

DRAFT 2014 PROPOSITION K 5-YEAR PRIORITIZATION PROGRAM GUIDEWAYS		
Expenditure Plan Number(s) *	5YPP Category	Page
22B	Guideways - BART	1
22M	Guideways - Muni	13
22P	Guideways - Caltrain	37

* 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

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DRAFT 2014 PROPOSITION K
5-YEAR PRIORITIZATION PROGRAM



GUIDEWAYS - BART

Approved: [DATE]

Prepared for the San Francisco County Transportation Authority

By Bay Area Rapid Transit District



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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Table of Contents

- Eligibility
- Prioritization Criteria
- Stretching Your Prop K Sales Tax Dollars Farther
- Table 2 - Project Delivery Snapshot
- Table 3 - Prioritization Criteria and Scoring Table
- Table 4 – Prop K 5-Year Project List (FY 2014/15 – FY 208/19)
- Project Information Forms
- 2009 Prop K 5-Year Prioritization Program – Program of Projects (as approved)
- 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:

“Rehabilitation, upgrades and/or replacement of rail, overhead trolley wires, signals, and automatic train control systems. The intent is to implement TPS standard whenever rehabilitation, upgrade or replacement projects of light rail lines are undertaken. Seismic retrofit and improvements to emergency lighting and ventilation. (Priority 1). The first \$306.7M is Priority 1 and the remainder is Priority 2. Total Funding: \$1,563.2M; Prop K: \$348.3M. Includes project development and capital costs. Sponsoring Agencies: MUNI, BART, PCJPB. The following minimum amounts will be available for MUNI (\$278.6M), BART (\$7M), and PCJPB (\$27.9M).”

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 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 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 1 project 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 guideways 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 \$3 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)
Guideways	78%	73%

¹ This 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
Guideways - 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)	\$0	\$0	
2009 5YPP: (FY 2009/10 -2013/14) *	\$1,241,000	\$1,241,000	100%
Total *		\$1,241,000	

* 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
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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
BART	2010/11	Powell Street Station Water Intrusion Prevention	Construction	\$ 1,241,000	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 Criteria and Scoring Table
 Guideways - BART (EP 22B)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA					Total
	Project Readiness	Time Sensitive Urgency	Community Support	Improves Transit Efficiency	Full funding of Phase	Leverages Other Funds	Responds to Mandate		
<i>Total Possible Score</i>	4	3	3	4	2	2	2	20	
Transbay Tube Cross-Passage Doors Prototype	4	3	0	0	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 TEP implementation); or to meet timely use of funds deadlines associated with matching funds.

Improves Efficiency of Transit Operations: Project directly contributes to improved efficiency.

Full funding of Phase: Completes Phase funding and allows project to progress

Leverages: Project leverages non-Prop K funds.

Mandate: Improvements are needed to comply with external and/or internal regulations.

Table 4
Draft 5-Year Project List
Guideways - BART (EP 22B)
Programming

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
BART	Transbay Tube Cross-Passage Doors Prototype	PLAN/CER	Planned	\$250,000					\$250,000
BART	Transbay Tube Cross-Passage Doors Prototype	PS&E	Planned		\$160,000				\$160,000
Total Programmed in 5YPP				\$250,000	\$160,000	\$0	\$0	\$0	\$410,000
Total Programmed in 2013 Strategic Plan Baseline				\$181,075	\$189,573	\$199,588	\$210,067	\$221,031	\$1,001,334
Cumulative Remaining Programming Capacity				(\$68,925)	(\$39,352)	\$160,236	\$370,303	\$591,334	\$591,334

* See 2013 Strategic Plan Baseline Appendix G for total available funds, current programming, and finance costs for each Expenditure Plan line item.

Table 4
Draft 5-Year Project List
Guideways - BART (EP 22B)

Cash Flow (\$) Maximum Annual Reimbursement

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Transbay Tube Cross-Passage Doors Prototype	PLAN/CER	\$250,000					\$250,000
Transbay Tube Cross-Passage Doors Prototype	PS&E		\$160,000				\$160,000
Cash Flow Programmed in 5YPP		\$250,000	\$160,000	\$0	\$0	\$0	\$410,000
Cash Flow Programmed in 2013 Strategic Plan Baseline		\$0	\$307,968	\$324,848	\$341,994	\$359,943	\$1,334,753
Cumulative Remaining Cash Flow Capacity		(\$250,000)	\$147,968	\$324,848	\$341,994	\$359,943	\$924,753

**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:	c.1 Guideways
EP Line (Primary):	22
Other EP Line Number/s:	
Fiscal Year of Allocation:	2014/15
Project Information	
Project Name:	Transbay Tube Cross-Passage Doors Prototype
Project Location:	Transbay Tube between San Francisco and Treasure Island
Project Supervisorial District(s):	6
Project Description:	This project will develop a custom water tight prototype door to replace 40-year-old cross-passage doors that are the means of emergency egress in the Transbay Tube. The doors are required to meet National Fire Protection Agency (NFPA) criteria for smoke and fire control. There are 110 doors total which need replacement due to deterioration and age. This proposed \$1.5 million budget would cover the development of the prototype door and up to 10 installed doors on the San Francisco side of the Tube extending up to 1500 feet inside the Tube. Door replacement is endorsed by BART's Chief Safety Officer and has been recommended by the San Francisco Fire Department during multiple inspections for Fire/Life Safety Compliance.
Purpose and Need:	The original doors underwent a major rehabilitation approximately 35 years ago and have since been adjusted to the maximum extent possible. It is no longer possible to overhaul the doors to ensure that they operate as intended in an emergency.
Community Engagement/Support:	N/A: This Safety & State of Good Repair project recommended by San Francisco Fire Department during inspection for Fire/Life Safety Compliance.
Implementing Agency:	Bay Area Rapid Transit District
Project Manager:	Tracy Johnson
Phone Number:	510-464-6638
Email:	tjohnso@bart.gov
Environmental Clearance	
Type:	Categorically Exempt
Status:	Not yet started
Completion Date (Actual or Anticipated):	Winter 2014/15

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Year	Quarter	Year
Planning/Conceptual Engineering (30%)	0%	Both	1	2014/15	3	2014/15
Environmental Studies (PA&ED)	0%	Both				
Design Engineering (PS&E)	0%	Both	4	2014/15	2	2015/16
R/W Activities/Acquisition	0%	N / A				
Advertise Construction	0%	Both	3	2015/16	4	2015/16
Start Construction (i.e. Award Contract)	0%	Both	1	2016/17		
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

Prop K funds will provide the required match to annual FTA Section 5337 funds to complete full project funding.



Project Name: Transbay Tube Cross-Passage Doors Prototype

Project Cost Estimate	Funding Source		
	Phase	Cost	Other
Planning/Conceptual Engineering	\$ 250,000	\$ 250,000	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 250,000	\$ 160,000	\$ 90,000
R/W	\$ -	\$ -	\$ -
Construction	\$ 1,000,000	\$ -	\$ 1,000,000
Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -
Total Project Cost	\$ 1,500,000	\$ 410,000	\$ 1,090,000
Percent of Total		27%	73%

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	\$ 250,000					\$ 250,000
Design Engineering (PS&E)	Prop K	Planned	14/15		\$ 160,000				\$ 160,000
Design Engineering (PS&E)	FTA 5337	Programmed	13/14		\$ 90,000				\$ 90,000
Construction	FTA 5337	Programmed	13/14		\$ 450,000	\$ 550,000			\$ 1,000,000
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
Total By Fiscal Year				\$ 250,000	\$ 700,000	\$ 550,000	\$ -	\$ -	\$ 1,500,000

**2009 Prop K 5YPP - Program of Projects (as approved)
 Guideways - BART (EP 22B)**

Programming

Last Update: March 30, 2010

Agency	Project Name	Phase	Status	Fiscal Year				Total	
				2009/10	2010/11	2011/12	2012/13		2013/14
Subcategory									
BART	Water Intrusion Prevention - Downtown SF BART Stations	PS&E, CON	Programmed	\$100,000					\$100,000
BART	Water Intrusion Prevention - Downtown SF BART Stations	PS&E, CON	Programmed		\$1,141,000				\$1,141,000
Total Programmed in 5YPP									
				\$100,000	\$1,141,000	\$0	\$0	\$0	\$1,241,000
Total Programmed in Amended 2009 Strategic Plan*									
				\$100,000	\$1,141,000	\$0	\$0	\$0	\$1,241,000
Cumulative Remaining Programming Capacity									
				\$0	\$0	\$0	\$0	\$0	\$0

2009 Prop K 5YPP - Program of Projects (as amended) Guideways - BART (EP 22B)

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	Water Intrusion Prevention - Downtown SF BART Stations ¹	CON	Allocated	\$0	\$1,241,000				\$1,241,000
Total Programmed in 5YPP				\$0	\$1,241,000	\$0	\$0	\$0	\$1,241,000
Total Allocated and Pending in 5YPP				\$0	\$1,241,000	\$0	\$0	\$0	\$1,241,000
Total Deobligated in 5YPP				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPP				\$0	\$0	\$0	\$0	\$0	\$0
Total Programmed in Amended 2009 Strategic Plan *				\$100,000	\$1,141,000	\$0	\$0	\$0	\$1,241,000
Deobligated from Prior 5YPP Cycles **				\$0					\$0
Cumulative Remaining Programming Capacity				\$100,000	\$0	\$0	\$0	\$0	\$0

* 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

FOOTNOTES:

¹ \$100,000 in funds programmed but unallocated for the same project moved from FY 2009/10 to FY 2010/11. Cash flow adjusted from 8%-46%: 46% starting in Fiscal Year 2009/10 to 100% in Fiscal Year 2011/12.



