

DRAFT 2014 PROPOSITION K 5-YEAR PRIORITIZATION PROGRAM VEHICLES		
Expenditure Plan Number(s) *	5YPP Category	Page
17M	Vehicles - Muni	1
17P	Vehicles - Caltrain	25

* The Muni share was presented to the Plans and Programs Committee in June, but no action was sought because Caltrain information was still pending.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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DRAFT 2014 PROPOSITION K
5-YEAR PRIORITIZATION PROGRAM



VEHICLES - Muni

Approved: [DATE]

Prepared for the San Francisco County Transportation Authority

By San Francisco Municipal Transportation Agency



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Eligibility

Eligibility as identified in the voter approved Prop K Expenditure Plan is as follows:

“Programmatic improvements for upgrade, rehabilitation and replacement of transit vehicles, spare parts and on-board equipment. Includes limited incremental operating funds for F-line historic streetcar operations. The first \$506.3M is Priority 1 and the remainder is Priority 2. Projects include:

Rail car, trolley coach and motor coach renovation and replacement; retrofit of diesel coaches to reduce emissions. Includes project development and capital costs. Sponsoring Agencies: Muni, BART, PCJPB. Funding for BART rail car renovation and replacement shall be eligible for funding under this subcategory if the Authority finds that the costs of rail car renovation and replacement are shared equitably among the counties BART serves. The first \$486M in Prop K is Priority 1, and the remainder is Priority 2. Total Funding: \$3,476.7 M; Prop K: \$566 M. Of the \$565.7 M in Prop K funds, the following minimum amounts will be available for MUNI (\$450.8M), BART (\$11.5M), and PCJPB (\$23M).

Prioritization Criteria

One of the key required elements of the 5YPPs is a transparent process for how projects get selected. Prop K requires at a minimum that each category include prioritization criteria that address project readiness, community support, and relative level of need or urgency. For this 5YPP update, the Citizens Advisory Committee requested that the Transportation Authority and project sponsors develop a user-friendly, transparent scoring table that could apply to all 5YPPs, and that the scoring prioritize safety and community input highly.

Table 3 shows the new Prioritization Criteria and Scoring Table. Each project can receive a maximum of 20 points, with up to 10 points allocated program-wide criteria and up to 10 points allocated for category-specific criteria.

The Expenditure Plan also requires consideration of geographic equity in terms of project distribution that takes into account the various needs of San Francisco's neighborhoods. In the 2014 5YPP, SFMTA proposes to use over \$293 million in Prop K funds to support replacement of Muni's entire rubber-tired fleet (motor coaches, trolley coaches and paratransit vans), as well as rehabilitation of some historic light rail vehicles to enable their reliable operation for years to come. These types of improvements arguably have the most significant direct impact on improving Muni service reliability compared to any other investment. The proposed projects will benefit Muni's entire system and neighborhoods citywide.

Stretching Your Prop K Sales Tax Dollars Farther

Leveraging Prop K funds against non-Prop K fund sources (e.g., federal, state, other local funds) is necessary to fully fund the Expenditure Plan projects and programs. For the Vehicles category, the Prop K Expenditure Plan assumes that every \$1 of sales tax revenue spent would leverage about \$5 in non-Prop K funds. The table below compares Prop K Expenditure Plan assumptions with proposed leveraging in the 2014 5-year project lists.

Table 1. Prop K Leveraging¹

Category	Expected Leveraging (Non-Prop K Funds)	Proposed Leveraging (Non-Prop K Funds)
Vehicles – Muni	84%	68%

¹ This table compares the expected leveraging assumed in the Expenditure Plan with the proposed leveraging assumed in the 5-Year Project List.

As shown in Table 1, Prop K funds in the 2014 Vehicles 5YPP will leverage only 68% of total project costs with non-Prop K funds. The SFMTA's explanation for this shortfall is that the federal and regional funds available for transit vehicle procurement and rehabilitation over the 2014-2019 period are stretched too thin given the large number of transit operators and significant demands for funding in the Bay Area. This, plus regional policies that cap the amount of federal transit formula funds available per vehicle (e.g. to the list price), mean that large operators such as SFMTA do not receive as much federal transit formula funds to fully fund replacement of the necessary number of vehicles when they reach the end of their useful life. Thus, SFMTA is proposing to over-match with Prop K funds to cover the funding shortfall. Given that replacing vehicles in a timely fashion (and keeping them well-maintained) is essential to providing reliable transit service, Transportation Authority staff are recommending approval of the proposed project list, while continuing to urge SFMTA to find additional ways to reduce procurement costs, which would stretch limited dollar further.

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

Table 2a. Prop K Funds Allocated

5-Year Prioritization Program (5YPP) Period	Programmed (Available for Allocation)	Total Allocated as of 3/31/2014	% Allocated
2005 5YPP (FY 2004/05-2008/09)	\$55,497,444	\$40,209,799	72%
2009 5YPP: (FY 2009/10 -2013/14) *	\$53,791,561	\$39,319,249	73%
Total *		\$79,529,048	

* Funds programmed in the 2009 5YPP may include programmed but unallocated funds from the 2005 5YPP, as well as de-obligated funds.

Table 2b. Percent Complete

Tables show allocations and percent complete through March 31, 2014, based on project sponsors' progress reports.

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

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated as of 3/31/2014	% Complete as of 3/31/2014
SFMTA	2004/05	2005 5-Year Prioritization Program Development	Planning	\$ 4,911	100%
SFMTA	2004/05	30 30-ft Hybrid Electric Buses	Procurement	\$ 9,193,685	100%
SFMTA	2004/05	45 Gillig Motor Coaches	Procurement	\$ 3,735,000	100%
SFMTA	2004/05	56 40-ft Hybrid Electric Buses	Procurement	\$ 13,852,358	100%
SFMTA	2004/05	Burke Avenue Overhead Lines and Central Warehouse Facility	Construction	\$ 1,185,377	100%
SFMTA	2005/06	Paratransit Vans and Debit Cards	Procurement, Construction	\$ 491,284	100%
SFMTA	2005/06	Trolley Coach Rebuild - 60 Articulated Vehicles	Design	\$ 500,000	100%
SFMTA	2006/07	Automatic Passenger Counter Equipment	Procurement	\$ 609,400	100%
SFMTA	2006/07	Purchase & Modification - 45 Gillig	Procurement	\$ 605,155	100%
SFMTA	2006/07	Rear Wheel Safety Guards	Procurement	\$ 931,122	100%
SFMTA	2006/07	Trolley Coach Rebuild	Procurement	\$ 1,045,594	100%
SFMTA	2007/08	Paratransit Vehicle Procurement	Procurement	\$ 511,786	100%
SFMTA	2008/09	Restoration of 8 Light Rail Vehicles	Construction	\$ 2,600,000	100%
SFMTA	2008/09	Vehicle Driver Risk Management System	Procurement	\$ 1,634,615	100%
SFMTA	2009/10	Bus and Trolley Targeted Systems Overhaul Program	Procurement	\$ 6,776,911	100%

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

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

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated as of 3/31/2014	% Complete as of 3/31/2014
SFMTA	2009/10	Re-power Standard Motor Coaches	Procurement	\$ 129,356	100%
SFMTA	2011/12	Paratransit Vans Procurement	Procurement	\$ 440,201	100%
SFMTA	2011/12	Paratransit Vans Procurement	Design	\$ 24,160	100%
SFMTA	2012/13	59 40-Foot New Flyer Hybrid Motor Coaches	Procurement	\$ 15,936,581	100%

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

SFMTA	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated as of 3/31/2014	% Complete as of 3/31/2014
SFMTA	2007/08	Rehabilitation of Historic Streetcars	Construction	\$ 3,309,513	99%
SFMTA	2013/14	Replace 50 40-foot Neoplan Motor Coaches	Warranty	\$ 230,159	0%
SFMTA	2013/14	Replace 50 40-foot Neoplan Motor Coaches	Procurement	\$ 15,765,881	80%

For more information on Prop K and other Transportation Authority funded projects, visit <http://www.sfcta.org/mystreetsf-projects-map> to access an interactive map showing projects in your neighborhood and citywide.

Table 3. DRAFT Prop K 2014 Prioritization Criteria and Scoring Table
Vehicles - Muni (EP 17M)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA				Total
	Project Readiness	Time Sensitive Urgency	Community Support	Safety	Replace Asset at End of Useful Life	Increases Capacity		
Total Possible Score	4	3	3	4	3	3	20	
Historic Vehicle Rehabilitation/Replacement (16 PCC)	4	1	2	2	3	1	13	
Historic Vehicle Rehabilitation - Milan (11) and Vintage Cars (6)	4	0	2	2	3	1	12	
Replace 34 Neoplan 40' Motor Coaches and Replace 76 Neoplan 60' Buses (2014/15)	4	0	2	3	3	1	13	
Replace 41 Neoplan 40' Motor Coaches and Replace 48 Neoplan 60' Motor Coaches (2015/16)	4	0	2	3	3	1	13	
Replace 30 Neoplan 40' Motor Coaches (2016/17)	4	0	2	3	3	1	13	
Replace 50 Neoplan 40' Motor Coaches (2017/18)	4	0	2	3	3	1	13	
Replace 30 Orion 30' Motor Coaches and Replace 56 Orion 40' Motor Coaches (2018/19)	4	0	2	3	3	1	13	
Mixed-Size Motor Coach Procurement (warranty)	4	1	2	3	2	1	13	
Replace 60 New Flyer 60' Trolley Coaches (2014/15)	4	0	2	3	3	1	13	
Replace 100 ETT 40' Trolley Coaches (2015/16)	4	0	2	3	3	1	13	
Replace 50 ETT 40' Trolley Coaches (2016/17)	4	0	2	3	3	1	13	
Replace 25 ETT 40' Trolley Coaches and Replace up to 45 ETT 60' Trolley Coaches (2017/18)	4	0	2	3	3	1	13	
Mixed-Size Trolley Coach Procurement (warranty)	4	1	2	3	2	1	13	
Replace 27 Paratransit Vans Class B Vehicles	4	0	2	3	3	1	13	
Replace 35 Paratransit Vans Class B Vehicles	4	0	2	3	3	1	13	

Prioritization Criteria Definitions:

Project Readiness: Project likely to need funding in fiscal year proposed. Factors to be considered include adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors may significantly delay project.

