



RESOLUTION APPROVING SAN FRANCISCO'S PROGRAM OF PROJECTS FOR THE 2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) AND A FUND EXCHANGE OF \$13,752,000 IN RTIP FUNDS WITH AN EQUIVALENT AMOUNT OF PROP K FUNDS FOR THE CENTRAL SUBWAY PROJECT, WITH CONDITIONS

WHEREAS, As Congestion Management Agency for San Francisco, every two years the San Francisco County Transportation Authority (Transportation Authority) is responsible for establishing San Francisco project priorities for programming in the Regional Transportation Improvement Program (RTIP), subject to approval by the Metropolitan Transportation Commission (MTC); and

WHEREAS, MTC will submit the Bay Area's RTIP to the California Transportation Commission (CTC), which will combine it with other region's RTIPs and the California Department of Transportation (Caltrans) programs statewide and approve them as the State Transportation Improvement Program (STIP); and

WHEREAS, For the 2018 RTIP, San Francisco has a total of \$14,767,000 to program between Fiscal Years (FYs) 2018/19 and 2022/23; and

WHEREAS, In 2005, the Transportation Authority adopted a list of San Francisco RTIP priorities to help fund some of the major capital projects in the Prop K Expenditure Plan, as shown in Attachment 1; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) Central Subway project is currently the Transportation Authority's highest priority for the next \$75.5 million in RTIP funds: and

WHEREAS, Per CTC guidelines, the Transportation Authority is unable to program additional RTIP funds to the Central Subway project since all the construction contracts have been awarded and for this reason the Transportation Authority will honor the Central Subway RTIP



commitment by programming the next \$75.5 million in RTIP funds to other SFMTA projects that can comply with CTC RTIP guidelines; and

WHEREAS, the CTC guidelines allow a portion of RTIP funds to be used for Planning, Programming, and Monitoring (PPM) activities such as regional transportation planning, program development, and oversight of state and federally funded projects with the remainder available for capital projects, as shown in Attachment 2; and

WHEREAS, Transportation Authority staff recommended programming \$778,000 for the Transportation Authority and \$237,000 for the MTC in PPM funds, as shown in Attachment 3; and

WHEREAS, At the SFMTA's request, Transportation Authority staff recommended programming the remaining \$13,752,000 in RTIP funds to the Restoration of SFMTA Light Rail Lines projects in FYs 2019/20 (\$5,500,000) and 2020/2021 (\$8,252,000), as shown in Attachment 3 with additional detail on the projects' scope, schedule, cost and funding shown in Attachment 4; and

WHEREAS, These projects are programmatic annual expenditure for which the SFMTA will identify the specific scope of work to be funded closer to the year of programming through its capital budgeting process; and

WHEREAS, As a condition of approving the 2018 RTIP funds, the SFMTA will be required to submit an updated Project Programming Request form (Attachment 4) with the detailed scope of work and an updated schedule, budget, and funding plan to the Transportation Authority for approval prior to submitting an allocation request to the CTC, but no later than September 30 of the year of programming; and

WHEREAS, Concurrent with the 2018 RTIP programming, the SFMTA has requested that the Transportation Authority approve a fund exchange of the recommended \$13,752,000 in RTIP funds in its Restoration of SFMTA Light Rail Lines projects (which otherwise could have been funded with Prop K) with \$13,752,000 in Prop K funds for the Central Subway project; and



WHEREAS, The SFMTA is projecting that the Central Subway project cost will remain within the \$1.579 billion baseline budget adopted in 2008 and the budget includes \$74.57 million in remaining unallocated contingency (which almost exactly corresponds to the Transportation Authority's remaining RTIP commitment to the project) that is currently unfunded; and

WHEREAS, The SFMTA anticipates needing to access some of the Central Subway's remaining unallocated contingency funds soon, providing the basis for the Prop K/RTIP fund exchange request; and

WHEREAS, The fund exchange would require a concurrent Prop K Strategic Plan amendment to advance a total of \$13,752,000 from the outer years of the program to FY 2017/18 and amending the 5YPP for the Muni Guideways category to add those funds to a new Central Subway RTIP Exchange project, as summarized in Attachments 5 and 6; and

WHEREAS, The requested Strategic Plan amendment would increase financing costs in the Muni Guideways category by 3.16% and result in an increase of \$5,631,444 (0.19%) in anticipated financing costs for the Prop K program as a whole over the 30-year life of the Prop K Expenditure Plan; and

WHEREAS, Transportation Authority staff recommended approving the requested fund exchange conditioned on CTC approval of San Francisco's Proposed RTIP programming for the Restoration of SFMTA Light Rail Lines projects, anticipated in March 2018, with the additional requirement that SFMTA provides quarterly progress reports on the Light Rail Lines projects; and

WHEREAS, At its September 27, 2017 meeting, the Citizens Advisory Committee was briefed on and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves San Francisco's program of projects for the 2018 RTIP as summarized in Attachment 3; and be it further



