



Memorandum

Date: September 21, 2017
To: Transportation Authority Board
From: Amber Crabbe – Assistant Deputy Director for Policy and Programming
Subject: 10/17/17 Board Meeting: Approval of San Francisco’s Program of Projects for the 2018 Regional Transportation Improvement Program (RTIP), and of 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

RECOMMENDATION Information Action

- Approve San Francisco’s 2018 Regional Transportation Improvement Program (RTIP) Program of Projects:
 - Restoration of SFMTA Light Rail Lines in Fiscal Years 2019/20 (\$5,500,000) and 2020/2021 (\$8,252,000)
 - Planning, Programming and Monitoring for the Transportation Authority (\$778,000) and the Metropolitan Transportation Commission (\$237,000)
- Approve a fund exchange of \$13,752,000 in RTIP funds for the Restoration of Light Rail Lines projects with an equivalent amount of Prop K funds for the Central Subway, with conditions

- Fund Allocation
- Fund Programming
- Policy/Legislation
- Plan/Study
- Capital Project Oversight/Delivery
- Budget/Finance
- Contract/Agreement
- Other:

SUMMARY

As San Francisco’s Congestion Management Agency (CMA), the Transportation Authority is responsible for programming San Francisco’s county share RTIP funds. The Board has long standing RTIP priorities (Attachment 1) which designate the Central Subway as highest priority for the next \$75.5 million in RTIP funds. We cannot program RTIP funds directly to the Central Subway because all the contracts have been awarded. Thus, we are honoring the commitment by programming RTIP to other San Francisco Municipal Transportation Agency (SFMTA) projects. The SFMTA has asked us to approve a RTIP/Prop K fund exchange to partially fund the Central Subway’s budgeted contingency. The fund exchange would require amendments of the Prop K Strategic Plan and the Muni-Guideway 5-Year Prioritization Program (5YPP). Allocation of Prop K funds would be conditioned upon California Transportation Commission (CTC) approval of programming \$13.752 million in RTIP funds to the Restoration of Light Rail Lines projects.

DISCUSSION

Background.

The State Transportation Improvement Program (STIP) is a five-year investment plan for state transportation money, that is updated every two years by the CTC. Regional spending plans – developed by MTC for the nine county Bay Area region and by other agencies elsewhere in California – account for 75% of the STIP. These are known as Regional Transportation Improvement Programs or RTIPs. The RTIPs can fund a broad range of projects from a bike path to highway redesigns or expansions to rail line extensions. The remaining 25% of the STIP is a statewide spending plan known as the Interregional Transportation Improvement Program (ITIP). This is developed by the state department of transportation (Caltrans) to fund projects that connect metro areas or cross regional boundaries.

MTC has initiated development of the 2018 RTIP, providing draft guidance based on CTC-adopted guidelines and the 2018 Fund Estimate. For the 2018 RTIP, San Francisco has a total of \$14,767,000 to program between Fiscal Years (FYs) 2018/19 and 2022/23. As CMA, the Transportation Authority must submit its 2018 programming priorities to the MTC for approval in October.

For many years, the STIP has been an unreliable funding source (e.g. no new funds were available in the 2016 STIP and in fact, some previously programmed funds were delayed or deleted). However, the passage of Senate Bill (SB) 1, The Road Repair and Accountability Act of 2017, is expected to stabilize the STIP at a modest level of revenues. For the 2018 RTIP, San Francisco has a total of \$14,767,000 to program between Fiscal Years (FYs) 2018/19 and 2022/23.

Remaining RTIP Commitments.

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. Attachment 1 shows the Board-adopted list of San Francisco's RTIP priorities as amended, with outstanding commitments to three projects: Central Subway (first priority), payback to MTC of an advance for Presidio Parkway (Doyle Drive) (second priority), and the Caltrain Downtown Extension. Central Subway is currently the Transportation Authority's highest priority for the RTIP; however, all the construction contracts have been awarded to the project so we are not able to program additional RTIP funds to the project per CTC RTIP guidelines. Therefore, we are honoring our Central Subway RTIP commitment by programming the RTIP funds to other SFMTA projects that can comply with CTC guidelines.

Recommended RTIP Programming.

We can request the 2018 RTIP funds in the fiscal year we need them, but ultimately CTC staff will balance needs across the state and assign a fiscal year of programming that may or may not line up with our request. 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. MTC and the CMAs have a long-standing arrangement to split the PPM funds in recognition of the role agencies play in advancing the state's transportation goals. We have primarily used our PPM funds to support project delivery oversight of regionally significant major capital projects such as the Central Subway, Transbay Transit Center and Caltrain Electrification. The proposed PPM programming totaling \$1,015,000 would leave \$13,752,000 in RTIP funds to program to projects as shown in Attachment 2.