**Table 3. DRAFT Prop K 2014 Prioritization Mechanism
EP 17M - Vehicles - Muni**

Community Support: Project has clear and diverse community support and/or was identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program.

Three points for a project in an adopted community based plan with evidence of diverse community support.

Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups.

One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

Time Sensitive Urgency: Project needs to proceed in proposed timeframe to enable construction coordination with another project (e.g., minimize costs and construction impacts); to support another funded or proposed project (e.g. new signal controllers need to be installed to support TEP implementation); or to meet timely use of funds deadlines associated with matching funds.

Safety:

Project improves safety for passengers, operators and/or employees. Projects that address a documented safety issue should score more highly.

Need: Replaces asset at at end of useful life.

Increases Capacity:

Project increases passenger capacity or results in mid-life overhaul (e.g. replaces smaller vehicle with larger vehicle, reduces mean failure distance).

Table 4. Draft 5-Year Project List (FY 2014/15 - FY 2018/19)
Vehicles - Muni (EP 17M)
Programming

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Historic Vehicle Rehabilitation/Replacement (16 PCC)	CON	Planned			\$4,785,063			\$4,785,063
SFMTA	Historic Vehicle Rehabilitation - Milan (11) and Vintage Cars (6)	CON	Planned		\$3,304,749				\$3,304,749
SFMTA	Replace 34 Neoplan 40' Motor Coaches and Replace 76 Neoplan 60' Buses (2014/15)	PROC	Planned	\$45,465,166					\$45,465,166
SFMTA	Replace 41 Neoplan 40' Motor Coaches and Replace 48 Neoplan 60' Motor Coaches (2015/16)	PROC	Planned		\$37,493,415				\$37,493,415
SFMTA	Replace 30 Neoplan 40' Motor Coaches (2016/17)	PROC	Planned			\$8,885,926			\$8,885,926
SFMTA	Replace 50 Neoplan 40' Motor Coaches (2017/18)	PROC	Planned				\$14,809,876		\$14,809,876
SFMTA	Replace 30 Orion 30' Motor Coaches and Replace 56 Orion 40' Motor Coaches (2018/19)	PROC	Planned					\$26,433,626	\$26,433,626
SFMTA	Mixed-Size Motor Coach Procurement	Warranty	Planned	\$150,000					\$150,000
SFMTA	Replace 60 New Flyer 60' Trolley Coaches (2014/15)	PROC	Planned	\$21,000,000					\$21,000,000
SFMTA	Replace 100 ETI 40' Trolley Coaches (2015/16)	PROC	Planned		\$52,369,488				\$52,369,488
SFMTA	Replace 50 ETI 40' Trolley Coaches (2016/17)	PROC	Planned			\$36,608,381			\$36,608,381
SFMTA	Replace 25 ETI 40' Trolley Coaches and Replace up to 45 ETI 60' Trolley Coaches (2017/18)	PROC	Planned				\$40,274,627		\$40,274,627
SFMTA	Mixed-Size Trolley Coach Procurement	Warranty	Planned	\$150,000					\$150,000
SFMTA	Replace 27 Paratransit Vans Class B Vehicles	PROC	Planned		\$718,215				\$718,215
SFMTA	Replace 35 Paratransit Vans Class B Vehicles	PROC	Planned					\$931,019	\$931,019
Total Programmed in 5YPP				\$66,765,166	\$93,885,867	\$50,279,370	\$55,084,503	\$27,364,645	\$293,379,551
Total Programmed in 2013 Strategic Plan Baseline				\$12,928,108	\$29,822,786	\$86,704	\$14,929,612	\$15,682,124	\$73,449,334
Cumulative Remaining Programming Capacity				(\$53,837,058)	(\$117,900,139)	(\$168,092,805)	(\$208,247,696)	(\$219,930,217)	(\$219,930,217)

Table 4. Draft 5-Year Project List (FY 2014/15 - FY 2018/19)

Vehicles - Muni (EP 17M)
Cash Flow (\$) Maximum Annual Reimbursement

Project Name	Phase	Fiscal Year										Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Historic Vehicle Rehabilitation/Replacement (16 PCC)	CON			\$1,559,501	\$1,612,781	\$1,612,781						\$4,785,063
Historic Vehicle Rehabilitation - Milan (11) and Vintage Cars (6)	CON			\$377,931	\$1,456,063	\$1,470,755						\$3,304,749
Replace 34 Neoplan 40' Motor Coaches and Replace 76 Neoplan 60' Buses (2014/15)	PROC	\$4,546,517	\$40,918,649									\$45,465,166
Replace 41 Neoplan 40' Motor Coaches and Replace 48 Neoplan 60' Motor Coaches (2015/16)	PROC		\$28,120,061	\$9,373,354								\$37,493,415
Replace 30 Neoplan 40' Motor Coaches (2016/17)	PROC			\$6,664,445	\$2,221,482							\$8,885,926
Replace 50 Neoplan 40' Motor Coaches (2017/18)	PROC				\$11,107,407	\$3,702,469						\$14,809,876
Replace 30 Orion 30' Motor Coaches and Replace 56 Orion 40' Motor Coaches (2018/19)	PROC					\$19,825,220	\$6,608,407					\$26,433,626
Mixed-Size Motor Coach Procurement	Warranty	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$150,000
Replace 60 New Flyer 60' Trolley Coaches (2014/15)	PROC	\$2,100,000	\$18,900,000									\$21,000,000
Replace 100 ETI 40' Trolley Coaches (2015/16)	PROC		\$13,092,372	\$39,277,116								\$52,369,488
Replace 100 ETI 40' Trolley Coaches (2015/16)	PROC			\$27,456,286	\$9,152,095							\$36,608,381
Replace 25 ETI 40' Trolley Coaches and Replace up to 45 ETI 60' Trolley Coaches (2017/18)	PROC				\$30,205,970	\$10,068,657						\$40,274,627
Mixed-Size Trolley Coach Procurement	Warranty	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$150,000
Replace 27 Paratransit Vans Class B Vehicles	PROC		\$718,215									\$718,215
Replace 35 Paratransit Vans Class B Vehicles	PROC					\$931,019						\$931,019
Cash Flow Programmed in 5YPP		\$6,676,517	\$101,779,297	\$84,738,632	\$55,785,798	\$37,640,900	\$6,638,407	\$30,000	\$30,000	\$30,000	\$30,000	\$293,379,551
Total Cash Flow in 2013 Strategic Plan		\$14,558,216	\$14,672,306	\$15,344,341	\$15,015,190	\$15,746,369	\$378,405	\$418,999	\$440,558	\$463,129	\$486,760	\$77,524,273
Cumulative Remaining Cash Flow Capacity		\$7,881,699	(\$79,225,292)	(\$148,619,583)	(\$189,390,191)	(\$211,284,722)	(\$217,544,724)	(\$217,155,725)	(\$216,745,167)	(\$216,312,038)	(\$215,855,278)	(\$215,855,278)



**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:	a.1 Vehicles-Transit vehicle replacement and renovation
EP Line (Primary):	17
Other EP Line Number/s:	
Fiscal Year of Allocation:	2016/17

Project Information	
Project Name:	Historic Vehicle Rehabilitation/Replacement (16 PCC)
Project Location:	citywide
Project Supervisorial District(s):	citywide
Project Description:	The goal of this project is to rehabilitate the historic streetcars to like-new condition, including upgrading electrical and mechanical systems, body work, and ensuring systems meet CPUC and ADA requirements. The scope of work will include preparing the technical specifications, issuing an RFP, conducting a negotiated rehabilitation contract, testing and acceptance of the vehicles and warranty administration.
Purpose and Need:	The purpose of this project is to perform end of life overhaul on the current fleet of Ex-SEPTA (South Eastern Pennsylvania Transportation Authority) PCC (Presidential Conference Car) cars in order to keep them in service for the next 15-20 years. These vehicles are needed to help provide the 21 hours of daily service for the SFMTA's E-Line and F-Line which carries approximately 20,000 passengers per day. Daily vehicle demand for this line is 24 vehicles.
Community Engagement/Support:	
Implementing Agency:	SFMTA - San Francisco Municipal Railway (MUNI)
Project Manager:	Louis Maffei/Elson hao
Phone Number:	415-337-2337/415-401-3196
Email:	louis.maffei@sfmta.com , elson.hao@sfmta.com

Environmental Clearance	
Type:	
Status:	
Completion Date (Actual or Anticipated):	