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DRAFT 2014 PROPOSITION K
5-YEAR PRIORITIZATION PROGRAM



GUIDEWAYS - Muni

Approved: [DATE]

Prepared for the San Francisco County Transportation Authority

By San Francisco Municipal Transportation Agency



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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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 rail, overhead trolley wires, signals, and automatic train control systems. The intent is to implement TPS standard whenever rehabilitation, upgrade or replacement projects of light rail lines are undertaken. Seismic retrofit and improvements to emergency lighting and ventilation. (PRIORITY 1). The first \$306.7M is Priority 1 and the remainder is Priority 2. Total Funding: \$1,563.2M; Prop K: \$348.3M. Includes project development and capital costs. Sponsoring Agencies: MUNI, BART, PCJPB. The following minimum amounts will be available for MUNI (\$278.6M), BART (\$7.M), and PCJPB (\$27.9M).”

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 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.

Guideways projects funded with Prop K are located citywide, but more relevantly, improvements made to Muni guideways 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 guideways 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 \$3 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)
Guideways - Muni	78%	73%

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
Guideways - 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)	\$107,543,345	\$18,997,203	18%
2009 5YPP: (FY 2009/10 -2013/14) *	\$110,216,749	\$104,659,848	95%
Total *		\$123,657,051	

* 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	2005 5-Year Prioritization Program Development	Planning	\$ 5,155	100%
SFMTA	2004/05	Cable Car Infrastructure Program	Construction	\$ 85,950	100%
SFMTA	2004/05	Overhead Rehabilitation Program	Construction	\$ 2,994,153	100%
SFMTA	2004/05	Rail Replacement Program	Design, Construction	\$ 1,772,515	82%
SFMTA	2005/06	Capital Planning and Grants Staffing	Planning	\$ 380,000	100%
SFMTA	2005/06	Overhead Rehab 1998-2009 - 5 Fulton/21 Hayes	Planning	\$ 123,680	100%
SFMTA	2005/06	Overhead Rehab 1998-2009 - Presidio	Construction	\$ 320,000	100%
SFMTA	2005/06	Overhead Rehab 1998-2009 - Traction Power Feeders	Design	\$ 169,000	100%
SFMTA	2005/06	Overhead Rehab 1998-2009 - Traction Power Substations	Design	\$ 99,000	100%
SFMTA	2006/07	Capital Planning and Grants Staffing	Planning	\$ 335,253	100%
SFMTA	2006/07	Overhead Rehab 1998-2009 - Traction Power Feeders	Construction	\$ 1,282,186	100%
SFMTA	2006/07	Overhead Rehab 1998-2009 - 33 Stanyan, 22 Fillmore	Construction	\$ 1,316,327	100%
SFMTA	2007/08	Advanced Train Control System Final Cutover	Planning	\$ 100,000	100%
SFMTA	2007/08	Church and Duboce Track Work Replacement	Design	\$ 270,000	100%
SFMTA	2007/08	Capital Planning and Grants Staffing	Planning	\$ 305,877	100%

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

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	2007/08	Overhead Rehab 1998-2009 - Traction Power Substations	Construction	\$ 1,850,000	100%
SFMTA	2007/08	Radio Communications System and CAD Replacement	Planning, Design	\$ 2,582,477	100%
SFMTA	2008/09	Advanced Train Control System Network Upgrades to Windows	Planning	\$ 100,000	100%
SFMTA	2008/09	Capital Planning and Grants Staffing	Planning	\$ 420,000	100%
SFMTA	2008/09	Central Control HVAC Computer Room Upgrade	Planning, Construction	\$ 69,918	100%
SFMTA	2008/09	Central Control Uninterruptible Power Supply Replacement	Planning, Construction	\$ 104,586	100%
SFMTA	2008/09	Church and Duboce Track Improvement - Additional Funds	Design	\$ 106,428	100%
SFMTA	2008/09	Miscellaneous Rail Replacement	Construction	\$ 2,105,122	100%
SFMTA	2008/09	Cable Car Propulsion Controller Upgrade	Construction	\$ 1,845,844	100%
SFMTA	2008/09	Overhead Rehabilitation - Traction Power Substations - Additional Funds	Construction	\$ 253,733	100%
SFMTA	2009/10	5-Fulton Duct Bank - Phase 1	Construction	\$ 2,311,680	100%
SFMTA	2009/10	California Street Cable Car Infrastructure Improvements	Construction	\$ 975,286	100%
SFMTA	2009/10	Capital Planning and Grants Staffing	Planning	\$ 269,990	100%
SFMTA	2009/10	Church and Duboce Track Improvement	Construction	\$ 4,950,000	100%
SFMTA	2009/10	Green Light Rail Center Track Replacement	Design	\$ 627,096	100%
SFMTA	2009/10	MUNI Metro Public Address and Public Display Signs Systems	Planning	\$ 193,091	100%
SFMTA	2009/10	MUNI Metro Public Address and Public Display Signs Systems	Design	\$ 400,000	100%
SFMTA	2009/10	St. Francis Circle Rail Replacement	Construction	\$ 2,210,000	100%
SFMTA	2010/11	Bernal Substation Upgrade	Design	\$ 84,340	100%

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

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	2009/10	Central Control and Communications (C3) - Central Control Interim Facility (Design/Build)	Construction	\$ 6,861,767	100%
SFMTA	2011/12	Mission-Geneva Transit and Pedestrian Improvements	Construction	\$ 53,486	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	Central Control and Communications (C3) - Central Control Interim Facility (Design/Build)	Design	\$ 4,293,233	95%
SFMTA	2009/10	Radio Communications System & CAD Replacement	Construction	\$ 59,174,932	18%
SFMTA	2010/11	Advanced Train Control System Final Cutover	Design	\$ 763,666	93%
SFMTA	2011/12	Bernal Substation Upgrade	Construction	\$ 1,309,200	95%
SFMTA	2011/12	Central Control and Communications (C3) Program - Integrated Systems Replacement	Construction	\$ 13,188,082	40%
SFMTA	2011/12	Green Light Rail Center Track Replacement	Construction	\$ 6,656,000	13%
SFMTA	2013/14	Market and Haight Street Transit and Pedestrian Improvements	Construction	\$ 338,000	5%

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
Guideways - Muni (EP22M)

	PROP K PROGRAM-WIDE CRITERIA				CATEGORY SPECIFIC CRITERIA			Total
	Project Readiness	Time Sensitive Urgency	Community Support	Safety	Need - Replace Asset at End of Useful Life	Leverages Other Funds		
<i>Total Possible Score</i>	4	3	3	4	3	3	20	
Overhead System Rehab/Replacement							0	
Muni Metro Rail Replacement Program							0	
New Backup Vehicle Control Center	2	0	2	4	0	3	11	
Cable Car Infrastructure							0	
Van Ness Bus Rapid Transit Overhead Component	3	3	2	3	3	3	17	

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.

Need: Replaces asset at at end of useful life.

Leverages: Project leverages non-Prop K funds.

**Table 4. Draft Prop K 5-Year Project List
Guideways - Muni
Programming**

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Overhead System Rehab/Replacement	CON	Planned			\$ 353,930			\$ 353,930
SFMTA	Overhead System Rehab/Replacement	CON	Planned					\$ 1,481,100	\$ 1,481,100
SFMTA	Muni Metro Rail Replacement Program	PSE/CON	Planned			\$ 4,622,082			\$ 4,622,082
SFMTA	Muni Metro Rail Replacement Program	PSE/CON	Planned				\$ 3,727,380		\$ 3,727,380
SFMTA	Muni Metro Rail Replacement Program	PSE/CON	Planned					\$ 6,524,019	\$ 6,524,019
SFMTA	New Backup Vehicle Control Center	PS&E	Planned			\$ 704,000			\$ 704,000
SFMTA	New Backup Vehicle Control Center	CON	Planned					\$ 5,387,537	\$ 5,387,537
SFMTA	Cable Car Infrastructure	PSE/CON	Planned				\$ 504,000		\$ 504,000
SFMTA	Van Ness Bus Rapid Transit Overhead Component	CON	Planned		\$ 5,716,000				\$ 5,716,000
				Programmed in 5YPP					
				\$-	\$5,716,000	\$5,680,012	\$4,231,380	\$13,392,656	\$29,020,048
Total Programmed in 2013 Strategic Plan Baseline				\$1,000,000	\$1,045,000	\$1,092,025	\$1,141,166	\$1,192,519	\$5,470,710
Cumulative Remaining Programming Capacity				\$1,000,000	\$(3,671,000)	\$(8,258,987)	\$(11,349,201)	\$(23,549,338)	\$(23,549,338)