RESOLVED, That the Transportation Authority hereby approves the fund exchange of \$13,752,000 in RTIP funds proposed for the Restoration of SFMTA Light Rail Lines projects with an equivalent amount of Prop K funds for the Central Subway Project, with allocation of the Prop K funds conditioned on CTC approval of San Francisco's proposed RTIP programming for the Restoration of SFMTA Light Rail Lines projects and with the requirement that the SFMTA provide quarterly progress reports for the Light Rail Lines projects; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop K Strategic Plan to advance a total of \$13,752,000 in the Muni Guideways category to FY 2017/18 as summarized in Attachment 6; and be it further

RESOLVED, That the Transportation Authority hereby amends the Muni Guideways 5YPP, as detailed in Attachment 5; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to MTC and all other relevant agencies and interested parties.

Attachments (6):

1. Remaining RTIP Commitments Table
2. Funds Available
3. Final Programming Priorities
4. Project Programming Request Forms
5. Prop K 5-Year Prioritization Program Amendment for the Muni Guideways category
6. Prop K Strategic Plan Amendment

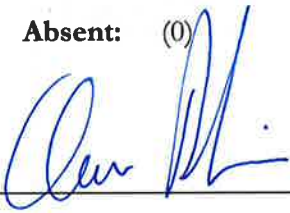



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 24th day of October, 2017, by the following votes:

**Ayes:** Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (11)

**Nays:** (0)

**Absent:** (0)

  
\_\_\_\_\_  
Aaron Peskin  
Chair

  
\_\_\_\_\_  
Date

ATTEST:   
\_\_\_\_\_  
Tilly Chang  
Executive Director

  
\_\_\_\_\_  
Date

**Attachment 1**  
**Draft Remaining Regional Improvement Program (RTIP) Commitments**

Project <sup>1</sup>	RTIP Commitment	Allocated, Programmed, and Recommended RTIP Funds	Remaining RTIP Commitment
<b>Transportation Authority Adopted Priorities, as Amended (Resolution 14-25, Approved 10.22.13)</b>			
Presidio Parkway (fulfilled)	\$84,101,000	\$84,101,000	\$0
Central Subway [SFCTA 1st priority] <sup>2</sup>	\$92,000,000	\$30,250,000	\$61,750,000
MTC STP/CMAQ Advance for Presidio Parkway [SFCTA 2nd priority] <sup>3</sup>	\$34,000,000	\$0	\$34,000,000
Caltrain Downtown Extension to a New Transbay Transit Center [SFCTA 3rd priority]	\$28,000,000	\$10,153,000	\$17,847,000
Caltrain Electrification <sup>4</sup> (fulfilled)	\$24,000,000	\$4,000,000	\$0
<b>Total</b>	<b>\$262,101,000</b>	<b>\$128,504,000</b>	<b>\$113,597,000</b>

<sup>1</sup> Acronyms include California Transportation Commission (CTC), Congestion Mitigation and Air Quality (CMAQ), Metropolitan Transportation Commission (MTC), and Surface Transportation Program (STP).

<sup>2</sup> Central Subway is currently the Transportation Authority's highest priority for future RIP funds. Since all construction contracts have been awarded, we cannot program RTIP funds to the Central Subway. Therefore, we are honoring this commitment by programming the RTIP funds to other eligible SFMTA projects that can comply with CTC guidelines. In the 2018 STIP, we are proposing programming \$13.752 million to the Resoloration of SFMTA Light Rail Lines projects, reducing the remaining RTIP commitment by the same amount.

<sup>3</sup> Through Resolution 12-44, the Transportation Authority accepted MTC's proposed advance of \$34 million in STP/CMAQ funds for Presidio Parkway to be repaid with future county share RTIP funds. Repayment of the advance, i.e. by programming \$34 million in RIP funds to a project or projects of MTC's choice, is the second priority after the Central Subway.

<sup>4</sup> In January 2016, the Board authorized the Executive Director to execute a supplemental MOU with the JPB (Caltrain) and its funding partners which fully funded the electrification project. The San Francisco contribution to the project is \$80 million, which has been fully committed with the exception of \$4.912 million. The City and County of San Francisco and the Transportation Authority are looking at other sources such as a new local revenue measure or other local funds that will be needed sooner than RIP funds will be available; thus, the RIP commitment has been superceded by the MOUs.