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Mo.	Yr.	Mo.	Yr.
Phase	% Complete	In-house - Contracted - Both	Mo.	Yr.	Mo.	Yr.
Planning/Conceptual Engineering	NA	NA	NA	NA	NA	NA
Environmental Studies (PA&ED)	N/A	N/A	N/A	N/A	N/A	N/A
Design Engineering (PS&E)	100%	Both	Jan	2012	July	2014
R/W Activities/Acquisition	N/A	N/A	N/A	N/A	N/A	N/A
Advertise Construction	0%	In-house	N/A	N/A	N/A	N/A
Start Construction (e.g. Award Contract) - tentative	0%	Contracted	July	2015	July	2019
Start Procurement (e.g. rolling stock)	N/A	N/A	N/A	N/A	N/A	N/A
Warranty	0%	In-house	N/A	N/A	N/A	N/A

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



Project Name: Historic Vehicle Rehabilitation/Replacement (16 PCC)

Project Cost Estimate	Phase	Cost	Funding Source		
			Prop K	Other	
	Planning/Conceptual Engineering	\$ -	\$ -	\$ -	-
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	-
	Design Engineering (PS&E)	\$ 692,254	\$ -	\$ -	\$ 692,254
	R/W	\$ -	\$ -	\$ -	-
	Construction	\$ 39,627,279	\$ 4,785,063	\$ -	\$ 34,842,216
	Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -	-
	Total Project Cost	\$ 40,319,533	\$ 4,785,063	\$ -	\$ 35,534,470
	Percent of Total		12%		88%

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		
	Design Engineering (PS&E)	FTA-5309	Allocated	08/09	\$ 553,803						\$ 553,803
	Design Engineering (PS&E)	RM2	Allocated	09/10	\$ 138,451						\$ 138,451
	Construction	FTA-5309	Allocated	08/09	\$ 5,967,794						\$ 5,967,794
	Construction	RM2	Allocated	09/10	\$ 862,962						\$ 862,962
	Construction	FTA-5309	Allocated	09/10	\$ 5,000,000						\$ 5,000,000
	Construction	FTA-5309	Allocated	10/11		\$ 6,800,000					\$ 6,800,000
	Construction	FTA-5309	Allocated	11/12			\$ 3,367,657				\$ 3,367,657
	Construction	FTA-5309	Allocated	12/13			\$ 3,500,000	\$ 7,066,373			\$ 10,566,373
	Construction	AB664	Allocated	14/15		\$ 2,277,430					\$ 2,277,430
	Construction	Prop K (EP 17)	Planned	16/17			\$ 1,559,501	\$ 1,612,781	\$ 1,612,781		\$ 4,785,063
											\$ -
											\$ -
											\$ -
	Total By Fiscal Year				\$ 7,523,010	\$ 7,277,430	\$ 8,359,501	\$ 8,480,438	\$ 8,679,154	\$ 40,319,533	

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:	a.1 Vehicles-Transit vehicle replacement and renovation
EP Line (Primary):	17
Other EP Line Number/s:	c. Purchase/rehabilitation of historic light rail vehicles for new/expanded service
Fiscal Year of Allocation:	2015/16
Project Information	
Project Name:	Historic Vehicle Rehabilitation - Milan (11) and Vintage Cars (6)
Project Location:	citywide
Project Supervisorial District(s):	citywide
Project Description:	The goal of this project is to rehabilitate the 11 Milan Cars and 6 Vintage Street Cars to like-new condition, including upgrading electrical and mechanical systems, body work, and ensuring systems meet CPUC and ADA requirements. The scope of work will include preparing the technical specifications, issuing an RFP, conducting a negotiated rehabilitation contract, testing and acceptance of the vehicles and warranty administration.
Purpose and Need:	The purpose of this project is to perform end of life overhaul on the current fleet of Milan and Vintage Cars in order to keep them in service for the next 15-20 years. These vehicles are needed to help provide the 21 hours of daily service for the SFMTA's E-Line and F-Line which carries approximately 20,000 passengers per day.
Community Engagement/Support:	
Implementing Agency:	SFMTA - San Francisco Municipal Railway (MUNI)
Project Manager:	Louis Maffei/Elson Hao
Phone Number:	415-337-2337/415-401-3196
Email:	louis.maffei@sfmta.com , elson.hao@sfmta.com
Environmental Clearance	
Type:	
Status:	
Completion Date (Actual or Anticipated):	

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Mo.	Yr.	Mo.	Yr.
Phase	% Complete	In-house - Contracted - Both	Mo.	Yr.	Mo.	Yr.
Planning/Conceptual Engineering	NA	NA	NA	NA	NA	NA
Environmental Studies (PA&ED)	N/A	N/A	N/A	N/A	N/A	N/A
Design Engineering (PS&E)	0%	Both	July	2015	July	2016
R/W Activities/Acquisition	N/A	N/A	N/A	N/A	N/A	N/A
Advertise Construction	0%	In-house	N/A	N/A	N/A	N/A
Start Construction (e.g. Award Contract) - tentative	0%	Contracted	July	2016	July	2019
Start Procurement (e.g. rolling stock)	N/A	N/A	N/A	N/A	N/A	N/A
Warranty	0%	In-house	N/A	N/A	N/A	N/A

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



Project Name: Historic Vehicle Rehabilitation - Milan (11) and Vintage Cars (6)

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$ -	\$ -	\$ -
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
	Design Engineering (PS&E)	\$ 500,000		\$ 500,000
	R/W	\$ -	\$ -	\$ -
	Construction	\$ 17,863,392	\$ 3,572,678	\$ 14,290,714
	Procurement (e.g. rolling stock)	\$ -		
Total Project Cost		\$ 18,363,392	\$ 3,572,678	\$ 14,790,714
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		
Design Engineering (PS&E)	AB664	Allocated	14/15	\$ 100,000						\$ 100,000
Design Engineering (PS&E)	FTA-5337	Allocated	14/15	\$ 400,000						\$ 400,000
Construction	FTA-5337	Planned	15/16		\$ 2,092,520	\$ 490,920	\$ 5,824,254	\$ 5,883,020		\$ 14,290,714
Construction	Prop K (EP 17)	Planned	15/16			\$ 377,931	\$ 1,456,063	\$ 1,470,755		\$ 3,304,749
Construction	Prop K (EP 12)	Planned	15/16		\$ 267,929					\$ 267,929
										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
Total By Fiscal Year				\$ 500,000	\$ 2,360,449	\$ 868,851	\$ 7,280,317	\$ 7,353,775		\$ 18,363,392

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:	a.1 Vehicles-Transit vehicle replacement and renovation
EP Line (Primary):	17
Other EP Line Number/s:	
Fiscal Year of Allocation:	2014/15
Project Information	
Project Name:	Replace Motor Coaches: 30' Motor Coaches (30) , 40' Motor Coaches (211), 60' Motor Coaches (124)
Project Location:	
Project Supervisorial District(s):	
Project Description:	<p>Replace SFMTA's fleet of Diesel Motor Coaches that will have reached retirement age. The SFMTA will utilize a multi-year contract to replace 124 60' motor coaches, 211 40' motor coaches, and 30 30' motor coaches. Options for expansion vehicles that would be funded using sources other than Prop K are also included in this contract. The primary design phase is currently underway, but because of the length of the contract design work may need to be conducted up to the final vehicle procurement in 2019. New components may become available as old components become obsolete over the course of this contract requiring design refinements. The base vehicle quantity in the contract is 48 60' motor coaches. All other vehicles would be procured through options. Exercise of each option requires an additional contract to be agreed upon and may include refinements, such as specific vehicle components or delivery schedule.</p> <p>60' motor coaches will also provide service as part of the Van Ness BRT project.</p>
Purpose and Need:	SFMTA owns 30 30' Motor Coaches; 211 40' Motor Coaches; and 124 Motor Coaches that will have reached the end of their FTA lifespan and will be eligible for retirement over the next five years. These buses have now acquired over 350,000 hard service miles and are in need of immediate replacement. They are already beyond their FTA lifespan. Given that the buses received no mid life rehab and carried heavy passenger loads, they must be replaced as soon as they reach 12 years old and are eligible for FTA replacement dollars.
Community Engagement/Support:	
Implementing Agency:	SFMTA - San Francisco Municipal Railway (MUNI)
Project Manager:	TJ Lansang
Phone Number:	415-401-3137
Email:	TJ.lansang@sfmta.com
Environmental Clearance	
Type:	
Status:	
Completion Date (Actual or Anticipated):	

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Mo.	Yr.	Mo.	Yr.
Phase	% Complete	In-house - Contracted - Both	Mo.	Yr.	Mo.	Yr.
Planning/Conceptual Engineering	NA	NA	NA	NA	NA	NA
Environmental Studies (PA&ED)	N/A	N/A	N/A	N/A	N/A	N/A
Design Engineering (PS&E)	60%	In-house	Nov	2013	June	2019
R/W Activities/Acquisition	N/A	N/A	N/A	N/A	N/A	N/A
Advertise Construction	0%	In-house	July	2014	Nov	2014
Start Construction (e.g. Award Contract) - t	NA	NA	NA	NA	NA	NA
Start Procurement (e.g. rolling stock)	0%	Contracted	May	2015	June	2019
Warranty	0%	In-house	July	2015	July	2024

Comments/Concerns

This project information sheet covers all procurements of replacement motor coaches during the 2014 5YPP period. Schedule is varied as there will be multiple procurements depending on the age of the individual buses



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

Project Name: Replace Motor Coaches: 30' Motor Coaches (30), 40' Motor Coaches (211), 60' Motor Coaches (124)