**Table 4. Draft Prop K 5-Year Project List
Guideways - Muni
Cash Flow**

Project Name	Phase	Fiscal Year									Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21			
Overhead System Rehab/Replacement	CON			\$117,977	\$ 117,977	\$ 117,977	\$ 117,977				\$353,931
Overhead System Rehab/Replacement	CON					\$ 493,700	\$ 493,700	\$ 493,700	\$ 493,700		\$1,481,100
Muni Metro Rail Replacement Program	PSE/CON			\$ 1,540,694	\$ 1,540,694	\$ 1,540,694	\$ 1,540,694				\$4,622,082
Muni Metro Rail Replacement Program	PSE/CON				\$ 1,242,460	\$ 1,242,460	\$ 1,242,460	\$ 1,242,460			\$3,727,380
Muni Metro Rail Replacement Program	PSE/CON					\$ 2,174,673	\$ 2,174,673	\$ 2,174,673	\$ 2,174,673		\$6,524,019
New Backup Vehicle Control Center	PS&E			\$ 352,000	\$ 352,000						\$704,000
New Backup Vehicle Control Center	CON						\$ 2,030,512	\$ 1,678,512	\$ 1,678,513		\$5,387,537
Cable Car Infrastructure	PSE/CON				\$ 168,000	\$ 168,000	\$ 168,000	\$ 168,000			\$504,000
Van Ness Bus Rapid Transit Overhead Component	CON		\$ 1,905,333	\$ 1,905,333	\$ 1,905,333						\$ 5,716,000
											\$0
											\$0
Cash Flow Programmed in 5YPP		\$ -	\$ 1,905,333	\$ 3,916,004	\$ 5,326,464	\$ 7,768,016	\$ 5,757,345	\$ 4,346,886	\$ 29,020,049		
Cash Flow Programmed in 2013 Strategic Plan Baseline											\$ -
Cumulative Remaining Cash Flow Capacity		\$ -	(\$ 1,905,333)	(\$ 5,821,338)	(\$ 11,147,802)	(\$ 18,915,818)	(\$ 24,673,163)	(\$ 29,020,049)	(\$ 29,020,049)		

**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:	c.1 Guideways
EP Line (Primary):	22
Other EP Line Number/s:	
Fiscal Year of Allocation:	2016/17
Project Information	
Project Name:	Overhead System Rehab/Replacement
Project Location:	TBD
Project Supervisorial District(s):	TBD
Project Description:	Phased design and replacement of the overhead wires and related poles and traction power systems serving the light rail and trolley coach lines. Complements any overhead catenary system (OCS) work related to Van Ness Bus Rapid Transit project (see separate Van Ness OCS project).
Purpose and Need:	The projects included in this program are designed to reduce operational problems, reduce maintenance and increase system reliability.
Community Engagement/Support:	N/A
Implementing Agency:	SFMTA - San Francisco Municipal Railway (MUNI)
Project Manager:	John Haley
Phone Number:	415-701-4588
Email:	John.Haley@sfmta.com
Environmental Clearance	
Type:	N/A
Status:	N/A
Completion Date (Actual or Anticipated):	N/A

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%)						
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 for FY 16/17 and FY 18/19 for construction. Sufficient detail and scoring of proposed project will be required when the allocation request is submitted.



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

Project Name: Overhead System Rehab/Replacement

Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 1,160,000	\$ -	\$ 1,160,000
R/W	\$ -	\$ -	\$ -
Construction	\$ 9,393,150	\$ 1,835,030	\$ 7,558,120
Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -
Total Project Cost	\$ 10,553,150	\$ 1,835,030	\$ 8,718,120
Percent of Total		17%	83%

Project Expenditures (Cash Flow) By Fiscal Year	Enter Cash Flow Here										Total	
	14/15	15/16	16/17	17/18	18/19	19/20	20/21					
Design			\$ 230,400	\$ 872,000								\$ 1,102,400
Construction			\$ 1,415,720		\$ 5,924,400							\$ 7,340,120
Design			\$ 57,600									\$ 57,600
Construction				\$ 218,000								\$ 218,000
Construction			\$ 117,977	\$ 117,977	\$ 117,977							\$ 353,930
Construction					\$ 493,700			\$ 493,700	\$ 493,700	\$ 493,700		\$ 1,481,100
Total By Fiscal Year	\$ -	\$ -	\$ 1,821,697	\$ 1,207,977	\$ 6,536,077	\$ 493,700	\$ 493,700	\$ 493,700	\$ 493,700	\$ 493,700	\$ 493,700	\$ 10,553,150

Comments/Concerns

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:	c.1 Guideways
EP Line (Primary):	22
Other EP Line Number/s:	
Fiscal Year of Allocation:	2016/17
Project Information	
Project Name:	Muni Metro Rail Replacement Program
Project Location:	TBD
Project Supervisorial District(s):	TBD
Project Description:	Phased design and replacement of the trackway and related systems serving the light rail and streetcar lines as part of a regular replacement program and to mitigate excessive noise and/or vibration.
Purpose and Need:	The program seeks to enhance system reliability while reducing the need for excess maintenance. It also keeps the system in a state of good repair in line with agency strategic and operational goals.
Community Engagement/Support:	N/A
Implementing Agency:	SFMTA - San Francisco Municipal Railway (MUNI)
Project Manager:	John Haley
Phone Number:	415-701-4588
Email:	John.Haley@sfmta.com
Environmental Clearance	
Type:	N/A
Status:	N/A
Completion Date (Actual or Anticipated):	N/A

Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Year	Quarter	Year
Planning/Conceptual Engineering (30%)						
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 for design/construction in FY 16/17-18/19. Sufficient detail and a scoring of proposed project(s) will be required when the allocation request is submitted.

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



Project Name: Muni Metro Rail Replacement Program

Project Cost Estimate	Phase	Cost	Funding Source		
			Prop K	Other	
	Planning/Conceptual Engineering	\$ -	\$ -	\$ -	-
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	-
	Design Engineering (PS&E)	\$ -	\$ -	\$ -	-
	R/W	\$ -	\$ -	\$ -	-
	Construction	\$ 71,963,037	\$ 14,873,481	\$ 57,089,556	
	Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -	-
	Total Project Cost	\$ 71,963,037	\$ 14,873,481	\$ 57,089,556	
	Percent of Total		21%		79%

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		
	Design/Construction	FIA-5337	Planned	14/15	\$ 800,000	\$ 2,228,000	\$ 15,692,526	\$ 15,510,944	\$ 20,801,532				\$ 55,033,002
	Design/Construction	AB 664	Planned	14/15	\$ 552,000	\$ 557,000	\$ 431,200	\$ 340,000	\$ 176,364				\$ 2,056,564
	Design/Construction	Prop K	Planned	16/17			\$ 1,540,694	\$ 1,540,694	\$ 1,540,694				\$ 4,622,082
	Design/Construction	Prop K	Planned	17/18				\$ 1,242,460	\$ 1,242,460	\$ 1,242,460			\$ 3,727,380
	Design/Construction	Prop K	Planned	18/19					\$ 2,174,673	\$ 2,174,673	\$ 2,174,673		\$ 6,524,019
													\$ -
													\$ -
	Total By Fiscal Year				\$ 1,352,000	\$ 2,785,000	\$ 17,664,420	\$ 18,634,098	\$ 25,935,723	\$ 3,417,133	\$ 2,174,673	\$ 71,963,047	

Comments/Concerns

**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:	c.1 Guideways
EP Line (Primary):	22
Other EP Line Number/s:	
Fiscal Year of Allocation:	2016/17
Project Information	
Project Name:	New Backup Vehicle Control Center
Project Location:	Traffic Management Center, 1455 Market Street
Project Supervisorial District(s):	6
Project Description:	<p>Construction of a backup vehicle train control center at the new Traffic Management Center. A backup Vehicle Control Center (VCC) located at the new Traffic Management Center will provide redundancy in case of a system failure at the primary train control center at West Portal.</p> <p>The project delivery may have to be split into two contracts:</p> <ol style="list-style-type: none"> 1. Sole source procurement contract with Thales for the proprietary VCC system software & hardware, and the overall engineering design for the interfaces with the existing systems. 2. JOC or construction contract to install the VCC hardware and the wiring infrastructure throughout the Metro Subway for the system interface links.
Purpose and Need:	<p>Automatic Train Control System (ATCS) monitors and controls all train movements in the Metro Subway system. It also performs the vital function of keep the train movements in safe distance. It consists of redundant computer systems and communication modems. System-wide automatic control functionalities are all performed through the VCC.</p> <p>If the VCC ever failed, all train movements within the Metro Subway would be controlled manually though the Local System Management Center (LSMC) subsystem. All subway trains would have to be operated manually by the train operators. The Metro Subway throughput would decrease dramatically and the subway would not be able to handle the normal ridership demands.</p>
Community Engagement/Support:	
Implementing Agency:	SFMTA - San Francisco Municipal Railway (MUNI)
Project Manager:	Frank Lau
Phone Number:	415-701-4267
Email:	frank.lau@sfmta.com
Environmental Clearance	
Type:	TBD
Status:	TBD
Completion Date (Actual or Anticipated):	

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%	Both	1	2014/15	4	2015/16
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	0%	Both	1	2016/17	4	2017/18
R/W Activities/Acquisition						
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	Both	1	2018/19		
End Construction (i.e. Open for Use)					4	2022/23
Start Procurement (e.g. rolling stock)						
Project Close-out						



