



AGENDA

PLANS AND PROGRAMS COMMITTEE Meeting Notice

Date: Tuesday, September 20, 2016; 10:30 a.m.
Location: Committee Room 263, City Hall
Commissioners: Tang (Chair), Farrell (Vice Chair), Avalos, Breed, Peskin and Wiener (Ex Officio)

Clerk: Steve Stamos

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1.	Roll Call	
2.	Citizens Advisory Committee Report – INFORMATION*	5
3.	Approve the Minutes of the July 19, 2016 Meeting – ACTION*	11
4.	Recommend Appointment of Two Members to the Citizens Advisory Committee – ACTION*	17

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.

5.	Major Capital Projects Update – Transbay Transit Center and Downtown Rail Extension – INFORMATION*	23
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The Transbay Transit Center and Downtown Rail Extension (TTC/DTX) project, one of the signature Prop K projects, is being built in two phases: Phase 1 is the TTC building, bus ramp, and related improvements, and Phase 2 is the downtown extension of commuter rail service into the new TTC, accommodating both Caltrain and high-speed trains. On June 9, the Transbay Joint Powers Authority (TJPA) Board adopted the final revised budget for Phase 1 in the amount of \$2.3 billion. At that same meeting, staff presented a comprehensive Phase 2 update with a refreshed cost estimate. The TJPA Board directed staff to proceed with the work required to advance Phase 2 (see separate agenda item requesting Prop K funds). The 1.95-mile rail extension will be constructed principally below grade using cut-and-cover and mined tunneling methods underneath Townsend and Second Streets. The design includes a new underground station at Fourth and Townsend Streets and six structures for emergency egress and ventilation along the alignment. The current estimate for Phase 2 (DTX) is \$3.9 billion. There is an aspirational open-for-use date of 2025, which is predicated on securing funding in a timely manner and a construction period

of seven years, starting in December 2018. The proposed funding plan includes Passenger Facility Charges that are subject to approval by the California High-Speed Rail Authority and Caltrain boards. Construction of Phase 1 is well underway. As of the end of July, Phase 1 was 65% complete. Although at one time it appeared that completion was going to be three months late, the contractor has been successful in its recovery efforts and it now looks like construction will reach substantial completion on schedule and within budget. TJPA has started planning for the facility's commissioning, with bus service scheduled to begin in December 2017.

6. Recommend Amendment of the Prop K Strategic Plan and the Guideways – Muni 5-Year Prioritization Program – ACTION* 35

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.

7. 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 – ACTION* 61

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 4th 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 18th 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.

8. Plan Bay Area 2040 Draft Preferred Scenario – INFORMATION

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are currently developing Plan Bay Area 2040 (PBA 2040), the Bay Area's Regional Transportation Plan/Sustainable Communities Strategy that adopts a land use vision and a transportation system to govern the region's growth and investment through 2040. In October 2015, the Transportation Authority adopted goals and objectives for our participation in the PBA 2040 process and approved a list of projects and programs for MTC and ABAG to consider for inclusion in PBA 2040. We have subsequently provided updates to the Plans and Programs Committee

Plans and Programs Committee Meeting Agenda

(Committee) on PBA goals, the results of PBA project performance evaluation, ABAG's draft growth scenarios and more. On September 2, the regional agencies released the draft staff preferred scenario, which included a projected pattern of household and employment growth (land use) in the Bay Area through 2040 and a coordinated transportation investment strategy. At the Plans and Programs Committee meeting, we will provide an initial set of reactions on the draft preferred scenario, focusing on the transportation investment strategy since we have had the benefit of reviewing an earlier draft prior to the public release. We are still pending information from both agencies to enable a thorough analysis of the draft land use and transportation investment scenarios from San Francisco's perspective. MTC/ABAG anticipate adopting the Final Preferred Scenario in November 2016 and Plan Bay Area 2040 in late summer or early fall of 2017.

9. Introduction of New Items – INFORMATION

During this segment of the meeting, Committee 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

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, September 7, 2016 Special Meeting

1. Committee Meeting Call to Order

Chair Waddling called the meeting to order at 6:07 p.m.

CAC members present were Myla Ablog, Brian Larkin, John Larson, Jacqualine Sachs, Peter Sachs, Peter Tannen, Chris Waddling and Bradley Wiedmaier.

Transportation Authority staff members present were Michelle Beaulieu, Anna LaForte, Maria Lombardo, Mike Pickford, Steve Rehn and Luis Zurinaga (Consultant).

2. Chair's Report – INFORMATION

Chair Waddling reported that the charter amendment titled “Homeless and Housing Services Fund and Budget Set-Aside; Transportation Improvement Fund and Budget Set aside” had been placed on the November ballot (Measure J), along with an accompanying general sales tax measure (Measure K). He said both measures required a 50% + 1 vote to pass. Chair Waddling also reported that there was a meeting of the Bayview/Hunters Point Citizens Advisory Committee at the same time as the CAC meeting which would have a presentation by staff on delays on the Quint-Jerrold Connector Road project, and that he would report on it at the next CAC meeting.

Chair Waddling noted that the September 20 Plans and Programs Committee agenda included appointments of CAC members for Districts 9 and 11. He said Santiago Lerma had applied for re-appointment to represent District 9.

Chair Waddling said that in response to a request by Peter Tannen, Transportation Authority staff were working with San Francisco Municipal Transportation Agency staff to prepare a presentation on bus and LRVbunching, which would likely be on the September 28 CAC agenda. He said there would also likely be an update on the Central Subway project at that meeting, in response to a request by Jacqualine Sachs.

There was no public comment.

Consent Calendar

3. **Approve the Minutes of the June 22, 2016 Meeting and July 11, 2016 Special Meeting – ACTION**
4. **Citizens Advisory Committee Appointments – INFORMATION**
5. **Investment Report for the Quarter Ended June 30, 2016 – INFORMATION**

There was no public comment on the Consent Calendar.

Brian Larkin moved to approve the Consent Calendar, seconded by Peter Sachs.

The Consent Calendar was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, Sachs, Sachs, Tannen, Waddling and Wiedmaier

Absent: CAC Member Hogue

End of Consent Calendar

6. Major Capital Projects Update – Transbay Transit Center and Downtown Rail Extension – INFORMATION

Luis Zurinaga, Consultant, presented the item per the staff memorandum.

Peter Sachs said he was a strong supporter of the Caltrain downtown extension project but asked why the nine-year timeline was aspirational when another major construction project, the new terminal at the San Francisco International Airport, had a five-year timeline. Mr. Sachs further expressed concerns about the funding and financing strategy, given that the Passenger Facility Charge (PFC) revenues would not be available for a long time. He also expressed concerns with the project budget, specifically multiple lines for contingencies and allowances totaling about \$1 billion. Mark Zabaneh, Interim Executive Director of the Transbay Joint Powers Authority (TJPA), said the main driver of the schedule was property acquisition rather than construction. He said property acquisition would require about two and a half years, and construction would require about seven years due to the complexities involved. He said he was confident that the project would secure the agreements on PFCs necessary to allow the TJPA to secure sufficient federal loans. He said unfortunately federal funds currently available currently come in the form of loans and that the high contingencies resulted from lessons learned from the first phase of the project, and that allowances would likely decrease as the project proceeded through detailed design and further risk assessment.

Brian Larkin commented that the level of finance costs in the budget seemed disproportionate. Mr. Zabaneh responded that finance costs were unavoidable, given the necessity of loans to fund the project. Mr. Zurinaga pointed out that delaying the project until sufficient funds were in-hand would result in escalated project costs, so waiting would not likely be cost-effective. Maria Lombardo, Chief Deputy Director, commented that both the funding plan and budget were somewhat preliminary and would be refined as part of the scope of the pending Prop K funding request.