Project Cost Estimate	Phase	Cost	Funding Source		
			Prop K	Other	
	Planning/Conceptual Engineering	\$ -	\$ -	\$ -	-
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	-
	Design Engineering (PS&E)	\$ 375,000			\$ 375,000
	R/W	\$ -	\$ -	\$ -	-
	Construction	\$ -	\$ -	\$ -	-
	Procurement (e.g. rolling stock)	\$ 391,891,083	\$ 133,088,009	\$ 258,803,074	
	Warranty	\$ 750,000	\$ 150,000	\$ 600,000	
	Total Project Cost	\$ 393,016,083	\$ 133,238,009	\$ 259,778,074	
	Percent of Total		34%		66%

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	21/22	22/23	23/24				
	Procurement (e.g. rolling stock)	FTA-5307	Allocated	13/14	\$ 4,090,328													\$ 4,090,328
	Design Engineering (PS&E)	FTA-5307	Allocated	13/14	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000								\$ 300,000
	Design Engineering (PS&E)	MTC-AB664	Allocated	13/14	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000									\$ 75,000
	Procurement (e.g. rolling stock)	FTA-5307	Programmed	14/15	\$ 8,637,726	\$ 10,052,764												\$ 18,690,490
	Procurement (e.g. rolling stock)	Prop K (EP17)	Planned	14/15	\$ 4,546,517	\$ 40,918,649												\$ 45,465,166
	Procurement (e.g. rolling stock)	FTA-5307	Planned	15/16		\$ 77,784,536												\$ 77,784,536
	Procurement (e.g. rolling stock)	Prop K (EP17)	Planned	15/16		\$ 28,120,061	\$ 9,373,354											\$ 37,493,415
	Procurement (e.g. rolling stock)	FTA-5307	Planned	15/16		\$ 47,229,553												\$ 47,229,553
	Procurement (e.g. rolling stock)	FTA-5307	Planned	16/17			\$ 15,743,184											\$ 15,743,184
	Procurement (e.g. rolling stock)	Prop K (EP17)	Planned	16/17			\$ 6,664,445	\$ 2,221,482										\$ 8,885,926
	Procurement (e.g. rolling stock)	FTA-5307	Planned	16/17			\$ 13,042,629											\$ 13,042,629
	Procurement (e.g. rolling stock)	FTA-5307	Planned	17/18			\$ 4,347,543											\$ 4,347,543
	Procurement (e.g. rolling stock)	Prop K (EP17)	Planned	17/18			\$ 11,107,407	\$ 3,702,469										\$ 14,809,876
	Procurement (e.g. rolling stock)	FTA-5307	Planned	17/18			\$ 21,737,716											\$ 21,737,716
	Procurement (e.g. rolling stock)	FTA-5307	Planned	18/19				\$ 7,245,905										\$ 7,245,905
	Procurement (e.g. rolling stock)	Prop K (EP17)	Planned	18/19				\$ 19,825,220	\$ 6,608,407									\$ 26,433,626
	Procurement (e.g. rolling stock)	FTA-5307	Planned	18/19				\$ 36,668,392										\$ 36,668,392
	Procurement (e.g. rolling stock)	FTA-5307	Planned	19/20					\$ 12,222,797									\$ 12,222,797
	Warranty	FTA-5307	Planned	14/15	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 600,000
	Warranty	Prop K (EP17)	Planned	14/15	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 150,000
	Total By Fiscal Year				\$ 17,424,571	\$ 204,255,564	\$ 44,973,612	\$ 39,564,147	\$ 67,591,986	\$ 18,906,204	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 393,016,083

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:	a.1 Vehicles-Transit vehicle replacement and renovation
EP Line (Primary):	17
Other EP Line Number/s:	
Fiscal Year of Allocation:	2014/15
Project Information	
Project Name:	Trolley Coach Replacement: 40' Trolley Coaches (175); 60' Trolley Coaches (up to 105)
Project Location:	citywide
Project Supervisorial District(s):	citywide
Project Description:	<p>The SFMTA will utilize a multi-year joint procurement contract with King County Metro to replace 93 60' trolley coaches and 190 40' trolley coaches. The procurement will replace these vehicles with 12 additional 60 ft coaches and 15 fewer 40 ft coaches. The primary design phase is currently underway, but because of the length of the contract, design work may need to be conducted up to the final vehicle procurement. This is because new components may become available as old components become obsolete over the course of the contract requiring design refinements. The base vehicle quantity in the contract is 60 60' trolley coaches. All other vehicles would be procured through options. Exercise of each option requires an additional contract to be agreed upon and may include refinements, such as specific vehicle components or delivery schedule.</p> <p>SFMTA, along with King County Metro, are in contract negotiations with New Flyer Industries regarding the pricing and schedule of the upcoming trolley coach procurements. While the SFMTA anticipates delivery of 60 60' Trolley Coaches to begin in April of 2015, the engineers' estimates for vehicle costs will not be updated until contract terms are finalized in late summer/early fall.</p> <p>The 60' ft trolley coaches will be used to service the Van Ness BRT project once completed.</p>
Purpose and Need:	In accordance with the FTA's assumed service life for trolley coaches, 240 40 ft trolley coaches and 93 60 ft trolley coaches will be eligible for replacement during the next five years.
Community Engagement/Support:	
Implementing Agency:	SFMTA - San Francisco Municipal Railway (MUNI)
Project Manager:	TJ Lansang
Phone Number:	415-401-3137
Email:	TJ.lansang@sfmta.com
Environmental Clearance	
Type:	
Status:	
Completion Date (Actual or Anticipated):	

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Year	Quarter	Year
Phase	% Complete	In-house - Contracted - Both	Quarter	Year	Quarter	Year
Planning/Conceptual Engineering (30%)	NA	NA	NA	NA	NA	NA
Environmental Studies (PA&ED)	N/A	N/A	N/A	N/A	N/A	N/A
Design Engineering (PS&E)	60%	In-house	Nov	2013	June	2019
R/W Activities/Acquisition	N/A	N/A	N/A	N/A	N/A	N/A
Advertise Construction	0%	In-house	July	2014	Nov	2014
Start Construction (i.e. Award Contract)	NA	NA	NA	NA	NA	NA
Start Procurement (e.g. rolling stock)	0%	Contracted	May	2015	June	2019
Warranty	0%	In-house	July	2015	July	2024

Comments/Concerns

This project information sheet covers all procurements of replacement trolley coaches during the 2014 5YPP period. Schedule varies depending on when the buses are eligible for replacement and based on delivery of buses to King County.

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



Project Name: Trolley Coach Replacement: 40' Trolley Coaches (175); 60' Trolley Coaches (up to 105)

Project Cost Estimate	Phase	Cost	Funding Source		
			Prop K	Other	
	Planning/Conceptual Engineering	\$ -	\$ -	\$ -	-
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	-
	Design Engineering (PS&E)	\$ 375,000	\$ -	\$ 375,000	-
	R/W	\$ -	\$ -	\$ -	-
	Construction	\$ -	\$ -	\$ -	-
	Procurement (e.g. rolling stock)	\$ 469,269,124	\$ 150,252,495	\$ 319,016,629	-
	Warranty	\$ -	\$ 150,000	\$ 600,000	-
Total Project Cost		\$ 470,394,124	\$ 150,402,495	\$ 319,991,629	
Percent of Total			32%		68%

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	21/22	22/23	23/24				
	Procurement (e.g. rolling stock)	FITA-5309	Allocated	12/13	\$ 8,400,000													\$ 8,400,000
	Procurement (e.g. rolling stock)	Prop K (EPI7)	Planned	14/15	\$ 2,100,000	\$ 18,900,000												\$ 21,000,000
	Procurement (e.g. rolling stock)	FITA-5309	Allocated	12/13		\$ 75,600,000												\$ 75,600,000
	Procurement (e.g. rolling stock)	FITA-5309	Planned	15/16		\$ 26,310,395												\$ 26,310,395
	Procurement (e.g. rolling stock)	Prop K (EPI7)	Planned	15/16		\$ 13,092,372	\$ 39,277,116											\$ 52,369,488
	Procurement (e.g. rolling stock)	FITA-5309	Planned	16/17			\$ 78,931,186											\$ 78,931,186
	Procurement (e.g. rolling stock)	FITA-5309	Planned	16/17			\$ 31,647,865											\$ 31,647,865
	Procurement (e.g. rolling stock)	Prop K (EPI7)	Planned	16/17			\$ 27,456,286	\$ 9,152,095										\$ 36,608,381
	Procurement (e.g. rolling stock)	FITA-5309	Planned	17/18				\$ 10,549,288										\$ 10,549,288
	Procurement (e.g. rolling stock)	FITA-5309	Planned	17/18				\$ 65,683,421										\$ 65,683,421
	Procurement (e.g. rolling stock)	Prop K (EPI7)	Planned	17/18				\$ 30,205,970	\$ 10,068,657									\$ 40,274,626
	Procurement (e.g. rolling stock)	FITA-5309	Planned	18/19					\$ 21,894,474									\$ 21,894,474
	Design Engineering (PS&E)	FITA-5309	Allocated	13/14	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000								\$ 300,000
	Design Engineering (PS&E)	MTC-AB664	Allocated	13/14	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000								\$ 75,000
	Warranty	FITA-5309	Planned	14/15	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 600,000
	Warranty	Prop K (EPI7)	Planned	14/15	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 150,000
Total By Fiscal Year					\$ 10,650,000	\$ 134,052,767	\$ 177,462,453	\$ 115,740,774	\$ 32,113,130	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 470,394,124