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

Project Name: New Backup Vehicle Control Center

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$ 1,760,000	\$ -	\$ 1,760,000
	Environmental Studies (PA&EID)	\$ -	\$ -	\$ -
	Design Engineering (PS&E)	\$ 4,928,000	\$ 704,000	\$ 4,224,000
	R/W	\$ -	\$ -	\$ -
	Construction	\$ 37,662,000	\$ 5,387,537	\$ 32,274,463
	Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -
	Total Project Cost	\$ 44,350,000	\$ 6,091,537	\$ 38,258,463
	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	19/20	20/21		
Planning/Conceptual Engineering	FTA-5337	Planned	14/15	\$ 1,408,000								\$ 1,408,000
Planning/Conceptual Engineering	AB664	Planned	14/15	\$ 352,000								\$ 352,000
Design Engineering (PS&E)	FTA-5309/5337	Planned	16/17			\$ 4,224,000						\$ 4,224,000
Design Engineering (PS&E)	Prop K	Planned	16/17			\$ 352,000						\$ 704,000
Construction	FTA-5309/5337	Planned	18/19				\$ 20,142,147					\$ 20,142,147
Construction	Prop K	Planned	18/19					\$ 2,030,512	\$ 1,678,512			\$ 3,709,024
Construction	TBD (e.g. VLF)	Planned	20/21							\$ 1,678,513	\$ 12,132,316	\$ 13,810,829
												\$ -
												\$ -
Total By Fiscal Year				\$ 1,760,000	\$ -	\$ 4,576,000	\$ 352,000	\$ 22,172,659	\$ 1,678,512	\$ 13,810,829		\$ 44,350,000

Comments/Concerns

Major line item budget estimate (as of 5/14/14):

1. Thales contract	\$ 25,000,000
2. JOC/construction contract	\$ 4,000,000
3. Bus substitution during testing	\$ 750,000
3. CP&C and ops supports	\$ 7,200,000
4. Contingency (25%)	\$ 7,400,000
Total (in 2013 dollars)	\$ 44,350,000

VLF is the proposed Vehicle License Fee that may be placed on November 2014 ballot.

**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:	c.1 Guideways
EP Line (Primary):	22
Other EP Line Number/s:	
Fiscal Year of Allocation:	2017/18
Project Information	
Project Name:	Cable Car Infrastructure
Project Location:	Various
Project Supervisorial District(s):	2, 3
Project Description:	Replace and upgrade cable car infrastructure. Projects in this line item may include switch, electrical and track upgrades.
Purpose and Need:	Benefits range from remote operability, quicker response to outages (currently takes up to 1 hour to restore power)(reliability), and improved safety with modern equipment (existing is antiquated).
Community Engagement/Support:	N/A
Implementing Agency:	SFMTA - San Francisco Municipal Railway (MUNI)
Project Manager:	Kenny Ngan
Phone Number:	415-701-5489
Email:	kenny.ng@sfmta.com
Environmental Clearance	
Type:	N/A
Status:	N/A
Completion Date (Actual or Anticipated):	N/A

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%)						
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 for design/construction in FY 17/18. Sufficient detail and a scoring of proposed project(s) will be required when the allocation request is submitted.

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



Project Name: Cable Car Infrastructure

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$ -	\$ -	\$ -
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
	Design Engineering (PS&E)	\$ -	\$ -	\$ -
	R/W	\$ -	\$ -	\$ -
	Construction	\$ 3,000,000	\$ 504,000	\$ 2,496,000
	Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -
	Total Project Cost	\$ 3,000,000	\$ 504,000	\$ 2,496,000
	Percent of Total		17%	83%

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			
Design/Construction	FTA-5337	Planned	16/17			\$ 384,000	\$ 2,016,000					\$ 2,400,000
Design/Construction	AB664	Planned	16/17			\$ 96,000						\$ 96,000
Design/Construction	Prop K	Planned	17/18				\$ 168,000	\$ 168,000	\$ 168,000	\$ 168,000		\$ 504,000
												\$ -
												\$ -
Total By Fiscal Year				\$ -	\$ -	\$ 480,000	\$ 2,184,000	\$ 168,000	\$ 168,000	\$ 168,000	\$ 3,000,000	

Comments/Concerns

**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:	c.1 Guideways
EP Line (Primary):	22
Other EP Line Number/s:	
Fiscal Year of Allocation:	2015/16
Project Information	
Project Name:	Van Ness Bus Rapid Transit Overhead Component
Project Location:	Van Ness Avenue between Lombard and Mission Streets
Project Supervisorial District(s):	2, 3, 5, 6
Project Description:	Van Ness Avenue is equipped with an Overhead Contact System (OCS) to supply power to transit vehicles. The system is supported by 277 ornamental concrete poles and steel poles, most of which also serve to support streetlight luminaries. The plan is to replace all poles with metal poles of a design that may reflect the era of the original poles, although the actual design is still to be determined. A cost estimate for this work was created by the S.F. Department of Public Works (DPW) and SFMTA with input from other city agencies. This is part of the VAn Ness BRT program of projects.
Purpose and Need:	The majority of the poles were built in 1915 and are in various stages of structural disrepair. The environmental review process found they did not meet the criteria for a historical designation, and they were found to be a few feet too short and structurally inadequate to support a revised OCS required by the locally preferred alternative (LPA).
Community Engagement/Support:	N/A
Implementing Agency:	SFMTA - San Francisco Municipal Railway (MUNI)
Project Manager:	Peter Gabancho
Phone Number:	415-701-4306
Email:	peter.gabancho@sfmta.com
Environmental Clearance	
Type:	EIR/ EIS
Status:	Complete
Completion Date (Actual or Anticipated):	12/20/13

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Year	Quarter	Year
Planning/Conceptual Engineering (30%)	100%	In-house - Contracted - Both	4	2012/13	4	2013/14
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	0%		4	2013/14	4	2014/15
R/W Activities/Acquisition						
Advertise Construction						
Start Construction (i.e. Award Contract)			3	2015/16		
End Construction (i.e. Open for Use)					4	2017/18
Start Procurement (e.g. rolling stock)						
Project Close-out						

Comments/Concerns

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



Project Name: Van Ness Bus Rapid Transit Overhead Component

Project Cost Estimate	Funding Source		
	Phase	Cost	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 420,000	\$ -	\$ 420,000
R/W	\$ -	\$ -	\$ -
Construction	\$ 28,580,000	\$ 5,716,000	\$ 22,864,000
Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -
Total Project Cost	\$ 29,000,000	\$ 5,716,000	\$ 23,284,000
Percent of Total		20%	80%

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
Design Engineering (PS&E)	AB664	Allocated	13/14	\$ 84,000					\$ 84,000
Design Engineering (PS&E)	FTA-5337	Allocated	13/14	\$ 336,000					\$ 336,000
Construction	FTA-5337	Planned	15/16		\$ 7,621,333	\$ 7,621,333	\$ 7,621,333		\$ 22,864,000
Construction	Prop K	Planned	15/16		\$ 1,905,333	\$ 1,905,333	\$ 1,905,333		\$ 5,716,000
									\$ -
									\$ -
Total By Fiscal Year				\$ 420,000	\$ 9,526,667	\$ 9,526,667	\$ 9,526,667	\$ 9,526,667	\$ -

Comments/Concerns

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

Agency	Subcategory	Project Name	FYID	Phase	Status	Fiscal Year				Total
						2009/10	2010/11	2011/12	2012/13	
Cable Car Infrastructure Program										
MTA	Infrastructure	Cable Car Infrastructure Rehab Program 2010 -2014	10	TBD	Programmed				\$1,845,000	\$1,845,000
MTA		Cable Car Infrastructure Rehab Program 2010 -2014	11	TBD	Programmed				\$1,845,000	\$1,845,000
MTA		California Street Cable Car Infrastructure Improvements	7	CON	Programmed	\$3,159,506				\$3,159,506
Capital Grants Staffing										
MTA	Capital Grants Staffing	Capital Grants Staffing	7	PLAN	Programmed	\$270,000				\$270,000
Central Control & Radio Communications Systems										
MTA	Radio Com	C3 - Subway PA & PDS Systems Replacement	7	CER, PS&E	Programmed	\$600,000				\$600,000
MTA		Central Control Communications (C3) - Systems	7	TBD	Programmed	\$8,155,000				\$8,155,000
MTA		Central Control Communications (C3) - Systems - Advanced Train Control System	7	CON	Programmed	\$1,780,000				\$1,780,000
MTA		Radio Communication System & Computer Aided Dispatch (CAD) Replacement	7	CON	Programmed	\$69,174,932				\$69,174,932
Overhead Rehabilitation Program										
MTA	Rehabilitation	Overhead Catenary System Upgrade - 5-Fulton - Phase 1	7	CON	Programmed	\$2,311,680				\$2,311,680
MTA		Overhead Catenary System Upgrade - 5-Fulton - Phase 2	11	CON	Programmed				\$1,291,091	\$1,291,091
MTA		Overhead Rehabilitation Program 2010 -2014	8	TBD	Programmed		\$1,375,000			\$1,375,000
MTA		Overhead Rehabilitation Program 2010 -2014	9	TBD	Programmed			\$1,375,000		\$1,375,000
MTA		Overhead Rehabilitation Program 2010 -2014	10	TBD	Programmed				\$1,845,000	\$1,845,000
MTA		Overhead Rehabilitation Program 2010 -2014	11	TBD	Programmed				\$1,845,000	\$1,845,000
MTA		Relocate Overhead Catenary System - Phelan Loop	7	PS&E	Programmed	\$400,000				\$400,000