Peter Sachs asked about the assumptions for future bridge toll revenues, which he said seemed unrealistically high. Ms. Lombardo said that for reference in the course of the current Plan Bay Area update, the Metropolitan Transportation Commission was talking about exploring a \$1 to \$2 toll increase for a potential future toll increase as soon as 2018, and that staff would follow-up with information on the amount of revenue that would be yielded per \$1 toll increase.

Peter Tannen asked where the mined tunnel would start. Mr. Zurinaga replied that it would start at 4th and Townsend Streets just short of Second Street. Mr. Tannen also asked about the bus facility shown on the project map adjacent to the train box. Mr. Zurinaga said that design changes to accommodate 16-car high-speed rail (HSR) trains meant that the train box had to be extended per the HSR Authority's request, displacing the bus facility from its originally planned location. John Larson asked how the final alignment would be determined. Mr. Zurinaga replied that the Railyard Alternatives/I-280 Boulevard (RAB) study would inform the decision that would be made by elected officials.

Bradley Wiedmaier asked whether the 4th & Townsend station would be used by HSR trains. Mr. Zurinaga replied that HSR trains would pass through the station but would not stop. Chair Waddling asked if a plan to underground 16th Street under the Caltrain tracks was still under

consideration. Mr. Zurinaga replied that the California High-Speed Rail Authority had made that proposal, but that City leaders had strongly opposed it. He said the RAB study was evaluating alternative approaches to grade separation that would make undergrounding of 16th Street unnecessary. Ms. Lombardo said that as soon as new public information was available from the RAB study, staff would agendaize an information item for an upcoming CAC meeting.

Chair Waddling asked about the BART connector included in the expanded scope. Mr. Zurinaga responded that a connecting tunnel from the Transbay Transit Center (TTC) to the Embarcadero BART station had been envisioned in the original concept plan but set aside for budget purposes and because it did not help deliver trains to the TTC. Chair Waddling pointed out that the cost of the two-block tunnel was \$160 million, and questioned its cost-effectiveness. Ms. Lombardo said the connector had strong support on the Metropolitan Transportation Commission, where it was seen as contributing to the regional character of the project; thus making it easier for east bay commissioners, in particular, to support the project.

Mr. Zabaneh thanked the CAC for its support of the project, and offered to arrange a tour of the construction site by the CAC. Chair Waddling expressed support for a tour.

There was no public comment.

7. Adopt a Motion of Support for Amendment of the Prop K Strategic Plan and the Guideways – Muni 5-Year Prioritization Program – ACTION

Anna LaForte, Deputy Director for Policy and Programming, presented the item staff memorandum.

There was no public comment.

Peter Sachs moved to approve the item, seconded by Brian Larkin.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, Sachs, Sachs, Tannen, Waddling and Wiedmaier

Absent: CAC Member Hogue

8. Adopt a Motion of Support for Allocation of \$20,888,900 in Prop K Funds, with Conditions, for Fourteen Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

Maria Lombardo, Chief Deputy Director, and Anna LaForte, Deputy Director for Policy and Programming, presented the item per staff memorandum.

Peter Sachs asked why rectangular rapid flashing beacons (RRFBs) were being installed at the specified project locations, rather than high-intensity activated crosswalk (HAWK) beacons. He asked if the San Francisco Municipal Transportation Agency (SFMTA) could provide a description of the decision tree it uses to decide which device to install under what circumstances. Craig Raphael, Senior Transportation Planner with the SFMTA, replied that he was not certain and would follow up with the CAC.

John Larson asked why Caltrain was not being electrified south of San Jose and if electrification would necessitate transferring at San Jose. Casey Fromson, Government Affairs Officer at Caltrain, replied that Caltrain owned the rail corridor between San Francisco and San Jose and that Union Pacific Railroad owned the tracks between San Jose and Gilroy and was not interested in electrifying that segment. She said that, initially, 75% of the Caltrain fleet would be electrified, so the remaining diesel trains would travel all the way from San Francisco to Gilroy,

but that once the entire San Francisco to San Jose fleet was electrified, it would be necessary to transfer at San Jose to reach Gilroy.

Peter Tannen asked if all three Caltrain partner counties (San Francisco, San Mateo, and Santa Clara) split costs evenly for Caltrain projects. Ms. Fromson said that costs for the electrification project and other capital projects that benefitted the system as a whole were split evenly, whereas projects that only benefited one county were borne by that county.

Jacqueline Sachs asked if the senior and disabled population living near the Ellis and Eddy two-way street project was considered in planning the project. Mr. Raphael said that senior and disabled residents were taken into account and that the project was to convert the streets to two-way traffic was primarily a safety project and was expected to slow drivers and improve safety for all pedestrians.

Mr. Tannen noted that there had been an earlier plan to construct a canopy to protect the historic streetcar fleet while in storage at the Muni Metro East facility and asked if there was such a canopy at the Cameron Beach facility, where the historic vehicles were now proposed to be stored and whether SFMTA planned to expand it further. Mr. Raphael responded that there was a covered storage area, but he was not sure if it would be expanded further. He offered to follow up.

There was no public comment.

Peter Tannen moved to approve the item, seconded by John Larson.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larson, Jaqualine Sachs, Peter Sachs, Tannen, Waddling and Wiedmaier

Absent: CAC Members: Hogue and Larkin

9. Plan Bay Area 2040 Revised List of Project Priorities – INFORMATION

Michelle Beaulieu, Senior Transportation Planner, presented the item per the staff memorandum.

During public comment, Ed Mason read an editorial from a Menlo Park newspaper regarding a planned expansion of the Facebook office campus. He said local plans for housing expansion did not come close to accommodating all the proposed new employees, and that San Francisco would experience some of the housing and commute impacts. He said Plan Bay Area should account for the regional impacts of local job growth using the Facebook example of how a very localized land use decision would have transportation impacts on neighboring communities and far out into the region as employees commuted from long distances to Facebook. Mr. Mason said he was frustrated by the existing impacts of the corporate commuter buses taking employees to jobs on the Peninsula.

10. Introduction of New Business – INFORMATION

Jacqueline Sachs requested an update on the Late Night Transportation Study which was looking at transportation issues experienced by evening and night shift workers. She also asked for an update on the Central Subway project.

Myla Ablog asked for an update on the state's road charge pilot project results, noting that she was participating in the pilot.

Chair Waddling noted that the CAC recently had an update on the Late Night Transportation Study. He asked for a brief update by staff on the status of the Quint-Jerrold Connector Road project at the next meeting since he had not received news during the meeting about that

evening's presentation on the issue to the Bayview Hunters Point CAC.

Bradley Wiedmaier commented that there had been some controversy over the cost of the Transbay Transit Center bus bridge with press coverage opining that it was too showy (kind of like a mini west span of the Bay Bridge) and contributed to the impression that the project wasn't using public funds well. He wondered whether there was a mechanism to get the full story out.

Jacqueline Sachs commented that there had also been some controversy regarding subsidence under the Millennium Tower and its possible connection to construction of the Transbay Transit Center. She asked for information on the facts behind the subsidence issue.

During public comment, Ed Mason provided an update on violations by corporate commuter buses, and said the shuttle pilot program was creating many impacts on San Francisco neighborhoods. Chair Waddling asked for information on San Francisco Municipal Transportation Agency staffing for enforcement of the shuttle program. He observed that it wasn't effective to largely depend on public complaints because few people knew the details of the rules, such as the meanings of the different colors of shuttle placards. He wondered if there were a way to make it more obvious to the public which shuttles were in compliance and which were not.

Peter Sachs asked about shuttle ridership levels, and said that information was important in determining whether the shuttles provided a net public benefit. He also asked if the shuttle program specified guidelines for driver behavior, such as when passing another vehicle was not appropriate.

11. Public Comment

There was no public comment.

12. Adjournment

The meeting was adjourned at 7:50 p.m.