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:	a.1 Vehicles-Transit vehicle replacement and renovation
EP Line (Primary):	17
Other EP Line Number/s:	
Fiscal Year of Allocation:	2015/16
Project Information	
Project Name:	Paratransit Van Replacement: Class B Vehicles (62)
Project Location:	
Project Supervisorial District(s):	
Project Description:	This project will replace 62 Type II, Type III and Type B Paratransit vehicles over the next five years, which will be replaced with Type B paratransit vans. A Type B vehicle is a cutaway van that holds a minimum of 12 passengers and 2 wheelchair positions.
Purpose and Need:	62 paratransit vans will reach the end of their useful life over the five year period and will be eligible for replacement, leading to more reliable service. These vans provide critical service for our customers with limited mobility.
Community Engagement/Support:	
Implementing Agency:	SFMTA - San Francisco Municipal Railway (MUNI)
Project Manager:	Tess Kavanagh
Phone Number:	415-701-4212
Email:	Tess.Kavanagh@sfmta.com
Environmental Clearance	
Type:	
Status:	
Completion Date (Actual or Anticipated):	

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Mo.	Yr.	Mo.	Yr.
Phase	% Complete	In-house - Contracted - Both	Mo.	Yr.	Mo.	Yr.
Planning/Conceptual Engineering	NA	NA	NA	NA	NA	NA
Environmental Studies (PA&ED)	N/A	N/A	N/A	N/A	N/A	N/A
Design Engineering (PS&E)	0%	In-house	N/A	N/A	N/A	N/A
R/W Activities/Acquisition	N/A	N/A	N/A	N/A	N/A	N/A
Advertise Construction	0%	In-house	N/A	N/A	N/A	N/A
Start Construction (e.g. Award Contract) - t	NA	NA	NA	NA	NA	NA
Start Procurement (e.g. rolling stock)	0%	Contracted	July	2015	July	2019
Warranty	0%	In-house	N/A	N/A	N/A	N/A

Comments/Concerns

This project information sheet covers all paratransit van replacement class B vehicle procurements during the 2014 5YPP period. The anticipated replacement schedule is as follows: 26 Class B vehicles (FY 16/17); 35 Class B Vehicles (FY 18/19).

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



Project Name: Paratransit Van Replacement: Class B Vehicles (62)

Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ -	\$ -	\$ -
R/W	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -
Procurement (e.g. rolling stock)	\$ 9,625,500	\$ 1,649,234	\$ 7,976,266.00
Total Project Cost	\$ 9,625,500	\$ 1,649,234	\$ 7,976,266
Percent of Total		17%	83%

Project Expenditures (Cash Flow) By Fiscal Year	Enter Cash Flow Here							Total
	14/15	15/16	16/17	17/18	18/19			
Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available					
Procurement (e.g. rolling stock)	FTA-5307	Planned	15/16	\$ 3,473,535				\$ 3,473,535
Procurement (e.g. rolling stock)	Prop K (EP17)	Planned	15/16	\$ 718,215				\$ 718,215
Procurement (e.g. rolling stock)	FTA-5307	Planned	18/19		\$ 4,502,731			\$ 4,502,731
Procurement (e.g. rolling stock)	Prop K (EP17)	Planned	18/19		\$ 931,019			\$ 931,019
								\$ -
								\$ -
								\$ -
Total By Fiscal Year				\$ -	\$ 4,191,750	\$ -	\$ -	\$ 5,433,750
Total				\$ -	\$ 4,191,750	\$ -	\$ -	\$ 9,625,500

Comments/Concerns

This averages to about \$155,250 per vehicle based on cost for the procurement phase.

Prop K Supported Fleet Replacement Projects DRAFT 4/14/14

Project Title	Fund Name	Vehicle Class	Vehicle Type	# Replaced	FY Design St.	FY Procure					TOTAL (FY15 - FY19)
						(S)	FY 15	FY 16	FY 17	FY 18	
Replace 34 Neoplan 40' Motor Coaches (2015)	SFCTA-PropK-EP17M	Motor Coach	40'	34	2014		\$ 10,285,740				\$ 10,285,740
Replace 50 ETI 40' Trolley Coaches (2015)	SFCTA-PropK-EP17M	Trolley Coach	40'	50	2016		\$ 15,761,107				\$ 15,761,107
Replace 26 Neoplan 60' Buses (2015)	SFCTA-PropK-EP17M	Motor Coach	60'	26	2015		\$ 13,861,344				\$ 13,861,344
Replace 50 Neoplan 60' Motor Coaches (2015)	SFCTA-PropK-EP17M	Motor Coach	60'	50	2016		\$ 21,318,082				\$ 21,318,082
Replace 60 New Flyer 60' Trolley Coaches (2015)	SFCTA-PropK-EP17M	Trolley Coach	60'	60	2015		\$ 21,000,000				\$ 21,000,000
Replace 41 Neoplan 40' Motor Coaches (2016)	SFCTA-PropK-EP17M	Motor Coach	40'	41	2016		\$ 12,144,099				\$ 12,144,099
Replace 50 ETI 40' Trolley Coaches (2016)	SFCTA-PropK-EP17M	Trolley Coach	40'	50	2016		\$ 36,608,381				\$ 36,608,381
Replace 48 Neoplan 60' Motor Coaches (2016)	SFCTA-PropK-EP17M	Motor Coach	60'	48	2016		\$ 25,349,316				\$ 25,349,316
Replace 30 Neoplan 40' Motor Coaches (2017)	SFCTA-PropK-EP17M	Motor Coach	40'	30	2017		\$ 8,885,926				\$ 8,885,926
Replace 50 ETI 40' Trolley Coaches (2017)	SFCTA-PropK-EP17M	Trolley Coach	40'	50	2017		\$ 36,608,381				\$ 36,608,381
Replace 50 Neoplan 40' Motor Coaches (2018)	SFCTA-PropK-EP17M	Motor Coach	40'	50	2018		\$ 14,809,876		\$ 14,809,876		\$ 14,809,876
Replace 25 ETI 40' Trolley Coaches (2018)	SFCTA-PropK-EP17M	Trolley Coach	40'	25	2018		\$ 24,162,973		\$ 24,162,973		\$ 24,162,973
Replace 33 ETI 60' Trolley Coaches (2018)	SFCTA-PropK-EP17M	Trolley Coach	60'	33	2018		\$ 16,111,653		\$ 16,111,653		\$ 16,111,653
Replace 30 Orion 30' Motor Coaches (2019)	SFCTA-PropK-EP17M	Motor Coach	30'	30	2019		\$ 9,846,564			\$ 9,846,564	\$ 9,846,564
Replace 56 Orion 40' Motor Coaches (2019)	SFCTA-PropK-EP17M	Motor Coach	40'	56	2019		\$ 16,587,062			\$ 16,587,062	\$ 16,587,062

**2009 Prop K 5YPP - Program of Projects (as approved)
New and Renovated Vehicles - MUNI (EP 17M)**

Agency	Subcategory	Project Name	FYID	Phase	Status	Fiscal Year				Total	
						2009/10	2010/11	2011/12	2012/13		2013/14
MTA	None	Cable Car Vehicle Rehabilitation Program	7	CON	Programmed	\$625,096					\$625,096
MTA		Cable Car Vehicle Rehabilitation Program	8	CON	Programmed		\$220,500				\$220,500
MTA		Cable Car Vehicle Rehabilitation Program	9	CON	Programmed			\$231,525			\$231,525
MTA		Cable Car Vehicle Rehabilitation Program	10	CON	Programmed				\$243,101		\$243,101
MTA		Cable Car Vehicle Rehabilitation Program	11	CON	Programmed					\$255,256	\$255,256
MTA		Geary Boulevard Bus Rapid Transit Vehicles Project	10	PS&E	Programmed				\$166,402		\$166,402
MTA		Historic Streetcar Rehabilitation Assessment	10	PS&E, CON	Programmed				\$1,000,000		\$1,000,000
MTA		Historic Streetcar Rehabilitation-11 Milan Cars	10	CON	Programmed				\$3,094,529		\$3,094,529
MTA		Historic Streetcar Rehabilitation-11 Milan Cars		PS&E	Programmed				\$200,000		\$200,000
MTA		Historic Streetcar Rehabilitation-16 PCC Cars	8	PS&E	Programmed		\$200,000				\$200,000
MTA		Historic Streetcar Rehabilitation-16 PCC Cars	9	CON	Programmed			\$2,113,377			\$2,113,377
MTA		Historic Streetcar Rehabilitation-5 Vintage Cars	9	PS&E	Programmed			\$200,000			\$200,000
MTA		Historic Streetcar Rehabilitation-5 Vintage Cars	11	CON	Programmed					\$1,511,569	\$1,511,569
MTA		Motor Coach Replacement - Standard Coach	7	PLAN/ CER, PS&E, CON	Programmed	\$357,334					\$357,334
MTA		Motor Coach Replacement - Standard Coach	8	PROC	Programmed		\$15,757,125				\$15,757,125
MTA		Motor Coach Replacement - Standard Coach	10	warranty	Programmed				\$321,224		\$321,224
MTA		Paratransit Accessible Vans - FY 09/10	7	PS&E, CON	Programmed	\$653,532					\$653,532
MTA		Paratransit Accessible Vans - FY 10/11	8	PS&E, CON	Programmed		\$69,477				\$69,477
MTA		Paratransit Accessible Vans - FY 11/12	9	PS&E, CON	Programmed			\$1,208,418			\$1,208,418