Attachment 3 shows the staff recommendation for the 2018 RTIP program of projects. In addition to the aforementioned PPM funds, we recommend programming the remaining \$13.752 million in

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RTIP funds to the SFMTA's Restoration of SFMTA Light Rail Lines project. This project is a programmatic annual expenditure for which the SFMTA has requested programming of construction funds in FYs 2019/20 and 2020/21 to provide the required local match for \$55 million in Federal Transit Administration (FTA) grants from the §5337 Fixed Guideway program anticipated in the same fiscal years.

The SFMTA will identify the specific scope of work to be funded closer to the year of programming through its capital budgeting process. The scope of work would focus on small- to mid-sized state of good repair and enhancement projects that could address pressing problems within the Muni light rail system and could include improvements such as:

- Replacement and restoration of rail and overhead catenary systems
- Repair of special track work locations along Muni Metro and surface street lines
- Purchase and installation of crossovers
- Purchase and replacement of curved rail
- Replacement and tamping of ties and ballasts and re-tamping and aligning trackway

Drafts of the Project Programming Request forms for these projects, which contain basic information about scope, schedule, budget, and funding plans, are in Attachment 4. As a condition of approving the 2018 RTIP funds, the SFMTA will submit an updated Project Programming Request form 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.

Recommended Prop K/RTIP Fund Exchange for Central Subway.

As stated previously, at the SFMTA's request, we are proposing a fund exchange of \$13.752 million in RTIP funds for SFMTA's Restoration of Light Rail Lines projects (which otherwise could have been funded with Prop K) with \$13.752 million in Prop K funds for the Central Subway (which as noted earlier, cannot receive RTIP funds directly since all the construction contracts have been awarded). The fund exchange would require amending the Prop K Strategic Plan to advance \$13.752 million in Prop K funds from the outer years of the program to FY 2017/18 and amending the 5YPP for the Guideways – Muni category to add those funds to a new Central Subway RTIP Exchange project. See Attachments 5 and 6 for details.

Allocation of funds to the Central Subway would be conditioned on CTC approval of San Francisco's proposed RTIP programming for the Light Rail Lines projects, anticipated in March 2018. Further, SFMTA will be required to provide quarterly progress reports on the Restoration of Light Rail Lines projects.

Central Subway Project Update.

The Central Subway Project is now 71% complete. Work is progressing at the three underground stations, the surface station, and systems installation. As previously reported, the forecasted date for opening revenue service is December 2019, a year later than the baseline adopted in 2008. Contractually, the contractor is required to implement a recovery schedule or pay liquidated damages of \$50,000 per day. The main cause of delay appears to be the contractor's difficulties in meeting their own productivity rates for the mining of the Chinatown Station. The rest of the project construction is on schedule, only the Chinatown station is affected.

The forecasted cost at completion is within the \$1.579 billion baseline budget adopted in 2008. The program's unallocated contingency level is at \$74.57 million, \$14.57 million above the FTA

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recommended minimum of \$60 million at this stage of the project. The SFMTA anticipates needing to access some of the remaining contingency funds soon, including the RTIP funds included in the Board-adopted project budget, triggering the request for a fund exchange.

Next Steps.

After the Board adopts San Francisco's 2018 RTIP Program of Projects, we will submit it to MTC by before its November 2 deadline. The MTC Commission will vote to approve the Bay Area RTIP on December 20, 2017 and then will submit the RTIP to the CTC. The CTC will consider needs across the state and may adjust years of programming to match projected fund availability. The CTC is scheduled to adopt the STIP at its March 21-22, 2018 meeting.

FINANCIAL IMPACT

There are no impacts to the Transportation Authority's adopted FY 2017/18 budget associated with the recommended action. Proposed PPM funds would be incorporated into the agency budget in future fiscal years when the funds would be programmed.

The proposed Prop K/RTIP fund exchange would require a Prop K Strategic Plan amendment that would increase financing costs in the Guideways – Muni category by 3.16% (from 5.77% to 8.93%) over the 30-year life of the Prop K Expenditure Plan, 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 life of the program (Attachment 6).

CAC POSITION

The CAC will consider this item at its September 27, 2017 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Remaining RTIP Commitments Table

Attachment 2 – Funds Available

Attachment 3 – Proposed Programming Priorities

Attachment 4 – Project Programming Request Forms

Attachment 5 – Prop K 5-Year Prioritization Program Amendment for the Muni Guideways category

Attachment 6 – Prop K Strategic Plan Amendment

Attachment 1
Draft Remaining Regional Improvement Program (RTIP) Commitments

Project ¹	RTIP Commitment	Allocated, Programmed, and Recommended RTIP Funds	Remaining RTIP Commitment
Transportation Authority Adopted Priorities (Resolution 14-25, Approved 10.22.13)			
Presidio Parkway (fulfilled)	\$84,101,000	\$84,101,000	\$0
Central Subway [SFCTA 1st priority] ²	\$92,000,000	\$30,250,000	\$61,750,000
MTC STP/CMAQ Advance for Presidio Parkway [SFCTA 2nd priority] ³	\$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 ⁴ (fulfilled)	\$24,000,000	\$4,000,000	\$0
Total	\$262,101,000	\$128,504,000	\$113,597,000

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

² 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 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.