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DRAFT MINUTES

PLANS AND PROGRAMS COMMITTEE

Tuesday, July 19, 2016

1. Roll Call

Chair Tang called the meeting to order at 10:32 a.m. The following members were:

Present at Roll Call: Commissioners Avalos, Breed, Peskin and Tang (4)

Absent at Roll Call: Commissioner Farrell (entered during Item 5) (1)

2. Citizens Advisory Committee Report – INFORMATION

Chris Waddling, Chair of the Citizens Advisory Committee (CAC), reported that at the June 22 meeting, the CAC unanimously approved Items 6 and 8 on the agenda. Regarding Item 6, the Prop K/AA allocations, he said that on the Van Ness Avenue Bus Rapid Transit request, John Larson asked about the status of \$61 million in funding from the San Francisco Public Utilities Commission, to which the San Francisco Municipal Transportation Agency said it would follow-up. Regarding the Great Highway request, Mr. Waddling said the CAC's questions centered around the project timeline, traffic impacts and bicycle facility maintenance. Mr. Waddling said that on Item 7, the update on the I-80/Yerba Buena Island East Side Ramps Project, John Larson commended the Transportation Authority for delivering the project on-time and under budget. On Item 8, the Late Night Transportation Plan, Mr. Waddling said that Peter Sachs had commented that a lot of late night travel took place between San Francisco and San Mateo County and inquired about expanding BART service to accommodate those commuters. Lastly, Mr. Waddling noted that the CAC held two special meetings on the proposed sales tax expenditure plan, and thanked the CAC for their time and input.

There was no public comment.

Consent Calendar

3. Approve the Minutes of the June 21, 2016 Meeting – ACTION

4. Plan Bay Area 2040 Update – INFORMATION

There was no public comment.

The Consent Calendar was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Peskin, and Tang (4)

Absent: Commissioner Farrell (1)

End Consent Calendar

5. Recommend Appointment of Two Members to the Citizens Advisory Committee – ACTION

Mike Pickford, Transportation Planner, presented the item per the staff memorandum.

Chair Tang requested that Brian Larkin and Santiago Lerma, who were seeking reinstatement to the CAC, as well as other applicants seeking appointment come to the podium to speak to their interest and qualifications.

Brian Larkin spoke to his interests and qualifications in being reinstated to the CAC. He said that he had missed three CAC meetings due to being out of town, and that on one of those occasions he was actually out of the country and another was to attend a transportation related conference related to his job. Chair Tang asked about his service on the CAC and why he would like to continue to serve. Mr. Larkin responded that he would like to continue to represent the interests of District 1. He added that had a background in public transportation, including at BART and the American Public Transportation Association.

Chair Tang stated that Santiago Lerma was not yet present and continued the item to later in the agenda.

Chair Tang continued Item 5 until after Item 6.

Chair Tang stated that Mr. Lerma was still not present and that she would like to continue the vacancy for a District 9 representative to the following month. She added that she would support Mr. Larkin's reinstatement, recognizing that the District 1 Supervisor was supportive of his reappointment, under the condition that absences would not become an issue again.

During public comment, Jacqueline Sachs said that she had known Mr. Larkin for twenty years, and noted that he helped write Proposition B and had served the CAC as Chair and Vice Chair during his tenure. She said she strongly supported his reappointment to the CAC.

Chris Waddling, Chair of the CAC, commented that he relied on Mr. Larkin and respected his longevity on the CAC, and looked forward to continue working with him.

Commissioner Breed moved to recommend reappointment of Brian Larkin and continue the remaining vacancy, seconded by Commissioner Farrell.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Farrell, Peskin and Tang (5)

6. Recommend Allocation of \$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 a Commitment to Allocate \$3,810,006 in Prop K Funds – ACTION

Anna LaForte, Deputy Director for Policy and Programming, presented the item per the staff memorandum.

During public comment, Alice Rogers with the South Park Improvement Association said that traffic calming in South Park was very important because navigation applications were routing many additional cars through the area, which had a large senior citizen population.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Farrell, Peskin and Tang (5)

7. Update on the I-80/Yerba Buena Island East Side Ramps Project – INFORMATON

Dale Dennis, Consultant for the Transportation Authority, presented the item per the staff memorandum.

Commissioner Breed asked about the status of the Nimitz House and the other historical buildings in its vicinity. Mr. Dennis responded that the Quarters 10 building was relocated to Clipper Cove, but that the other historical buildings were protected in place. Commissioner Breed asked if anyone lived in the buildings or if they were vacant, to which Mr. Dennis replied that they were currently vacant but that they would eventually be available to rent for events.

Commissioner Breed asked what the plan was for the area up above on Yerba Buena Island once the ramps were completed. Mr. Dennis replied that the Treasure Island Development Authority (TIDA) would be developing that part of the Island.

Commissioner Breed commented that the new ramps would make it safer for drivers to enter and exit Yerba Buena Island from the San Francisco-Oakland Bay Bridge (Bay Bridge) but that she was concerned that it could be unsafe for bicyclists trying to get to the other side of the Island. She asked if there would be a designated route for bicyclists who wanted to get a view of San Francisco. Mr. Dennis replied that TIDA's development plan for Yerba Buena Island included a two-way, 16-foot bicycle and pedestrian pathway from the Bay Bridge that would connect to Macalla Road all the way to Treasure Island, which would also have lighting installed.

Tilly Chang, Executive Director, added that while Macalla Road was closed for reconstruction over the next two years there would be a Caltrans shuttle allowing folks to get down to the Clipper Cove area, including bicyclists, which would provide a connection to the side of the Island facing San Francisco.

Commissioner Breed asked if there was currently Muni service on Yerba Buena Island. Director Chang replied that Muni operated the 25-line, but that it currently did not go to the top of Yerba Buena Island. Mr. Dennis added that the Muni line that went to the top of the Island was currently suspended by Caltrans during construction but that Caltrans was operating a shuttle in its place, and that once construction was completed the Muni service would be restored.

Commissioner Breed commented that a lot of Treasure Island residents did not have vehicles and that a lot of them relied on Muni. Mr. Dennis stated that there was currently Muni service to Treasure Island and that it was not going to decrease during the construction period. He said that as part of the Treasure Island development, there would be a transit center on the Island, which would include Alameda-Contra Costa Transit District service, as well as an on-island shuttle.

During public comment, Danny Klosta with the San Francisco Bicycle Coalition said that on behalf of the Coalition's 10,000 members, they were very excited that the east-side ramps project was nearing completion which would enable people to bicycle from Oakland to the outer edge of San Francisco at Yerba Buena Island. He said the project would create a new landing and vista point at Quarters 9 which would ensure that people walking and biking would have an adequate destination. He said that there were projections of 10,000 people biking on the Bay Bridge once the connection was complete, which would make the landing at Yerba Buena Island critical. He added that it was the dream of many of the Coalition's member to bike across the entire Bay Bridge from Oakland to San Francisco and that they looked forward to making that a reality.

8. Update on Late Night Transportation Plan – INFORMATION

Adam Taylor introduced the item on behalf of Commissioner Wiener and expressed the importance of late night transportation and Commissioner Wiener's support for the continued implementation of recommendations from the Late Night Transportation Working Group.

Colin Dentel-Post, Senior Transportation Planner, presented the item per the staff memorandum.

During public comment, Jacqueline Sachs emphasized the importance of late night service to workers and people with disabilities and recommended that staff review bus schedules that were in place prior to service reductions implemented in 2009.

9. Recommend Adoption of the San Francisco Parking Supply and Utilization Study Summary Report – ACTION

Michael Schwartz, Principal Transportation Planner, presented the item per the staff memorandum.

Commissioner Breed asked when people traveling in San Francisco would start to experience the benefits of the many studies and projects that have been underway. She noted that the city was more congested than ever and that several studies and projects had been supported to address safety and mode shift, but she would like to see some on the ground results.

