \$3,700,000 in FY 2013/14 with \$3,090,000 in FY 11/12 funds and \$608,000 in FY 09/10 funds reprogrammed from Woods Lifts - Phase 2.

FIGURE 4 – MAP OF FACILITIES LOCATIONS



FIGURE 5 – SYSTEM-WIDE SOLUTIONS



DRAFT 2014 PROPOSITION K
5-YEAR PRIORITIZATION PROGRAM



TRANSIT SYSTEM MAINTENANCE AND RENOVATION

FACILITIES - Caltrain

Approved: [DATE]

Prepared for the San Francisco County Transportation Authority

By Peninsula Corridor Joint Powers Board (PCJPB or Caltrain)



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

1455 Market Street, 22nd Floor, San Francisco, CA 94103

TEL 415.522.4800 FAX 415.522.4829

EMAIL info@sfcta.org WEB www.sfcta.org

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Eligibility

Eligibility as identified in the voter approved Prop K Expenditure Plan is as follows:

“Rehabilitation, upgrades and/or replacement of existing facilities for maintenance and operations, including equipment (Priority 1). Rehabilitation, upgrades and renovation for rail stations including platform edge tiles, elevators, escalators, and faregates (Priority 1). Rehabilitation and/or replacement of facilities for administration (Priority 2). The first \$84.7 M in Prop K is Priority 1 and the remainder is Priority 2. Includes project development and capital costs. Sponsoring Agencies: MUNI, BART, PCJPB. Total Funding: \$925.7M; Prop K: \$95.7M. Of the \$115.7M in Prop K funds, the following minimum amounts will be available for MUNI (\$92.6M), BART (\$2.3M), and PCJPB (\$9.3M).”

The San Francisco Municipal Transportation Agency (SFMTA) operates the San Francisco Municipal Railway (MUNI). BART stands for the Bay Area Rapid District and PCJPB stands for the Peninsula Corridor Joint Powers, also known as Caltrain.

Prioritization Criteria

One of the key required elements of the 5YPPs is a transparent process for how projects get selected. Prop K requires at a minimum that each category include prioritization criteria that address project readiness, community support, and relative level of need or urgency. For this 5YPP update, the Citizens Advisory Committee requested that the Transportation Authority and project sponsors develop a user-friendly, transparent scoring table that could apply to all 5YPPs, and that the scoring prioritize safety and community input highly.

Table 3 shows the new Prioritization Criteria and Scoring Table. PCJPB evaluates each project using criteria specific to whether the project is legally mandated, required to operate an electrified system, a state of good repair project, an improvement to existing service, or an expansion project intended to increase service levels. Though the attached criteria are used to evaluate projects, it is important to note that selection of projects for inclusion in the Capital Improvement Program (CIP) is an iterative process, as it involves the assessment of a number of competing factors, including constructability, project readiness, and funding constraints.

Every year PCJPB staff review and rank proposed projects for the annual capital budget, which is subject to extensive review, discussion, and negotiation by the three Joint Powers Board members (San Francisco, San Mateo, and Santa Clara). Because the capital budget is subject to annual negotiations, the proposed Prop K five year project list is all placeholders (i.e. projects TBD).

The Expenditure Plan also requires consideration of geographic equity in terms of project distribution that takes into account the various needs of San Francisco's neighborhoods. The geographic area where PCJPB may propose Prop K capital projects is limited to the areas on or around its fixed guideways system, which runs north/south in Districts 6 and 10 and includes San Francisco stations at 4th and Townsend Streets, 22nd Street, and Bayshore. PCJPB takes into account geographic equity within its larger program of projects, which includes the entire Caltrain network and all fund sources and not just Prop K. However, most of the projects that Prop K funds benefit the entire system.

Stretching Your Prop K Sales Tax Dollars Farther

Leveraging Prop K funds against non-Prop K fund sources (e.g., federal, state, other local funds) is necessary to fully fund the Expenditure Plan projects and programs. For the Facilities - PCJPB category, the Prop K Expenditure Plan assumes that every \$1 of sales tax revenue spent would leverage about \$9 in non-Prop K funds. The table below compares Prop K Expenditure Plan assumptions with proposed leveraging in the 2014 5-year project lists.