Agency	Subcategory	Project Name	FYID	Phase	Status	Fiscal Year					Total
						2009/10	2010/11	2011/12	2012/13	2013/14	
MTA		Re-Power Standard Motor Coaches	7	CON	Programmed	\$245,000					\$245,000
MTA		Trolley Coach Replacement	7	CER	Programmed	\$103,002					\$103,002
MTA		Trolley Coach Replacement	8	CON	Programmed		\$20,765,094				\$20,765,094
MTA		Trolley Coach Replacement	11	warranty	Programmed					\$250,000	\$250,000
MTA		Undesignated (from Hybrid Electric Vehicle Deob #4)	8	PROC	Programmed		\$1,400,000				\$1,400,000
MTA		Undesignated (from Hybrid Electric Vehicle Deob #4)		TBD	Programmed		\$2,600,000				\$2,600,000
Total Programmed in 5YPP						\$1,983,964	\$41,012,195	\$3,753,320	\$5,025,256	\$2,016,825	\$53,791,561
Total Allocated						\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated						\$1,983,964	\$41,012,195	\$3,753,320	\$5,025,256	\$2,016,825	\$53,791,561
Total Programmed in Amended 2009 Strategic Plan*						\$1,983,964	\$41,012,195	\$3,753,320	\$5,025,256	\$2,016,825	\$53,791,561
Cumulative Remaining Programming Capacity						\$0	\$0	\$0	\$0	\$0	\$0

2009 Prop K 5YPP - Program of Projects (as amended)
New and Renovated Vehicles - MTA (EP 17M)
Programming and Allocations To-date

Last Update: April 22, 2014

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2009/10	2010/11	2011/12	2012/13	2013/14	
SFMTA	Re-Power Standard Motor Coaches	CON	Allocated	\$245,000					\$245,000
SFMTA	Re-Power Standard Motor Coaches	CON	Deobligated	(\$115,644)					(\$115,644)
SFMTA	Bus and Trolley Targeted Systems Overhaul Program ¹	PROC	Allocated	\$7,000,000					\$7,000,000
SFMTA	Bus and Trolley Targeted Systems Overhaul Program	PROC	Deobligated	(\$223,089)					(\$223,089)
SFMTA	Paratransit Accessible Vans - FY 11/12 ²	PS&E, CON	Allocated			\$486,338			\$486,338
SFMTA	Paratransit Accessible Vans - FY 11/12 ²	PS&E, CON	Deobligated			(\$21,977)			(\$21,977)
SFMTA	Motor Coach Replacement - Standard Coach ³	PS&E,	Programmed	\$0					\$0
SFMTA	NABI Bus Replacement ³	PS&E,	Allocated				\$403,312		\$403,312
SFMTA	NABI Bus Replacement ⁴	PS&E,	Deobligated				(\$403,312)		(\$403,312)
SFMTA	59 40-foot New Flyer Motor Coaches ^{3,4}	PROC	Allocated				\$15,936,581		\$15,936,581
SFMTA	Replace 35 22' Paratransit Vans ^{5,6,8}	PS&E,	Programmed				\$0		\$0
SFMTA	Replace 35 22' Paratransit Vans ^{3,8}	PROC	Programmed					\$324,931	\$324,931
SFMTA	Replace 35 22' Paratransit Vans ⁸	PS&E, PROC	Allocated					\$700,000	\$700,000
SFMTA	2013 5YPP Development ⁶	Plan	Allocated				\$16,000		\$16,000
SFMTA	Replace 60 60-foot Trolley Coaches ^{4,5,7}	PROC	Programmed					\$9,372,893	\$9,372,893
SFMTA	Replace 59 40-foot New Flyer Motor Coaches ⁴	Warranty	Programmed					\$321,224	\$321,224
SFMTA	Replace 50 40-foot Neoplan Motor Coaches ^{4,5,7}	PS&E,	Programmed					\$0	\$0
SFMTA	Replace 50 40-foot Neoplan Motor Coaches ^{4,5,7}	PROC	Allocated					\$15,765,881	\$15,765,881
SFMTA	Replace 50 40-foot Neoplan Motor Coaches ⁷	Warranty	Allocated					\$230,159	\$230,159
SFMTA	Replace 26 60-foot Neoplan Motor Coaches ⁵	PS&E,	Programmed					\$250,000	\$250,000
SFMTA	Replace 26 60-foot Neoplan Motor Coaches ⁵	PROC	Programmed					\$6,313,152	\$6,313,152
SFMTA	Historic Vehicle Rehabilitation - 16 Ex-SEPTA Cars ⁵	CON	Programmed					\$194,787	\$194,787
Total Programmed in 5YPP				\$6,906,267	\$0	\$464,361	\$13,952,581	\$33,473,027	\$56,796,236
Total Allocated and Pending in 5YPP				\$7,245,000	\$0	\$486,338	\$16,355,893	\$16,696,040	\$40,783,271
Total Deobligated in 5YPP				(\$338,733)	\$0	(\$21,977)	(\$403,312)	\$0	(\$764,022)
Total Unallocated in 5YPP				\$0	\$0	\$0	\$0	\$16,776,987	\$16,776,987
Total Programmed in Amended 2009 Strategic Plan *				\$7,245,000	\$0	\$486,338	\$16,036,581	\$33,389,027	\$57,156,946
Deobligated from Prior 5YPP Cycles **				\$4,042,692					\$4,042,692
Cumulative Remaining Programming Capacity				\$4,381,425	\$4,381,425	\$4,403,402	\$4,487,402	\$4,403,402	\$4,403,402

* See footnote 5 for Strategic Plan amendment included in this action.

** "Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period that have not been previously reprogrammed in the Strategic Plan, as of October 23, 2013.

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2009/10	2010/11	2011/12	2012/13	

FOOTNOTES:

- ¹ 5YPP amendment to add new project: Bus and Trolley Targeted Systems Overhaul Program (Res. 10-59, 04.27.10): \$7,000,000 in funds added to FY 09/10 with a cash flow of 33% in Year 1 and 67% in Year 2.
 Reprogrammed \$1.4 million and \$2.6 million respectively in FY 10/11 funds from 30' Hybrid Electric Vehicle deobligation and 40' Hybrid Electric Vehicle deobligation to FY 09/10 for new project. See Note 1.
 Additional \$2,000,000 deobligation (#5) from the 40' Hybrid Electric Vehicle Procurement Project, using its FY 09/10 cash flow capacity. (Project originally awarded in FY 04/05, Res. 05-49, Proj. 117-910006.)
- ² \$486,388 of \$653,532 programmed for Paratransit Accessible Vans in FY 2009/10 was allocated in FY 2011/12 (Res. 12-28, 12.13.11).
- ³ 5YPP amendment to accommodate new project: NABI Bus Replacement (Res. 13-03, 07.19.2012):
 Reduced programming for Motor Coach Replacement - Standard Coach in FY 2009/10 from \$357,334 to \$0.
 Reprogram \$45,978 in FY 10/11 funds from the procurement phase of the NABI Bus Replacement project to the design phase.
 \$403,312 for the design phase of the NABI Bus Replacement project added to FY 2012/13.
- ⁴ Part 1 Vehicles 5YPP amendment, including programming of \$40,125,901 in unallocated programming capacity (Res. 13-14, 10.23.2012):
 NABI Bus Replacement: Reprogram \$403,312 in de-obligated funds from the design phase of the project to the procurement phase of the 59 40-foot New Flyer Motor Coaches project.
 59 40-foot New Flyer Motor Coaches: Add new project with \$15,936,581 in FY 12/13 funds for procurement (including de-obligated funds noted above) and \$321,224 in FY 13/14 funds for the warranty maintenance phase.
 Replace 60 60-foot Trolley Coaches: Add new project with \$103,002 in FY 12/13 funds for the design phase and \$20,765,094 in FY 12/13 funds for the procurement phase.
 Replace 50 40-foot Neoplan Motor Coaches: Add new project with \$250,000 in FY 13/14 funds for the design phase and \$1,000,000 in FY 13/14 funds for the procurement phase.
 Replace 42 60-foot Neoplan Motor Coaches: Add new project with \$250,000 in FY 13/14 funds for the design phase and \$1,500,000 in FY 13/14 funds for the procurement phase.
- ⁵ Part 2 Vehicles 5YPP amendment, including programming of \$9,049,707 in unallocated programming capacity, concurrent with Strategic Plan amendment (Res. 13-37, 02.26.2013)
 Replace 35 22' Paratransit Vans: Add new project with \$100,000 in FY 12/13 funds for the design phase and \$940,931 in FY 13/14 funds for the procurement phase.
 Replace 60 60-foot Trolley Coaches: Reduce programming in FY 12/13 for the design phase from \$103,002 to \$0 and increase programming by \$2,540,358 in FY 13/14 for the procurement phase.
 Replace 50 40-foot Neoplan Motor Coaches: Increase programming by \$813,481 in FY 13/14 for the procurement phase.
 Replace 42 60-foot Neoplan Motor Coaches: Reduce programming in FY 13/14 for the design phase from \$250,000 to \$0 and reduce programming in FY 13/14 for the procurement phase from \$1,500,000 to \$0.
 Replace 26 60-foot Neoplan Motor Coaches: Add new project with \$250,000 in FY 13/14 funds for the design phase and \$6,313,152 in FY 13/14 funds for the procurement phase.
- Historic Vehicle Rehabilitation - 16 Ex-SEPTA Cars: Add new project with \$194,787 in FY 13/14 funds for the construction phase.
 Finance Neutral Strategic Plan amendment to advance \$3,772,987 in cash flow to FY 13/14.
- ⁶ 5YPP amendment to add 2013 5YPP Development (Resolution 13-49, 04.23.2013).
 Replace 35 22' Paratransit Vans: Reduced programming by \$16,000 in Fiscal Year 2012/13.
 2013 5YPP Development: Added project with \$16,000 in Fiscal Year 2012/13 planning funds.
- ⁷ 5YPP amendment to fully fund Replace 50 40-foot Neoplan Motor Coaches (Resolution 14-20, 09.24.2013):
 Replace 60 60-foot Trolley Coaches: Reduce programming in Fiscal Year 2013/14 from \$23,305,452 to \$9,372,893, and reprogram \$13,932,559 in Fiscal Year 2013/14 funds to the subject project.
 Replace 50 40-foot Neoplan Motor Coaches: Reprogram \$250,000 in Fiscal Year 2013/14 design funds to the warranty phase (\$230,159) and the procurement phase (\$19,841).
- ⁸ To accommodate \$700,000 allocation for the design and procurement phases of the Replace 35 22' Paratransit Vans project (Resolution 14-72, 04/22/2014):
 Replace 35 22' Paratransit Vans - PS&E was reduced by \$84,000 to \$0, and Replace 35 22' Paratransit Vans - PROC was reduced by \$616,000 to \$324,931.