Mr. Schwartz said that the long-range plan, which was the next item on the agenda, would address some of these concerns. He noted that the strong economy brought with it increased travel demand and congestion and that the transportation improvements had not been able to keep up. He added that when the Mobility Access and Pricing Study was adopted in 2010, many members of the public said they did not perceive that there was bad congestion, which was only six years prior. Mr. Schwartz acknowledged the frustration over congestion however, and said that major expansion projects were near or under construction, such as the Central Subway, Van Ness Avenue Bus Rapid Transit, and Muni Forward, and that the public would definitely feel the benefits of those. He said that the city needed to continue prioritizing and funding projects, including consideration of revenue measures that could help expand some of the constraints on transportation infrastructure growth.

Commissioner Breed commented that congestion was increasingly getting worse and said she was concerned it was going to get even worse before it got any better.

Tilly Chang, Executive Director, said that in addition to the challenges of keeping up with the changes in the economy, the city had grown tremendously in recent years, including a significant increase in housing and jobs. She said that the good news was that strategies had been working, noting that more people were walking and taking transit and that collisions had not grown in recent years even though there were more users of all modes on San Francisco streets. She noted that transit was at capacity, including Muni and Caltrain, and that the local and state funding for new vehicles was critical for Muni expansion.

Commissioner Breed said the public also needed to consider the fact that there was a lot of construction on the city's streets which made congestion worse, and said that staff should take that into account in the long-range plan.

Director Chang agreed that the city needed to work on informing travelers of construction projects. Overall she said that travelers appeared to be driving less, and noted that the shifting of lanes from general traffic to bicycle or transit-only lanes supported the city's Transit First policy, which also reduced the number of lanes available to drivers in addition to construction. Director Chang said that this allowed mode shift in the longer-term but also could cause some increased congestion in the short-term as people made changes to their travel behavior.

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Farrell, Peskin and Tang (5)

10. Introducing Connect SF Long-Range Vision and Initial Round of Public Outreach – INFORMATION

Michael Schwartz, Principal Transportation Planner, presented the item along with Marisa Espinosa, Senior Manager of the Long-Range Transportation Planning Program at the San Francisco Planning Department.

Chair Tang commented that she appreciated the hard work of staff and that she looked forward to a lot of the improvements being implemented.

There was no public comment.

11. Introduction of New Items – INFORMATION

There was no public comment.

12. Public Comment

During public comment, Andrew Yip spoke about loyalty and forgiveness.

Ace Washington commented that the Commissioners should come together around progressive causes.

13. Adjournment

The meeting was adjourned at 11:56 a.m.



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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 ¹

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)

¹ 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 Karwanna 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 Rudyard 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	C – Caucasian	H/L – Hispanic or Latino
	NH – Native Hawaiian or Other Pacific Islander	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.



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: Eric Cordoba – Deputy Director for Capital Projects 

To: Tilly Chang – Executive Director 

Subject: **INFORMATION** – Major Capital Projects Update – Transbay Transit Center and Downtown Rail Extension

Summary

The Transbay Transit Center and Downtown Rail Extension (TTC/DTX) project, one of the signature Prop K projects, is being built in two phases: Phase 1 is the TTC building, bus ramp, and related improvements, and Phase 2 is the downtown extension of commuter rail service into the new TTC, accommodating both Caltrain and high-speed trains. On June 9, the Transbay Joint Powers Authority (TJPA) Board adopted the final revised budget for Phase 1 in the amount of \$2.3 billion. At that same meeting, staff presented a comprehensive Phase 2 update with a refreshed cost estimate. The TJPA Board directed staff to proceed with the work required to advance Phase 2 (see separate agenda item requesting Prop K funds). The 1.95-mile rail extension will be constructed principally below grade using cut-and-cover and mined tunneling methods underneath Townsend and Second Streets. The design includes a new underground station at Fourth and Townsend Streets and six structures for emergency egress and ventilation along the alignment. The current estimate for Phase 2 (DTX) is \$3.9 billion. There is an aspirational open-for-use date of 2025, which is predicated on securing funding in a timely manner and a construction period of seven years, starting in December 2018. The proposed funding plan includes Passenger Facility Charges that are subject to approval by the California High-Speed Rail Authority and Caltrain boards. Construction of Phase 1 is well underway. As of the end of July, Phase 1 was 65% complete. Although at one time it appeared that completion was going to be three months late, the contractor has been successful in its recovery efforts and it now looks like construction will reach substantial completion on schedule and within budget. TJPA has started planning for the facility's commissioning, with bus service scheduled to begin in December 2017.

BACKGROUND

Headed by the Transbay Joint Powers Authority (TJPA), the Rebuilt Transbay Terminal Program also known as the Transbay Transit Center/Caltrain Downtown Rail Extension (TTC/DTX) consists of three interconnected elements: replacing the former outmoded terminal with a modern terminal; extending Caltrain from Fourth and King Streets to the new TTC at First and Mission Streets, with accommodations for future high-speed rail service; and creating a new transit-friendly neighborhood with 3,500 new homes in the Transbay Development Area (35% of which will be affordable) and mixed-use commercial development. TJPA was created in April 2001 by the City and County of San Francisco (City), the Alameda-Contra Costa Transit District (AC Transit), and the Peninsula Corridor Joint Powers Board in order to design, build, operate and maintain the project. The TTC will be the northern terminus of the

California high-speed rail corridor between San Francisco and Los Angeles. The project is being built in two phases: Phase 1 is the TTC building, bus ramp, and related improvements, and Phase 2 is the DTX, an underground BART/Muni pedestrian connector, extension of the TTC to accommodate an Intercity Bus Facility, train box fit-out (Caltrain and high-speed rail station elements with the TTC train box) and related elements.

TJPA is well underway with Phase 1, but Phase 2 has been essentially on hold due to a significant funding gap. On June 9, the TJPA Board adopted the final revised budget for Phase 1 in the amount of \$2,259,400,000. At that same meeting, staff presented a comprehensive Phase 2 update with a refreshed Phase 2 cost estimate. The TJPA Board directed staff to proceed with the work required to advance Phase 2. Accordingly, a limited notice-to-proceed was issued to Parsons Transportation Group in June for continued preliminary engineering of the DTX. A Prop K sales tax allocation request for \$6,774,400 for the completion of this effort will be presented today as a separate agenda item.

TTC/DTX is the largest project in the Prop K Expenditure Plan, which designates up to \$270 million (in 2003 dollars) for this purpose. The Expenditure Plan specifies that the TTC and the DTX are to be built as a single integrated project. The total program budget is currently estimated at \$6.1 billion in year-of-expenditure dollars.

DISCUSSION

The purpose of this memorandum is to provide the Plans and Programs Committee with a project delivery update focusing on Phase 2, the DTX and related elements. The DTX will extend Caltrain commuter rail from its current terminus at Fourth and King Streets and deliver California High-Speed Rail Authority's (CHSRA's) future high-speed rail service to the new TTC. The 1.95-mile rail extension will be constructed principally below grade using cut-and-cover and mined tunneling methods underneath Townsend and Second streets. The design includes a new underground station at Fourth and Townsend streets and six structures for emergency egress and ventilation along the alignment. A detailed Scope of Work is included as Attachment 1. A report documenting the findings of a high-level project delivery options study was presented to the TJPA Citizens Advisory Committee and Board in July. The study reviewed both traditional and alternative project delivery options and evaluated which would best meet the needs of TJPA and stakeholders for delivering the Phase 2 infrastructure. Although, based on the report it appears that Design-Build would be the best delivery method, at least for the main contract, TJPA staff is going to wait until June 2017, when the current design effort will be complete, to make a recommendation on the delivery method.

Budget: The current estimate for Phase 2 is \$3.9 billion, up \$900 million from the 2013 cost estimate, mostly due to escalation, contingencies, and additional elements, such as the underground BART/MUNI pedestrian connector between Mission and Market Streets to the Embarcadero Station and turnback tracks. The cost estimate is based on a refresh performed by the TJPA and its consultants and a cost review performed by the Metropolitan Transportation Commission (MTC). It is predicated on securing multiple sources of funding between 2017 and 2019 and a construction period of seven years, starting in December 2018. A new bottom-up estimate will be developed as part of the proposed effort by Parsons Transportation Group. It is scheduled for completion in May 2017. A more detailed version of the current cost estimate is included as Attachment 2.