Table 1. Prop K Leveraging¹

Category	Expected Leveraging (Non-Prop K Funds)	Proposed Leveraging (Non-Prop K Funds)
Facilities	90%	TBD

¹ This table compares the expected leveraging assumed in the Expenditure Plan with the proposed leveraging assumed in the 5-Year Project List.

The proposed leveraging for the Facilities- PCJPB category is to-be-determined because Caltrain submits project allocation requests on an annual basis and has not yet done so for Fiscal Year 2014/15. Each fiscal year has local match placeholder funds (i.e. TBD projects) to allow the PCJPB partners to negotiate for specific projects within those years. Typically Prop K funds are very well leveraged in the Caltrain categories as Prop K funds are matched by member contributions and federal, state, and regional funds.

Table 2. Project Delivery Snapshot
Facilities -- PCJPB

Table 2a. Prop K Funds Allocated

5-Year Prioritization Program (5YPP) Period	Programmed (Available for Allocation)	Total Allocated as of 3/31/2014	% Allocated
2005 5YPP (FY 2004/05-2008/09)	\$3,440,239	\$3,440,239	100%
2009 5YPP: (FY 2009/10 -2013/14) *	\$159,999	\$160,000	100%
Total *		\$3,600,239	

* Funds programmed in the 2009 5YPP may include programmed but unallocated funds from the 2005 5YPP, as well as de-obligated funds.

Table 2b. Percent Complete

Tables show allocations and percent complete through March 31, 2014, based on project sponsors' progress reports.

Completed Projects/Project Phases (sorted by allocation year, then sponsor, then project name)

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated as of 3/31/2014	% Complete as of 3/31/2014
PCJPB	2004/05	FY 2004-05 JPB Local Match - Facilities	Construction	\$ 930,000	100%
PCJPB	2004/05	2005 5-Year Prioritization Program Development	Planning	\$ 3,426	100%
PCJPB	2005/06	Caltrain Maintenance Facility	Construction	\$ 1,246,654	100%
PCJPB	2005/06	Caltrain Operational Facilities and Equipment	Procurement	\$ 125,251	100%
PCJPB	2005/06	Caltrain San Francisco Station Access and Safety Improvements	Construction	\$ 72,867	100%
PCJPB	2006/07	Lenzen Train & Engine Facilities	Planning, Design, Construction	\$ 166,667	100%
PCJPB	2007/08	Caltrain Systemwide Station Improvements: State of Good Repair Program	Design, Construction	\$ 100,000	100%
PCJPB	2007/08	Advanced Traveler Information System (ATIS) for Caltrain	Design, Construction	\$ 165,196	100%
PCJPB	2008/09	Parking Machine Replacement	Procurement	\$ 123,512	100%
PCJPB	2008/09	Payment Card Industry Data Security Standards Compliance and Network Security	Procurement	\$ 73,333	100%
PCJPB	2008/09	Caltrain Systemwide Station Improvements	Construction	\$ 333,333	100%
PCJPB	2010/11	Caltrain Systemwide Station Improvements: State of Good Repair Program	Construction	\$ 160,000	100%

**Table 2. Project Delivery Snapshot
Facilities -- PCJPB**

Projects/Project Phases Underway (sorted by allocation year, then sponsor, then project name)					
Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated as of 3/31/2014	% Complete as of 3/31/2014
PCJPB	2007/08	North Terminal Phase II	Planning	\$ 100,000	37%

For more information on Prop K and other Transportation Authority funded projects, visit <http://www.sfcta.org/mystreetsf-projects-map> to access an interactive map showing projects in your neighborhood and citywide.

Table 3. Prioritization Criteria and Scoring Table
Facilities - PCJPB (EP 20P)

Subcategory Name	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA				Total
	Project Readiness	Community Support	Time Sensitive Urgency					
<i>Total Possible Score</i>	4	3	3					10
Local Capital Match Placeholder	<p>Projects in this category are prioritized by a capital improvement program, which is negotiated by the three county-member Peninsula Corridor Joint Powers Board.</p>							0

Prioritization Criteria Definitions:

Project Readiness: Project likely to need funding in fiscal year proposed. Factors to be considered include adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors may significantly delay project.