³ 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.

⁴ 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

Programming Category	San Francisco County Share	Eligible Activities
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 CMAs 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	
Total:	\$14,767,000	

Attachment 3

San Francisco 2018 Regional Transportation Improvement Program (RTIP) Programming Priorities - Proposed

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

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

² 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					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				
Project Title									
Restoration of SFMTA Light Rail Lines Project - 2020 Program									
Location (Project Limits), Description (Scope of Work)									
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.									
Component		Implementing Agency							
PA&ED		SFMTA							
PS&E		SFMTA							
Right of Way		SFMTA							
Construction		SFMTA							
Legislative Districts									
Assembly:		17, 19		Senate:		11		Congressional:	12, 14
Project Benefits									
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.									
Purpose and Need									
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.									
Category			Outputs/Outcomes			Unit	Total		
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				
Project Milestone						Existing	Proposed		
Project Study Report Approved									
Begin Environmental (PA&ED) Phase						NA	03/01/19		
Circulate Draft Environmental Document				Document Type	CE/CE	NA	NA		
Draft Project Report						NA	NA		
End Environmental Phase (PA&ED Milestone)						NA	06/30/19		
Begin Design (PS&E) Phase						NA	07/01/19		
End Design Phase (Ready to List for Advertisement Milestone)						NA	06/01/20		
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	12/01/20		
End Construction Phase (Construction Contract Acceptance Milestone)						NA	12/01/23		
Begin Closeout Phase						NA	01/01/24		
End Closeout Phase (Closeout Report)						NA	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				
Project Title: 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
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					27,500			27,500	
TOTAL					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									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					5,500			5,500	
TOTAL					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									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					22,000			22,000	
TOTAL					22,000			22,000	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

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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				
Project Title									
Restoration of SFMTA Light Rail Lines Project - 2021 Program									
Location (Project Limits), Description (Scope of Work)									
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.									
Component		Implementing Agency							
PA&ED		SFMTA							
PS&E		SFMTA							
Right of Way		SFMTA							
Construction		SFMTA							
Legislative Districts									
Assembly:		17, 19		Senate:		11		Congressional:	12, 14
Project Benefits									
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.									
Purpose and Need									
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.									
Category			Outputs/Outcomes			Unit	Total		
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				
Project Milestone						Existing	Proposed		
Project Study Report Approved									
Begin Environmental (PA&ED) Phase						NA	03/01/20		
Circulate Draft Environmental Document				Document Type	CE/CE	NA	NA		
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.

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				
Project Title: 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
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
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)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
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)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
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 ²	CON	Allocated			\$4,149,113			\$4,149,113
SFMTA	Twin Peaks Tunnel Trackway Improvements ²	PS&E/ CON	Programmed				\$3,550,887		\$3,550,887
SFMTA	Rail Grinding ¹	CON	Allocated			\$1,036,400			\$1,036,400
SFMTA	Muni Metro Rail Replacement Program ²	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 ^{2,3}	CON	Allocated			\$5,716,000			\$5,716,000
SFMTA	33 Stanyan Overhead Phase II ⁴	CON	Allocated			\$1,365,500			\$1,365,500
SFMTA	Cable Car Propulsion Gearboxes ⁴	CON	Allocated			\$1,280,000			\$1,280,000
SFMTA	Subway Wiring - Van Ness Station ⁴	CON	Programmed			\$295,400			\$295,400
SFMTA	Subway Wiring - Van Ness Station ⁴	CON	Allocated			\$634,600			\$634,600
SFMTA	19th Avenue M-Line Curved Track Replacement ⁴	CON	Allocated			\$1,278,000			\$1,278,000
SFMTA	Muni Metro System Replacements and Upgrades ⁴	CON	Programmed			\$1,000,000			\$1,000,000
SFMTA	Central Subway RTIP Fund Exchange ⁵	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	
Programmed in 5YPP				\$0	\$0	\$17,108,943	\$19,587,380	\$12,492,656	\$49,188,979
Total Allocated and Pending in 5YPP				\$0	\$0	\$15,459,613	\$0	\$0	\$15,459,613
Total Deobligated in 5YPP				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPP				\$0	\$0	\$1,649,330	\$19,587,380	\$12,492,656	\$33,729,366
Total Programmed in 2014 Strategic Plan, as amended				\$0	\$5,716,000	\$10,874,512	\$19,587,380	\$12,492,656	\$48,670,548
Deobligated from Prior 5YPP Cycles **				\$563,431					\$563,431
Cumulative Remaining Programming Capacity				\$563,431	\$6,279,431	\$45,000	\$45,000	\$45,000	\$45,000

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

Footnotes

¹ 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.