2016 Phase 2 Cost Estimate	Cost (Millions)
Construction	\$1,504
Design Contingency	\$211
Subtotal Construction	\$1,715
Escalation (5%)*	\$583
Construction Cost	2,298
Right of Way	\$266
Programwide** (22.5%)	\$517
Program Cost	\$3,082
Construction Contingency (10%)	\$230
Program Reserve (15%)	\$462
Subtotal Contingency and Reserve	\$692
Total Program Cost	\$3,774
BART Pedestrian Connector (\$110M direct cost + \$51M escalation and contingency)	\$161
Total Program Cost	\$3,935

*Escalation reflects a Revenue Service date of December 2025. If the project is delayed, TJPA estimates that the cost will increase an average of \$217 million per year.

**Reflects program-wide costs such as administration, management, legal, etc.

Funding: The table below shows the proposed funding plan, introduced to the TJPA Board at its June 9 meeting. It contains funding elements, such as a new San Francisco sales tax (e.g. proposed November 2016 Charter Amendment and general sales tax and/or amendment and extension of the current Prop K sales tax), Federal Transit Administration (FTA) New Starts, regional contributions (anticipated bridge toll increase) and Passenger Facility Charges (PFC), that have yet to be committed. The PFC are preliminary numbers that are subject to approval by the CHSRA and Caltrain boards. PFCs were identified in the original 2004 Environmental Impact Statement/Report as a potential funding source. TJPA staff have had some exploratory discussions, but no material discussions with Caltrain and CHSRA staff have taken place yet.

The TJPA continues to work to identify additional funding sources and secure commitments for proposed sources. Plan Bay Area, the Regional Transportation Plan, includes the DTX as one of the region's top two priorities for New Starts funding, along with BART to San Jose. We are working with TJPA to reaffirm, if not strengthen that commitment through the update of Plan Bay Area that is underway, an effort supported by the project's strong showing in MTC's Plan Bay Area project performance evaluation

(i.e., it was a “high performer”).

Phase 2 Potential Funding (in \$ millions)	Total Funds	Net Proceeds after Debt Financing
Committed Transportation Authority Sales Tax (Prop K)	\$83	\$83
Committed San Mateo County Sales Tax	\$19	\$19
Committed MTC/BATA Bridge Tolls	\$7	\$7
Committed Regional Transportation Improvement Program	\$18	\$18
Transit Center District Plan-Mello Roos*	\$275 - \$375	\$275-\$375
Tax Increment Residual (After TIFIA repayment)	\$665 - \$735	\$200 - \$340
FTA New Starts	\$650	\$650
New MTC/BATA Bridge Tolls	\$300	\$300
Future San Francisco Sales Tax or other local funds	\$350	\$350
Future California High-Speed Rail Funds	\$557	\$557
Land Sales (Block 4)	\$45	\$45
Passenger Facility Charges **or Maintenance Contribution	\$2,510 - \$8,025	\$865 - \$1,920
TOTAL POTENTIAL FUNDS	\$5,479 - \$11,164	\$3,369 - \$4,664

* Range is based on different economic forecasts of the timing of development.

** Range reflects low and a high end testing of scenarios that vary the level of the PFCs.

Schedule: The DTX schedule shown below is aspirational. It is based on a goal to have the DTX ready to receive high-speed rail service when it comes up the Peninsula in 2025. The schedule is predicated on obtaining full funding by December 2019.

DTX Delivery Schedule*		
	Start	End
Approve Supplemental EIR		December 2016
Complete Update of 30% Design	July 2016	May 2017
Complete Development of Funding Plan		May 2017
Select Delivery Method		June 2017
Secure Funding	July 2017	December 2019
Property Acquisition	July 2017	December 2019
Complete Design and Bid Documents	July 2017	July 2019
Advertise and Award Advance Construction Packages	July 2018	December 2018
Advertise and Award Main Construction Package	July 2019	December 2019
Advertise and Award BART Connector and Other Construction Packages	July 2020	December 2020
Construction**	December 2018	December 2025

*Schedule is based on traditional Design-Bid-Build delivery method

**Construction period includes early construction

Transit Center Building Status: Construction of Phase 1, the terminal building, is well underway. As of the end of July, Phase 1 was 65% complete. Although at one time it appeared that completion was going to be three months late, the contractor has been successful in its recovery efforts and it now looks like construction will reach substantial completion on schedule and within the revised budget. Structural concrete work will be completed in September 2016, together with the remainder of the miscellaneous steel. Work is progressing on the exterior awning and glazing in parallel with the mechanical, electrical, and plumbing systems. TJPA has started planning for the facility's commissioning by activating the commissioning team, which is reviewing submittals and commissioning plans for the various elements and engaging with the commissioning agent. Meetings are also taking place with the various transit agencies that will use the terminal to plan the start of operations. The Activation Plan for getting the building systems tested and running in order to be ready for tenants and the public, is scheduled for completion in January 2017. Bus Service is scheduled to start in December 2017.

Disadvantaged Business Enterprise (DBE)/Small Business Enterprise (SBE) Program: A DBE/SBE goal for the DTX has not been established yet. Over the life of the Program, TJPA has thus far achieved 9% DBE participation and 20% SBE participation in its contracting.

Challenges and Opportunities: The biggest challenge by far is funding. Work on Phase 2 has been on hold due to a significant funding gap. The proposed funding plan, although it has a series of major assumptions, presents a good framework for securing funding. The possibility for alternative project delivery options to enhance financing options and/or otherwise accelerate delivery, particularly in conjunction with related High Speed Rail opportunities in the corridor, also exists. The Transportation Authority, the City and County of San Francisco, and other funding partners are working with TJPA to advance strategies to secure the funding for Phase 2. Another issue is coordination with the Planning Department's Railyard, Alternatives, and I-280 Boulevard Feasibility Study (RAB), which is looking at potential alternative alignments for the Downtown Extension in the context of a comprehensive land use vision. The Planning Department anticipates the next round of RAB public meetings in the November-January timeframe.

Oversight Protocol: The TJPA and the Transportation Authority have agreed on an Oversight Protocol that will apply to both phases of the project. The protocol sets the framework for a partnership between the two agencies for the purpose of achieving the shared goal of on time and on budget delivery of a quality project for both the TTC and the DTX. The intent is to integrate the SFCTA Project Management Oversight representative (SFCTA PMO) into the TJPA Project Management Team's (IPMT) processes and protocols to serve as a resource to the team in addition to performing a traditional oversight role. The protocol is included as Attachment 3.

ALTERNATIVES

None. This is an information item.

CAC POSITION

None. This is an information item.

FINANCIAL IMPACTS

None. This is an information item.