Community Support: Project has clear and diverse community support and/or was identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program.
Three points for a project in an adopted community based plan with evidence of diverse community support.
Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups.
One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

Time Sensitive Urgency: Project needs to proceed in proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts); to support another funded or proposed project (e.g. new signal controllers need to be installed to support TEP implementation); or to meet timely use of funds deadlines associated with matching funds.

**Table 4. Draft 5-Year Project List
Facilities - PCJPB (EP 20P)
Programming**

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
PCJPB	Local Capital Match Placeholder	Any Eligible	Planned	\$360,989					\$360,989
PCJPB	Local Capital Match Placeholder	Any Eligible	Planned		\$382,989				\$382,989
PCJPB	Local Capital Match Placeholder	Any Eligible	Planned			\$394,462			\$394,462
PCJPB	Local Capital Match Placeholder	Any Eligible	Planned				\$406,296		\$406,296
PCJPB	Local Capital Match Placeholder	Any Eligible	Planned					\$418,485	\$418,485
Total Programmed in 5YPP				\$360,989	\$382,989	\$394,462	\$406,296	\$418,485	\$1,963,221
Total Programmed in 2013 Strategic Plan Baseline				\$360,989	\$382,989	\$394,462	\$406,296	\$418,485	\$1,963,221
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0

**Table 4. Draft 5-Year Project List
Facilities - PCJPB (EP 20P)
Cash Flow (\$) Maximum Annual Reimbursement**

Project Name	Phase	Fiscal Year							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20		
Local Capital Match Placeholder	Any Eligible	\$180,494	\$180,495						\$360,989
Local Capital Match Placeholder	Any Eligible		\$191,494	\$191,495					\$382,989
Local Capital Match Placeholder	Any Eligible			\$197,231	\$197,231				\$394,462
Local Capital Match Placeholder	Any Eligible				\$203,148	\$203,148			\$406,296
Local Capital Match Placeholder	Any Eligible					\$209,242	\$209,243		\$418,485
Cash Flow Programmed in 5YPP		\$180,494	\$371,989	\$388,726	\$400,379	\$412,390	\$209,243		\$1,963,221
Cash Flow Programmed in 2013 Strategic Plan Baseline		\$180,494	\$371,989	\$388,726	\$400,379	\$412,390	\$209,243		\$1,963,221
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**



Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
Prop K EP Project/Program:	b.1 Facilities-Rehabilitation, upgrade and replacement of existing facilities
EP Line (Primary):	20
Other EP Line Number/s:	
Fiscal Year of Allocation:	2014/15
Project Information	
Project Name:	Local Capital Match Placeholder
Project Location:	TBD
Project Supervisorial District(s):	6, 10
Project Description:	Prop K offsets San Francisco's local match contribution for Caltrain's facilities projects. This work may include continued rehabilitation, upgrades and renovation of rail stations, (including platform edge tiles, elevators, stairs, and faregates), enhancements to station access, upgrades of operations and maintenance facilities, and general State of Good Repair of Caltrain facilities. Costs reflect San Francisco share only. Includes project development and capital costs. The 5YPP contains placeholders since the 3 JPB member jurisdictions annually negotiate Caltrain's annual capital budget.
Purpose and Need:	Every year, Caltrain staff review and rank projects for the annual capital budget, which is subject to extensive review, discussion, and negotiation by the three joint powers board member counties (San Francisco, San Mateo and Santa Clara). This process typically concludes in the fall. Given this process, Prop K funds are typically programmed as placeholders rather than as a list of specific projects in the relevant 5YPPs.
Community Engagement/Support:	<p>The Caltrain Short Range Transit Plan (SRTP) contains the ten-year Caltrain Capital Improvement Program, which forms that basis of the San Francisco share for the five years covered by this 5YPP. Caltrain adopted its 2009-2018 SRTP on December 9, 2009. The SRTP was presented to the PCJPB Board of Directors on November 5, 2009 as an informational item and then for adoption at the regularly scheduled Board meeting on December 9, 2009.</p> <p>The JPB's annual capital budget process also helps to further refine the projects listed in the SRTP. The Caltrain Capital Budget provides funding for ongoing infrastructure improvements consistent with the guidance set forth in the Caltrain Short Range Transit Plan.</p> <p>To inform the general public about the 5YPP process, PCJPB will participate in public workshops and Board and Committee meetings hosted by the Transportation Authority.</p>
Implementing Agency:	Peninsula Corridor Joint Powers Board (Caltrain)
Project Manager:	
Phone Number:	
Email:	
Environmental Clearance	
Type:	
Status:	
Completion Date (Actual or Anticipated):	