DRAFT 2014 PROPOSITION K
5-YEAR PRIORITIZATION PROGRAM



VEHICLES - Caltrain

Approved: [DATE]

Prepared for the San Francisco County Transportation Authority

By Peninsula Corridor Joint Powers Board (PCJPB or Caltrain)



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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Eligibility

Eligibility as identified in the voter approved Prop K Expenditure Plan is as follows:

“Programmatic improvements for upgrade, rehabilitation and replacement of transit vehicles, spare parts and on-board equipment. Includes limited incremental operating funds for F-line historic streetcar operations. The first \$506.3M is Priority 1 and the remainder is Priority 2. Projects include:

Rail car, trolley coach and motor coach renovation and replacement; retrofit of diesel coaches to reduce emissions. Includes project development and capital costs. Sponsoring Agencies: Muni, BART, PCJPB. Funding for BART rail car renovation and replacement shall be eligible for funding under this subcategory if the Authority finds that the costs of rail car renovation and replacement are shared equitably among the counties BART serves. The first \$486M in Prop K is Priority 1, and the remainder is Priority 2. Total Funding: \$3,476.7 M; Prop K: \$566 M. Of the \$565.7 M in Prop K funds, the following minimum amounts will be available for MUNI (\$450.8M), BART (\$11.5M), and PCJPB (\$23M).”

The San Francisco Municipal Transportation Agency (SFMTA) operates the San Francisco Municipal Railway (MUNI). BART stands for the Bay Area Rapid District and PCJPB stands for the Peninsula Corridor Joint Powers, also known as Caltrain.

Prioritization Criteria

One of the key required elements of the 5YPPs is a transparent process for how projects get selected. Prop K requires at a minimum that each category include prioritization criteria that address project readiness, community support, and relative level of need or urgency. For this 5YPP update, the Citizens Advisory Committee requested that the Transportation Authority and project sponsors develop a user-friendly, transparent scoring table that could apply to all 5YPPs, and that the scoring prioritize safety and community input highly.

Table 3 shows the new Prioritization Criteria and Scoring Table. PCJPB evaluates each project using criteria specific to whether the project is legally mandated, required to operate an electrified system, a state of good repair project, an improvement to existing service, or an expansion project intended to increase service levels. Though the attached criteria are used to evaluate projects, it is important to note that selection of projects for inclusion in the Capital Improvement Program (CIP) is an iterative process, as it involves the assessment of a number of competing factors, including constructability, project readiness, and funding constraints.

Every year PCJPB staff review and rank proposed projects for the annual capital budget, which is subject to extensive review, discussion, and negotiation by the three Joint Powers Board members (San Francisco, San Mateo, and Santa Clara). Because the capital budget is subject to annual negotiations, the proposed Prop K five year project list is all placeholders (i.e. projects TBD).

The Expenditure Plan also requires consideration of geographic equity in terms of project distribution that takes into account the various needs of San Francisco’s neighborhoods. The geographic area where PCJPB may propose Prop K capital projects is limited to the areas on or around its fixed guideways system, which runs north/south in Districts 6 and 10 and includes San Francisco stations at 4th and Townsend Streets, 22nd Street, and Bayshore. PCJPB takes into account geographic equity within its larger program of projects, which includes the entire Caltrain network and all fund sources and not just Prop K. However, most of the projects that Prop K funds benefit the entire system.

Stretching Your Prop K Sales Tax Dollars Farther

Leveraging Prop K funds against non-Prop K fund sources (e.g., federal, state, other local funds) is necessary to fully fund the Expenditure Plan projects and programs. For the Vehicles - PCJPB category, the Prop K Expenditure Plan assumes that every \$1 of sales tax revenue spent would leverage about \$5 in non-Prop K funds. The table below compares Prop K Expenditure Plan assumptions with proposed leveraging in the 2014 5-year project lists.

Table 1. Prop K Leveraging¹

Category	Expected Leveraging (Non-Prop K Funds)	Proposed Leveraging (Non-Prop K Funds)
Vehicles - PCJPB	84%	TBD

¹ This table compares the expected leveraging assumed in the Expenditure Plan with the proposed leveraging assumed in the 5-Year Project List.

The proposed leveraging for the Vehicles - PCJPB category is to-be-determined because Caltrain submits project allocation requests on an annual basis and has not yet done so for Fiscal Year 2014/15. Each fiscal year has local match placeholder funds (i.e. TBD projects) to allow the PCJPB partners to negotiate for specific projects within those years. Typically Prop K funds are very well leveraged in the Caltrain categories as Prop K funds are matched by member contributions and federal, state, and regional funds.

**Table 2. Project Delivery Snapshot
Vehicles -- PCJPB**

Table 2a. Prop K Funds Allocated

5-Year Prioritization Program (5YPP) Period	Programmed (Available for Allocation)	Total Allocated as of 3/31/2014	% Allocated
2005 5YPP (FY 2004/05-2008/09)	\$1,992,873	\$1,561,296	78%
2009 5YPP: (FY 2009/10 -2013/14) *	\$5,412,363	\$5,412,029	100%
Total *		\$6,973,325	

* Funds programmed in the 2009 5YPP may include programmed but unallocated funds from the 2005 5YPP, as well as de-obligated funds.

Table 2b. Percent Complete

Tables show allocations and percent complete through March 31, 2014, based on project sponsors' progress reports.

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

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated as of 3/31/2014	% Complete as of 3/31/2014
PCJPB	2004/05	2005 5-Year Prioritization Program Development	Planning	\$ 2,153	100%
PCJPB	2004/05	FY 2004-05 JPB Local Match - Vehicles	Procurement	\$ 56,000	100%
PCJPB	2005/06	Caltrain Rolling Stock Replacement/Rehabilitation	Procurement	\$ 393,379	100%
PCJPB	2006/07	Gallery Passenger Car Seat Cushions	Construction	\$ 295,500	100%
PCJPB	2007/08	Rolling Stock - Miscellaneous Spare Parts & Equipment	Procurement	\$ 417,187	100%
PCJPB	2007/08	Separate Head-end Power Units - Rehab Program for 6 MP36PH-3C Locomotives	Procurement	\$ 397,077	100%
PCJPB	2009/10	F40 Locomotive Overhaul	Construction	\$ 343,747	100%
PCJPB	2009/10	F40 Separate Head-end Power Units Overhaul/Replacement	Construction	\$ 612,889	100%
PCJPB	2009/10	F40 Traction Motor & New Wheel Sets	Construction	\$ 36,667	100%
PCJPB	2009/10	MP36 Locomotive Radiators	Construction	\$ 77,000	100%
PCJPB	2009/10	Repair Gallery Car Bolster	Construction	\$ 103,333	100%
PCJPB	2010/11	F40 Locomotive Overhaul	Procurement	\$ 268,991	100%
PCJPB	2010/11	F40 Locomotive Overhaul - Added Maintenance #2	Procurement	\$ 99,333	100%
PCJPB	2010/11	F40 Locomotive Overhaul - Added Maintenance #3	Procurement	\$ 39,600	100%
PCJPB	2011/12	Rolling Stock Equipment - F40 Separate Head-end Power Units Overhaul/Replacement	Procurement	\$ 371,484	100%

**Table 2. Project Delivery Snapshot
Vehicles -- PCJPB**

Projects/Project Phases Underway (sorted by allocation year, then sponsor, then project name)					
Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated as of 3/31/2014	% Complete as of 3/31/2014
PCJPB	2009/10	Caltrain Rolling Stock Procurement Plan & Specifications	Environmental	\$ 38,067	85%
PCJPB	2009/10	Caltrain Service Reliability Plan	Environmental	\$ 66,667	85%
PCJPB	2009/10	Gallery Car State of Good Repair Program	Construction	\$ 133,993	44%
PCJPB	2010/11	Gallery Car State of Good Repair Program	Procurement	\$ 408,551	12%
PCJPB	2010/11	Gallery Car Support Program #2	Procurement	\$ 136,686	0%
PCJPB	2011/12	Rolling Stock Equipment - Gallery Car State of Good Repair Program FY10/11	Procurement	\$ 542,021	4%
PCJPB	2011/12	Rolling Stock State of Good Repair	Procurement	\$ 133,000	4%
PCJPB	2012/13	Rolling Stock State of Good Repair	Procurement	\$ 1,000,000	4%
PCJPB	2013/14	6 Motive Power Model 36 Locomotives - Separate Head-end Power Unit Replacement	Construction	\$ 1,000,000	0%

For more information on Prop K and other Transportation Authority funded projects, visit <http://www.sfcta.org/mystreetsf-projects-map> to access an interactive map showing projects in your neighborhood and citywide.