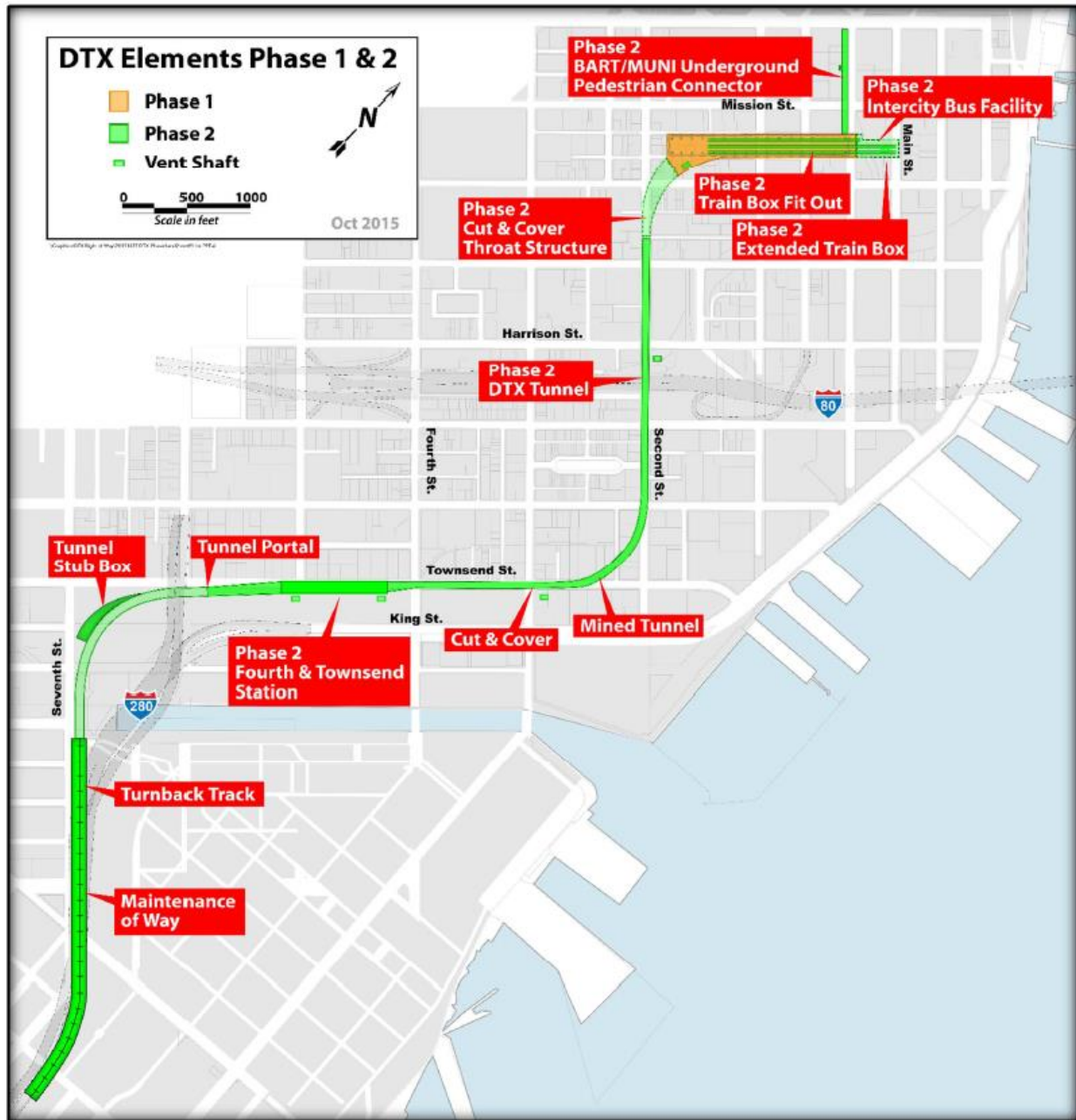
RECOMMENDATION

None. This is an information item.

Attachments (3):

1. Phase 2 Scope Elements
2. Detailed Cost Estimate
3. Oversight Protocol

Attachment 1: Phase 2 Scope Elements



The current Transbay Transit Center (TTC) Phase 2 project is comprised of the following elements:

1. Extension of the TTC Train Box to accommodate longer high-speed rail trains.
2. Extension of the Building between Beale and Main Streets to accommodate the Intercity Bus Facility.
3. Ventilation Shafts and Emergency Egress Structures (at 4th & Townsend Street Station, 3rd & Townsend Street, 2nd & Harrison Street, and TTC).
4. Train Box Fit-Out (Caltrain and high-speed rail station elements within the TTC Train Box).

Attachment 1: Phase 2 Scope Elements

5. BART Pedestrian Tunnel Connector.
6. Second Street Cut-and-Cover Throat Structure between Clementina Street and the TTC train box.
7. Mined tunnel between Townsend Street and Clementina Street.
8. Townsend Street Cut-and-Cover tunnel between Fourth Street and Second Street.
9. 4th and King Caltrain Yard.
10. Underground Fourth and Townsend Street Station.
11. Retaining wall and U-wall to approach underground 4th and Townsend Streets Station.
12. Tunnel Stub Box to accommodate future grade separation by Caltrain and high-speed rail.
13. Maintenance of Way and Turnback Track (within existing Caltrain right-of-way) south of Hooper Street.
14. Systems, including Overhead Contact Systems (OCS), Train Control, and Fire/Life/Safety and Communications are not shown, but are included in the Phase 2 scope together with utility relocations.

Attachment 2 – Detailed Cost Estimate

2016 Phase 2 Cost Estimate (in year of expenditure dollars)

	Direct Costs	Design Contingency	Total Cost
Phase 2 Construction			
DTX			\$1,467,777,900
Segment 10 Fourth and King Surface Station and Yard Upgrade	\$0		\$0
Segment 9 At Grade Trackway	\$707,000		\$707,000
Segment 8 U-Wall Segment	\$57,906,000		\$57,906,000
Segment 7 Cut and Cover West of Fifth St	\$92,220,000		\$92,220,000
Segment 6 Cut and Cover Fourth & Townsend Underground Station	\$123,721,000		\$123,721,000
Segment 5 Cut and Cover East of Fourth St	\$82,069,000		\$82,069,000
Segment 4 NATM Mined Tunnel	\$387,981,000		\$387,981,000
Segment 3 Cut and Cover Throat Structure	\$151,037,000		\$151,037,000
Segment 2 Transit Center	\$889,000		\$889,000
Trackworks	\$82,775,000		\$82,775,000
Systems	\$92,662,000		\$92,662,000
Allowances	\$90,162,000		\$90,162,000
Design Contingency		\$199,551,900	\$199,551,900
Allowance for Properties Demolition	\$3,000,000		\$3,000,000
Tunnel Stub Box	\$99,876,000	included	\$99,876,000
DTX Vent Structures (heighting of structures)	\$3,222,000	included	\$3,222,000
Transit Center Building (TCB)			\$247,203,907
Transit Center Fit Out	\$150,255,780	\$7,512,576	\$157,768,356
Allowance for RVA for above at 5%	\$7,512,789		\$7,512,789
Train Box Extension	\$55,631,840	\$2,782,176	\$58,414,016
Allowance for RVA for above at 5%	\$2,781,592	\$514,738	\$3,296,330
IBF - PCPA 95% CD Estimate item 2.3 plus 16.8% for escalation to 2016	\$12,582,864	\$629,552	\$13,212,416
Allowance for IBF Escalator and Elevator from Beale street to Below Grade Train Box	\$5,000,000		\$5,000,000
Allowance for Main Street Utility Relocation	\$2,000,000		\$2,000,000
Subtotal DTX and TCB Construction excluding escalation	\$1,503,991,865	\$210,990,942	\$1,714,981,807
DTX and TCB Construction Escalation at 5% to mid construction (2023)			\$583,257,836
Subtotal DTX and TCB Construction including escalation			\$2,298,239,643
ROW**			\$266,200,000
Programwide @ 22.5% of above excluding ROW			\$517,103,920
Subtotal Program Costs			\$3,081,543,562
Construction Contingency @ 10%			\$229,823,964
Program Reserve @ 15% of Subtotal Program Costs			\$462,231,534
Total Program Cost excluding BART/Muni Pedestrian Connector			\$3,773,599,061
BART/Muni Pedestrian Connector - Direct Construction Cost	\$109,525,767	included	\$109,525,767
BART/Muni Pedestrian Connector - Escalation			\$37,249,236
BART/Muni Pedestrian Connector - Construction Contingency			\$14,677,500
BART/Muni Pedestrian Connector Total Cost			\$161,452,503
Total Program Cost including BART/Muni Pedestrian Connector	\$1,613,517,632	\$210,990,942	\$3,935,051,564

* Total Contingency/Reserves is \$903 million or 29.3% of Total Program Costs excluding BART/Muni Pedestrian Connector

** ROW number was last updated with the 2013 Phase 2 cost estimate

**SFCTA OVERSIGHT PROTOCOL FOR
THE TRANSBAY TRANSIT CENTER AND CALTRAIN DOWNTOWN EXTENSION**

This oversight protocol sets the framework for a partnership between the Transbay Joint Powers Authority (TJPA) and the San Francisco County Transportation Authority (SFCTA) for the purpose of achieving the shared goal of on time and on budget delivery of a quality project for both the Transbay Transit Center (TTC) and the Caltrain Downtown Extension (DTX). The intent is to integrate the SFCTA Project Management Oversight representative (SFCTA PMO) into the TJPA Project Management Team's (TPMT) processes and protocols to serve as a resource to the team in addition to performing a traditional oversight role. In order to add value to this partnership, the SFCTA agrees that its PMO will have the appropriate technical, project management skills, and background to perform its duties. All SFCTA costs related to the PMO services will be borne by the SFCTA.