**Attachment 2**

**2018 Regional Transportation Improvement Program (RTIP)**

**Funds Available Fiscal Years 2018/19 – 2022/23**

<b>Programming Category</b>	<b>San Francisco County Share</b>	<b>Eligible Activities</b>
County Share	\$13,752,000	<p>Capital projects to improve transportation, including highways, local roads, and bicycle and pedestrian facilities, and transit projects. For the 2018 RTIP, transit projects are advised to be State Constitution Article XIX compliant (e.g. no rolling stock).</p> <p>Can fund environmental, design, right of way and construction phases.</p>
Planning, Programming, and Monitoring (PPM)	SFCTA: \$778,000	Up to 5% allowable per 4-year county share period (different than 5-year range of the RTIP) for PPM activities including regional transportation planning, program development, and project monitoring. MTC and the CMAAs have a long-standing arrangement to split the PPM in recognition of the role each agency plays in advancing the state's transportation goals.
	MTC: \$237,000	
<b>Total:</b>	<b>\$14,767,000</b>	

**Attachment 3**  
**San Francisco 2018 Regional Transportation Improvement Program (RTIP) Programming Priorities**

<p align="center"><b>Project Totals by Fiscal Year (\$ 1,000's)</b>                      CTC has only provided an overall programming target for the 2018 RTIP,                      not one by Fiscal Year.</p>								
<b>Agency <sup>1</sup></b>	<b>Project</b>	<b>Total</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21</b>	<b>FY 2021/22</b>	<b>FY 2022/23</b>	<b>Phase</b>
SFMTA	2020 Restoration of SFMTA Light Rail Lines <sup>2</sup>	<b>\$5,500</b>		\$5,500				Construction
SFMTA	2021 Restoration of SFMTA Light Rail Lines <sup>2</sup>	<b>\$8,252</b>			\$8,252			Construction
MTC	Planning, Programming, and Monitoring	<b>\$237</b>			\$79	\$79	\$79	n/a
SFCTA	Planning, programming, and monitoring	<b>\$778</b>			\$259	\$259	\$259	n/a
<b>RTIP Total</b>		<b>\$14,767</b>	<b>\$0</b>	<b>\$5,500</b>	<b>\$8,590</b>	<b>\$338</b>	<b>\$338</b>	
<b>RTIP Funds Available</b>		<b>\$14,767</b>						
<b>Surplus/(shortfall)</b>		<b>\$0</b>						

<sup>1</sup> Acronyms include the Metropolitan Transportation Commission (MTC), San Francisco County Transportation Authority (SFCTA), and San Francisco Municipal Transportation Agency (SFMTA).

<sup>2</sup> The SFMTA will identify the specific scope of work (e.g. likely a series of state of good repair and enhancements) to be funded closer to the year of programming through its capital budgeting process. As a condition of approving the 2018 RTIP funds, the SFMTA will submit a detailed scope of work to the SFCTA for approval prior to submitting an allocation request to the California Transportation Commission, but no later than September 30 of the year of programming.



**Attachment 4**

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
**PROJECT PROGRAMMING REQUEST**  
 DTP-0001 (Revised July 2017)

*General Instructions*

Amendment (Existing Project) No		<b>Date:</b> 9/20/17	
<b>District</b>	<b>EA</b>	<b>Project ID</b>	<b>PPNO</b>
04			
<b>County</b>	<b>Route/Corridor</b>	<b>PM Bk</b>	<b>PM Ahd</b>
SF	80, 101, 280		
<b>Project Sponsor/Lead Agency</b>			
San Francisco Municipal Transportation Agency			
<b>MPO</b>		<b>Element</b>	
MTC		Mass Transit	
<b>Project Manager/Contact</b>		<b>Phone</b>	<b>E-mail Address</b>
Joel Goldberg		415-646-2520	<a href="mailto:joel.goldberg@sfmta.com">joel.goldberg@sfmta.com</a>
<b>Project Title</b>			
Restoration of SFMTA Light Rail Lines Project - 2020 Program			
<b>Location (Project Limits), Description ( Scope of Work)</b>			
Project limits are the City and County of San Francisco. The project will replace and restore components of SFMTA's light rail system in 2020, including rail, overhead catenary systems (OCS), and special track work locations along Muni Metro and surface street lines. Major improvements could include the purchase and installation of a crossovers; purchase and replacement of curved rail; replacement and tamping of ties and ballasts; installation of guardrail where required for safety; re-tamping and aligning trackway. Detailed project scope to be identified through the City's Capital Improvement Program development process in 2018 and refined through the environmental review process.			
<b>Component</b>	<b>Implementing Agency</b>		
PA&ED	SFMTA		
PS&E	SFMTA		
Right of Way	SFMTA		
Construction	SFMTA		
<b>Legislative Districts</b>			
<b>Assembly:</b>	17, 19	<b>Senate:</b>	11
<b>Congressional:</b>			12, 14
<b>Project Benefits</b>			
The expected project benefits are improved reliability and safety as well as travel time savings associated with better maintained way. The State's share of funding will be leveraged greatly with every dollar of state-only funding leverage 4 dollars of Federal Transit Administration grant funds, i.e., 80%:20% match ratio.			
<b>Purpose and Need</b>			
The SFMTA's light rail system is the core of its Muni transit operations. It is coterminous with BART's four downtown stations and extends to nearly every corner of the City via underground (Muni Metro) and surface street car alignments. Currently the SFMTA is expanding its light rail fleet by 64 - 68 vehicles over the next few years with 18 of the LRVs being purchased using State Cap-and-Trade TIRCP funds. To expand its service, the SFMTA must ensure that its railway is in a state of good repair. Accordingly, every year the SFMTA prioritizes its railway reinvestment needs to fine tune its ongoing State of Good Repair Program into annual projects.			
<b>Category</b>	<b>Outputs/Outcomes</b>		<b>Unit</b>
Intercity Rail/Mass Trans	TBD		
ADA Improvements	No	Bike/Ped Improvements	No
Reversible Lane analysis	No		
Includes Sustainable Communities Strategy Goals	Yes	Reduces Greenhouse Gas Emissions	Yes
<b>Project Milestone</b>			<b>Existing</b>
<b>Proposed</b>			
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			03/01/19
Circulate Draft Environmental Document			NA
Draft Project Report			NA
End Environmental Phase (PA&ED Milestone)			06/30/19
Begin Design (PS&E) Phase			07/01/19
End Design Phase (Ready to List for Advertisement Milestone)			06/01/20
Begin Right of Way Phase			NA
End Right of Way Phase (Right of Way Certification Milestone)			NA
Begin Construction Phase (Contract Award Milestone)			12/01/20
End Construction Phase (Construction Contract Acceptance Milestone)			12/01/23
Begin Closeout Phase			01/01/24
End Closeout Phase (Closeout Report)			01/01/26