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

Agency	Subcategory	Project Name	FYID	Phase	Status	Fiscal Year					Total
						2009/10	2010/11	2011/12	2012/13	2013/14	
Cable Car Infrastructure Program											
Rail Replacement Program											
MTA	Replacement	Church St. and Duboce Ave. Track Improvement(Church to Noe, and Storage Yard).	7	CON	Programmed	\$4,950,000					\$4,950,000
MTA		Green Light Rail Center Track Replacement	7	PS&E	Programmed	\$660,000					\$660,000
MTA		Green Rail Yard Ladder Track Replacement	8	CON	Programmed		\$6,657,000				\$6,657,000
MTA		Rail Replacement - St. Francis Circle	7	CON	Programmed	\$2,210,000					\$2,210,000
MTA		Rail Replacement Program 2010 - 2014	8	TBD	Programmed		\$1,000,000				\$1,000,000
MTA		Rail Replacement Program 2010 - 2014	9	TBD	Programmed			\$1,000,000			\$1,000,000
MTA		Rail Replacement Program 2010 - 2014	10	TBD	Programmed				\$1,000,000		\$1,000,000
MTA		Rail Replacement Program 2010 - 2014	11	TBD	Programmed					\$1,000,000	\$1,000,000
Wayside Train Control & Fare Collection											
MTA	Control & Equipment	Wayside Fare Collection	7	PS&E	Programmed	\$62,048					\$62,048
MTA		Wayside/Central Train Control Program	7	TBD	Programmed	\$1,152,548					\$1,152,548
MTA		Wayside/Central Train Control Program	8	TBD	Programmed		\$765,000				\$765,000
MTA		Wayside/Central Train Control Program	9	TBD	Programmed			\$125,000			\$125,000
MTA		Wayside/Central Train Control Program	10	TBD	Programmed				\$965,000		\$965,000
MTA		Wayside/Central Train Control Program	11	TBD	Programmed					\$1,845,000	\$1,845,000
Total Programmed in 5YPP						\$94,885,714	\$9,797,000	\$2,500,000	\$5,655,000	\$7,826,091	\$120,663,805
Total Programmed in Amended 2009 Strategic Plan*						\$94,885,714	\$9,797,000	\$2,500,000	\$5,655,000	\$7,826,091	\$120,663,805
Cumulative Remaining Programming Capacity						\$0	\$0	\$0	\$0	\$0	\$0

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

Programming and Allocations To-date

Last Update: September 25, 2013

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2009/10	2010/11	2011/12	2012/13	
Cable Car Infrastructure Program								
SFMTA	Cable Car Infrastructure Rehab Program 2010 -2014	TBD	Programmed				\$ 1,845,000	\$1,845,000
SFMTA	Cable Car Infrastructure Rehab Program 2010 -2014	TBD	Programmed				\$ 1,845,000	\$1,845,000
SFMTA	California Street Cable Car Infrastructure Improvements	CON	Allocated	\$ 3,159,506				\$3,159,506
SFMTA	California Street Cable Car Infrastructure Improvements	CON	Deobligated	\$ (2,184,220)				(\$2,184,220)
Capital Grants Staffing								
SFMTA	Capital Grants Staffing	PLAN	Allocated	\$ 270,000				\$270,000
SFMTA	Capital Grants Staffing	PLAN	Deobligated	\$ (10)				(\$10)
Central Control & Radio Communications Systems								
SFMTA	Central Control Communication (C3) Systems Replacement - Subway PA & PDS	CER, PS&E	Allocated	\$ 600,000				\$600,000
SFMTA	Central Control Communication (C3) Systems Replacement - Subway PA & PDS	CER	Deobligated	\$ (6,909)				(\$6,909)
SFMTA	Central Control Communication (C3) Systems Replacement - Advanced Train Control System ^{1,2,8}	CON	Allocated					\$0
SFMTA	Central Control Communication (C3) - Integrated Systems Replacement Phase 1 ^{3,8}	CON	Allocated			\$ 13,188,082		\$13,188,082
SFMTA	Facility ¹	CON	Allocated	\$ 8,755,000				\$8,755,000
SFMTA	Central Control Communications (C3) - Systems - Advanced Train Control System ²	PS&E	Allocated		\$ 763,666			\$763,666
SFMTA	Radio Communication System & Computer Aided Dispatch (CAD) Replacement ⁵	CON	Allocated	\$ 69,174,932				\$69,174,932
SFMTA	Radio Communication System & Computer Aided Dispatch (CAD) Replacement ⁵	CON	Deobligated	\$ (10,000,000)				(\$10,000,000)
Overhead Rehabilitation Program								
SFMTA	Overhead Catenary System Upgrade - 5-Fulton - Phase 1	CON	Allocated	\$ 2,311,680				\$2,311,680
SFMTA	Overhead Catenary System Upgrade - 5-Fulton - Phase 2	CON	Deobligated	\$ (1,014,515)				(\$1,014,515)
SFMTA	Overhead Catenary System Upgrade - 5-Fulton - Phase 2	CON	Programmed				\$ 1,291,091	\$1,291,091
SFMTA	Bernal Substation Upgrade ³	PS&E	Allocated		\$ 188,000			\$188,000
SFMTA	Mission-Geneva Transit and Pedestrian Improvements ⁷	CON	Allocated			\$ 50,000		\$50,000
SFMTA	Mission-Geneva Transit and Pedestrian Improvements ⁸	CON	Deobligated			\$ (3,486)		(\$3,486)
SFMTA	Bernal Substation Upgrade ⁹	CON	Allocated			\$ 1,309,200		\$1,309,200
SFMTA	Bernal Substation Upgrade ⁹	CON	Deobligated			\$ (103,660)		(\$103,660)
SFMTA	Overhead Rehabilitation Program 2010 -2014 ^{3,7,8,9}	TBD	Allocated		\$ -			\$0
SFMTA	Overhead Rehabilitation Program 2010 -2014 ^{9,10}	TBD	Programmed			\$ 458,600		\$458,600
SFMTA	Overhead Rehabilitation Program 2010 -2014	TBD	Programmed			\$ 1,845,000		\$1,845,000

**Guideways - Muni
Programming and Allocations To-date**

Last Update: September 25, 2013

Agency	Project Name	Phase	Status	Fiscal Year					Total	
				2009/10	2010/11	2011/12	2012/13	2013/14		
SFMTA	Overhead Rehabilitation Program 2010 -2014	TBD	Programmed					\$ 1,845,000	\$1,845,000	
SFMTA	2013 5YPP Development ¹⁰	Plan	Allocated			\$ 15,000			\$15,000	
SFMTA	Relocate Overhead Catenary System - Phelan Loop ¹¹	PS&E	Programmed	\$ 62,000					\$62,000	
SFMTA	Market and Haight Street Transit and Pedestrian Improvements ¹¹	CON	Allocated					\$ 338,000	\$338,000	
Rail Replacement Program										
SFMTA	Church St. and Duboce Ave. Track Improvement(Church to Noe, and Storage Yard).	CON	Allocated	\$ 4,950,000					\$4,950,000	
SFMTA	Church St. and Duboce Ave. Track Improvement(Church to Noe, and Storage Yard).	CON	Allocated	\$ (1,173,841)					(\$1,173,841)	
SFMTA	Green Light Rail Center Track Replacement	PS&E	Allocated	\$ 660,000					\$660,000	
SFMTA	Green Light Rail Center Track Replacement	PS&E	Deobligated	\$ (32,904)					(\$32,904)	
SFMTA	Green Rail Yard Ladder Track Replacement ⁶	CON	Programmed		\$ 1,000				\$1,000	
SFMTA	Green Rail Yard Ladder Track Replacement ⁶	CON	Allocated			\$ 6,656,000			\$6,656,000	
SFMTA	Green Rail Yard Ladder Track Replacement ⁶	CON	Allocated	\$ 2,210,000					\$2,210,000	
SFMTA	Rail Replacement - St. Francis Circle	CON	Deobligated	\$ (931,857)					(\$931,857)	
SFMTA	Rail Replacement - St. Francis Circle	PROC	Allocated		\$1,000,000				\$1,000,000	
SFMTA	Rail Procurement	PROC	Deobligated		\$ (1,000,000)				(\$1,000,000)	
SFMTA	Rail Procurement	PS&E, PROC	Programmed		\$0				\$0	
SFMTA	Rail Replacement Program 2010 -2014	TBD	Programmed			\$ 1,000,000			\$1,000,000	
SFMTA	Rail Replacement Program 2010 -2014	TBD	Programmed				\$ 1,000,000		\$1,000,000	
SFMTA	Rail Replacement Program 2010 -2014	TBD	Programmed					\$ 1,000,000	\$1,000,000	
Wayside Train Control & Fare Collection										
SFMTA	Automatic Fare Collection Program ⁴	PS&E	Allocated		\$ 62,048				\$62,048	
SFMTA	Wayside/Central Train Control Program ^{2,8}	TBD	Allocated	\$ -					\$0	
SFMTA	Wayside/Central Train Control Program ⁸	TBD	Allocated		\$ -				\$0	
SFMTA	Wayside/Central Train Control Program ⁸	TBD	Allocated			\$ -			\$0	
SFMTA	Wayside/Central Train Control Program	TBD	Programmed				\$ 965,000		\$965,000	
SFMTA	Wayside/Central Train Control Program	TBD	Programmed					\$ 1,845,000	\$1,845,000	
				Total Programmed in 5YPP	\$76,808,862	\$1,014,714	\$22,569,736	\$5,655,000	\$8,164,091	\$114,212,403
				Total Allocated and Pending in 5YPP	\$90,917,277	\$2,013,714	\$21,218,282	\$0	\$338,000	\$114,487,273
				Total Deobligated in 5YPP	(\$14,170,415)	(\$1,000,000)	(\$107,146)	\$0	\$0	(\$15,277,561)
				Total Unallocated in 5YPP	\$62,000	\$1,000	\$1,458,600	\$5,655,000	\$7,826,091	\$15,002,691
				Total Programmed in Amended 2009 Strategic Plan *	\$94,885,714	\$9,797,000	\$2,500,000	\$5,655,000	\$7,826,091	\$120,663,805
				Deobligated from Prior 5YPP Cycles **	\$4,555,635					\$4,555,635
				Cumulative Remaining Programming Capacity	\$22,632,486	\$31,414,772	\$11,345,036	\$11,345,036	\$11,007,036	\$11,007,036