1. The TJPA Project Management Team (TPMT) will have an open door policy and work closely with the SFCTA PMO, who will have access to project Section Managers and available information through TJPA staff. The SFCTA understands that some information will be confidential and commits to honor that confidentiality by not sharing or divulging any information so defined.
2. The SFCTA PMO will attend all appropriate progress meetings with the TPMT, to stay abreast of all project activities and when warranted, may also attend, as observer, partnering sessions and progress meetings with the contractor. The TPMT will provide a list of current and anticipated regularly scheduled meetings, and the SFCTA PMO and TPMT will jointly determine the meetings that would be most useful.
3. Subject to FTA and FRA concurrence, the SFCTA PMO will also attend meetings with the FTA and FRA and its PMOCs.
4. The TPMT will make available to the SFCTA PMO all project deliverables, reports, plans, procedures, and progress and cost reports for review and comment, which will be performed within the stipulated review period and submitted to the TPMT for consideration. Should the SFCTA PMO not provide comments by the due date, the TPMT may assume that they are not forthcoming.
5. The SFCTA PMO will review progress and cost reports and provide comments.
6. The SFCTA PMO will participate as an observer in consultant selection panels and proposal/bid reviews.
7. The SFCTA PMO will monitor quality through regular discussions with the TPMT and the TJPA Quality Assurance Manager.
8. The SFCTA PMO will be a member of the Risk Management team and participate in all Risk Management meetings and receive copies of the original risk register, its monthly updates, and reports.
9. For the DTX, the TPMT will institute a Configuration Management Board (CMB), with the SFCTA PMO as voting member, to review all proposed changes, regardless of whether they are owner, designer, or contractor originated, to determine merit, agree on quantum, and ultimately authorize all changes for the project. The SFCTA agrees that its PMO will have the appropriate technical and Project Management background and will not have veto power.

Recognizing that the TTC construction is well underway, and in lieu of establishing a new body for the TTC, voting participation by the SFCTA PMO in the existing change order review group will fulfil this requirement.

10. The SFCTA PMO will provide support to the TPMT on funding and financing issues, including proactively identifying grants and other funding opportunities.
11. The SFCTA PMO will review and approve project invoices submitted to the SFCTA and assure that they are processed in a timely manner.
12. The SFCTA PMO will assist the TPMT with development of grant amendments and funding requests which are submitted to the SFCTA for approval



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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

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

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

Project	Prop K Amount
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
Total Proposed New Programming	\$5,898,500

*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

**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 ²	PS&E/ CON	Allocated			\$4,149,113			\$4,149,113
SFMTA	Rail Grinding ¹	CON	Allocated			\$1,036,400			\$1,036,400
SFMTA	Twin Peaks Tunnel Trackway Improvements ²	PS&E/ CON	Programmed				\$3,550,887		\$3,550,887
SFMTA	Muni Metro Rail Replacement Program ²	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 ^{2,3}	CON	Allocated			\$5,716,000			\$5,716,000
				\$0	\$0	\$11,959,443	\$4,231,380	\$13,392,656	\$29,583,479
Programmed in 5YPP									
Total Allocated and Pending in 5YPP				\$0	\$0	\$10,901,513	\$0	\$0	\$10,901,513
Total Deobligated in 5YPP				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPP				\$0	\$0	\$1,057,930	\$4,231,380	\$13,392,656	\$18,681,966
Total Programmed in 2014 Strategic Plan				\$0	\$5,716,000	\$5,680,012	\$4,231,380	\$13,392,656	\$29,020,048
Deobligated from Prior 5YPP Cycles **				\$563,431					\$563,431
Cumulative Remaining Programming Capacity				\$563,431	\$6,279,431	\$0	\$0	\$0	(\$0)

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 (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 ²	PS&E/ 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
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	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	
	Programmed in 5YPP			\$0	\$0	\$17,153,943	\$5,835,380	\$12,492,656	\$35,481,979
	Total Allocated and Pending in 5YPP			\$0	\$0	\$12,267,013	\$0	\$0	\$12,267,013
	Total Deobligated in 5YPP			\$0	\$0	\$0	\$0	\$0	\$0
	Total Unallocated in 5YPP			\$0	\$0	\$4,886,930	\$5,835,380	\$12,492,656	\$23,214,966
	Total Programmed in 2014 Strategic Plan			\$0	\$5,716,000	\$10,874,512	\$5,835,380	\$12,492,656	\$34,918,548
	Deobligated from Prior 5YPP Cycles **			\$563,431					\$563,431
	Cumulative Remaining Programming Capacity			\$563,431	\$6,279,431	(\$0)	(\$0)	(\$0)	(\$0)

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).

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:	John.Haley@sfmta.com
Environmental Clearance	
Type:	N/A
Status:	N/A
Completion Date (Actual or Anticipated):	N/A

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

Comments/Concerns

This is a placeholder for 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)	\$ -	\$ -	\$ -
	Total Project Cost	\$ 14,073,150	\$ 2,539,030	\$ 11,534,120
	Percent of Total		18%	82%

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	\$ 400,000	\$ 1,000,000	\$ 1,216,000	\$ 2,816,000
	Total By Fiscal Year				\$ -	\$ -	\$ 1,821,697	\$ 1,457,977	\$ 7,036,077	\$ 1,743,700	\$ 2,013,700	\$ 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:	John.Haley@sfmta.com
Environmental Clearance	
Type:	N/A
Status:	N/A
Completion Date (Actual or Anticipated):	N/A

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

Comments/Concerns

This is a placeholder for 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)	\$ -	\$ -	\$ -
	Total Project Cost	\$ 93,927,763	\$ 18,888,049	\$ 75,039,714
	Percent of Total		20%	80%

Project Expenditures (Cash Flow) By Fiscal Year	Enter Cash Flow Here										Total	
	Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	14/15	15/16	16/17	17/18	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
Total By Fiscal Year				\$ 1,352,000	\$ 2,785,000	\$ 20,272,839	\$ 19,578,324	\$ 25,652,569	\$ 7,174,673	\$ 17,112,358		\$ 93,927,763

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:	kenny.ng@sfmta.com
Environmental Clearance	
Type:	N/A
Status:	N/A
Completion Date (Actual or Anticipated):	N/A

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Year	Quarter	Year
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)	\$ -	\$ -	\$ -
	Total Project Cost	\$ 7,500,000	\$ 1,404,000	\$ 6,096,000
	Percent of Total		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		\$ 3,600,000
	Total By Fiscal Year				\$ -	\$ -	\$ 480,000	\$ 3,684,000	\$ 3,168,000	\$ 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	
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:	Cable Car Propulsion Gearboxes
Project Location:	California, Hyde, Mason, Powell cable car lines
Project Supervisorial District(s):	2, 3, 6
Project Description:	<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>
Purpose and Need:	The project is designed to reduce operational problems, reduce maintenance, and increase system reliability with modern equipment.
Community Engagement/Support:	n/a
Implementing Agency:	SFMTA - Department of Parking and Traffic (DPT)
Project Manager:	Robert Mau
Phone Number:	701-4509
Email:	robert.mau@sfmta.com
Environmental Clearance	
Type:	Categorically Exempt
Status:	Pending
Completion Date (Actual or Anticipated):	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)	\$ -	\$ -	\$ -
	Total Project Cost	\$ 6,969,711	\$ 1,280,000	\$ 5,689,711
	Percent of Total		18%	82%