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 9/20/17

**Additional Information**

Note that project is requesting state-only funds because the STIP funds would be used as a match to leverage FTA 5337 Fixed Guideways programs funds. Otherwise the project could not match the FTA grant with S-STP federal funding.

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 9/20/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	SF	80, 101, 280				
<b>Project Title:</b> Restoration of SFMTA Light Rail Lines Project - 2020 Program						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									SFMTA
PS&E									SFMTA
R/W SUP (CT)									SFMTA
CON SUP (CT)									SFMTA
R/W									SFMTA
CON									SFMTA
<b>TOTAL</b>									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					27,500			27,500	
<b>TOTAL</b>					27,500			27,500	

Fund No. 1:	RTIP								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									CTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					5,500			5,500	
<b>TOTAL</b>					5,500			5,500	

Fund No. 2:	FTA 5337 Fixed Guideways								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									FTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					22,000			22,000	
<b>TOTAL</b>					22,000			22,000	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
**PROJECT PROGRAMMING REQUEST**  
 DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No		Date: 9/20/17			
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID
04					
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
SF	80, 101, 280			San Francisco Municipal Transportation Agency	
				MPO	Element
				MTC	Mass Transit
Project Manager/Contact		Phone		E-mail Address	
Joel Goldberg		415-646-2520		joel.goldberg@sfmta.com	
<b>Project Title</b>					
Restoration of SFMTA Light Rail Lines Project - 2021 Program					
<b>Location (Project Limits), Description ( Scope of Work)</b>					
Project limits are the City and County of San Francisco. The project will replace and restore components of SFMTA's light rail system in 2021, including rail, overhead catenary systems (OCS), and special track work locations along Muni Metro and surface street lines. Major improvements could include the purchase and installation of a crossovers; purchase and replacement of curved rail; replacement and tamping of ties and ballasts; installation of guardrail where required for safety; re-tamping and aligning trackway. Detailed project scope to be identified through the City's Capital Improvement Program development process in 2018 and refined through the environmental review process.					
<b>Component</b>		<b>Implementing Agency</b>			
PA&ED		SFMTA			
PS&E		SFMTA			
Right of Way		SFMTA			
Construction		SFMTA			
<b>Legislative Districts</b>					
Assembly:	17, 19	Senate:	11	Congressional:	12, 14
<b>Project Benefits</b>					
The expected project benefits are improved reliability and safety as well as travel time savings associated with better maintained way. The State's share of funding will be leveraged greatly with every dollar of state-only funding leverage 4 dollars of Federal Transit Administration grant funds, i.e., 80%:20% match ratio.					
<b>Purpose and Need</b>					
The SFMTA's light rail system is the core of its Muni transit operations. It is coterminous with BART's four downtown stations and extends to nearly every corner of the City via underground (Muni Metro) and surface street car alignments. Currently the SFMTA is expanding its light rail fleet by 64 - 68 vehicles over the next few years with 18 of the LRVs being purchased using State Cap-and-Trade TIRCP funds. To expand its service, the SFMTA must ensure that its railway is in a state of good repair. Accordingly, every year the SFMTA prioritizes its railway reinvestment needs to fine tune its ongoing State of Good Repair Program into annual projects.					
<b>Category</b>		<b>Outputs/Outcomes</b>		<b>Unit</b>	<b>Total</b>
Intercity Rail/Mass Trans		TBD			
ADA Improvements No		Bike/Ped Improvements No		Reversible Lane analysis No	
Includes Sustainable Communities Strategy Goals Yes			Reduces Greenhouse Gas Emissions Yes		
<b>Project Milestone</b>				<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved					
Begin Environmental (PA&ED) Phase				NA	03/01/20
Circulate Draft Environmental Document				Document Type	CE/CE
Draft Project Report				NA	NA
End Environmental Phase (PA&ED Milestone)				NA	06/30/20
Begin Design (PS&E) Phase				NA	07/01/20
End Design Phase (Ready to List for Advertisement Milestone)				NA	06/01/21
Begin Right of Way Phase				NA	NA
End Right of Way Phase (Right of Way Certification Milestone)				NA	NA
Begin Construction Phase (Contract Award Milestone)				NA	12/01/21
End Construction Phase (Construction Contract Acceptance Milestone)				NA	12/01/24
Begin Closeout Phase				NA	01/01/25
End Closeout Phase (Closeout Report)				NA	01/01/27