* 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 April 2, 2014.

Programmed

Pending Allocation/ Appropriation

Board Approved Allocation/ Appropriation

**Guideways - Muni
Programming and Allocations To-date**

Last Update: September 25, 2013

Agency	Project Name	Phase	Status	Fiscal Year			Total
				2009/10	2010/11	2011/12	

FOOTNOTES:

- ¹ The allocation of \$8,755,000 to the "Central Control and Communications (C3) - Interim Facility" project in FY 09/10 utilized all \$8,155,000 originally programmed to the project, plus \$600,000 from the \$1,780,000 programmed to the "Central Control Communications (C3) - Systems - Advanced Train Control System" in Fiscal Year 2009/10.
- ² The allocation of \$763,666 to the "Central Control Communications (C3) - Systems - Advanced Train Control System Final Cutover" project in Fiscal Year 2010/11 utilized \$263,666 from the \$1,152,548 programmed to the "Wayside/Central Train Control Program" in Fiscal Year 2009/10 and \$500,000 from the \$1,180,000 remaining programming to the "C3 - Advanced Train Control Systems" project in Fiscal Year 2009/10.
- ³ The allocation of \$188,000 to the Bernal Substation Upgrade project in Fiscal Year 2010/11 utilized \$188,000 from the \$400,000 programmed to the "Overhead Rehabilitation Program 2010 - 2014" in Fiscal Year 2010/11.
- ⁴ This allocation of \$62,048 to the Automatic Fare Collection Program in Fiscal Year 2010/11 utilized all \$62,048 originally programmed to Wayside Fare Collection Equipment in Fiscal Year 2009/10 to complement a Transit Enhancements category (EP-16) allocation of \$3,060,000 (11-06, 11.6.910007).
- ⁵ 5YPP Amendment related to adoption of the full funding plan for the Central Subway project (Res. 11-44, 02.15.2011)
Radio Communication System & Computer Aided Dispatch (CAD) Replacement: De-obligated \$10 million in Fiscal Year 2009/10 Prop K funds. Adjusted cashflow from 0%/25%/35%/30%/10% starting in Fiscal Year 2009/10 to 0%/0%/24%/59%/17% starting in Fiscal Year 2009/10. De-obligated funds redirected to the project shown below.
Central Control Communications (C3) - Systems Replacement: added \$10,000,000 in Fiscal Year 2011/12 for construction of an existing project (Central Control Communications (C3) - Systems Replacement - Subway PA & PDS, Central Control Communications (C3) - Systems Replacement - Advanced Train Control).
- ⁶ This Fiscal Year 2011/12 allocation for the construction phase of the the Green Light Rail Center Track Replacement project utilized \$6,656,000 of \$6,657,000 originally programmed in Fiscal Year 2010/11 to the same project.
- ⁷ Mission-Geneva Transit and Pedestrian Improvements funding is from the FY 2010/11 Overhead Rehabilitation program.
- ⁸ 5YPP amendment to provide \$3,188,082 in additional funds for construction of Phase 1 of the C3 Program - Integrated Systems Replacement (Res. 12-32, 01.31.2012)
-- C3-Integrated Systems Replacement Phase 1: Added \$3,188,082 for a total of \$13,188,082 in FY 2011/12.
-- Overhead Rehabilitation Program 2010-2014: FY 2010/11 reduced by \$729,000 from \$1,137,000 to \$407,800 because project delivery in this program is behind the anticipated schedule. These funds were added to the subject C3 project.
-- C3 Advanced Train Control System funds: Reprogrammed \$680,000 in FY 2009/10 funds to the subject project.
-- Wayside Train Control & Fare Collection subcategory: Reprogrammed a total of \$1,778,882 (\$888,882 in FY 2009/10 funds, \$765,000 in FY 2010/11 funds, and \$125,000 in FY 2011/12 funds) to the subject project.
- ⁹ This allocation of \$1,375,000 for the construction phase of the Bernal Substation Upgrade project reduced programming for Overhead Rehabilitation Program 2010 -2014 in FY 2010/11 from \$407,800 to \$0 and in FY 2011/12 from \$1,375,000 to \$473,600.
- ¹⁰ 5YPP amendment to add 2013 5YPP Development (Resolution 13-49, 04.23.2013).
Overhead Rehabilitation Program 2010 -2014: Reduced programming by \$15,000 in Fiscal Year 2009/10.
- ¹¹ 5YPP amendment to add Market and Haight Street Transit and Pedestrian Improvements (Resolution 14-20, 09.25.2013).
Relocate Overhead Catenary System - Phelan Loop: Reduced programming by \$338,000 in Fiscal Year 2009/10.
Market and Haight Street Transit and Pedestrian Improvements: Added project with \$338,000 in Fiscal Year 2013/14 construction funds.

DRAFT 2014 PROPOSITION K
5-YEAR PRIORITIZATION PROGRAM



GUIDEWAYS - Caltrain

Approved: [DATE]

Prepared for the San Francisco County Transportation Authority

By Peninsula Corridor Joint Powers Board (PCJPB or Caltrain)



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Table of Contents

- Eligibility
- Prioritization Criteria
- Stretching Your Prop K Sales Tax Dollars Farther
- Table 2 - Project Delivery Snapshot
- Table 3 - Prioritization Criteria and Scoring Table
- Table 4 – Prop K 5-Year Project List (FY 2014/15 – FY 2018/19)
- Project Information Form
- 2009 Prop K 5-Year Prioritization Program – Program of Projects (as adopted)
- 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:

“Rehabilitation, upgrades and/or replacement of rail, overhead trolley wires, signals, and automatic train control systems. The intent is to implement TPS standard whenever rehabilitation, upgrade or replacement projects of light rail lines are undertaken. Seismic retrofit and improvements to emergency lighting and ventilation. (PRIORITY 1). The first \$306.7M is Priority 1 and the remainder is Priority 2. Total Funding: \$1,563.2M; Prop K: \$348.3M. Includes project development and capital costs. Sponsoring Agencies: MUNI, BART, PCJPB. The following minimum amounts will be available for MUNI (\$278.6M), BART (\$7.M), and PCJPB (\$27.9M).”

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 Guideways - PCJPB category, the Prop K Expenditure Plan assumes that every \$1 of sales tax revenue spent would leverage about \$3 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)
Guideways	78%	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 Guideways - 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 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)	\$3,797,845	\$2,548,704	67%
2009 5YPP: (FY 2009/10 -2013/14) *	\$9,663,019	\$10,224,549	106%
Total *		\$12,773,253	

* 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	2005 5-Year Prioritization Program Development	Planning	\$ 6,013	100%
PCJPB	2004/05	Caltrain: Guideways	Construction	\$ 383,919	100%
PCJPB	2005/06	Bridge Rehabilitation	Design, Construction	\$ 417,259	100%
PCJPB	2005/06	Signal Rehabilitation	Construction	\$ 127,440	100%
PCJPB	2005/06	Track Rehabilitation & Update of Infrastructure Standards	Planning, Design, Construction	\$ 318,618	100%
PCJPB	2006/07	Automatic Train Control System Microwave Network	Construction	\$ 105,500	100%
PCJPB	2006/07	Systemwide Track Rehab Program	Design	\$ 44,404	100%
PCJPB	2007/08	Signal System Rehab: Air Switch/Pneumatic System @ CP 4th	Construction	\$ 28,333	100%
PCJPB	2008/09	Railroad Signal System Rehabilitation	Design	\$ 46,667	100%
PCJPB	2008/09	Systemwide Track Rehabilitation Program	Construction	\$ 216,663	100%
PCJPB	2008/09	Systemwide Track Rehabilitation Program - Additional Funds	Construction	\$ 15,994	100%
PCJPB	2008/09	Wide Spectrum Data Radio for Automatic Train Control System	Construction	\$ 138,333	
PCJPB	2009/10	Advanced Traveler Information System (ATIS)	Construction	\$ 33,333	100%
PCJPB	2009/10	Narrow Banding	Construction	\$ 233,333	100%

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

Resolution	Sponsor	Project Name	Phase(s) Funded	Total Allocated as of 3/31/2014	% Complete as of 3/31/2014
PCJPB	2009/10	Operational Control Center (OCC) Replacement	Construction	\$ 86,667	100%
PCJPB	2009/10	State of Good Repair Program	Construction	\$ 166,667	100%
PCJPB	2010/11	Capital Project Management	Planning	\$ 144,683	100%
PCJPB	2010/11	Payment Card Industry Data Security Standards Update	Procurement	\$ 97,000	100%
PCJPB	2010/11	Signal System Rehab	Construction	\$ 300,000	100%
PCJPB	2010/11	Narrow Banding	Construction	\$ 202,047	100%
PCJPB	2010/11	Systemwide Track Rehab	Construction	\$ 217,445	100%
PCJPB	2011/12	North South Road Channel	Design	\$ 36,300	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
PCJPB	2006/07	San Mateo Bridge Rehab Program	Design	\$ 284,561	0%
PCJPB	2007/08	San Mateo Bridge Rehab, Grade Modification, and Track Improvement Program	Design	\$ 266,667	16%
PCJPB	2008/09	Bridge Replacement and Rehabilitation Program	Design, Construction	\$ 148,333	82%
PCJPB	2009/10	Los Gatos Bridge and Guadalupe Bridge	Design	\$ 133,333	25%
PCJPB	2009/10	Quint and Jerrold Bridge Replacement	Design	\$ 200,000	0%
PCJPB	2010/11	Caltrain Systemwide Bridge Improvements Los Gatos Creek Bridge	Design	\$ 93,333	25%
PCJPB	2010/11	Capital Project Development	Planning	\$ 188,650	68%
PCJPB	2010/11	Peninsula Rail Program - Program Management	Planning	\$ 935,000	92%
PCJPB	2010/11	Update of Suicide Prevention Signs	Construction	\$ 36,667	15%
PCJPB	2011/12	Los Gatos Creek Bridge Replacement	Design	\$ 300,000	50%
PCJPB	2011/12	Los Gatos Creek Bridge Replacement	Environmental	\$ 350,000	85%
PCJPB	2011/12	Los Gatos Creek Bridge Replacement	Planning	\$ 350,000	85%
PCJPB	2011/12	North South Road Channel	Construction	\$ 34,000	75%
PCJPB	2011/12	Systemwide Track Rehab Program	Construction	\$ 1,050,000	91%
PCJPB	2012/13	Bridge Replacements - San Mateo Bridges Replacement	Design	\$ 240,000	85%

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	2012/13	Bridges Replacements - San Francisco Roadway Bridges Replacement	Construction	\$ 446,533	0%
PCJPB	2012/13	Bridges Replacements - San Francisco Roadway Bridges Replacement	Right of Way	\$ 48,174	25%
PCJPB	2012/13	Communications Systems - Train Dispatcher Voice Upgrade	Construction	\$ 245,756	25%
PCJPB	2012/13	Communications Systems - Upgrade Public Address System	Construction	\$ 196,000	0%
PCJPB	2012/13	Communications Systems - Upgrade Public Address System	Design	\$ 604,000	95%
PCJPB	2012/13	Communications Systems - Voice Radio System Rehab	Construction	\$ 110,000	15%
PCJPB	2012/13	Railroad Communications System State of Good Repair	Construction	\$ 60,000	0%
PCJPB	2012/13	Railroad Communications System State of Good Repair	Design	\$ 75,300	25%
PCJPB	2012/13	Railroad Communications System State of Good Repair	Planning	\$ 69,000	25%
PCJPB	2012/13	Signal System Rehab	Construction	\$ 441,200	35%
PCJPB	2012/13	Signal System Rehab	Design	\$ 98,800	35%
PCJPB	2012/13	System Wide Track Rehabilitation Program	Construction	\$ 588,000	40%
PCJPB	2013/14	Brisbane Tunnel Track and Drainage Rehab	Construction	\$ 10,000	0%
PCJPB	2013/14	Brisbane Tunnel Track and Drainage Rehabilitation	Planning	\$ 22,200	0%
PCJPB	2013/14	Brisbane Tunnel Track and Drainage Rehabilitation	Design	\$ 54,200	0%
PCJPB	2013/14	Caltrain Transit Asset Management System (CTAMS) Data Population	Design	\$ 350,000	2%
PCJPB	2013/14	Jerrold Bridge North Span Replacement	Construction	\$ 118,160	0%
PCJPB	2013/14	Marin Street and Napoleon Avenue Bridge Replacement	Planning	\$ 120,000	1%
PCJPB	2013/14	Rail Grinding	Construction	\$ 154,143	5%
PCJPB	2013/14	Railroad Communication System State of Good Repair	Construction	\$ 58,922	0%
PCJPB	2013/14	Railroad Communication System State of Good Repair	Design	\$ 59,506	0%
PCJPB	2013/14	South Terminal Wayside Power	Construction	\$ 28,197	55%

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	2013/14	Upgrade of Public Address & Visual Message Signs	Construction	\$ 838,000	22%

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
Guideways - PCJPB (EP 22P)

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	Projects in this category are prioritized by a capital improvement program, which is negotiated by the three county-member Peninsula Corridor Joint Powers Board.						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 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.

**Table 4. Draft 5-Year Project List
Guideways - PCJPB (EP 22P)
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	\$1,243,407					\$1,243,407
PCJPB	Local Capital Match Placeholder	Any Eligible	Planned		\$1,319,130				\$1,319,130
PCJPB	Local Capital Match Placeholder	Any Eligible	Planned			\$1,358,704			\$1,358,704
PCJPB	Local Capital Match Placeholder	Any Eligible	Planned				\$1,399,465		\$1,399,465
PCJPB	Local Capital Match Placeholder	Any Eligible	Planned					\$1,441,449	\$1,441,449
Total Programmed in 5YPP				\$1,243,407	\$1,319,130	\$1,358,704	\$1,399,465	\$1,441,449	\$6,762,155
Total Programmed in 2013 Strategic Plan Baseline				\$800,000	\$836,000	\$873,620	\$912,933	\$954,015	\$4,376,568
Cumulative Remaining Programming Capacity				(\$43,407)	(\$926,537)	(\$1,411,621)	(\$1,898,153)	(\$2,385,587)	(\$2,385,587)

Table 4. Draft 5-Year Project List
 Guideways - PCJPB (EP 22P)
 Cash Flow

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Local Capital Match Placeholder	Any Eligible	\$621,704	\$621,703					\$1,243,407
Local Capital Match Placeholder	Any Eligible		\$659,565					\$1,319,130
Local Capital Match Placeholder	Any Eligible			\$679,352	\$679,352			\$1,358,704
Local Capital Match Placeholder	Any Eligible				\$699,732	\$699,733		\$1,399,465
Local Capital Match Placeholder	Any Eligible					\$720,725	\$720,724	\$1,441,449
Cash Flow Programmed in 5YPP		\$621,704	\$1,281,268	\$1,338,917	\$1,379,084	\$1,420,458	\$720,724	\$6,762,155
Cash Flow Programmed in 2013 Strategic Plan Baseline		\$621,704	\$818,000	\$854,810	\$893,276	\$933,474	\$975,480	\$5,096,744
Cumulative Remaining Cash Flow Capacity		\$0	(\$463,268)	(\$947,375)	(\$1,433,183)	(\$1,920,167)	(\$1,665,411)	(\$1,665,411)

**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:	c.1 Guideways
EP Line (Primary):	22
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):	TBD
Project Description:	Prop K offsets San Francisco's local match contribution for guideways projects. This work may include rehabilitation, upgrades, or replacement of rail, bridges and tunnels associated with Caltrain service, signals, safety systems, train control and communication systems, and general State of Good Repair of Caltrain guideways. 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. The 5YPP contains placeholders since the 3 JPB member jurisdictions annually negotiate Caltrain's annual capital budget.
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 PCJPB'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:	TBD
Phone Number:	
Email:	
Environmental Clearance	
Type:	TBD
Status:	
Completion Date (Actual or Anticipated):	

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%)						
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	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$ -	\$ -	\$ -
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
	Design Engineering (PS&E)	\$ -	\$ -	\$ -
	R/W	\$ -	\$ -	\$ -
	Construction	\$ 6,762,155	\$ 6,762,155	\$ -
	Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -
	Total Project Cost	\$ 6,762,155	\$ 6,762,155	\$ -
	Percent of Total		100%	TBD

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		
	Any Eligible	Prop K	Planned	14/15	\$ 1,243,407						\$ 1,243,407
	Any Eligible	Prop K	Planned	15/16		\$ 1,319,130					\$ 1,319,130
	Any Eligible	Prop K	Planned	16/17			\$ 1,358,704				\$ 1,358,704
	Any Eligible	Prop K	Planned	17/18				\$ 1,399,465			\$ 1,399,465
	Any Eligible	Prop K	Planned	18/19					\$ 1,441,449		\$ 1,441,449
											\$ -
											\$ -
	Total By Fiscal Year				\$ 1,243,407	\$ 1,319,130	\$ 1,358,704	\$ 1,399,465	\$ 1,441,449	\$ 1,441,449	\$ 6,762,155

Comments/Concerns

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

2009 Prop K 5YPP - Program of Projects Guideways - PCJPB (EP 22P)

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	
SUBCATEGORY									
PCJPB	Los Gatos Creek Bridge and Guadalupe Bridge Replacement	PS&E, ENV	Allocated	\$133,333					\$133,333
PCJPB	Narrow Banding Project	CON	Allocated	\$233,333					\$233,333
PCJPB	Operational Control Center Replacement	CON	Allocated	\$86,667					\$86,667
PCJPB	Quint and Jerrold St. Bridge Replacement	PS&E	Allocated	\$200,000					\$200,000
PCJPB	South Terminal Station Improvement Project	CON	Allocated	\$1,408,333					\$1,408,333
PCJPB	Undesignated - Guideways	TBD	Programmed		\$1,300,000				\$1,300,000
PCJPB	Undesignated - Guideways	TBD	Programmed			\$1,300,000			\$1,300,000
PCJPB	Undesignated - Guideways	TBD	Programmed				\$1,300,000		\$1,300,000
PCJPB	Undesignated - Guideways	TBD	Programmed					\$1,300,000	\$1,300,000
Total Programmed in 5YPP				\$2,061,666	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$7,261,666
Total Allocated				\$653,333	\$0	\$0	\$0	\$0	\$653,333
Total Unallocated				\$1,408,333	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$6,608,333
Total Programmed in Amended 2009 Strategic Plan				\$2,061,666	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$7,261,666
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0

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

2009 Prop K 5YPP - Program of Projects
Guideways - PCJPB (EP 22P)
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	
PCJPB	Los Gatos Creek Bridge and Guadalupe Bridge Replacement	PS&E, ENV	Allocated	\$133,333					\$133,333
PCJPB	Narrow Banding Project	CON	Allocated	\$233,333					\$233,333
PCJPB	Operational Control Center Replacement	CON	Allocated	\$86,667					\$86,667
PCJPB	Quint and Jerrold St. Bridge Replacement	PS&E	Allocated	\$200,000					\$200,000
PCJPB	South Terminal Station Improvement Project	CON	Allocated	\$1,408,333					\$1,408,333
PCJPB	South Terminal Station Improvement Project	CON	Deobligated	(\$1,408,333)					(\$1,408,333)
PCJPB	Undesignated - Guideways	TBD	Programmed		\$0				\$0
PCJPB	PRP Program Implementation and Management ¹	PLAN	Allocated		\$935,000				\$935,000
PCJPB	Payment Card Industry Data Security Standards Update ¹	PROC	Allocated		\$97,000				\$97,000
PCJPB	Update of Suicide Prevention Signs ¹	CON	Allocated		\$36,667				\$36,667
PCJPB	Narrow Banding ¹	CON	Allocated		\$202,047				\$202,047
PCJPB	Narrow Banding ³	CON	Deobligated		(\$28,197)				(\$28,197)
PCJPB	Los Gatos Creek Bridge Replacement ¹	PS&E	Allocated		\$93,333				\$93,333
PCJPB	Systemwide Track Rehab ¹	CON	Allocated		\$217,445				\$217,445
PCJPB	Signal System Rehab ¹	CON	Allocated		\$300,000				\$300,000
PCJPB	Los Gatos Creek Bridge Replacement	PS&E, ENV	Allocated			\$1,000,000			\$1,000,000
PCJPB	Systemwide Track Rehab	CON	Allocated			\$1,050,000			\$1,050,000
PCJPB	North South Road Channel	PS&E, CON	Allocated			\$70,300			\$70,300
PCJPB	Undesignated - Guideways	TBD	Programmed			\$0			\$0
PCJPB	Railroad Communication System State of Good Repair ²	PLAN	Allocated				\$69,000		\$69,000

Guideways - PCJPB (EP 22P)
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	
PCJPB	Railroad Communication System State of Good Repair ²	PS&E,	Allocated				\$75,300		\$75,300
PCJPB	Railroad Communication System State of Good Repair ²	CON	Allocated				\$60,000		\$60,000
PCJPB	San Mateo Bridge Replacement Design ²	PS&E	Allocated				\$240,000		\$240,000
PCJPB	San Francisco Roadway Bridges Replacement ²	R/W	Allocated				\$48,174		\$48,174
PCJPB	San Francisco Roadway Bridges Replacement ²	CON	Allocated				\$446,533		\$446,533
PCJPB	Signal System Rehabilitation ²	PS&E	Allocated				\$98,800		\$98,800
PCJPB	Signal System Rehabilitation ²	CON	Allocated				\$441,200		\$441,200
PCJPB	Systemwide Track Rehabilitation Program ²	CON	Allocated				\$588,000		\$588,000
PCJPB	Train Dispatcher Voice Communication System ²	CON	Allocated				\$245,756		\$245,756
PCJPB	Upgrade Public Address Systems ²	PS&E	Allocated				\$604,000		\$604,000
PCJPB	Upgrade Public Address Systems ²	CON	Allocated				\$196,000		\$196,000
PCJPB	Voice Radio System Rehabilitation ²	CON	Allocated				\$110,000		\$110,000
PCJPB	Undesignated - Guideways	TBD	Programmed				\$0		\$0
PCJPB	Brisbane Tunnel Track and Drainage Rehabilitation ³	PLAN, PS&E, CON	Allocated					\$86,400	\$86,400
PCJPB	CTAMS Data Population ³	PS&E	Allocated					\$350,000	\$350,000
PCJPB	Jerrold Bridge North Span Replacement ³	CON	Allocated					\$118,160	\$118,160
PCJPB	Marin Street and Napoleon Avenue Bridge Replacement ³	PLAN	Allocated					\$120,000	\$120,000
PCJPB	Railroad Communication System State of Good Repair ³	PS&E, CON	Allocated					\$118,428	\$118,428
PCJPB	Rail Grinding ³	CON	Allocated					\$154,143	\$154,143
PCJPB	South Terminal Wayside Power ³	CON	Allocated					\$28,197	\$28,197

**Guideways - PCJPB (EP 22P)
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	
PCJPB	Upgrade of Public Address & Visual Message Signs ³	CON	Allocated					\$838,000
PCJPB	Undesignated - Guideways ³	TBD	Programmed					\$0
Total Programmed in 5YPP				\$653,333	\$1,853,295	\$2,120,300	\$3,222,763	\$1,813,328
Total Allocated and Pending in 5YPP				\$2,061,666	\$1,881,492	\$2,120,300	\$3,222,763	\$1,813,328
Total Deobligated in 5YPP				(\$1,408,333)	(\$28,197)	\$0	\$0	(\$1,436,530)
Total Unallocated in 5YPP				\$0	\$0	\$0	\$0	\$0
Total Programmed in Amended 2009 Strategic Plan *				\$2,061,666	\$473,159	\$2,120,841	\$3,222,763	\$1,300,000
Deobligated from Prior 5YPP Cycles **				\$0				\$0
Cumulative Remaining Programming Capacity				\$1,408,333	\$28,197	\$34,738	\$34,738	(\$478,590)

* The 2009 Strategic Plan was amended on November 25, 2012 through Res. 13-12.

** "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

FOOTNOTES:

- Finance Neutral Strategic Plan and 5YPP Amendment to accommodate Caltrain's FY 2010/11 Annual Request (Res. 11-23, 11.23.2010): Advance \$160,389 in FY 2022/23 funds to FY 2010/11 in the Caltrain Capital Improvement Program (CIP) category and delay \$826,841 in FY 2010/11 funds to FY 2011/12 in the Caltrain Guideways category. This increases FY 2010/11 Caltrain CIP funds from \$150,000 to \$310,389, decreases FY 2010/11 Caltrain Guideways funds from \$1,300,000 to \$473,159 and increases FY 2011/12 Caltrain Guideways funds from \$1,300,000 to \$2,126,841.
- Strategic Plan and 5YPP Amendment to accommodate Caltrain's FY 2012/13 Annual Request (Res. 13.12, 9.25.2012): Advance \$1,922,763 in FY 2024/25, FY 2025/26, and FY 2026/27 funds to FY 2012/13 in the Caltrain Guideways category. This increases FY 2012/13 Caltrain Guideways funds from \$1,300,000 to \$3,222,763.
- Strategic Plan and 5YPP Amendment to accommodate Caltrain's FY 2013/14 Annual Request (Res. 14-29, 10.22.2013): Advance \$485,131 in unprogrammed capacity from FY 2033/34 funds to FY 2013/14 in the Guideways category. This increases FY 2013/14 Caltrain Guideways funds from \$1,300,000 to \$1,785,131. Amendment slightly increases financing costs for the Caltrain Guideways category by \$630,489, from \$4,345,555 to \$5,175,844, which we consider to be insignificant.