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	
Total By Fiscal Year				\$ -	\$ -	\$ -	\$ 1,500,000	\$ 3,150,000	\$ 1,750,000	\$ 6,400,000	

Comments/Concerns

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



Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
Prop K EP Project/Program:	c.1 Guideways
EP Line (Primary):	22
Other EP Line Number/s:	
Fiscal Year of Allocation:	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:	kenny.ngan@sfmta.com
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

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**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)	\$ -	\$ -	\$ -
Total Project Cost	\$ 4,927,000	\$ 930,000	\$ 3,997,000
Percent of Total		19%	81%

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			\$ 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
Total By Fiscal Year				\$ -	\$ -	\$ 750,000	\$ 3,900,000	\$ -	\$ -	\$ -	\$ 4,650,000

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	
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:	19th Avenue M-Line Curved Track Replacement
Project Location:	19th Avenue at Rossmoor Drive and Junipero Serra Blvd.
Project Supervisorial District(s):	7
Project Description:	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.
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, as well as enhances safety and accessibility for those who use transit..
Community Engagement/Support:	n/a
Implementing Agency:	San Francisco Municipal Transportation Agency (SFMTA)
Project Manager:	Daniel Padilla
Phone Number:	701-5213
Email:	daniel.padilla@sfmta.com
Environmental Clearance	
Type:	Categorically exempt
Status:	Pending
Completion Date (Actual or Anticipated):	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

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**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)	\$ -	\$ -	\$ -
Total Project Cost		\$ 7,965,000	\$ 1,323,000	\$ 6,642,000
Percent of Total			17%	83%

Project Expenditures (Cash Flow) By Fiscal Year

Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	Enter Cash Flow Here						Total
				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
Total By Fiscal Year				\$ -	\$ -	\$ -	\$ 1,500,000	\$ 5,115,000	\$ -	\$ 6,615,000

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:	john.haley@sfmta.com
Environmental Clearance	
Type:	n/a
Status:	n/a
Completion Date (Actual or Anticipated):	n/a

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	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	Funding Source		
	Phase	Cost	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ -	\$ -	\$ -
R/W	\$ -	\$ -	\$ -
Construction	\$ 5,000,000	\$ 1,000,000	\$ 4,000,000
Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -
Total Project Cost	\$ 5,000,000	\$ 1,000,000	\$ 4,000,000
Percent of Total		20%	80%

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
Total By Fiscal Year				\$ -	\$ -	\$ -	\$ 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
Adopted 2014 Prop K Strategic Plan - Amendment 5 (Approved)												
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
TOTAL												
		\$ 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
Proposed 2014 Prop K Strategic Plan - Amendment 6 (Current request)												
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
TOTAL												
		\$ 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
Change												
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	\$ 34,888	\$ 7,600
22M	Guideways - MUNI	\$ (2,549)	1.84%	Programming \$ 5,669,921 Finance Costs \$ 5,669,921 Total \$ 11,339,842	\$ 5,194,500	\$ 1,604,000	\$ (900,000)	\$ 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
Adopted 2014 Prop K Strategic Plan - Amendment 5 (Approved)													
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
TOTAL		\$ 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
Proposed 2014 Prop K Strategic Plan - Amendment 6 (Current request)													
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	\$ -	\$ -	\$ -	\$ -	\$ 26,010,670
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
TOTAL		\$ 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
Change													
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)
TOTAL		\$ (3,443)	0.52%	\$ 187,370	\$ 186,874	\$ 216,499	\$ 224,972	\$ 195,376	\$ 104,790	\$ 91,709	\$ 72,416	\$ 107,048	\$ (4,150,503)

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						
Adopted 2014 Prop K Strategic Plan - Amendment 5 (Approved)										
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>Total</td> <td>\$ 2,781,035,356</td> </tr> </table>	Programming	\$ 2,536,333,768	Finance Costs	\$ 244,701,587	Total	\$ 2,781,035,356
Programming	\$ 2,536,333,768									
Finance Costs	\$ 244,701,587									
Total	\$ 2,781,035,356									
Proposed 2014 Prop K Strategic Plan - Amendment 6 (Current request)										
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>Total</td> <td>\$ 2,787,312,849</td> </tr> </table>	Programming	\$ 2,536,973,768	Finance Costs	\$ 250,339,081	Total	\$ 2,787,312,849
Programming	\$ 2,536,973,768									
Finance Costs	\$ 250,339,081									
Total	\$ 2,787,312,849									
Change										
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>Total</td> <td>\$ 6,277,493</td> </tr> </table>	Programming	\$ 640,000	Finance Costs	\$ 5,637,494	Total	\$ 6,277,493
Programming	\$ 640,000									
Finance Costs	\$ 5,637,494									
Total	\$ 6,277,493									

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 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 4th 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 18th 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

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	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 ³	Actual Leveraging by Project Phase(s) ⁴		
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
TOTAL						\$ 1,998,742,651	81%	91%		

Footnotes

¹ "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).

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

³ "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%.

⁴ "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 Descriptions¹

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 Descriptions¹

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 Descriptions¹

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 Descriptions¹

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 histories 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 Descriptions¹

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 Descriptions¹

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.
TOTAL			\$ 20,888,900	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

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>Strategic Plan Amendment: The recommended allocation is contingent upon a Prop K Strategic Plan amendment to the Caltrain Downtown Extension (DTX) to a Rebuilt Transbay Terminal category. The amendment would advance \$4,150,503 programmed for the DTX 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 (DTX) 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 SFCIA Board acts to endorse an alternate alignment for the Downtown Rail Extension, the SFCIA reserves the right to pause the work funded by the current request.</p>
6	PCJPB	Caltrain Early Investment Program – Electrification	\$ 3,900,000	\$ -	<p>Strategic Plan Amendment: 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 ¹

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	\$ -	Strategic Plan Amendment: 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	\$ -	5YPP Amendment: 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 Area-wide Plans)	\$ 1,500,000	\$ -	
38	SFMTA	WalkFirst Rectangular Rapid Flashing Beacons	\$ 399,000	\$ -	5YPP Amendment: 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.
TOTAL			\$ 20,888,900	\$ -	

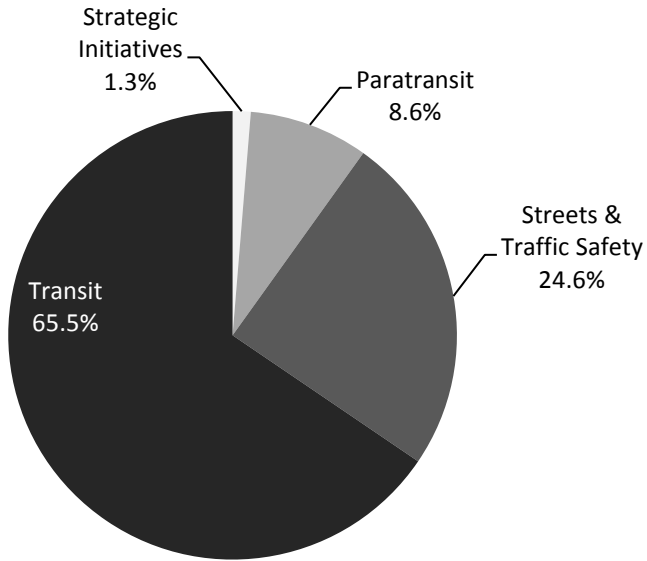
¹ See Attachment 1 for footnotes.

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

PROP K SALES TAX		CASH FLOW				
	Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
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