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**Additional Information**

Note that project is requesting state-only funds because the STIP funds would be used as a match to leverage FTA 5337 Fixed Guideways programs funds. Otherwise the project could not match the FTA grant with S-STP federal funding.

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 9/20/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	SF	80, 101, 280				
<b>Project Title:</b> Restoration of SFMTA Light Rail Lines Project - 2021 Program						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									SFMTA
PS&E									SFMTA
R/W SUP (CT)									SFMTA
CON SUP (CT)									SFMTA
R/W									SFMTA
CON									SFMTA
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				41,260				41,260	
TOTAL				41,260				41,260	

Fund No. 1:	RTIP								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									CTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				8,252				8,252	
TOTAL				8,252				8,252	

Fund No. 2:	FTA 5337 Fixed Guideways								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									FTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				33,008				33,008	
TOTAL				33,008				33,008	

**Attachment 5**  
**Prop K 5-Year Project List**  
**Guideways - Muni**  
**Programming and Allocations to Date**  
Pending October 24, 2017 Board Approval

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>	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
SFMTA	New Backup Vehicle Control Center	CON	Programmed			\$0		\$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 <sup>4</sup>	CON	Allocated			\$1,365,500			\$1,365,500
SFMTA	Cable Car Propulsion Gearboxes <sup>4</sup>	CON	Allocated			\$1,280,000			\$1,280,000
SFMTA	Subway Wiring - Van Ness Station <sup>4</sup>	CON	Programmed			\$295,400			\$295,400
SFMTA	Subway Wiring - Van Ness Station <sup>4</sup>	CON	Allocated			\$634,600			\$634,600
SFMTA	19th Avenue M-Line Curved Track Replacement <sup>4</sup>	CON	Allocated			\$1,278,000			\$1,278,000
SFMTA	Muni Metro System Replacements and Upgrades <sup>4</sup>	CON	Programmed			\$1,000,000			\$1,000,000
SFMTA	Central Subway RTIP Fund Exchange <sup>5</sup>	CON	Planned				\$13,752,000		\$13,752,000

**Prop K 5-Year Project List**  
**Guideways - Muni**  
**Programming and Allocations to Date**  
 Pending October 24, 2017 Board Approval

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	\$17,108,943	\$19,587,380	\$12,492,656	\$49,188,979
<b>Total Allocated and Pending in 5YPP</b>				\$0	\$0	\$15,459,613	\$0	\$0	\$15,459,613
<b>Total Deobligated in 5YPP</b>				\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Unallocated in 5YPP</b>				\$0	\$0	\$1,649,330	\$19,587,380	\$12,492,656	\$33,729,366
<b>Total Programmed in 2014 Strategic Plan, as amended</b>				\$0	\$5,716,000	\$10,874,512	\$19,587,380	\$12,492,656	\$48,670,548
<b>Deobligated from Prior 5YPP Cycles **</b>				\$563,431					\$563,431
<b>Cumulative Remaining Programming Capacity</b>				\$563,431	\$6,279,431	\$45,000	\$45,000	\$45,000	\$45,000

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).

<sup>4</sup> Strategic Plan and comprehensive 5YPP Amendment to accommodate SFMTA's 33 Stanyan Overhead Phase II, Cable Car Propulsion Gearboxes, Subway Replacement Wiring - Van Ness, 19th Avenue M-Line Curved Track Replacement and Muni Metro System Replacements and Upgrades projects (Res. 17-006, 09.27.2016).

<sup>5</sup> Strategic Plan/5YPP Amendments to fund the Central Subway RTIP Fund Exchange project (Res. 18-XXX, 10.24.2017).

Fund Exchange to honor the Transportation Authority's outstanding Regional Transportation Improvement Program (RTIP) funding commitment to the Central Subway project: We are recommending programming \$13.752 million in San Francisco RTIP funds to the Restoration of SFMTA Light Rail Lines project and programming an equal amount of Prop K funds in the Muni Guideways 5YPP to partially fund the Central Subway's project contingency as included in the Board-adopted \$1.579 billion project budget.



**Prop K 5-Year Project List**  
**Guideways - Muni**  
**Programming and Allocations to Date**  
 Pending October 24, 2017 Board Approval

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	

Strategic Plan/5YPP Amendments: Added project with \$13.752 million in FY 2017/18. Funds made available through Strategic Plan amendment that advances funds from future fiscal years.

Condition: Allocation of Prop K funds to the Central Subway RTIP Fund Exchange project are conditioned upon future CTC approval of the proposed RTIP programming for SFMTA's Restoration of SFMTA Light Rail Lines (anticipated March 2018).

**Prop K 5-Year Project List**  
**Guideways - Muni**  
**Cash Flow (\$) Maximum Annual Reimbursement**

Project Name	Phase	Fiscal Year							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	
Overhead System Rehab/Replacement	CON			\$117,977	\$117,977	\$117,976			\$353,930
Overhead System Rehab/Replacement	CON				\$50,000	\$100,000	\$250,000	\$304,000	\$704,000
Overhead System Rehab/Replacement	CON					\$493,700	\$493,700	\$493,700	\$1,481,100
Twin Peaks Tunnel Trackway Improvements 2	CON			\$4,149,113	\$0	\$0			\$4,149,113
Twin Peaks Tunnel Trackway Improvements 2	PS&E/ CON				\$3,550,887	\$0	\$0		\$3,550,887
Rail Grinding 1	CON			\$600,000	\$436,400				\$1,036,400
Muni Metro Rail Replacement Program 2	PS&E/ CON				\$176,493				\$176,493
Muni Metro Rail Replacement Program	PS&E/ CON					\$2,674,673	\$3,174,673	\$5,162,210	\$11,011,556
New Backup Vehicle Control Center	CON								\$0
Cable Car Infrastructure	PS&E/ CON				\$468,000	\$768,000	\$168,000		\$1,404,000
Van Ness Improvement 2, 3	CON		\$0	\$0	\$1,866,879	\$3,849,121			\$5,716,000
33 Stanyan Overhead Phase II 4	CON			\$750,000	\$615,500	\$0			\$1,365,500
Cable Car Propulsion Gearboxes 4	CON			\$117,000	\$465,000	\$465,000	\$233,000		\$1,280,000
Subway Wiring - Van Ness Station 4	CON			\$0	\$295,400	\$0			\$295,400
Subway Wiring - Van Ness Station 4	CON			\$150,000	\$484,600				\$634,600
19th Avenue M-Line Curved Track Replacement 4	CON				\$1,278,000				\$1,278,000
Muni Metro System Replacements and Upgrades 4	CON			\$250,000	\$750,000				\$1,000,000
Central Subway RTIP Fund Exchange 5	CON				\$5,770,000	\$7,982,000			\$13,752,000

**Prop K 5-Year Project List  
 Guideways - Muni  
 Cash Flow (\$) Maximum Annual Reimbursement**

Project Name	Phase	Fiscal Year						Total	
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20		2020/21
<b>Cash Flow Programmed in 5YPP</b>		\$0	\$0	\$6,134,090	\$16,325,136	\$16,450,470	\$4,319,373	\$5,959,910	\$49,188,979
<b>Total Cash Flow Allocated</b>		\$0	\$0	\$5,766,113	\$5,146,379	\$4,314,121	\$233,000	\$0	\$15,459,613
<b>Total Cash Flow Deobligated</b>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Cash Flow Unallocated</b>		\$0	\$0	\$367,977	\$11,178,757	\$12,136,349	\$4,086,373	\$5,959,910	\$33,729,366
<b>Cash Flow Programmed in 2014 Strategic Plan, as amended</b>			\$1,886,280	\$5,528,344	\$14,650,399	\$16,326,242	\$4,319,373	\$5,959,910	\$48,670,548
<b>Deobligated from Prior 5YPP Cycles **</b>		\$563,431							\$563,431
<b>Cumulative Remaining Cash Flow Capacity</b>		\$563,431	\$2,449,711	\$1,843,965	\$169,228	\$45,000	\$45,000	\$45,000	\$45,000