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Year	Quarter	Year
Planning/Conceptual Engineering (30%)		In-house - Contracted - Both				
Environmental Studies (PA&ED)						
Design Engineering (PS&E)						
R/W Activities/Acquisition						
Advertise Construction						
Start Construction (i.e. Award Contract)						
End Construction (i.e. Open for Use)						
Start Procurement (e.g. rolling stock)						
Project Close-out						

Comments/Concerns

This is a placeholder. Schedule will be determined once specific projects are identified and allocation requests are submitted.



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name: _____ Local Capital Match Placeholder

Project Cost Estimate	Funding Source		
	Phase	Cost	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ -	\$ -	\$ -
R/W	\$ -	\$ -	\$ -
Construction	\$ 1,963,221	\$ 1,963,221	\$ -
Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -
Total Project Cost	\$ 1,963,221	\$ 1,963,221	\$ -
Percent of Total		100%	TBD

Project Expenditures (Cash Flow) By Fiscal Year	Enter Cash Flow Here							Total		
	Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	14/15	15/16	16/17		17/18	18/19
Any Eligible	Prop K	Planned	14/15	\$ 360,989					\$ 360,989	
Any Eligible	Prop K	Planned	15/16		\$ 382,989				\$ 382,989	
Any Eligible	Prop K	Planned	16/17			\$ 394,462			\$ 394,462	
Any Eligible	Prop K	Planned	17/18				\$ 406,296		\$ 406,296	
Any Eligible	Prop K	Planned	18/19					\$ 418,485	\$ 418,485	
									\$ -	
									\$ -	
Total By Fiscal Year					\$ 360,989	\$ 382,989	\$ 394,462	\$ 406,296	\$ 418,485	\$ 1,963,221

Comments/Concerns

When projects are identified, projects are expected to include appropriate leveraging.

2009 Prop K 5YPP - Program of Projects Guideways - PCJPB (EP 20P)

Programming and Allocations To-date

Last Update: March 30, 2010

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2009/10	2010/11	2011/12	2012/13	2013/14	
PCJPB				\$0	\$0	\$0	\$0	\$0	\$0
Total Programmed in 5YPP									
				\$0	\$0	\$0	\$0	\$0	\$0
Total Allocated				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated				\$0	\$0	\$0	\$0	\$0	\$0
Total Programmed in Amended 2009 Strategic Plan*									
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0

* The 2009 Strategic Plan was amended on March 30, 2010 through Res. 10-52.

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

**2009 Prop K 5YPP - Program of Projects
Facilities - PCJPB (EP 20P)**

Programming and Allocations To-date

Last Update: February 04, 2014

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2009/10	2010/11	2011/12	2012/13	2013/14	
PCJPB	Caltrain Station State of Good Repair		Allocated		\$160,000				\$160,000
PCJPB	Caltrain Station State of Good Repair		Deobligated		(\$1)				(\$1)
Total Programmed in 5YPP				\$0	\$159,999	\$0	\$0	\$0	\$159,999
Total Allocated and Pending in 5YPP				\$0	\$160,000	\$0	\$0	\$0	\$160,000
Total Deobligated in 5YPP				\$0	(\$1)	\$0	\$0	\$0	(\$1)
Total Unallocated in 5YPP				\$0	(\$0)	\$0	\$0	\$0	(\$0)
Total Programmed in Amended 2009 Strategic Plan *				\$0	\$0	\$0	\$0	\$0	\$0
Deobligated from Prior 5YPP Cycles **				\$160,000					\$160,000
Cumulative Remaining Programming Capacity				\$160,000	\$1	\$1	\$1	\$1	\$1

* The 2009 Strategic Plan was amended on March 30, 2010 through Res. 10-52.

** "Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period, excluding deobligations incorporated in the first 2009 Strategic Plan amendment, as of December 31, 2012.

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation