



# AGENDA

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

**Date:** Tuesday, September 27, 2016; 11:00 a.m.  
**Location:** Legislative Chamber, Room 250, City Hall  
**Commissioners:** Wiener (Chair), Mar (Vice Chair), Avalos, Breed, Campos, Cohen, Farrell, Kim, Peskin, Tang and Yee

**Clerk: Steve Stamos**

- |   | <b>Page</b> |
|---|-------------|
| 1. Roll Call  |             |
| 2. Chair's Report – <b>INFORMATION</b>  |             |
| 3. Executive Director's Report – <b>INFORMATION</b>   |             |
| 4. Approve the Minutes of the July 26, 2016 Meeting – <b>ACTION*</b>  | <b>3</b>    |
| <b>Items from the Vision Zero Committee</b>   |             |
| 5. Approve a Resolution Urging the League of California Cities to Adopt and Implement Vision Zero Strategies and Initiatives for Eliminating Traffic Deaths and Severe Injuries and to Prioritize Traffic Safety Throughout California – <b>ACTION*</b> | <b>7</b>    |
| <b>Items from the Plans and Programs Committee</b>  |             |
| 6. Reappoint Santiago Lerma and Appoint Shannon Wells-Mongiovi to the Citizens Advisory Committee – <b>ACTION*</b>  | <b>9</b>    |
| 7. Amend the Prop K Strategic Plan and the Guideways – Muni 5-Year Prioritization Program – <b>ACTION*</b>  | <b>17</b>   |
| 8. Allocate \$20,888,900 in Prop K Funds, with Conditions, for Fourteen Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – <b>ACTION*</b>   | <b>49</b>   |
| <b>Other Items</b>  |             |
| 9. Introduction of New Items – <b>INFORMATION</b>   |             |
| During this segment of the meeting, Board members may make comments on items not specifically listed above, or introduce or request items for future consideration.   |             |
| 10. Public Comment  |             |
| 11. Adjournment   |             |

\* Additional materials

---

Please note that the meeting proceedings can be viewed live or on demand after the meeting at [www.sfgovtv.org](http://www.sfgovtv.org). To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26. Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability.

The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 5, 6, 7, 9, 19, 21, 47, and 49. For more information about MUNI accessible services, call (415) 701-4485.

There is accessible parking in the vicinity of City Hall at Civic Center Plaza and adjacent to Davies Hall and the War Memorial Complex. Accessible curbside parking is available on Dr. Carlton B. Goodlett Place and Grove Street.

In order to assist the Transportation Authority's efforts to accommodate persons with severe allergies, environmental illnesses, multiple chemical sensitivity or related disabilities, attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products. Please help the Transportation Authority accommodate these individuals.

If any materials related to an item on this agenda have been distributed to the Transportation Authority Board after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; telephone (415) 252-3100; fax (415) 252-3112; website [www.sfethics.org](http://www.sfethics.org).



# DRAFT MINUTES

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, July 26, 2016

### 1. Roll Call

Chair Wiener called the meeting to order at 11:04 a.m.

**Present at Roll Call:** Commissioners Avalos, Breed, Campos, Cohen, Peskin, Tang and Wiener (7)

**Absent at Roll Call:** Commissioners Farrell, Kim, Mar and Yee (entered during Item 2) (4)

### 2. Chair's Report – INFORMATION

Chair Wiener reported that earlier in the month he was pleased to join with Mayor Lee, Commissioner Mar and staff from the San Francisco Municipal Transportation Agency, Planning Department, Department of the Environment, and the Transportation Authority to formally welcome the Metropolitan Transportation Commission, Association of Bay Area Governments, and the Bay Area Air Quality Management District to their new San Francisco offices at 375 Beale Street. He said that Mayor Lee spoke about the importance of regional collaboration on our land use, transportation and climate goals and presented a beautiful cable car bell to representatives of the three agencies as a welcome gift to be displayed in their new Bay Area Metro Center headquarters. He thanked Senior Communications Officer Eric Young, and Martha Cohen, the Mayor's Director of Special Events, who worked to pull the event together at City Hall.

Chair Wiener said that on July 7, he was also pleased to see that the Peninsula Corridor Joint Powers Board authorized the award of the two main contracts for the electrification of the Caltrain corridor. He said this award included \$1.2 billion in contracts for design-build of the electrification infrastructure and for the manufacture of Electric Multiple Units (EMU) vehicles. He noted that the electrification project would lay the foundation for future blended Caltrain/High-Speed Rail service which was critical to relieve congestion on the U.S. 101 and I-280 freeways, to focus growth in the corridor, and to alleviate capacity constraints at the San Francisco International Airport. He said this investment would be further leveraged by the state's plans to connect the Bay Area with Los Angeles and Sacramento, the latter via a second Transbay crossing which could accommodate BART as well as high-speed rail tracks. He also noted that there were multiple efforts underway at the Transportation Authority and in the region to support this exciting planning work, and that he was eager to also add our local subway vision to this list within a few months.

Lastly, Chair Wiener thanked colleagues on the Board of Supervisors for placing the Charter Amendment Set-Aside for Transportation and Homeless Services on the November ballot the week prior. He thanked Commissioner Avalos and his staff who collaborated with his office, Commissioner Farrell and the Mayor's office on this legislation. He noted that there was also a

separate general sales tax increase measure making its way through the Board process, as well as the BART general obligation bond which had already been placed on the ballot by the BART Board. He said that together, if approved by voters, the funds would provide critically needed revenues to help the city repair its road and transit systems, add Muni service, make its streets safer and expand capacity on BART, Muni and Caltrain, among other improvements. He said that with declining investment from the federal and state levels, the city must invest to move its priorities forward and remain competitive with its local match.

Chair Wiener invited Commissioners Avalos and Mar to provide brief remarks regarding a conference they had recently attended on behalf of the Transportation Authority in early July, the 2016 Local Progress National Convening in Pittsburgh.

Commissioner Avalos said that the conference covered a wide range of issues and included elected officials from all over the country. He said a large part of the discussion was on equity and putting together strategies to improve decision making that affected communities of color over the long-term. He said that in San Francisco and around the country, it seemed that the issue was low-income communities not receiving the same level of service and the same level of capital improvement as other communities. He said he shared the work being doing in San Francisco regarding the San Francisco Municipal Transportation Agency and their efforts to build in equity into their long-term strategies and around funding and improving service, which was well-received by officials from other cities.

Commissioner Mar said that Commissioner Avalos was a key leader of Local Progress, which was sponsored by the Center for Popular Democracy and was comprised of progressive city leaders from around the country. He said there were many accolades for Commissioner Avalos' leadership at the national level, and that his sharing of legislation from San Francisco and the Bay Area region was seen as a model and was appreciated by city leaders and activists from across the country. He said that there were a number of receptions and marches at the conference dealing with issues of transportation justice and displacement that were happening around the country. He said that the conference seemed to be a historic gathering as many leaders came together at a critical time in the nation's history to help raise the voices of many different communities around transportation justice and equity.

During public comment, Jacqueline Sachs stated that she was one of 55 individuals who wrote Prop B, and that as a member of the Citizens Advisory Committee she also helped write Prop K. She said the initiative on the ballot to raise the sales tax for transportation was not going to work because Prop K was a 30-year sales tax package and was still in progress. She said there were projects included in Prop K that still need to be completed before an additional sales tax be added. Ms. Sachs said that Geary Corridor light-rail was a priority-3 funding project from Prop B which was grandfathered into Prop K but was turned into a bus rapid transit project. She said that residents of Geary Boulevard had mixed feelings on bus rapid transit. She added that the San Francisco Public Utilities Commission said that when Prop B was passed, the only way to alleviate traffic congestion on Geary Boulevard was to have a light-rail line, and to consider that before adding another sales tax.

### **3. Executive Director's Report – INFORMATION**

Tilly Chang, Executive Director, presented the Executive Director's Report.

Commissioner Avalos commented that there were a few traffic calming streetscape projects planned for District 11, specifically in the Excelsior neighborhood, but that there had been difficulty in moving the projects forward. He asked staff to help coordinate the projects so that

they would be underway by the end of the year.

There was no public comment.

**4. Approve the Minutes of the June 28, 2016 Meeting and July 12, 2016 Special Meeting – ACTION**

There was no public comment.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Cohen, Farrell, Kim, Mar, Peskin, Tang, Wiener and Yee (11)

**Items from the Plans and Programs Committee**

**5. Reappoint Brian Larkin to the Citizens Advisory Committee – ACTION**

There was no public comment.

Ayes: Commissioners Avalos, Breed, Campos, Cohen, Farrell, Kim, Mar, Peskin, Tang, Wiener and Yee (11)

**6. Allocate \$45,417,062 in Prop K Funds and \$141,794 in Prop AA Funds, with Conditions, for Eleven Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules, and Commit to Allocate \$3,810,006 in Prop K Funds – ACTION**

During public comment, Alice Rogers from the South Park Improvement Association said that the Neighborhood Transportation Improvement Program funds were important to the neighborhood's traffic calming and would make a big difference. She thanked Commissioner Kim for supporting the neighborhood's request as well as the Transportation Authority for helping to bring the project together with park renovation funds.

Commissioner Yee asked about the location of the bicycle routes that were included in the Pedestrian and Bicycle Facility Maintenance allocation.

Anna LaForte, Deputy Director for Policy and Programming, responded that the bicycle routes were highlighted in the attachments to the memo, but potential locations included Market Street between 8<sup>th</sup> and 9<sup>th</sup> Streets, the 'Wiggle' route, Monterey Boulevard, Cesar Chavez Street and Folsom Street.

The item was approved without objection by the following vote

Ayes: Commissioners Avalos, Breed, Campos, Cohen, Farrell, Kim, Mar, Peskin, Tang, Wiener and Yee (11)

**7. Adopt the San Francisco Parking Supply and Utilization Study Summary Report – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Cohen, Farrell, Kim, Mar, Peskin, Tang, Wiener and Yee (11)

**Other Items**

**8. Introduction of New Items – INFORMATION**

During public comment, Jacqueline Sachs stated that the Citizens Advisory Committee (CAC) had received a presentation regarding the late night transportation study, “The Other 9 to 5”, in February and that she had participated in the Late Night Working Group since October. She asked that before any changes were made to bus schedules or new routes were added, that they be brought before the CAC and Board for input. Ms. Sachs added that any changes should also consider the transportation plan for the proposed Golden State Warriors arena in Mission Bay, which would be directly across the street from the University of California, San Francisco medical center.

**9. Public Comment**

During public comment, Andrew Yip spoke about virtue.

**10. Adjournment**

The meeting was adjourned at 11:35 a.m.



RESOLUTION URGING THE LEAGUE OF CALIFORNIA CITIES TO ADOPT AND IMPLEMENT VISION ZERO STRATEGIES AND INITIATIVES FOR ELIMINATING TRAFFIC DEATHS AND SEVERE INJURIES AND TO PRIORITIZE TRAFFIC SAFETY THROUGHOUT CALIFORNIA

WHEREAS, Vision Zero is San Francisco's policy and commitment to build better and safer streets, educate the public on traffic safety, enforce traffic laws and adopt policy changes that save lives, with the goal of zero traffic deaths in the city by 2024; and

WHEREAS, Vision Zero strategies have been adopted in numerous cities throughout California, including San Francisco, Los Angeles, San Diego, San Jose, Santa Monica, and Santa Barbara; and

WHEREAS, At the 2016 League of California Cities (League) Annual Conference in October, the General Assembly will consider a resolution committing the League to supporting Vision Zero and other programs, policies, or initiatives that prioritize transportation safety; encourage cities throughout California to join in these traffic safety initiatives to pursue the elimination of death and severe injury crashes on our roadways; and encourage the State of California to consider adopting safety as a top priority for both transportation projects and policy formulation; and

WHEREAS, At its September 15, 2016 meeting, the Transportation Authority's Vision Zero Committee recommended that the Transportation Authority Board approve the subject resolution; now, therefore, be it

RESOLVED, That the Transportation Authority hereby urges the League of California Cities to adopt and implement Vision Zero Strategies and initiatives for eliminating traffic deaths and severe injuries and to prioritize traffic safety throughout California; and be it further

RESOLVED, That the Executive Director is directed to communicate this position to all



relevant parties.





RESOLUTION REAPPOINTING SANTIAGO LERMA AND APPOINTING SHANNON WELLS-MONGIOVI TO THE CITIZENS ADVISORY COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

WHEREAS, Section 131265(d) of the California Public Utilities Code, as implemented by Section 5.3(a) of the Administrative Code of the San Francisco County Transportation Authority, requires the appointment of a Citizens Advisory Committee (CAC) consisting of eleven members; and

WHEREAS, There are two vacancies on the CAC; and

WHEREAS, At its September 20, 2016 meeting, after review and consideration of all applicants' qualifications and experience, the Plans and Programs Committee unanimously recommended the reappointment of Santiago Lerma and the appointment of Shannon Wells-Mongiovi to serve on the CAC for a period of two years; now therefore, be it

RESOLVED, That the Transportation Authority hereby reappoints Santiago Lerma and appoints Shannon Wells-Mongiovi to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to all interested parties.



# Memorandum

**Date:** 09.15.16 **RE:** Plans and Programs Committee  
September 20, 2016

**To:** Plans and Programs Committee: Commissioners Tang (Chair), Farrell (Vice Chair), Avalos, Breed, Peskin and Wiener (Ex Officio)

**From:** Maria Lombardo – Chief Deputy Director *mel*

**Through:** Tilly Chang – Executive Director *TC*

**Subject:** **ACTION** – Recommend Appointment of Two Members to the Citizens Advisory Committee

## Summary

The Transportation Authority has an eleven-member Citizens Advisory Committee (CAC). CAC members serve two-year terms. Per the Transportation Authority's Administrative Code, the Plans and Programs Committee recommends and the Transportation Authority Board appoints individuals to fill any CAC vacancies. Neither Transportation Authority staff nor the CAC make any recommendations on CAC appointments, but we maintain an up-to-date database of applications for CAC membership. A chart with information about current CAC members is attached, showing ethnicity, gender, neighborhood of residence, and affiliation. There are two vacancies on the CAC requiring committee action. The vacancies are the result of the resignation of John Morrison (District 11 resident) due to health and time constraints, and the automatic membership termination of Santiago Lerma (District 9) due to four absences over twelve regularly scheduled consecutive meetings, pursuant to the CAC's By-Laws. Mr. Lerma is seeking reappointment, and is required to reappear before the Plans and Programs Committee to be eligible, per the CAC's By-Laws. Attachment 1 shows current CAC membership and Attachment 2 lists applicants.

## BACKGROUND

There are two vacancies on the Citizens Advisory Committee (CAC) requiring Plans and Programs Committee action. The vacancies are the result of the resignation of John Morrison (District 11 resident) due to health and time constraints, and the automatic membership termination of Santiago Lerma (District 9) due to four absences over twelve regularly scheduled consecutive meetings, pursuant to the CAC's By-Laws. Mr. Lerma is seeking reappointment. Per the CAC's By-Laws, candidates seeking reinstatement after automatic membership termination are required to reappear before the Plans and Programs Committee in order to be eligible for appointment. There are currently 33 applicants, in addition to Mr. Lerma who is seeking reappointment, to consider for the existing vacancies.

## DISCUSSION

The CAC is comprised of eleven members. The selection of each member is recommended at-large by the Plans and Programs Committee (Committee) and approved by the Transportation Authority Board. Per Section 6.2(f) of the Transportation Authority's Administrative Code, the eleven-member CAC:

“...shall include representatives from various segments of the community, including public policy organizations, labor, business, senior citizens, the disabled,

environmentalists, and the neighborhoods; and reflect broad transportation interests.”

An applicant must be a San Francisco resident to be considered eligible for appointment. Attachment 1 is a tabular summary of the current CAC composition. Attachment 2 provides similar information on current applicants for CAC appointment. Applicants are asked to provide residential location and areas of interest. Applicants provide ethnicity and gender information on a voluntary basis. CAC applications are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority’s website, Commissioners’ offices, and email blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority.

All applicants have been advised that they need to appear in person before the Committee in order to be appointed, unless they have previously appeared before the Committee. If a candidate is unable to appear before the Committee, they may appear at the following Board meeting in order to be eligible for appointment. An asterisk following the candidate’s name in Attachment 2 indicates that the applicant has not previously appeared before the Committee.

#### **ALTERNATIVES**

1. Recommend appointment of two members to the CAC.
2. Recommend appointment of one member to the CAC.
3. Defer action until additional outreach can be conducted.

#### **CAC POSITION**

None. The CAC does not make recommendations on the appointment of CAC members.

#### **FINANCIAL IMPACTS**

None.

#### **RECOMMENDATION**

None. Staff does not make recommendations on the appointment of CAC members.

Attachments (2):

1. Matrix of CAC Members
2. Matrix of CAC Applicants

Enclosure:

1. CAC Applications

## Attachment 1

CITIZENS ADVISORY COMMITTEE <sup>1</sup>

Name	Gender	Ethnicity	District	Neighborhood	Affiliation	First Appointed	Term Expiration
Chris Waddling, Chair	M	NP	10	Silver Terrace	Neighborhood	Dec 12	Dec 16
Santiago Lerma	M	H	9	Mission	Business, Environmental, Labor, Neighborhood, Public Policy	Dec 14	Dec 16
Myla Ablog	F	Filipina	5	Japantown/Western Addition	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen	Sep 13	Mar 17
John Morrison	M	NP	11	Crocker-Amazon	Business, Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen	May 15	May 17
Jacqueline Sachs	F	C	2	Western Addition	Disabled, Neighborhood	Jun 97	Jul 17
Peter Sachs, Vice Chair	M	NP	4	Outer Sunset	Environmental, Labor, Public Policy	Jul 15	Jul 17
Becky Hogue	F	C	6	Treasure Island	Disabled, Neighborhood	Dec 15	Dec 17
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 18
John Larson	M	NP	7	Miraloma Park	Environment, Neighborhood, Public Policy	Mar 14	Mar 18
Bradley Wiedmaier	M	C	3	Lower Nob Hill	Disabled, Labor, Senior Citizen	Apr 16	Apr 18
Brian Larkin	M	NP	1	Richmond	Neighborhood	May 04	July 18

A – Asian      AA – African American      AI – American Indian or Alaska Native      C – Caucasian      H/L – Hispanic or Latino  
 NH – Native Hawaiian or Other Pacific Islander      NP – Not Provided (Voluntary Information)

<sup>1</sup> Shading denotes open seats on the CAC.

Attachment 2 (Updated 09.14.16)

APPLICANTS

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
1 Charles Baird*	M	NP	6	South of Market	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
2 Margaret Bonner*	F	C	5	West NOPA	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
3 Michael Buzinover*	M	C	6	Alamo Square	Business, Environment, Labor, Public Policy
4 Virginia Calkins*	F	C	6	South of Market	Business, Environment, Neighborhood, Public Policy
5 Karwana Dyson*	F	AA	10	Bayview Hunters Point	Business, Neighborhood
6 Peter Fortune	M	NP	2	Marina	Business, Neighborhood, Public Policy, Senior Citizen
7 Fabian Gallardo*	M	H/L	7	Lakeside	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
8 Beth Hoffman*	NP	C	11	Mission Terrace	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
9 Doreen Horstin	F	NP	6	South of Market	Environment, Labor, Neighborhood, Public Policy
10 Adam Hugo-Holman*	M	C	11	Excelsior	Business, Environment, Neighborhood, Public Policy
11 Johnny Jaramillo*	M	AI	2	Pacific Heights / Van Ness Corridor	Business, Environment, Labor, Neighborhood, Public Policy
12 Lee Jewell*	M	C	5	Hayes Valley	Disabled, Neighborhood, Senior Citizen
13 Jack Kleytman*	M	C	4	Outer Sunset	Business, Neighborhood
14 Roger Kuo	M	A	3	Financial District	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
15 Joseph Lake	M	C	6	South of Market	Environment, Labor, Neighborhood, Public Policy
16 Santiago Lerma**	M	H/L	9	Mission	Business, Environment, Labor, Neighborhood, Public Policy

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
17 Marlo McGriff	M	AA	8	Mission-Dolores	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
18 Rachel Morgan*	F	NP	3	South of Market	Business, Disabled, Neighborhood, Public Policy
19 Nathan Nayman*	M	C	7	Balboa Terrace / West Portal	NP
20 Ifeyinwa Nzerem*	F	AA	10	Bayview/Silver Terrace	Disabled, Environment, Neighborhood, Senior Citizen
21 James Pierre Louis*	M	AA	3	Financial District / Embarcadero	Environment, Neighborhood
22 Steven Riess*	M	C	6	South Beach	Business, Disabled, Environment, Neighborhood, Senior Citizen
23 Glenn Savage*	M	NP	2	Pacific Heights	Business, Neighborhood, Public Policy
24 Deborah Schrimmer	F	C	5	Cole Valley	Neighborhood, Public Policy
25 Daniel Sisson	M	C/H	1	Inner Richmond	Business, Neighborhood, Public Policy
26 Matthew Stevens*	M	NP	11	Excelsior	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
27 Elliott Talbot*	NP	NP	2	Marina	Neighborhood, Public Policy
28 Jayeson Vance*	M	C	11	Oceanview	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
29 Ruyard Vance*	M	AA	7	Ingleside Terrace	Business, Environment, Neighborhood, Senior Citizen
30 Shannon Wells-Mongiovi*	F	NP	11	Excelsior	Environment, Neighborhood, Public Policy
31 Ladonna Williams*	F	C	11	Ingleside Heights	Business, Neighborhood, Public Policy
32 Jeffrey Wood	M	NP	8	Noe Valley	Environment, Labor, Neighborhood, Public Policy
33 Rachel Zack*	F	C	3	Union Square / Nob Hill	Environment, Labor, Neighborhood, Public Policy
34 David Zebker*	NP	NP	6	Tenderloin	Environment

A – Asian  
AA – African American  
AI – American Indian or Alaska Native  
H/L – Hispanic or Latino  
NH – Native Hawaiian or Other Pacific Islander  
C – Caucasian  
NP – Not Provided (Voluntary Information)

\* Applicant has not appeared before the Plans and Programs Committee.  
\*\* Applicant must reappear before the Plans and Programs Committee in order to be reappointed.



**This Page Intentionally Left Blank**



RESOLUTION AMENDING THE PROP K STRATEGIC PLAN AND THE GUIDEWAYS –  
MUNI 5-YEAR PRIORITIZATION PROGRAM

WHEREAS, The Prop K Expenditure Plan requires development of a Strategic Plan to guide the financial implementation of the program, and development of a 5-Year Prioritization Program (5YPP) for each of the 21 programmatic categories as a prerequisite for allocation of funds, and

WHEREAS, In 2014, the Transportation Authority Board approved the Guideways–Muni 5YPP for Fiscal Years (FYs) 2014/15 to 2018/19, which included about \$12 million in Prop K funds programmed for two projects and \$17 million programmed to several placeholders for yet-to-be-identified projects; and

WHEREAS, At the request of the San Francisco Municipal Transportation Agency (SFMTA), the Guideways–Muni 5YPP has been amended subsequently several times as projects were ready to advance, with the current amended version of the 5YPP shown in Attachment 1; and

WHEREAS, The SFMTA has requested a comprehensive amendment to the Guideways–Muni 5YPP to accommodate five guideways projects that are ready to advance during FYs 2014/15 to 2018/19, as summarized in Attachment 2 and detailed in Attachment 3, which contains Project Information forms with scope, schedule, funding and cash flow information for the proposed additional projects; and

WHEREAS, The SFMTA also requests that the Guideways–Muni 5YPP be amended to reprogram \$6.1 million in FY 2018/19 funds from the New Backup Vehicle Control Center project, which will not advance by that time, to placeholders for projects to be specified at a later date; and

WHEREAS, To make sufficient Prop K funds available for the program of projects in the



re-prioritized Guideways–Muni 5YPP, the SFMTA has requested a Prop K Strategic Plan amendment to advance \$5,898,500 in Guideways–Muni funds from FY 2033/34 to FY 2016/17; and

WHEREAS, The requested Strategic Plan amendment would result in a minor 1.84% increase in the amount of available Guideways–Muni funds projected to be spent on financing over the 30-year life of the Prop K Expenditure Plan, as shown in Attachment 4; and

WHEREAS, After reviewing the request, staff recommended amending the Prop K Strategic Plan as shown in Attachment 4 and the Guideways–Muni 5YPP as summarized in Attachment 2; and

WHEREAS, At its September 7, 2016 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, On September 20, 2016, the Plans and Programs Committee reviewed the subject request and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Strategic Plan to advance \$5,898,500 in Guideways–Muni funds from FY 2033/34 to FY 2016/17 as summarized in Attachment 4; and be it further

RESOLVED, That the Transportation Authority hereby amends the Guideways–Muni 5YPP to add five projects and to reprogram \$6.1 million in FY 2018/19 Guideways–Muni funds from the New Backup Vehicle Control Center project to other line items, as summarized in Attachment 2.

Attachments (4):

1. Prop K 5-Year Project List, Guideways – Muni as amended July 26, 2016
2. Prop K 5-Year Project List, Guideways – Muni as proposed (current request)
3. Project Information Forms
4. Summary of Proposed Prop K Strategic Plan Amendment

**Attachment 1. Prop K 5-Year Project List  
Guideways - Muni**

**Programming and Allocations to Date**

Approved 7/26/2016

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Overhead System Rehab/Replacement	CON	Programmed			\$353,930			\$353,930
SFMTA	Overhead System Rehab/Replacement	CON	Programmed					\$1,481,100	\$1,481,100
SFMTA	Twin Peaks Tunnel Trackway Improvements <sup>2</sup>	PS&E/ CON	Allocated			\$4,149,113			\$4,149,113
SFMTA	Rail Grinding <sup>1</sup>	CON	Allocated			\$1,036,400			\$1,036,400
SFMTA	Twin Peaks Tunnel Trackway Improvements <sup>2</sup>	PS&E/ CON	Programmed				\$3,550,887		\$3,550,887
SFMTA	Muni Metro Rail Replacement Program <sup>2</sup>	PS&E/ CON	Programmed				\$176,493	\$6,524,019	\$6,700,512
SFMTA	New Backup Vehicle Control Center	PS&E	Programmed			\$704,000			\$704,000
SFMTA	New Backup Vehicle Control Center	CON	Programmed					\$5,387,537	\$5,387,537
SFMTA	Cable Car Infrastructure	PS&E/ CON	Programmed				\$504,000		\$504,000
SFMTA	Van Ness Improvement <sup>2,3</sup>	CON	Allocated			\$5,716,000			\$5,716,000
				<b>Programmed in 5YPP</b>					
				\$0	\$0	\$11,959,443	\$4,231,380	\$13,392,656	\$29,583,479
				<b>Total Allocated and Pending in 5YPP</b>					
				\$0	\$0	\$10,901,513	\$0	\$0	\$10,901,513
				<b>Total Deobligated in 5YPP</b>					
				\$0	\$0	\$0	\$0	\$0	\$0
				<b>Total Unallocated in 5YPP</b>					
				\$0	\$0	\$1,057,930	\$4,231,380	\$13,392,656	\$18,681,966
				<b>Total Programmed in 2014 Strategic Plan</b>					
				\$0	\$5,716,000	\$5,680,012	\$4,231,380	\$13,392,656	\$29,020,048
				<b>Deobligated from Prior 5YPP Cycles **</b>					
				\$563,431					\$563,431
				<b>Cumulative Remaining Programming Capacity</b>					
				\$563,431	\$6,279,431	\$0	\$0	\$0	(\$0)

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

## Footnotes

<sup>1</sup> 5YPP Amendment to fund Rail Grinding (Res. 16-060, 06.28.2016):

Muni Metro Rail Replacement Program: Reduced by \$1,036,400 in Fiscal Year 2016/17.

Rail Grinding: Added project with \$1,036,400 in Fiscal Year 2016/17 funds for construction.

<sup>2</sup> 5YPP Amendment to fund Twin Peaks Tunnel Trackway Improvements (Res. 17-002, 07.26.2016):

Muni Metro Rail Replacement Program: Reduced placeholders by \$3,585,682 in Fiscal Year 2016/17 and \$3,550,887 in Fiscal Year 2017/18.

Cumulative remaining programming capacity from funds deobligated from prior cycles: Reduced by \$563,431.

Twin Peaks Tunnel Trackway Improvements: Added project with \$4,149,113 in FY 2016/17 and \$3,550,887 in FY 2017/18 for construction with 100% cash flow.

Van Ness Bus Rapid Transit Overhead Component: Reduced cash flow by \$3,081,388 in Fiscal Year 2016/17 and \$767,733 in Fiscal Year 2017/18 and increased cash flow by same amount in Fiscal Year 2018/19. Project will not complete construction until Fiscal Year 2018/19. Shift in cash flow to accommodate the Twin Peaks Tunnel Trackway Improvements.

<sup>3</sup> Van Ness Improvement (renamed from Van Ness BRT Overhead Component): \$5,716,000 programmed in FY 15/16 was allocated in FY 16/17 (pending Res. 17-002, 07.26.2016).

**Attachment 2. Prop K 5-Year Project List  
Guideways - Muni**

**Programming and Allocations to Date**  
Pending Board approval on 09.27.16

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Overhead System Rehab/Replacement	CON	Programmed			\$353,930			\$353,930
SFMTA	Overhead System Rehab/Replacement	CON	Planned				\$704,000		\$704,000
SFMTA	Overhead System Rehab/Replacement	CON	Programmed					\$1,481,100	\$1,481,100
SFMTA	Twin Peaks Tunnel Trackway Improvements <sup>2</sup>	PS&E/ CON	Allocated			\$4,149,113			\$4,149,113
SFMTA	Twin Peaks Tunnel Trackway Improvements <sup>2</sup>	PS&E/ CON	Programmed				\$3,550,887		\$3,550,887
SFMTA	Rail Grinding <sup>1</sup>	CON	Allocated			\$1,036,400			\$1,036,400
SFMTA	Muni Metro Rail Replacement Program <sup>2</sup>	PS&E/ CON	Planned				\$176,493		\$176,493
SFMTA	Muni Metro Rail Replacement Program	PS&E/ CON	Planned					\$11,011,556	\$11,011,556
<del>SFMTA</del>	<del>New Backup Vehicle Control Center</del>	<del>CON</del>	<del>Programmed</del>					\$0	\$0
SFMTA	Cable Car Infrastructure	PS&E/ CON	Planned				\$1,404,000		\$1,404,000
SFMTA	Van Ness Improvement <sup>2,3</sup>	CON	Allocated			\$5,716,000			\$5,716,000
SFMTA	33 Stanyan Overhead Phase II	CON	Pending			\$1,365,500			\$1,365,500
SFMTA	Cable Car Propulsion Gearboxes	CON	Planned			\$1,280,000			\$1,280,000
SFMTA	Subway Replacement Wiring - Van Ness	CON	Planned			\$930,000			\$930,000
SFMTA	19th Avenue M-Line Curved Track Replacement	CON	Planned			\$1,323,000			\$1,323,000
SFMTA	Muni Metro System Replacements and Upgrades	CON	Planned			\$1,000,000			\$1,000,000

**Attachment 2. Prop K 5-Year Project List  
Guideways - Muni**

**Programming and Allocations to Date**

Pending Board approval on 09.27.16

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
		<b>Programmed in 5YPP</b>		\$0	\$0	\$17,153,943	\$5,835,380	\$12,492,656	\$35,481,979
		<b>Total Allocated and Pending in 5YPP</b>		\$0	\$0	\$12,267,013	\$0	\$0	\$12,267,013
		<b>Total Deobligated in 5YPP</b>		\$0	\$0	\$0	\$0	\$0	\$0
		<b>Total Unallocated in 5YPP</b>		\$0	\$0	\$4,886,930	\$5,835,380	\$12,492,656	\$23,214,966
		<b>Total Programmed in 2014 Strategic Plan</b>		\$0	\$5,716,000	\$10,874,512	\$5,835,380	\$12,492,656	\$34,918,548
		<b>Deobligated from Prior 5YPP Cycles **</b>		\$563,431					\$563,431
		<b>Cumulative Remaining Programming Capacity</b>		\$563,431	\$6,279,431	(\$0)	(\$0)	(\$0)	(\$0)

Programmed

Pending Allocation/Appropriation

Board Approved Allocation/Appropriation

**Footnotes**

<sup>1</sup> 5YPP Amendment to fund Rail Grinding (Res. 16-060, 06.28.2016):

Muni Metro Rail Replacement Program: Reduced by \$1,036,400 in Fiscal Year 2016/17.

Rail Grinding: Added project with \$1,036,400 in Fiscal Year 2016/17 funds for construction.

<sup>2</sup> 5YPP Amendment to fund Twin Peaks Tunnel Trackway Improvements (Res. 17-002, 07.26.2016):

Muni Metro Rail Replacement Program: Reduced placeholders by \$3,585,682 in Fiscal Year 2016/17 and \$3,550,887 in Fiscal Year 2017/18.

Cumulative remaining programming capacity from funds deobligated from prior cycles: Reduced by \$563,431.

Twin Peaks Tunnel Trackway Improvements: Added project with \$4,149,113 in FY 2016/17 and \$3,550,887 in FY 2017/18 for construction with 100% cash flow.

Van Ness Bus Rapid Transit Overhead Component: Reduced cash flow by \$3,081,388 in Fiscal Year 2016/17 and \$767,733 in Fiscal Year 2017/18 and increased cash flow by same amount in Fiscal Year 2018/19. Project will not complete construction until Fiscal Year 2018/19. Shift in cash flow to accommodate the Twin Peaks Tunnel Trackway Improvements.

<sup>3</sup> Van Ness Improvement (renamed from Van Ness BRT Overhead Component): \$5,716,000 programmed in FY 15/16 was allocated in FY 16/17 (Res. 17-002, 07.26.2016).

**Attachment 3  
Proposed Programming  
Guideways - Muni 5YPP  
Project Information Forms**







**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 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:	<a href="mailto:John.Haley@sfmta.com">John.Haley@sfmta.com</a>
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 construction. Sufficient project 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	Phase	Cost	Funding Source		
			Prop K	Other	
	Planning/Conceptual Engineering	\$ -	\$ -	\$ -	-
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	-
	Design Engineering (PS&E)	\$ 1,160,000		\$ 1,160,000	
	R/W	\$ -	\$ -	\$ -	-
	Construction	\$ 12,913,150	\$ 2,539,030	\$ 10,374,120	
	Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -	-
	<b>Total Project Cost</b>	\$ 14,073,150	\$ 2,539,030	\$ 11,534,120	
	<b>Percent of Total</b>		<b>18%</b>		<b>82%</b>

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	FTA 5337	Planned	16/17			\$ 230,400	\$ 872,000								\$ 1,102,400
	Construction	FTA 5337	Planned	17/18			\$ 1,415,720	\$ 5,924,400								\$ 7,340,120
	Design	AB 664	Planned	16/17			\$ 57,600									\$ 57,600
	Construction	AB 664	Planned	17/18				\$ 218,000								\$ 218,000
	Construction	Prop K	Planned	16/17			\$ 117,977	\$ 117,977	\$ 117,977							\$ 353,930
	Construction	Prop K	Planned	17/18				\$ 50,000	\$ 100,000	\$ 100,000	\$ 250,000	\$ 304,000				\$ 704,000
	Construction	Prop K	Planned	18/19					\$ 493,700	\$ 493,700	\$ 493,700	\$ 493,700				\$ 1,481,100
	Construction	FTA Formula Funds	Planned	17/18					\$ 200,000	\$ 400,000	\$ 1,000,000	\$ 1,216,000				\$ 2,816,000
	<b>Total By Fiscal Year</b>					\$ -	\$ -	\$ 1,821,697	\$ 1,457,977	\$ 7,036,077	\$ 1,743,700	\$ 2,013,700	\$ 2,013,700	\$ 1,743,700	\$ 14,073,150	

**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:	<a href="mailto:John.Haley@sfmta.com">John.Haley@sfmta.com</a>
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				
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	\$ 93,927,763	\$ 18,888,049	\$ 75,039,714
	Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -
	<b>Total Project Cost</b>	<b>\$ 93,927,763</b>	<b>\$ 18,888,049</b>	<b>\$ 75,039,714</b>
	<b>Percent of Total</b>		<b>20%</b>	<b>80%</b>

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	19/20		20/21
Design/Construction	FTA-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	Allocated	16/17			\$ 4,149,113						\$ 4,149,113
Design/Construction	Prop K	Programmed	17/18				\$ 3,550,887					\$ 3,550,887
Design/Construction	Prop K	Planned	17/18				\$ 176,493					\$ 176,493
Design/Construction	Prop K	Planned	18/19					\$ 2,674,673	\$ 3,174,673	\$ 5,162,210		\$ 11,011,556
Design/Construction	FTA formula funds	Planned	18/19					\$ 2,000,000	\$ 4,000,000	\$ 11,950,148		\$ 17,950,148
<b>Total By Fiscal Year</b>				<b>\$ 1,352,000</b>	<b>\$ 2,785,000</b>	<b>\$ 20,272,839</b>	<b>\$ 19,578,324</b>	<b>\$ 25,652,569</b>	<b>\$ 7,174,673</b>	<b>\$ 17,112,358</b>		<b>\$ 93,927,763</b>

Comments/Concerns Includes programming for Twin Peaks Tunnel Trackway Improvements



**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:	<a href="mailto:kenny.ng@sfmta.com">kenny.ng@sfmta.com</a>
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
Planning/Conceptual Engineering (30%)	% Complete	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 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	\$ 7,500,000	\$ 1,404,000	\$ 6,096,000
	Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -
	<b>Total Project Cost</b>	\$ 7,500,000	\$ 1,404,000	\$ 6,096,000
	<b>Percent of Total</b>		19%	81%

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				\$ 468,000	\$ 768,000	\$ 168,000		\$ 1,404,000
	Construction	FTA Formula Funds	Planned	17/18				\$ 1,200,000	\$ 2,400,000	\$ 2,400,000		\$ 3,600,000
	<b>Total By Fiscal Year</b>				\$ -	\$ -	\$ 480,000	\$ 3,684,000	\$ 3,168,000	\$ 168,000	\$ 168,000	\$ 7,500,000

Comments/Concerns



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

Prop K Expenditure Plan Information	
<b>Category:</b>	A. Transit
<b>Subcategory:</b>	iii. System Maintenance and Renovation (transit)
<b>Prop K EP Project/Program:</b>	c.1 Guideways
<b>EP Line (Primary):</b>	22
<b>Other EP Line Number/s:</b>	
<b>Fiscal Year of Allocation:</b>	2016/17
Project Information	
<b>Project Name:</b>	Cable Car Propulsion Gearboxes
<b>Project Location:</b>	California, Hyde, Mason, Powell cable car lines
<b>Project Supervisorial District(s):</b>	2, 3, 6
<b>Project Description:</b>	<p>Rehabilitate five cable car gearboxes for California, Hyde, Mason, Powell lines and one spare. The rehabilitation will consist of replacing wear and tear parts, inspecting and adjusting moving parts, and performing repairs as necessary, including: replacing bearings, gaskets, and seals; inspecting and replacing gears, housing, and shafts; and testing the gearboxes.</p> <p>The spare gearbox is stored at the Burke Storage Facility at 1580 Burke St, SF. The other four gearboxes that are in operation are located in the Cable Car Barn at 1201 Mason St, SF. Please see the included drawing for the location of the four units within the Cable Car Barn.</p>
<b>Purpose and Need:</b>	The project is designed to reduce operational problems, reduce maintenance, and increase system reliability with modern equipment.
<b>Community Engagement/Support:</b>	n/a
<b>Implementing Agency:</b>	SFMTA - Department of Parking and Traffic (DPT)
<b>Project Manager:</b>	Robert Mau
<b>Phone Number:</b>	701-4509
<b>Email:</b>	<a href="mailto:robert.mau@sfmta.com">robert.mau@sfmta.com</a>
Environmental Clearance	
<b>Type:</b>	Categorically Exempt
<b>Status:</b>	Pending
<b>Completion Date (Actual or Anticipated):</b>	09/30/16

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering (30%)	100%	In-house	3	2014	3	2016
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	85%	In-house	3	2016	2	2017
R/W Activities/Acquisition						
Advertise Construction	0%		2	2017		
Start Construction (i.e. Award Contract)	0%	Contracted	3	2017		
End Construction (i.e. Open for Use)	0%	Contracted			3	2019
Start Procurement (e.g. rolling stock)						
Project Close-out					3	2020

**Comments/Concerns**

Currently planning to advertise contract in November 2016.



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

Project Name: Cable Car Propulsion Gearboxes

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$ 132,755	\$ -	\$ 132,775
	Environmental Studies (PA&EID)	\$ -	\$ -	\$ -
	Design Engineering (PS&E)	\$ 436,936	\$ -	\$ 436,936
	R/W	\$ -	\$ -	\$ -
	Construction	\$ 6,400,000	\$ 1,280,000	\$ 5,120,000
	Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -
	<b>Total Project Cost</b>	<b>\$ 6,969,711</b>	<b>\$ 1,280,000</b>	<b>\$ 5,689,711</b>
	<b>Percent of Total</b>		<b>18%</b>	<b>82%</b>

Project Expenditures (Cash Flow) By Fiscal Year

Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	Enter Cash Flow Here							Total
				Previous	14/15	15/16	16/17	17/18	18/19		
Construction	Prop K	Planned	16/17				\$ 300,000	\$ 630,000	\$ 350,000	\$ 1,280,000	
Construction	FTA formula funds	Planned	16/17				\$ 1,200,000			\$ 1,200,000	
Construction	FTA formula funds	Planned	17/18					\$ 2,520,000		\$ 2,520,000	
Construction	FTA formula funds	Planned	18/19						\$ 1,400,000	\$ 1,400,000	
<b>Total By Fiscal Year</b>				<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,500,000</b>	<b>\$ 3,150,000</b>	<b>\$ 1,750,000</b>	<b>\$ 6,400,000</b>	

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:	Subway Replacement Wiring - Van Ness
Project Location:	Van Ness Muni Metro Station
Project Supervisorial District(s):	5, 6
Project Description:	Replace wireway, conduits, and cables at Van Ness platform signal equipment room to west of the wayside. The project will also add conduits and cables for four axle counters, seven signal lamps, and termination panels. Current wiring in this area has been compromised by water infiltration and rodent damage. This project will ensure greater reliability of power and signaling systems in the Van Ness crossover and stub track, improving subway service consistency.
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:	San Francisco Municipal Transportation Agency (SFMTA)
Project Manager:	Kenny Ngan
Phone Number:	701-5489
Email:	<a href="mailto:kenny.ngan@sfmta.com">kenny.ngan@sfmta.com</a>
Environmental Clearance	
Type:	Categorically exempt
Status:	Approved
Completion Date (Actual or Anticipated):	04/01/16

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering (30%)						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	90%	In-house	4	2015	2	2017
R/W Activities/Acquisition						
Advertise Construction	0%		2	2017	3	2017
Start Construction (i.e. Award Contract)	0%	Contracted	4	2017		
End Construction (i.e. Open for Use)	0%	Contracted			3	2018
Start Procurement (e.g. rolling stock)						
Project Close-out					3	2019

**Comments/Concerns**



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

**Project Name:** Subway Replacement Wiring - Van Ness

Project Cost Estimate Phase	Cost	Funding Source	
		Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 277,000	\$ -	\$ 277,000
R/W	\$ -	\$ -	\$ -
Construction	\$ 4,650,000	\$ 930,000	\$ 3,720,000
Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -
<b>Total Project Cost</b>	<b>\$ 4,927,000</b>	<b>\$ 930,000</b>	<b>\$ 3,997,000</b>
<b>Percent of Total</b>		<b>19%</b>	<b>81%</b>

Project Expenditures (Cash Flow) By Fiscal Year	Enter Cash Flow Here										
	Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	Previous	14/15	15/16	16/17	17/18	18/19	Total
Construction	Prop K	Planned	16/17				\$ 150,000	\$ 780,000			\$ 930,000
Construction	FTA formula	Planned	16/17				\$ 600,000				\$ 600,000
Construction	FTA formula	Planned	17/18					\$ 3,120,000			\$ 3,120,000
<b>Total By Fiscal Year</b>					<b>\$ -</b>	<b>\$ -</b>	<b>\$ 750,000</b>	<b>\$ 3,900,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,650,000</b>

**Comments/Concerns**

The construction cost estimates and detailed scope elements are still being finalized. Total construction cost could vary upon allocation request submittal.



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

Prop K Expenditure Plan Information	
<b>Category:</b>	A. Transit
<b>Subcategory:</b>	iii. System Maintenance and Renovation (transit)
<b>Prop K EP Project/Program:</b>	c.1 Guideways
<b>EP Line (Primary):</b>	22
<b>Other EP Line Number/s:</b>	
<b>Fiscal Year of Allocation:</b>	2016/17
Project Information	
<b>Project Name:</b>	19th Avenue M-Line Curved Track Replacement
<b>Project Location:</b>	19th Avenue at Rossmoor Drive and Junipero Serra Blvd.
<b>Project Supervisorial District(s):</b>	7
<b>Project Description:</b>	Replace curved tracks crossing 19th Avenue at Rossmoor Drive, including tangent track up to the north end of Stonestown Platform. This project will also replace two concrete Overhead Catenary System poles; construct accessibility upgrades at Rossmoor Drive; and implement additional safety, accessibility and transit improvements at 19th Avenue and Junipero Serra Boulevard. See attached for more project details.
<b>Purpose and Need:</b>	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, as well as enhances safety and accessibility for those who use transit..
<b>Community Engagement/Support:</b>	n/a
<b>Implementing Agency:</b>	San Francisco Municipal Transportation Agency (SFMTA)
<b>Project Manager:</b>	Daniel Padilla
<b>Phone Number:</b>	701-5213
<b>Email:</b>	<a href="mailto:daniel.padilla@sfmta.com">daniel.padilla@sfmta.com</a>
Environmental Clearance	
<b>Type:</b>	Categorically exempt
<b>Status:</b>	Pending
<b>Completion Date (Actual or Anticipated):</b>	11/1/2016 (Signals CatEx approval completed. Track work CatEx expected in November 2016.)

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering (30%)	100%	In-House	3	2015	2	2016
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	65%	In-House	2	2016	2	2017
R/W Activities/Acquisition						
Advertise Construction	0%		3	2017	3	2017
Start Construction (i.e. Award Contract)	0%	Contracted	3	2017		
End Construction (i.e. Open for Use)	0%	Contracted			3	2018
Start Procurement (e.g. rolling stock)						
Project Close-out	0%				3	2019

**Comments/Concerns**

## 19th Avenue / Junipero Serra Improvements M Ocean View Track Replacment

Capital Programs & Construction



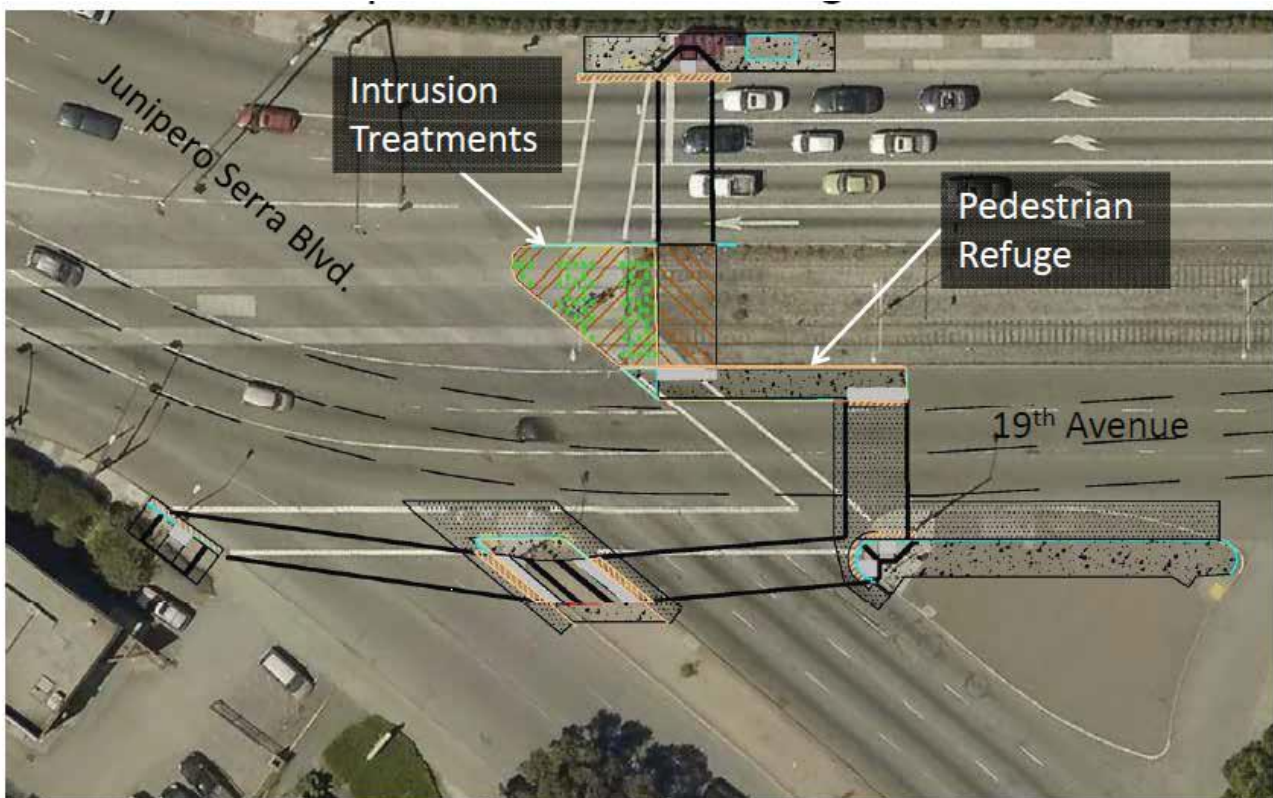
**SFMTA**  
Municipal  
Transportation  
Agency

SFMTA.COM

### 19th Avenue / Junipero Serra Improvements

The 19th Avenue/Junipero Serra Improvements Project is a much-needed upgrade to the current Muni and pedestrian conditions at a high-traffic intersection. A new pedestrian refuge will be built along the inbound M Ocean View tracks to provide people crossing the street a safe place to stand while traffic is moving. As a result of this modification, new curb ramps will be constructed, traffic signals will be relocated, and the northbound 19th Avenue lane lines will be restriped in the intersection.

Also included in the project are Intrusion treatments, to deter people from driving into the Muni private right-of-way on 19th Avenue at Junipero Serra Blvd. The intrusion treatments include speed bumps and a red painted area that will serve as a warning to drivers. This will minimize major transit delays and improve the reliability of the system. The Project will also provide Transit Signal Priority, which will improve on-time performance and prevent lengthy delays due to vehicle traffic.



## M Ocean View Track Replacement

The M Ocean View Track Replacement Project will improve safety, and Muni on-time performance, and keep the Muni system in a state of good repair. The track infrastructure will be replaced between the M-Ocean View's Stonestown platform stop and to just pass Rossmoor Drive, inside the M-line's private right-of-way.

New traffic signals will also be installed for the Rossmoor Drive approach onto 19th Avenue in order to provide a Transit Signal Priority System, to improve safety, and reliability, and further prevent drivers from blocking the trackway. Sensors will be installed for M Ocean View trains approaching and exiting the private right-of-way to improve travel time and reliability. When trains are approaching the sensors as part of the Transit Priority System, they will communicate with the traffic signal system accordingly to keep the train moving.

Intrusion treatments, to deter people from driving into specific areas (i.e. speed bumps, red painted areas) will also be implemented around the M line crossing at 19th Avenue, to alert people driving to keep the trackway clear.

Fencing along the median will be removed and replaced with a new curb and median. New ADA-accessible ramps will be installed at the crosswalk on Rossmoor at 19th Avenue to enable better access to the sidewalks.



Contact Public Relations Officer Kelley McCoy ([kelley.mccoy@sfmta.com](mailto:kelley.mccoy@sfmta.com) or 415.701.5428) for questions or to provide an update at your next neighborhood gathering. For more information about these projects, visit [www.sfmta.com](http://www.sfmta.com)

SFMTA.COM

San Francisco Municipal Transportation Agency  
1 South Van Ness Avenue, 3rd Floor  
415.701.5428  
Winter 2016



**SFMTA**  
Municipal  
Transportation  
Agency



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

**Project Name:** 19th Avenue M-Line Curved Track Replacement

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$ 349,064	\$ -	\$ 349,064
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
	Design Engineering (PS&E)	\$ 1,000,936	\$ -	\$ 1,000,936
	R/W	\$ -	\$ -	\$ -
	Construction	\$ 6,615,000	\$ 1,323,000	\$ 5,292,000
	Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -
<b>Total Project Cost</b>		<b>\$ 7,965,000</b>	<b>\$ 1,323,000</b>	<b>\$ 6,642,000</b>
<b>Percent of Total</b>			<b>17%</b>	<b>83%</b>

**Project Expenditures (Cash Flow) By Fiscal Year**

Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	Enter Cash Flow Here							Total
				Previous	14/15	15/16	16/17	17/18	18/19		
Construction	Prop K	Planned	16/17				\$ 300,000	\$ 1,023,000			\$ 1,323,000
Construction	FTA formula funds	Planned	16/17				\$ 1,200,000				\$ 1,200,000
Construction	FTA formula funds	Planned	17/18					\$ 4,092,000			\$ 4,092,000
<b>Total By Fiscal Year</b>				<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,500,000</b>	<b>\$ 5,115,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 6,615,000</b>

**Comments/Concerns**

Construction cost estimate developed at 65% design. This is likely to change at the time of allocation request, but should be no higher than what is included above.





**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 System Replacements and Upgrades
Project Location:	Various
Project Supervisorial District(s):	Various
Project Description:	Phased replacement of the trackway and related systems (such as signals, track fasteners, circuit upgrades at substations, and other electrical and mechanical system improvements) serving the light rail and streetcar lines; replacement of the overhead wires and related poles and traction power systems serving the light rail and trolley coach lines; and modifications to the Automatic Train Control System software to integrate new crossovers that have been completed.
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:	San Francisco Municipal Transportation Agency (SFMTA)
Project Manager:	John Haley
Phone Number:	701-4588
Email:	<a href="mailto:john.haley@sfmta.com">john.haley@sfmta.com</a>
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	Fiscal Year	Quarter	Fiscal Year
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal 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)	0%	Both				
End Construction (i.e. Open for Use)	0%	Both				
Start Procurement (e.g. rolling stock)						
Project Close-out						

**Comments/Concerns**

This is a placeholder for construction in FY17. Project details and scoring of proposed projects will be included when allocation request is submitted.



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

Project Name: Muni Metro System Replacements and Upgrades

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$ -	\$ -	\$ -
	Environmental Studies (PA&EID)	\$ -	\$ -	\$ -
	Design Engineering (PS&E)	\$ -	\$ -	\$ -
	R/W	\$ -	\$ -	\$ -
	Construction	\$ 5,000,000	\$ 1,000,000	\$ 4,000,000
	Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -
	<b>Total Project Cost</b>	\$ 5,000,000	\$ 1,000,000	\$ 4,000,000
	<b>Percent of Total</b>		<b>20%</b>	<b>80%</b>

Project Expenditures (Cash Flow) By Fiscal Year

Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	Enter Cash Flow Here						Total
				Previous	14/15	15/16	16/17	17/18	18/19	
Construction	Prop K	Planned	16/17				\$ 250,000	\$ 750,000		\$ 1,000,000
Construction	FTA formula funds	Planned	16/17				\$ 1,000,000			\$ 1,000,000
Construction	FTA formula funds	Planned	17/18					\$ 3,000,000		\$ 3,000,000
<b>Total By Fiscal Year</b>				\$ -	\$ -	\$ -	\$ 1,250,000	\$ 3,750,000	\$ -	\$ 5,000,000

Comments/Concerns



**Attachment 4. Proposed Amended Strategic Plan**  
Pending September 2016 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total 30-year Programming & Finance Costs	FY2016/17	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24
<b>Adopted 2014 Prop K Strategic Plan - Amendment 5 (Approved)</b>												
5	Downtown Extension to a Rebuild Transbay Terminal	\$ 298,754,309	8.68%	Programming \$ 223,176,073 Finance Costs \$ 25,943,429 Total \$ 249,119,502	\$ 1,343,948	\$ 2,657,479	\$ 1,935,427	\$ 1,598,262	\$ 3,192,915	\$ 2,760,727	\$ 2,471,822	\$ 1,986,154
6	Electrification	\$ 25,765,517	15.25%	Programming \$ 20,260,000 Finance Costs \$ 3,929,285 Total \$ 24,189,285	\$ 83,354	\$ 319,983	\$ 239,837	\$ 205,122	\$ 427,140	\$ 388,659	\$ 370,936	\$ 324,054
17P	New and Renovated Vehicles - PCJPB	\$ 25,465,305	7.66%	Programming \$ 19,024,458 Finance Costs \$ 1,960,335 Total \$ 20,974,793	\$ 1,139,558	\$ 1,173,745	\$ 1,208,957	\$ 1,295,226	\$ 1,332,583	\$ 1,371,060	\$ 1,410,692	\$ -
22M	Guideways - MUNI	\$ 308,337,545	3.94%	Programming \$ 291,660,626 Finance Costs \$ 12,138,267 Total \$ 303,798,893	\$ 18,002	\$ 85,605	\$ 77,631	\$ 80,236	\$ 202,936	\$ 222,495	\$ 255,072	\$ 239,528
<b>TOTAL</b>												
		\$ 658,322,675	6.68%	Programming \$ 554,121,157 Finance Costs \$ 43,961,315 Total \$ 598,082,473	\$ 8,163,518	\$ 5,405,125	\$ 14,601,613	\$ 9,095,226	\$ 9,366,583	\$ 9,646,080	\$ 9,933,963	\$ 8,778,969
<b>Proposed 2014 Prop K Strategic Plan - Amendment 6 (Current request)</b>												
5	Downtown Extension to a Rebuild Transbay Terminal	\$ 298,751,839	9.35%	Programming \$ 223,176,073 Finance Costs \$ 27,923,238 Total \$ 251,099,311	\$ 6,774,400	\$ 2,742,038	\$ 1,993,980	\$ 1,651,178	\$ 3,379,887	\$ 2,942,509	\$ 2,660,857	\$ 2,179,050
6	Electrification	\$ 25,765,304	17.45%	Programming \$ 20,900,000 Finance Costs \$ 4,494,943 Total \$ 25,394,943	\$ 4,040,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17P	New and Renovated Vehicles - PCJPB	\$ 25,465,094	8.63%	Programming \$ 19,024,458 Finance Costs \$ 2,198,194 Total \$ 21,222,652	\$ 2,109,105	\$ 1,173,745	\$ 1,208,957	\$ 1,295,226	\$ 1,332,583	\$ 1,371,060	\$ 1,410,692	\$ -
22M	Guideways - MUNI	\$ 308,334,996	5.78%	Programming \$ 291,660,626 Finance Costs \$ 17,808,188 Total \$ 309,468,814	\$ 22,031	\$ 111,293	\$ 97,669	\$ 98,329	\$ 247,733	\$ 266,544	\$ 289,961	\$ 247,128
<b>TOTAL</b>												
		\$ 658,317,233	7.96%	Programming \$ 554,121,157 Finance Costs \$ 52,424,563 Total \$ 606,545,720	\$ 23,798,017	\$ 7,009,125	\$ 13,701,613	\$ 9,095,226	\$ 9,366,583	\$ 9,646,080	\$ 9,933,963	\$ 8,778,969
<b>Change</b>												
5	Downtown Extension to a Rebuild Transbay Terminal	\$ (2,470)	0.66%	Programming \$ (1) Finance Costs \$ 1,979,809 Total \$ 1,979,809	\$ 5,430,453	\$ 84,559	\$ 58,553	\$ 52,916	\$ 186,972	\$ 181,781	\$ 189,035	\$ 192,896
6	Electrification	\$ (213)	2.20%	Programming \$ 640,000 Finance Costs \$ 565,658 Total \$ 1,205,658	\$ 4,040,000	\$ 13,864	\$ 9,879	\$ 8,841	\$ 28,671	\$ 27,939	\$ 28,977	\$ 29,545
17P	New and Renovated Vehicles - PCJPB	\$ (211)	0.97%	Programming \$ 247,859 Finance Costs \$ 247,859 Total \$ 495,718	\$ 969,547	\$ 25,788	\$ 20,039	\$ 18,093	\$ 44,797	\$ 44,049	\$ (969,547)	\$ 7,600
22M	Guideways - MUNI	\$ (2,549)	1.84%	Programming \$ 5,669,921 Finance Costs \$ 5,669,921 Total \$ 11,339,842	\$ 17,337	\$ 1,359,990	\$ 95,563	\$ 77,295	\$ 268,598	\$ 264,104	\$ 275,856	\$ 272,638

**Proposed Amended Strategic Plan**  
 Pending September 2016 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
<b>Adopted 2014 Prop K Strategic Plan - Amendment 5 (Approved)</b>													
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 298,754,309	8.68%	\$ 1,522,761	\$ 1,153,477	\$ 857,641	\$ 438,855	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,161,173
6	Electrification	\$ 25,765,517	15.25%	\$ 278,115	\$ 248,550	\$ 245,084	\$ 217,085	\$ 191,115	\$ 164,606	\$ 123,896	\$ 74,116	\$ -	\$ -
17P	New and Renovated Vehicles - PCJPB	\$ 25,465,305	7.66%	\$ 197,282	\$ 166,855	\$ 151,774	\$ 119,810	\$ 85,406	\$ 41,099	\$ -	\$ -	\$ -	\$ -
22M	Guideways - MUNI	\$ 308,337,545	3.94%	\$ 9,956,505	\$ 10,162,911	\$ 10,459,480	\$ 10,701,467	\$ 10,942,489	\$ 11,151,634	\$ 11,302,085	\$ 11,418,838	\$ 11,454,563	\$ 11,798,200
<b>TOTAL</b>		\$ 658,322,675	6.68%	\$ 2,912,326	\$ 2,418,185	\$ 2,120,963	\$ 1,596,410	\$ 1,041,779	\$ 874,792	\$ 628,957	\$ 372,019	\$ 11,454,563	\$ 41,959,373
<b>Proposed 2014 Prop K Strategic Plan - Amendment 6 (Current request)</b>													
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 298,751,839	9.35%	\$ 1,705,401	\$ 1,337,878	\$ 1,069,851	\$ 659,273	\$ 191,272	\$ -	\$ -	\$ -	\$ -	\$ 26,010,070
6	Electrification	\$ 25,765,304	17.45%	\$ 306,005	\$ 276,553	\$ 277,176	\$ 249,038	\$ 225,168	\$ 208,231	\$ 173,271	\$ 139,322	\$ 107,048	\$ -
17P	New and Renovated Vehicles - PCJPB	\$ 25,465,094	8.63%	\$ 204,255	\$ 173,760	\$ 159,710	\$ 127,408	\$ 93,627	\$ 52,294	\$ -	\$ -	\$ -	\$ -
22M	Guideways - MUNI	\$ 308,334,996	5.78%	\$ 9,042,338	\$ 9,313,608	\$ 9,593,016	\$ 9,880,807	\$ 10,177,231	\$ 10,482,548	\$ 10,797,024	\$ 11,120,935	\$ 11,454,563	\$ 5,899,700
<b>TOTAL</b>		\$ 658,317,233	7.96%	\$ 3,390,260	\$ 2,900,980	\$ 2,675,382	\$ 2,166,466	\$ 1,609,135	\$ 1,332,958	\$ 1,150,566	\$ 1,068,617	\$ 1,340,356	\$ 49,473
<b>Change</b>													
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ (2,470)	0.66%	\$ 182,640	\$ 184,401	\$ 212,210	\$ 220,418	\$ 191,272	\$ -	\$ -	\$ -	\$ -	\$ (4,150,503)
6	Electrification	\$ (213)	2.20%	\$ 27,889	\$ 28,003	\$ 32,093	\$ 31,953	\$ 34,053	\$ 43,625	\$ 49,374	\$ 65,206	\$ 107,048	\$ -
17P	New and Renovated Vehicles - PCJPB	\$ (211)	0.97%	\$ 6,973	\$ 6,905	\$ 7,936	\$ 7,597	\$ 8,222	\$ 11,195	\$ -	\$ -	\$ -	\$ -
22M	Guideways - MUNI	\$ (2,549)	1.84%	\$ 260,432	\$ 263,485	\$ 302,180	\$ 310,087	\$ 333,809	\$ 409,346	\$ 472,235	\$ 631,392	\$ 1,233,308	\$ (5,898,500)
<b>TOTAL</b>		\$ (3,443)	0.52%	\$ 276,834	\$ 282,894	\$ 324,479	\$ 313,953	\$ 348,357	\$ 443,991	\$ 521,909	\$ 702,806	\$ 1,233,308	\$ (5,849,027)

**Proposed Amended Strategic Plan**  
Pending September 2016 Board Action

Prop K Total										
EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total 30-year Programming & Finance Costs						
<b>Adopted 2014 Prop K Strategic Plan - Amendment 5 (Approved)</b>										
Prop K		\$ 2,922,185,976	8.37%	<table border="1"> <tr> <td>Programming</td> <td>\$ 2,536,333,768</td> </tr> <tr> <td>Finance Costs</td> <td>\$ 244,701,587</td> </tr> <tr> <td><b>Total</b></td> <td><b>\$ 2,781,035,356</b></td> </tr> </table>	Programming	\$ 2,536,333,768	Finance Costs	\$ 244,701,587	<b>Total</b>	<b>\$ 2,781,035,356</b>
Programming	\$ 2,536,333,768									
Finance Costs	\$ 244,701,587									
<b>Total</b>	<b>\$ 2,781,035,356</b>									
<b>Proposed 2014 Prop K Strategic Plan - Amendment 6 (Current request)</b>										
Prop K		\$ 2,922,163,916	8.57%	<table border="1"> <tr> <td>Programming</td> <td>\$ 2,536,973,768</td> </tr> <tr> <td>Finance Costs</td> <td>\$ 250,339,081</td> </tr> <tr> <td><b>Total</b></td> <td><b>\$ 2,787,312,849</b></td> </tr> </table>	Programming	\$ 2,536,973,768	Finance Costs	\$ 250,339,081	<b>Total</b>	<b>\$ 2,787,312,849</b>
Programming	\$ 2,536,973,768									
Finance Costs	\$ 250,339,081									
<b>Total</b>	<b>\$ 2,787,312,849</b>									
<b>Change</b>										
Prop K		\$ (22,060)	0.19%	<table border="1"> <tr> <td>Programming</td> <td>\$ 640,000</td> </tr> <tr> <td>Finance Costs</td> <td>\$ 5,637,494</td> </tr> <tr> <td><b>Total</b></td> <td><b>\$ 6,277,493</b></td> </tr> </table>	Programming	\$ 640,000	Finance Costs	\$ 5,637,494	<b>Total</b>	<b>\$ 6,277,493</b>
Programming	\$ 640,000									
Finance Costs	\$ 5,637,494									
<b>Total</b>	<b>\$ 6,277,493</b>									

Amendment 6 advances programming within the following expenditure line categories: 5, 6, 17P, 22M. Please see the Prop K Allocation and the EP 22M Strategic Plan Update memos for more details.



# Memorandum

**Date:** 09.14.16 **RE:** Plans and Programs Committee  
September 20, 2016

**To:** Plans and Programs Committee: Commissioners Tang (Chair), Farrell (Vice Chair), Avalos, Breed, Peskin and Wiener (Ex Officio)

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

**Through:** Tilly Chang – Executive Director *all*

**Subject:** **ACTION** – Recommend Amendment of the Prop K Strategic Plan and the Guideways – Muni 5-Year Prioritization Program

## Summary

The Prop K Expenditure Plan requires development of a Strategic Plan to guide the financial implementation of the program, and development of a 5-Year Prioritization Program (5YPP) for each of the 21 programmatic categories as a prerequisite for allocation of funds. The purpose of the 5YPPs is to provide transparency in how sponsors prioritize projects for Prop K funding, to establish a pipeline of projects that are ready to advance as soon as Prop K and other funds are available, and to encourage coordination across Prop K programs. In the summer of 2014, the Transportation Authority Board approved the Prop K 5YPPs for the 21 programmatic categories, including the Guideways – Muni category, for the period covering Fiscal Years (FY) 2014/15 to 2018/19. As approved the 5YPP included two projects with about \$12 million in Prop K funds and programmed \$17 million to a series of placeholders for yet-to-be-identified projects. The SFMTA has recently updated its Capital Improvement Program and has identified several guideways projects that are ready to advance during this 5YPP period. To make sufficient Prop K funds available, the SFMTA has requested a comprehensive amendment to the Guideways – Muni 5YPP and a corresponding Prop K Strategic Plan amendment to advance \$5,898,500 in Prop K funds from FY 2033/34 to FY 2016/17, as well as reprogram \$6.1 million in FY 2018/19 Prop K funds from the New Backup Vehicle Control Center which is not going to advance in the next three years, to the priority projects shown in Attachment 2. The amendment would result in a minor 1.84% increase in financing costs in the Guideways – Muni category over the 30-year life of the Prop K Expenditure Plan.

## BACKGROUND

The Prop K Expenditure Plan requires development of a Strategic Plan to guide the financial implementation of the program, and development of a 5-Year Prioritization Program (5YPP) for each of the 21 programmatic categories (e.g. street resurfacing, new signals and signs, and traffic calming) as a prerequisite for allocation of funds. The Strategic Plan is the financial tool that guides the implementation of the Expenditure Plan, reconciling the timing of expected Prop K revenues with the schedule for availability of state, federal and other funds beyond Prop K, the Transportation Authority's debt issuance capacity, the Transportation Authority's own assessment of the deliverability schedule for proposed projects, and the costs associated with project escalation and debt financing.

The purpose of the 5YPPs is to provide transparency in how sponsors prioritize projects for Prop K

funding, to establish a pipeline of projects that are ready to advance as soon as Prop K and other funds are available, and to encourage coordination across Prop K programs. Development of the 5YPPs is intended to be an open process where Transportation Authority Board members, public, and agencies can meaningfully weigh in, particularly on the proposed programs of projects for the five year period. Each 5YPP includes a prioritization methodology to rank projects within the program, and a 5-year project list with information on scope, schedule, cost and funding (including non-Prop K funding).

In the summer of 2014, the Transportation Authority Board approved the Prop K 5YPPs for 21 programmatic categories, including the Guideways – Muni category, for the period covering Fiscal Years (FY) 2014/15 to 2018/19. Projects eligible for the Guideways – Muni category include rehabilitation, upgrades and/or replacement of rail, overhead trolley wires, signals, and automatic train control systems. As requested by the San Francisco Municipal Transportation Agency (SFMTA), the 2014 Guideways – Muni 5YPP programmed a total of \$29 million of which \$11.8 million was for two specific projects and \$17.2 million in placeholders for projects to be identified later. Since then, the Board has amended the 5YPP twice and as of July 2016, the Board has allocated \$10.9 million in Prop K funds from this category. The 5YPP as amended is shown in Attachment 1.

The SFMTA has recently updated its Capital Improvement Program and has identified several guideways projects that are ready to advance during this 5YPP period. To make sufficient Prop K funds available, the SFMTA has requested a comprehensive amendment to the Guideways – Muni 5YPP and a corresponding Prop K Strategic Plan amendment to advance funding from the outer years of the Prop K program.

## DISCUSSION

The SFMTA has requested advancement of \$5,898,500 in Prop K funds in the Guideways – Muni category from FY 2033/34 (the last year in the program) to FY 2016/17 for priority projects identified in the SFMTA's 2016 Capital Improvement Program. Prop K funds would provide the required local match for funds expected from the Federal Transit Administration.

Table 1 below and Attachment 1 show the list of projects in the 2014 Guideways – Muni 5YPP and the status of the funds.

**Table 1: Current Programming for the Guideways – Muni Category**

Project	Status	Prop K Amount
Overhead System Rehab/ Replacement	Unallocated	\$1,835,030
Rail Grinding	Allocated	\$1,036,400
Twin Peaks Tunnel Trackway Improvements	Allocated	\$4,149,113
Twin Peaks Tunnel Trackway Improvements	Unallocated	\$3,550,887
Muni Metro Rail Replacement Program	Unallocated	\$6,700,512
New Backup Vehicle Control Center	Unallocated	\$6,091,537
Cable Car Infrastructure	Unallocated	\$504,000
Van Ness Improvement	Allocated	\$5,716,000

<b>Total Funds Programmed</b>		<b>\$29,583,479</b>
<b>Total Allocated to Date</b>		<b>\$10,901,513</b>
<b>Total Remaining Programming</b>		<b>\$18,681,966</b>

**5YPP Amendment:** The SFMTA has requested a 5YPP amendment to add the projects shown in Table 2 below and described in the attached Project Information Forms (Attachment 3), which provide information on project purpose and need, scope, schedule, cost and funding.

**Table 2: Proposed New Programming for the Guideways – Muni Category**

<b>Project</b>	<b>Prop K Amount</b>
33-Stanyan Overhead Contact System Phase 2*	\$1,365,500
Cable Car Propulsion Gearboxes	\$1,280,000
Subway Replacement Wiring - Van Ness	\$930,000
19th Avenue M-Line Curved Track Replacement	\$1,323,000
Muni Metro System Replacements and Upgrades	\$1,000,000
<b>Total Proposed New Programming</b>	<b>\$5,898,500</b>

\*A request for allocation is included in the Prop K grouped allocation request item later on this agenda.

This amendment would make a total of \$35,481,979 in Prop K funds available for Muni guideways projects in this 5YPP period.

The SFMTA has also requested reprogramming of \$6,091,537 from the New Backup Vehicle Control Center to the Overhead System Rehab/Replacement and the Muni Metro Rail Replacement Program. The New Backup Vehicle Control Center is anticipated to advance after FY 2019/20 with Prop K programming available in the next 5YPP period.

**Strategic Plan Amendment:** Corresponding to the changes proposed to the 5YPP, this action would advance \$5,898,500 in Prop K funds in the Guideways – Muni category from FY 2033/34 to FY 2016/17, as well as reprogram funds and advance some of the cash flow from the New Backup Vehicle Control Center to other projects. The amendment would increase financing costs in the Guideways – Muni category by 1.84% from 3.94% to 5.78% over the 30-year life of the Prop K Expenditure Plan.

The recommended programming and cash flow changes to the Guideways – Muni 5YPP and Strategic Plan have been evaluated in conjunction with proposed programming changes in three other Prop K categories: Downtown Extension to a Rebuilt Transbay Terminal, Caltrain Electrification, and New and Renovated Vehicles – Caltrain which are being considered under a separate agenda item). Together, these requested changes would advance a total of \$12,298,500 in Prop K funds from the outer years of the program to FY 2016/17, resulting in a minor increase of \$5,637,494 in finance costs to the Prop K program as a whole, which is a 0.19% increase in the amount of Prop K funds spent on financing over the life of the program (see Attachment 4 for details).

## ALTERNATIVES

1. Recommend amendment of the Prop K Strategic Plan and the Guideways – Muni 5-Year Prioritization Program, as requested.
2. Recommend amendment of the Prop K Strategic Plan and the Guideways – Muni 5-Year Prioritization Program, with modifications.
3. Defer action, pending additional information or further staff analysis.

## CAC POSITION

The CAC was briefed on this item at its September 7, 2016 special meeting and unanimously adopted a motion of support for the staff recommendation.

## FINANCIAL IMPACTS

There is no impact on the Transportation Authority's annual budget associated with the recommendation action. However, the 5YPPs are an important financial planning document for the Transportation Authority as the 5YPPs establish the expected annual sales tax allocations and set maximum annual reimbursements. Actual allocation of funds is subject to separate approval action by the Transportation Authority. We will update the projected FY 2016/17 Prop K capital budget expenditures as part of a mid-year budget amendment.

## RECOMMENDATION

Recommend amendment of the Prop K Strategic Plan and the Guideways – Muni 5-Year Prioritization Program.

### Attachments (4):

1. Prop K 5-Year Project List, Guideways – Muni as amended July 26, 2016
2. Prop K 5-Year Project List, Guideways – Muni as proposed (current request)
3. Project Information Forms
4. Summary of Proposed Prop K Strategic Plan Amendment



**This Page Intentionally Left Blank**



RESOLUTION ALLOCATING \$20,888,900 IN PROP K FUNDS, WITH CONDITIONS, FOR FOURTEEN REQUESTS, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULES AND AMENDING THE RELEVANT 5-YEAR PRIORITIZATION PROGRAMS AND PROP K STRATEGIC PLAN

WHEREAS, The Transportation Authority received fourteen Prop K requests totaling \$20,888,900, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Downtown Extension to Rebuilt Transbay Terminal, Caltrain Electrification, Caltrain Capital Improvement Program, Vehicles – Caltrain, Facilities – Caltrain, Facilities – Muni, Guideways – Caltrain, Guideways – Muni, Signals & Signs and Traffic Calming; and

WHEREAS, As required by the voter-approved Expenditure Plan, the Transportation Authority Board has adopted a Prop K 5-Year Prioritization Program (5YPP) for all of the aforementioned Expenditure Plan programmatic categories and the named projects (such as Caltrain Electrification) have funds programmed to them in the Prop K Strategic Plan; and

WHEREAS, Seven of the fourteen requests are consistent with the relevant strategic plans and/or 5YPPs for their respective categories; and

WHEREAS, The Transbay Joint Powers Authority's request for the Downtown Rail Extension (DTX) project requires a concurrent Prop K Strategic Plan amendment to advance \$4,150,503 programmed for the DTX in Fiscal Year (FY) 2033/34 and \$645,095 in cash flow from FY 2017/18 to FY 2016/17 in the Downtown Extension to Rebuilt Transbay Terminal category and to concurrently grant an exception to Strategic Plan policy setting aside all remaining funds not



already programmed to Phase 1 for construction of Phase 2 (DTX); and

WHEREAS, Caltrain's requests for the Early Investment Program – Electrification project requires a concurrent Prop K Strategic Plan amendment to program \$640,000 of unprogrammed capacity in the Caltrain Electrification category in FY 2016/17; and

WHEREAS, Caltrain's request for the F-40 Mid Life Overhaul project requires a concurrent Prop K Strategic Plan amendment to advance \$969,547 from FY 2022/23 to FY 2016/17 in the Vehicles – Caltrain category, with a corresponding amendment to the 5YPP; and

WHEREAS, The requested Strategic Plan amendments would result in a negligible increase (0.19%) to the amount of available funds spent on financing for the program as a whole; and

WHEREAS, The San Francisco Municipal Transportation Agency's request for the Eddy and Ellis Traffic Calming Improvement and the WalkFirst Rectangular Rapid Flashing Beacons projects require 5YPP amendments as detailed in the enclosed allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$20,888,900 in Prop K Funds, with conditions, for fourteen requests, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved FY 2016/17 budget to cover the proposed actions; and

WHEREAS, At its September 7, 2016 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, On September 20, 2016, the Plans and Programs Committee reviewed the subject request and recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Downtown Extension to Rebuilt Transbay Terminal category of the Prop K Strategic Plan to advance a total of \$4,795,598 and to concurrently grant an exception to Strategic Plan policy setting aside all remaining funds not already programmed to Phase 1 for construction of Phase 2 (DTX); as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby amends the Caltrain Electrification category of the Prop K Strategic Plan to program \$640,000 of unprogrammed capacity in FY 2016/17, as summarized in the enclosed allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby amends the Vehicles – Caltrain category of the Prop K Strategic Plan to advance \$969,547 from FY 2022/23 to FY 2016/17, as summarized in the enclosed allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop K Guideways – Caltrain, Signals & Signs and Traffic Calming 5YPPs, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$20,888,900 in Prop K Funds, with conditions, for fourteen requests, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan, the Prop K Strategic Plan and the relevant 5YPPs; and be it further



RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the and the relevant 5YPPs are hereby amended, as appropriate.

Attachments (4):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2016/17

Enclosures (1):

Prop K/Prop AA Allocation Request Forms (14)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District	
							Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>			
Prop K	5	TJPA	Downtown Rail Extension	\$ 6,774,400		\$ 176,134,322	86%	96%	Design	6	
Prop K	6	PCJPB	Caltrain Early Investment Program – Electrification	\$ 3,900,000		\$ 1,631,791,185	89%	100%	Construction	6, 10	
Prop K	6	PCJPB	Caltrain Early Investment Program – CBOSS	\$ 140,000		\$ 164,128,819	89%	95%	Design, Construction	6, 10	
Prop K	7	PCJPB	Los Gatos Creek Bridge Replacement	\$ 895,729		\$ 7,295,800	69%	88%	Construction	N/A	
Prop K	7	PCJPB	Marin Street and Napoleon Street Bridges	\$ 200,000		\$ 1,000,000	69%	80%	Construction	10	
Prop K	17P	PCJPB	F-40 Mid Life Overhaul	\$ 2,109,105		\$ 2,300,000	84%	8%	Construction	N/A	
Prop K	20P	PCJPB	Station Enhancements and Renovations	\$ 436,462		\$ 600,000	90%	27%	Construction	6, 10	
Prop K	20M	SFMTA	Muni Metro East (MME) Phase 2	\$ 1,500,000		\$ 1,500,000	90%	0%	Design	10	
Prop K	22M	SFMTA	33-Stanyan Overhead Contact System Phase 2	\$ 1,365,500		\$ 6,810,500	78%	80%	Construction	8, 9	
Prop K	22P	PCJPB	Santa Clara Grade Crossing Medians	\$ 758,704		\$ 1,097,000	78%	31%	Design, Construction	N/A	
Prop K	22P	PCJPB	Systemwide Track Rehabilitation	\$ 600,000		\$ 3,000,000	78%	80%	Construction	6, 10	
Prop K	33	SFMTA	Eddy and Ellis Traffic Calming Improvement	\$ 310,000		\$ 1,027,625	41%	70%	Construction	3, 6	
Prop K	38	SFMTA	Traffic Calming Implementation (Prior Area-wide Plans)	\$ 1,500,000		\$ 1,500,000	51%	0%	Construction	5, 7, 8, 9	
Prop K	38	SFMTA	WalkFirst Rectangular Rapid Flashing Beacons	\$ 399,000		\$ 557,400	51%	0% - project is fully funded with Prop K	Construction	9, 10, 11	
						<b>TOTAL</b>	<b>\$ 20,888,900</b>	<b>\$ -</b>	<b>\$ 1,998,742,651</b>	<b>81%</b>	<b>91%</b>

Footnotes

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

<sup>2</sup> Acronyms: PCJPB (Peninsula Corridor Joint Powers Board or Caltrain), SFMTA (San Francisco Municipal Transportation Agency), TJPA (Transbay Joint Powers Authority)

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

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

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
5	TJPA	Downtown Rail Extension	\$ 6,774,400	\$ -	<p>Requested funds will be used for preliminary engineering and cost estimate updates for the Downtown Rail Extension (DTX), which is Phase 2 of the Transbay Transit Center (TTC) Program. Phase 2 includes a 1.3 mile tunnel connecting the new TTC with the current Caltrain terminus at Fourth and King Streets. The updated design work and cost estimates will include new elements of the project (such as an Intercity Bus Facility, an underground BART/Muni pedestrian connector and a tunnel stub to allow a potential future underground approach by high speed rail) and modified elements (e.g. relocation of the 4th and Townsend underground station from under the Caltrain yard to under Townsend Street to allow for potential future development of the yard). Bringing the DTX up to 30% design and updating the cost estimate will better position the project to secure funding. The current cost estimate for right-of-way and construction is \$3.9 billion.</p>

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
6	PCJPB	Caltrain Early Investment Program – Electrification	\$ 3,900,000	\$ -	<p>Caltrain's Electrification project will convert its Peninsula Corridor service (San Jose to San Francisco) from diesel-hauled trains to electric trains consisting of individually powered electric multiple units. Diesel service will continue between San Jose and Gilroy. Electrification is part of Caltrain's Early Implementation Program (EIP), which also includes improved systems for signaling and train control. The full scope includes construction of an overhead contact system and related power and control infrastructure, procurement of electric rail cars to replace 75% of Caltrain's passenger cars, tunnel modifications to support electrification, and modifications to Caltrain's equipment maintenance facility. Vehicle procurement is scheduled to begin in Fall 2016 and infrastructure construction in Spring 2017. The new electrified service is scheduled to begin in Spring 2021. San Francisco's local contribution to the EIP, recently increased from \$60 million to \$80 million to address cost increases in Electrification. Requested funds will go toward the \$20 million increase. The City and SFTA are seeking to identify the remaining \$16.1 million, which could be covered by the transportation and homelessness charter amendment if approved by voters in November. The total cost is \$1.98 billion for Electrification, of which \$1.63 billion is construction.</p>

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
6	PCJPB	Caltrain Early Investment Program – CBOSS	\$ 140,000	\$ -	Requested funds will be used for construction of Caltrain's Communication Based Overlay Signal System/ Positive Train Control (CBOSS/PTC) project, which will construct improved systems for signaling and train control, including a back-up control center. The improvements are a requirement of the Federal Railroad Administration (FRA) and necessary for future shared use of Caltrain facilities by the California High Speed Rail. CBOSS/PTC is part of Caltrain's Early Implementation Program (EIP), along with Electrification (see above project). The current request is for the final \$140,000 in Prop K funds programmed for the EIP, and will bring Prop K support of CBOSS/PTC to a total of \$10.6 million. Total cost of the project is \$245.3 million, of which \$170.7 million is for construction. Construction began in Summer 2014 and the current schedule shows completion by the end of 2016, including FRA certification.
7	PCJPB	Los Gatos Creek Bridge Replacement	\$ 895,729	\$ -	Funds will be used to construct a new, widened bridge with improved seismic performance to replace the existing Los Gatos Creek Bridge, near Diridon Station in San Jose.
7	PCJPB	Marin Street and Napoleon Street Bridges	\$ 200,000	\$ -	Project addresses structural deficiencies by retrofitting or replacing bridge structural elements to extend the useful life of the structures. The project also addresses trespasser encampments and illegal dumping through additional fencing and potential installation of fill material that still allows access to the bridge superstructure for inspections and repairs. Design is underway. Construction is expected to start in Fall 2017 and be completed by Summer 2018.
17P	PCJPB	F-40 Mid Life Overhaul	\$ 2,109,105	\$ -	Requested funds will be used to perform midlife overhauls of five locomotives that will be part of a small diesel fleet used post-electrification. Work will take place between Spring 2017 and Spring 2019.



**Attachment 2: Brief Project Descriptions <sup>1</sup>**

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
20P	PCJPB	Station Enhancements and Renovations	\$ 436,462	\$ -	Funds will be used to keep Caltrain stations in a state of good repair. At the 4th and King Station, includes crew quarters and tower painting, restroom renovation, and a Station Building Corrosion Study and Plan. Project also includes installation of emergency electrical transfer switches at all San Francisco stations. Design is underway, with construction from Fall 2017 to Fall 2018.
20M	SFMTA	Muni Metro East (MME) Phase 2	\$ 1,500,000	\$ -	Project will extend five existing tracks into the southwest corner of the Muni Metro East (MME) facility to provide additional storage space for the SFMTA's growing fleet of light rail vehicles (LRVs). The original MME Phase 2 scope included a new paint and body shop, a new LRV maintenance and mid-life overhaul facility, and historic streetcar canopy and storage tracks. The SFMTA has determined that LRV mid-life overhauls are best performed by the vehicle manufacturers, and that continued use of the Cameron Beach Yard for maintenance of historic streetcars would be preferable to moving that function to MME. Paint and body work continues to be performed at various facilities across the city. The revised scope of work will extend the tracks into the space originally identified for the body repair and paint shop and later for the historic canopy. The design phase will primarily be done by SFMTA staff and be completed by March 2017.
22P	PCJPB	Santa Clara Grade Crossing Medians	\$ 758,704	\$ -	Requested funds will be used to construct medians at six at-grade crossings along the Caltrain line in Santa Clara County, per Federal Railroad Administration requirements.
22P	PCJPB	Systemwide Track Rehabilitation	\$ 600,000	\$ -	Annual program to keep Caltrain's railroad in a state of good repair, including replacing rails and other track related components. Work will take place between October 2016 and Spring 2018.

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
22M	SFMTA	33-Stanyan Overhead Contact System Phase 2	\$ 1,365,500	-	Requested funds will be used to replace the overhead contact system (OCS) for the 33-Stanyan trolleybus line on 18th Street between Castro and Mission Streets, including streetlight and traffic signal poles that support the OCS system. Curb ramps will be constructed at 18th and Lapidge, Oakwood, and Lexington streets. Construction impacts include diesel bus substitution on six weekends, temporary bus stop relocation, and temporary parking reduction. Construction will begin in October 2016 and the project will be open for use by December 2017.
33	SFMTA	Eddy and Ellis Traffic Calming Improvement	\$ 310,000	-	This project will upgrade traffic signals at five intersections to enable the conversion of Eddy (between Leavenworth and Mason) and Ellis (between Jones and Cyril Magnin) to two-way operation. The project will reduce vehicular speeds and increase pedestrian safety on these Vision Zero High Injury Corridors. The scope includes pedestrian countdown signals, two corner bulb-outs at Eddy/Leavenworth, and curb ramps at Ellis/Taylor. Construction will start in January and be completed by September 2017.
38	SFMTA	Traffic Calming Implementation (Prior Area-wide Plans)	\$ 1,500,000	-	This project will implement traffic calming measures recommended in the Dewey, Inner Sunset, North Bernal Heights, and Saint Francis Wood area-wide traffic calming plans, including construction of seven bulbouts and one pedestrian refuge island, as well as two curb ramps on Herbst Road near the SF Zoo. Construction will occur in January through December 2017. These measures represent a portion of the traffic calming backlog of recommendations from previously completed area-wide plans. In October 2016, SFMTA staff will be requesting another Prop K allocation for construction of the remaining backlog.

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
38	SFMTA	WalkFirst Rectangular Rapid Flashing Beacons	\$ 399,000	\$ -	Funds will be used to supplement a prior Prop K allocation for construction of solar-powered Rectangular Rapid Flashing Beacons (RRFBs) to improve crosswalk safety at seven intersections on WalkFirst high-injury corridors. Construction costs are higher than originally estimated because the original budget did not include curb ramp and catch basin upgrades, pull box and conduit, and SFPW construction management. Construction is scheduled to begin in early 2017 and be completed by September 2017.
<b>TOTAL</b>			<b>\$ 20,888,900</b>	<b>\$ -</b>	

<sup>1</sup> See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations<sup>1</sup>

EP Line No./Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendation
5	TJPA	Downtown Rail Extension	\$ 6,774,400	\$ -	<p><b>Strategic Plan Amendment:</b> The recommended allocation is contingent upon a Prop K Strategic Plan amendment to the Caltrain Downtown Extension (DIX) to a Rebuilt Transbay Terminal category. The amendment would advance \$4,150,503 programmed for the DIX in FY 2033/34 and \$645,095 in cash flow from FY 2017/18 to FY 2016/17. It also requires an exception to the Strategic Plan policy setting aside all remaining funds not already programmed to Phase 1 for Phase 2 (DIX) construction. See attached Strategic Plan amendment for details.</p> <p>The recommendation also includes the condition that the TJPA agrees to the attached oversight protocol for Phases 1 and Phase 2. TJPA has agreed to the oversight protocol.</p> <p>As a third special condition, if the SFCFTA Board acts to endorse an alternate alignment for the Downtown Rail Extension, the SFCFTA reserves the right to pause the work funded by the current request.</p>
6	PCJPB	Caltrain Early Investment Program – Electrification	\$ 3,900,000	\$ -	<p><b>Strategic Plan Amendment:</b> The recommended allocation is contingent upon a Prop K Strategic Plan amendment to program \$640,000 of unprogrammed capacity in the Prop K Caltrain Electrification category in FY 2016/17.</p> <p>The recommendation is also contingent upon a Caltrain staff commitment to continued compliance with the Funding Partners Oversight Protocol for Caltrain's Cal Mod Program (attached to the Allocation Request Form).</p> <p>The recommendation is contingent upon a Caltrain staff commitment to continued compliance with the Funding Partners Oversight Protocol for Caltrain's Cal Mod Program (attached to the Allocation Request Form).</p>
6	PCJPB	Caltrain Early Investment Program – CBOSS	\$ 140,000	\$ -	
7	PCJPB	Los Gatos Creek Bridge Replacement	\$ 895,729	\$ -	
7	PCJPB	Marin Street and Napoleon Street Bridges	\$ 200,000	\$ -	

Attachment 3: Staff Recommendations <sup>1</sup>

EP Line No./Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendation
17P	PCJPB	F-40 Mid Life Overhaul	\$ 2,109,105	\$ -	<b>Strategic Plan Amendment:</b> Approval of this request is contingent upon a Strategic Plan amendment to advance \$969,547 in programming from FY 22/23 to FY 16/17. See attached Strategic Plan amendment for details.
20P	PCJPB	Station Enhancements and Renovations	\$ 436,462	\$ -	
20M	SFMTA	Muni Metro East (MME) Phase 2	\$ 1,500,000	\$ -	
22P	PCJPB	Santa Clara Grade Crossing Medians	\$ 758,704	\$ -	
22P	PCJPB	Systemwide Track Rehabilitation	\$ 600,000	\$ -	
22M	SFMTA	33-Stanyan Overhead Contact System Phase 2	\$ 1,365,500	\$ -	The recommended allocation is contingent upon approval of a comprehensive 5YPP amendment and corresponding Strategic Plan amendment to the Muni Guideways category to advance \$5,898,500 in programming from FY 2033/34 to FYs 2016/17 - 2018/19 for various projects. These amendments are the subject of a previous item on this agenda.
33	SFMTA	Eddy and Ellis Traffic Calming Improvement	\$ 310,000	\$ -	<b>5YPP Amendment:</b> The recommended allocation is contingent upon a 5YPP amendment to the Signals and Signs category to reprogram \$167,729 from the Gough Corridor Signal Upgrade design phase, which is fully funded, to the subject project. See attached 5YPP amendment for details.
38	SFMTA	Traffic Calming Implementation (Prior Areawide Plans)	\$ 1,500,000	\$ -	
38	SFMTA	WalkFirst Rectangular Rapid Flashing Beacons	\$ 399,000	\$ -	<b>5YPP Amendment:</b> The recommended allocation is contingent upon a 5YPP amendment to program \$399,000 in deobligated funds from projects completed under budget, to this project. See attached 5YPP amendment for details.
<b>TOTAL</b>			<b>\$ 20,888,900</b>	<b>\$ -</b>	

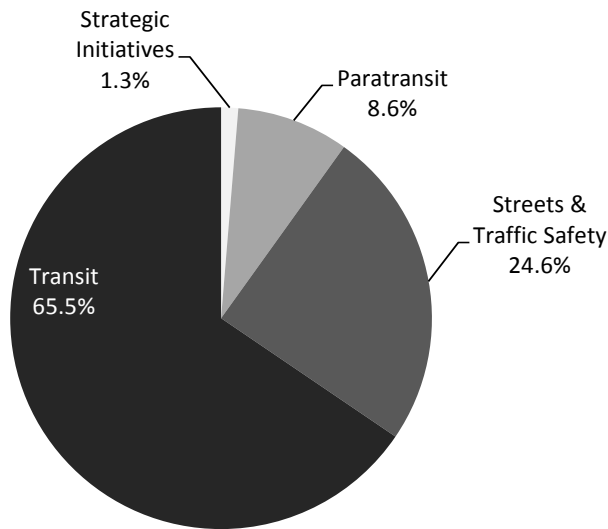
<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 4.  
Prop K Allocation Summary - FY 2016/17**

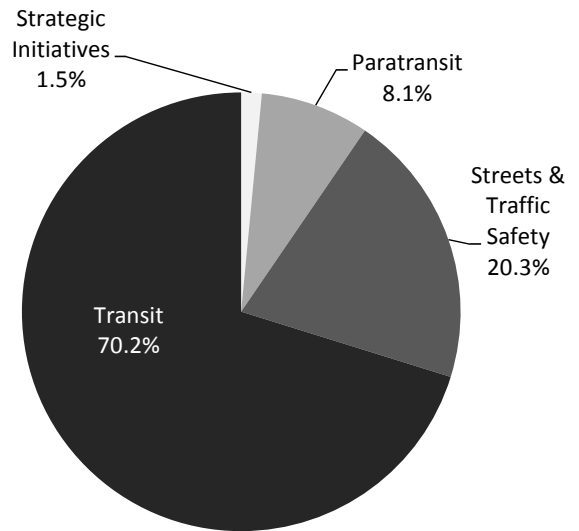
<b>PROP K SALES TAX</b>						
		<b>CASH FLOW</b>				
	<b>Total</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21</b>
Prior Allocations	\$ 51,496,707	\$ 30,187,798	\$ 12,162,933	\$ 9,145,976	\$ -	\$ -
Current Request(s)	\$ 20,888,900	\$ 15,045,175	\$ 5,000,083	\$ 843,642	\$ -	\$ -
New Total Allocations	\$ 72,385,607	\$ 45,232,973	\$ 17,163,016	\$ 9,989,618	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2015/16 allocations approved to date, along with the current recommended

**Investment Commitments, per Prop K Expenditure Plan**



**Prop K Investments To Date**





# Memorandum

**Date:** 09.14.16 **RE:** Plans and Programs Committee  
September 20, 2016

**To:** Plans and Programs Committee: Commissioners Tang (Chair), Farrell (Vice Chair), Avalos, Breed, Peskin and Wiener (Ex Officio)

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

**Through:** Tilly Chang – Executive Director *all*

**Subject:** **ACTION** – Recommend Allocation of \$20,888,900 in Prop K Funds, with Conditions, for Fourteen Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

## Summary

As summarized in Attachments 1 and 2, we have fourteen requests totaling \$20,888,900 in Prop K funds to present to the Plans and Programs Committee. The Transbay Joint Powers Authority has requested \$6.8 million for preliminary engineering and cost estimate updates for the Downtown Rail Extension (DTX), a 1.3-mile tunnel connecting the new Transbay Transit Center with the current Caltrain terminus at Fourth and King Streets. The Peninsula Corridor Joint Powers Board (Caltrain) has requested \$3.9 million for Electrification and \$140,000 for Communication Based Overlay System/Positive Train Control. Caltrain has also requested \$5 million in Prop K funds for San Francisco's Fiscal Year (FY) 2016/17 local contribution to the Caltrain capital budget for state of good repair projects, including the construction phase for retrofitting or replacing structural elements of the Marin and Napoleon Street bridges, mid-life overhauls for a small fleet of diesel locomotives that will be used post-electrification, and restroom renovations at the 4<sup>th</sup> and King station. The San Francisco Municipal Transportation Agency has requested funds for five projects: replacement of the overhead contact system (OCS) for the 33-Stanyan trolleybus line on 18<sup>th</sup> Street between Castro and Mission (\$1.4 million); traffic signal upgrades at five intersections to facilitate the conversion of portions of Eddy and Ellis Streets to two-way operation (\$310,000); implementation of traffic calming measures from four areawide traffic calming plans (\$1.5 million); and installation of flashing beacons at seven intersections on WalkFirst high-injury corridors (\$399,000). Approval of the requests for DTX, Electrification, and the Caltrain capital budget require amendment of the Prop K Strategic Plan to advance funds to FY 2016/17. Approval of the 33-Stanyan OCS project is contingent upon approval of a 5-Year Prioritization Program and corresponding Prop K Strategic Plan amendment for the Muni Guideways category presented in the previous item on this agenda.

## BACKGROUND

We have received fourteen requests for a total of \$20,888,900 in Prop K funds to present to the Plans and Programs Committee at its September 20, 2016 meeting, for potential Board approval on September 27, 2016. As shown in Attachment 1, the requests come from the following Prop K categories:

- Downtown Extension to Rebuilt Transbay Terminal
- Electrification

- Caltrain Capital Improvement Program
- Vehicles - Caltrain
- Facilities - Caltrain
- Facilities - Muni
- Guideways - Caltrain
- Guideways - Muni
- Signals & Signs
- Traffic Calming

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

## DISCUSSION

The purpose of this memorandum is to present fourteen Prop K requests totaling \$20,888,900 to the Plans and Programs Committee and to seek a recommendation to allocate the funds as requested. Attachment 1 summarizes the requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project are included in the enclosed Allocation Request Forms.

**Strategic Plan Amendment:** Fully funding the requests for the Downtown Rail Extension, Electrification, and the Caltrain capital budget requires an amendment of the Prop K Strategic Plan to advance a total of \$6,400,000 in out-year programming to Fiscal Year (FY) 2016/17. The San Francisco Municipal Transportation Agency has also requested a comprehensive amendment to the Muni Guideways 5-Year Prioritization and a corresponding amendment to the Prop K Strategic Plan to advance a total of \$5,898,500 from FY 2033/34 to FYs 2016/17–2018/19 for several projects, as discussed in a prior item on this agenda. Approval of the 33-Stanyan overhead contact system request is contingent on approval of that item.

**Staff Recommendation:** Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest.

Transportation Authority staff and project sponsors will attend the Plans and Programs Committee meeting to provide brief presentations on some of the specific requests and to respond to any questions that the Committee members may have.

## ALTERNATIVES

1. Recommend allocation of \$20,888,900 in Prop K funds, with conditions, for fourteen requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Recommend allocation of \$20,888,900 in Prop K funds, with conditions, for fourteen requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

## CAC POSITION

The CAC was briefed on this item at its September 7, 2016 special meeting and unanimously adopted a



motion of support for the staff recommendation.

### **FINANCIAL IMPACTS**

This action would allocate \$20,888,900 in FY 2016/17 Prop K sales tax funds, with conditions, for fourteen requests. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4, Prop K Allocation Summary – FY 2016/17, shows the total approved FY 2016/17 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations and cash flows that are the subject of this memorandum. The impact of the proposed Prop K Strategic Plan amendment to advance a total of \$12,298,500 in Prop K funds for the aforementioned projects would be an estimated \$5,637,494 in additional financing costs, or a 0.19% increase in the percent of available funds spent on financing for the program as a whole, which we consider to be insignificant.

Sufficient funds are included in the adopted FY 2016/17 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

### **RECOMMENDATION**

Recommend allocation of \$20,888,900 in Prop K Funds, with conditions, for fourteen requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

#### Attachments (4):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2016/17

#### Enclosures (2):

- A. Prop K/Prop AA Allocation Request Forms (14)
- B. Proposed Amended Strategic Plan