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

**Attachment 6**  
**Adopted and Proposed Amended Strategic Plan**  
 Pending October 2017 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total 30-year Programming & Finance Costs	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23						
<b>Adopted 2014 Prop K Strategic Plan - Amendment 8 (Pending)</b>																
22M	Guideways - MUNI	\$ 308,336,303	5.77%	<table border="1"> <tr><td>Programming</td><td>\$ 291,660,626</td></tr> <tr><td>Finance Costs</td><td>\$ 17,792,057</td></tr> <tr><td><b>Total</b></td><td><b>\$ 309,452,683</b></td></tr> </table>	Programming	\$ 291,660,626	Finance Costs	\$ 17,792,057	<b>Total</b>	<b>\$ 309,452,683</b>	\$ 5,835,380	\$ 12,492,656	\$ 7,800,000	\$ 8,034,000	\$ 8,275,020	\$ 8,523,271
Programming	\$ 291,660,626															
Finance Costs	\$ 17,792,057															
<b>Total</b>	<b>\$ 309,452,683</b>															
					\$ 768,171	\$ 566,891	\$ 585,008	\$ 1,526,495	\$ 1,433,695	\$ 1,421,928						
					\$ 6,603,551	\$ 13,059,547	\$ 8,385,008	\$ 9,560,495	\$ 9,708,715	\$ 9,945,198						
<b>TOTAL</b>					\$ 5,835,380	\$ 12,492,656	\$ 7,800,000	\$ 8,034,000	\$ 8,275,020	\$ 8,523,271						
					\$ 768,171	\$ 566,891	\$ 585,008	\$ 1,526,495	\$ 1,433,695	\$ 1,421,928						
					\$ 6,603,551	\$ 13,059,547	\$ 8,385,008	\$ 9,560,495	\$ 9,708,715	\$ 9,945,198						
<b>Proposed 2014 Prop K Strategic Plan - Amendment 9 (Current Request)</b>																
22M	Guideways - MUNI	\$ 308,335,332	8.93%	<table border="1"> <tr><td>Programming</td><td>\$ 280,758,363</td></tr> <tr><td>Finance Costs</td><td>\$ 27,545,489</td></tr> <tr><td><b>Total</b></td><td><b>\$ 308,303,852</b></td></tr> </table>	Programming	\$ 280,758,363	Finance Costs	\$ 27,545,489	<b>Total</b>	<b>\$ 308,303,852</b>	\$ 19,587,380	\$ 12,492,656	\$ 7,800,000	\$ 8,034,000	\$ 8,275,020	\$ 8,523,271
Programming	\$ 280,758,363															
Finance Costs	\$ 27,545,489															
<b>Total</b>	<b>\$ 308,303,852</b>															
					\$ 921,587	\$ 844,271	\$ 841,103	\$ 2,129,631	\$ 2,020,125	\$ 2,035,246						
					\$ 20,508,967	\$ 13,336,927	\$ 8,641,103	\$ 10,163,631	\$ 10,295,145	\$ 10,558,516						
<b>TOTAL</b>					\$ 19,587,380	\$ 12,492,656	\$ 7,800,000	\$ 8,034,000	\$ 8,275,020	\$ 8,523,271						
					\$ 921,587	\$ 844,271	\$ 841,103	\$ 2,129,631	\$ 2,020,125	\$ 2,035,246						
					\$ 20,508,967	\$ 13,336,927	\$ 8,641,103	\$ 10,163,631	\$ 10,295,145	\$ 10,558,516						
<b>Change</b>																
22M	Guideways - MUNI	\$ (970)	3.16%	<table border="1"> <tr><td>Programming</td><td>\$ (10,902,263)</td></tr> <tr><td>Finance Costs</td><td>\$ 9,753,432</td></tr> <tr><td><b>Total</b></td><td><b>\$ (1,148,830)</b></td></tr> </table>	Programming	\$ (10,902,263)	Finance Costs	\$ 9,753,432	<b>Total</b>	<b>\$ (1,148,830)</b>	\$ 13,752,000	\$ -	\$ -	\$ -	\$ -	\$ -
Programming	\$ (10,902,263)															
Finance Costs	\$ 9,753,432															
<b>Total</b>	<b>\$ (1,148,830)</b>															
					\$ 153,415	\$ 277,381	\$ 256,095	\$ 603,136	\$ 586,430	\$ 613,318						
					\$ 13,905,415	\$ 277,381	\$ 256,095	\$ 603,136	\$ 586,430	\$ 613,318						
<b>TOTAL</b>					\$ 13,752,000	\$ -	\$ -	\$ -	\$ -	\$ -						
					\$ 153,415	\$ 277,381	\$ 256,095	\$ 603,136	\$ 586,430	\$ 613,318						
					\$ 13,905,415	\$ 277,381	\$ 256,095	\$ 603,136	\$ 586,430	\$ 613,318						
<b>Prop K Total</b>																
<b>Adopted 2014 Prop K Strategic Plan - Amendment 8 (Pending)</b>																
	Prop K	\$ 2,922,175,227	8.55%	<table border="1"> <tr><td>Programming</td><td>\$ 2,536,973,769</td></tr> <tr><td>Finance Costs</td><td>\$ 249,915,399</td></tr> <tr><td><b>Total</b></td><td><b>\$ 2,786,889,168</b></td></tr> </table>	Programming	\$ 2,536,973,769	Finance Costs	\$ 249,915,399	<b>Total</b>	<b>\$ 2,786,889,168</b>						
Programming	\$ 2,536,973,769															
Finance Costs	\$ 249,915,399															
<b>Total</b>	<b>\$ 2,786,889,168</b>															
<b>Proposed 2014 Prop K Strategic Plan - Amendment 9 (Current Request)</b>																
	Prop K	\$ 2,922,166,829	8.75%	<table border="1"> <tr><td>Programming</td><td>\$ 2,526,071,506</td></tr> <tr><td>Finance Costs</td><td>\$ 255,546,843</td></tr> <tr><td><b>Total</b></td><td><b>\$ 2,781,618,349</b></td></tr> </table>	Programming	\$ 2,526,071,506	Finance Costs	\$ 255,546,843	<b>Total</b>	<b>\$ 2,781,618,349</b>						
Programming	\$ 2,526,071,506															
Finance Costs	\$ 255,546,843															
<b>Total</b>	<b>\$ 2,781,618,349</b>															
<b>Change</b>																
	Prop K	\$ (8,398)	0.19%	<table border="1"> <tr><td>Programming</td><td>\$ (10,902,263)</td></tr> <tr><td>Finance Costs</td><td>\$ 5,631,444</td></tr> <tr><td><b>Total</b></td><td><b>\$ (5,270,819)</b></td></tr> </table>	Programming	\$ (10,902,263)	Finance Costs	\$ 5,631,444	<b>Total</b>	<b>\$ (5,270,819)</b>						
Programming	\$ (10,902,263)															
Finance Costs	\$ 5,631,444															
<b>Total</b>	<b>\$ (5,270,819)</b>															