² 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.

³ 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).

⁴ 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).

⁵ 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	
Cash Flow Programmed in 5YPP		\$0	\$0	\$6,134,090	\$16,325,136	\$16,450,470	\$4,319,373	\$5,959,910	\$49,188,979
Total Cash Flow Allocated		\$0	\$0	\$5,766,113	\$5,146,379	\$4,314,121	\$233,000	\$0	\$15,459,613
Total Cash Flow Deobligated		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Cash Flow Unallocated		\$0	\$0	\$367,977	\$11,178,757	\$12,136,349	\$4,086,373	\$5,959,910	\$33,729,366
Cash Flow Programmed in 2014 Strategic Plan, as amended			\$1,886,280	\$5,528,344	\$14,650,399	\$16,326,242	\$4,319,373	\$5,959,910	\$48,670,548
Deobligated from Prior 5YPP Cycles **		\$563,431							\$563,431
Cumulative Remaining Cash Flow Capacity		\$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						
Adopted 2014 Prop K Strategic Plan - Amendment 8 (Pending)																
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>Total</td><td>\$ 309,452,683</td></tr> </table>	Programming	\$ 291,660,626	Finance Costs	\$ 17,792,057	Total	\$ 309,452,683	\$ 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															
Total	\$ 309,452,683															
					\$ 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						
TOTAL				<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>Total</td><td>\$ 309,452,683</td></tr> </table>	Programming	\$ 291,660,626	Finance Costs	\$ 17,792,057	Total	\$ 309,452,683	\$ 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															
Total	\$ 309,452,683															
					\$ 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						
Proposed 2014 Prop K Strategic Plan - Amendment 9 (Current Request)																
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>Total</td><td>\$ 308,303,852</td></tr> </table>	Programming	\$ 280,758,363	Finance Costs	\$ 27,545,489	Total	\$ 308,303,852	\$ 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															
Total	\$ 308,303,852															
					\$ 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						
TOTAL				<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>Total</td><td>\$ 308,303,852</td></tr> </table>	Programming	\$ 280,758,363	Finance Costs	\$ 27,545,489	Total	\$ 308,303,852	\$ 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															
Total	\$ 308,303,852															
					\$ 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						
Change																
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>Total</td><td>\$ (1,148,830)</td></tr> </table>	Programming	\$ (10,902,263)	Finance Costs	\$ 9,753,432	Total	\$ (1,148,830)	\$ 13,752,000	\$ -	\$ -	\$ -	\$ -	\$ -
Programming	\$ (10,902,263)															
Finance Costs	\$ 9,753,432															
Total	\$ (1,148,830)															
					\$ 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						
TOTAL				<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>Total</td><td>\$ (1,148,830)</td></tr> </table>	Programming	\$ (10,902,263)	Finance Costs	\$ 9,753,432	Total	\$ (1,148,830)	\$ 13,752,000	\$ -	\$ -	\$ -	\$ -	\$ -
Programming	\$ (10,902,263)															
Finance Costs	\$ 9,753,432															
Total	\$ (1,148,830)															
					\$ 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						
Prop K Total																
Adopted 2014 Prop K Strategic Plan - Amendment 8 (Pending)																
	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>Total</td><td>\$ 2,786,889,168</td></tr> </table>	Programming	\$ 2,536,973,769	Finance Costs	\$ 249,915,399	Total	\$ 2,786,889,168						
Programming	\$ 2,536,973,769															
Finance Costs	\$ 249,915,399															
Total	\$ 2,786,889,168															
Proposed 2014 Prop K Strategic Plan - Amendment 9 (Current Request)																
	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>Total</td><td>\$ 2,781,618,349</td></tr> </table>	Programming	\$ 2,526,071,506	Finance Costs	\$ 255,546,843	Total	\$ 2,781,618,349						
Programming	\$ 2,526,071,506															
Finance Costs	\$ 255,546,843															
Total	\$ 2,781,618,349															
Change																
	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>Total</td><td>\$ (5,270,819)</td></tr> </table>	Programming	\$ (10,902,263)	Finance Costs	\$ 5,631,444	Total	\$ (5,270,819)						
Programming	\$ (10,902,263)															
Finance Costs	\$ 5,631,444															
Total	\$ (5,270,819)															

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)