**Adopted and Proposed Amended Strategic Plan**  
Pending October 2017 Board Action

FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
\$ 8,778,969	\$ 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
\$ 1,303,518	\$ 1,176,798	\$ 1,115,251	\$ 1,168,555	\$ 1,131,191	\$ 1,100,479	\$ 1,074,294	\$ 973,345	\$ 924,693	\$ 1,225,359	\$ 48,732
\$ 10,082,487	\$ 10,219,136	\$ 10,428,859	\$ 10,761,571	\$ 11,011,998	\$ 11,277,710	\$ 11,556,842	\$ 11,770,369	\$ 12,045,628	\$ 12,679,922	\$ 5,948,432
\$ 8,778,969	\$ 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
\$ 1,303,518	\$ 1,176,798	\$ 1,115,251	\$ 1,168,555	\$ 1,131,191	\$ 1,100,479	\$ 1,074,294	\$ 973,345	\$ 924,693	\$ 1,225,359	\$ 48,732
\$ 10,082,487	\$ 10,219,136	\$ 10,428,859	\$ 10,761,571	\$ 11,011,998	\$ 11,277,710	\$ 11,556,842	\$ 11,770,369	\$ 12,045,628	\$ 12,679,922	\$ 5,948,432
\$ 8,778,969	\$ 9,042,338	\$ 9,313,608	\$ 9,593,016	\$ 9,880,807	\$ 10,177,231	\$ 10,482,548	\$ 10,797,024	\$ 3,820,935	\$ -	\$ -
\$ 1,935,944	\$ 1,781,626	\$ 1,726,961	\$ 1,864,132	\$ 1,840,124	\$ 1,852,268	\$ 1,953,879	\$ 1,954,264	\$ 1,792,034	\$ 1,802,961	\$ -
\$ 10,714,913	\$ 10,823,964	\$ 11,040,569	\$ 11,457,148	\$ 11,720,931	\$ 12,029,498	\$ 12,436,427	\$ 12,751,288	\$ 5,612,969	\$ 1,802,961	\$ -
\$ 8,778,969	\$ 9,042,338	\$ 9,313,608	\$ 9,593,016	\$ 9,880,807	\$ 10,177,231	\$ 10,482,548	\$ 10,797,024	\$ 3,820,935	\$ -	\$ -
\$ 1,935,944	\$ 1,781,626	\$ 1,726,961	\$ 1,864,132	\$ 1,840,124	\$ 1,852,268	\$ 1,953,879	\$ 1,954,264	\$ 1,792,034	\$ 1,802,961	\$ -
\$ 10,714,913	\$ 10,823,964	\$ 11,040,569	\$ 11,457,148	\$ 11,720,931	\$ 12,029,498	\$ 12,436,427	\$ 12,751,288	\$ 5,612,969	\$ 1,802,961	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (7,300,000)	\$ (11,454,563)	\$ (5,899,700)
\$ 632,425	\$ 604,828	\$ 611,710	\$ 695,577	\$ 708,933	\$ 751,788	\$ 879,585	\$ 980,919	\$ 867,341	\$ 577,602	\$ (48,732)
\$ 632,425	\$ 604,828	\$ 611,710	\$ 695,577	\$ 708,933	\$ 751,788	\$ 879,585	\$ 980,919	\$ (6,432,659)	\$ (10,876,961)	\$ (5,948,432)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (7,300,000)	\$ (11,454,563)	\$ (5,899,700)
\$ 632,425	\$ 604,828	\$ 611,710	\$ 695,577	\$ 708,933	\$ 751,788	\$ 879,585	\$ 980,919	\$ 867,341	\$ 577,602	\$ (48,732)
\$ 632,425	\$ 604,828	\$ 611,710	\$ 695,577	\$ 708,933	\$ 751,788	\$ 879,585	\$ 980,919	\$ (6,432,659)	\$ (10,876,961)	\$ (5,948,432)