Table 3 "Prioritization Criteria and Scoring Table
New and Renovated Vehicles - PCJPB (EP 17P)

Subcategory Name	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA			Total
	Project Readiness	Community Support	Time Sensitive Urgency				
<i>Total Possible Score</i>	4	3	3				10
Local Capital Match Placeholder	<p>Projects in this category are prioritized by a capital improvement program, which is negotiated by the three county-member Peninsula Corridor Joint Powers Board.</p>						0

Prioritization Criteria Definitions:

Project Readiness: Project likely to need funding in fiscal year proposed. Factors to be considered include adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors may significantly delay project.

Community Support: Project has clear and diverse community support and/or was it identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program.

Three points for a project in an adopted community based plan with evidence of diverse community support.

Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups.

One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

Time Sensitive Urgency: Project needs to proceed in proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts); to support another funded or proposed project (e.g. new signal controllers need to be installed to support TEP implementation); or to meet timely use of funds deadlines associated with matching funds.

**Table 4 "Draft 5-Year Project List
New and Renovated Vehicles - PCJPB (EP 17P)
Programming**

Agency	Project Name	Phase	Status	Fiscal Year				Total	
				2014/15	2015/16	2016/17	2017/18		2018/19
PCJPB	Local Capital Match Placeholder	Any Eligible	Planned	\$1,042,857					\$1,042,857
PCJPB	Local Capital Match Placeholder	Any Eligible	Planned		\$1,106,367				\$1,106,367
PCJPB	Local Capital Match Placeholder	Any Eligible	Planned			\$1,139,558			\$1,139,558
PCJPB	Local Capital Match Placeholder	Any Eligible	Planned				\$1,173,745		\$1,173,745
PCJPB	Local Capital Match Placeholder	Any Eligible	Planned					\$1,208,957	\$1,208,957
Total Programmed in 5YPP				\$1,042,857	\$1,106,367	\$1,139,558	\$1,173,745	\$1,208,957	\$5,671,484
Total Programmed in 2013 Strategic Plan Baseline				\$1,042,857	\$1,106,367	\$1,139,558	\$1,173,745	\$1,208,957	\$5,671,484
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0

**Table 4 "Draft 5-Year Project List
New and Renovated Vehicles - PCJPB (EP 17P)
Cash Flow (\$) Maximum Annual Reimbursement**

Project Name	Phase	Fiscal Year							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20		
Local Capital Match Placcholder	Any Eligible	\$521,429	\$521,428						\$1,042,857
Local Capital Match Placcholder	Any Eligible		\$553,184	\$553,183					\$1,106,367
Local Capital Match Placcholder	Any Eligible			\$569,779	\$569,779				\$1,139,558
Local Capital Match Placcholder	Any Eligible				\$586,873	\$586,873			\$1,173,746
Local Capital Match Placcholder	Any Eligible					\$604,479	\$604,479		\$1,208,957
Cash Flow Programmed in 5YPP									
Cash Flow Programmed in 2013 Strategic Plan Baseline		\$521,429	\$1,074,612	\$1,122,962	\$1,156,652	\$1,191,352	\$604,479		\$5,671,485
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$833,880	\$1,667,759		\$1,667,759

**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:	a.1 Vehicles-Transit vehicle replacement and renovation
EP Line (Primary):	17
Other EP Line Number/s:	
Fiscal Year of Allocation:	2014/15
Project Information	
Project Name:	Local Capital Match Placeholder
Project Location:	TBD
Project Supervisorial District(s):	6, 10
Project Description:	Prop K helps to offset San Francisco's local match contribution for Caltrain's vehicle projects, including continued replacement, upgrade, and repairs of Caltrain vehicles to improve travel time and reliability or increase service levels. This work may include locomotive upgrades, passenger car repairs and upgrades, procurement of rolling stock and spare parts, and general State of Good Repair of vehicles. Costs reflect San Francisco share only. Includes project development and capital costs. The 5YPP contains placeholders since the 3 JPB member jurisdictions annually negotiate Caltrain's annual capital budget.
Purpose and Need:	Every year, Caltrain staff review and rank projects for the annual capital budget, which is subject to extensive review, discussion, and negotiation by the three joint powers board member counties (San Francisco, San Mateo and Santa Clara). This process typically concludes in the fall. Every year, Caltrain staff review and rank projects for the annual capital budget, which is subject to extensive review, discussion, and negotiation by the three joint powers board member counties (San Francisco, San Mateo and Santa Clara). This process typically concludes in the fall. Given this process, Prop K funds are typically programmed as placeholders rather than as a list of specific projects in the relevant 5YPPs.
Community Engagement/Support:	The Caltrain Short Range Transit Plan (SRTP) contains the ten-year Caltrain Capital Improvement Program, which forms that basis of the San Francisco share for the five years covered by this 5YPP. Caltrain adopted its 2009-2018 SRTP on December 9, 2009. The SRTP was presented to the JPB Board of Directors on November 5, 2009 as an informational item and then for adoption at the regularly scheduled Board meeting on December 9, 2009. The PCJPB's annual capital budget process also helps to further refine the projects listed in the SRTP. The Caltrain Capital Budget provides funding for ongoing infrastructure improvements consistent with the guidance set forth in the Caltrain Short Range Transit Plan. To inform the general public about the 5YPP process, PCJPB will participate in public workshops and Board and Committee meetings hosted by the Transportation Authority.
Implementing Agency:	Peninsula Corridor Joint Powers Board (Caltrain)
Project Manager:	
Phone Number:	
Email:	
Environmental Clearance	
Type:	
Status:	
Completion Date (Actual or Anticipated):	

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Year	Quarter	Year
Planning/Conceptual Engineering (30%)		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. Schedule will be determined once specific projects are identified and an allocation request is submitted.



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

Project Name: Local Capital Match Placeholder

Project Cost Estimate	Funding Source	
	Prop K	Other
Phase	Cost	Other
Planning/Conceptual Engineering	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -
Design Engineering (PS&E)	\$ -	\$ -
R/W	\$ -	\$ -
Construction	\$ 5,671,484	\$ -
Procurement (e.g. rolling stock)	\$ -	\$ -
Total Project Cost	\$ 5,671,484	\$ -
Percent of Total	100%	TBD

Project Expenditures (Cash Flow) By Fiscal Year	Enter Cash Flow Here							Total
	14/15	15/16	16/17	17/18	18/19			
Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available					
Any Eligible	Prop K	Planned	14/15	\$ 1,042,857				\$ 1,042,857
Any Eligible	Prop K	Planned	15/16	\$ 1,106,367				\$ 1,106,367
Any Eligible	Prop K	Planned	16/17		\$ 1,139,558			\$ 1,139,558
Any Eligible	Prop K	Planned	17/18			\$ 1,173,745		\$ 1,173,745
Any Eligible	Prop K	Planned	18/19				\$ 1,208,957	\$ 1,208,957
								\$ -
								\$ -
								\$ -
								\$ -
								\$ -
								\$ -
Total By Fiscal Year				\$ 1,042,857	\$ 1,106,367	\$ 1,139,558	\$ 1,173,745	\$ 1,208,957
								\$ 5,671,484

Comments / Concerns

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

2009 Prop K 5YPP - Program of Projects
New and Renovated Vehicles - PCJPB (EP 17P)
Programming and Allocations To-date
 Last Update: March 30, 2010

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2009/10	2010/11	2011/12	2012/13	2013/14	
Subcategory									
PCJPB	Caltrain Rolling Stock State of Good Repair Program	PS&E, CON	Allocated	\$1,412,363					\$1,412,363
PCJPB	Undesignated - Caltrain Vehicle Projects	PS&E, CON	Programmed		\$1,000,000				\$1,000,000
PCJPB	Undesignated - Caltrain Vehicle Projects	PS&E, CON	Programmed			\$1,000,000			\$1,000,000
PCJPB	Undesignated - Caltrain Vehicle Projects	PS&E, CON	Programmed				\$1,000,000		\$1,000,000
PCJPB	Undesignated - Caltrain Vehicle Projects	PS&E, CON	Programmed					\$1,000,000	\$1,000,000
Total Programmed in 5YPP				\$1,412,363	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,412,363
Total Allocated				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated				\$1,412,363	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,412,363
Total Programmed in Amended 2009 Strategic Plan				\$1,412,363	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,412,363
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0

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

Programmed
 Pending Allocation/ Appropriation
 Board Approved Allocation/ Appropriation

**2009 Prop K 5YPP - Program of Projects
New and Renovated Vehicles - PCJPB (EP 17P)
Programming and Allocations To-date**

Last Update: February 03, 2014

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2009/10	2010/11	2011/12	2012/13	2013/14	
PCJPB	F40 Locomotive Overhaul	CON	Allocated	\$343,747					\$343,747
PCJPB	Gallery Car State of Good Repair Program	CON	Allocated	\$133,993					\$133,993
PCJPB	F40 SEP-HIEP Overhaul/Replacement	CON	Allocated	\$612,889					\$612,889
PCJPB	MP36 Locomotive Radiators	CON	Allocated	\$77,000					\$77,000
PCJPB	Repair Gallery Car Bolster	CON	Allocated	\$103,333					\$103,333
PCJPB	F40 Traction Motor & New Wheel Sets	CON	Allocated	\$36,667					\$36,667
PCJPB	Caltrain Service Reliability Plan	PLAN	Allocated	\$66,667					\$66,667
PCJPB	Caltrain Rolling Stock Procurement Plan and Specs	PLAN	Allocated	\$38,067					\$38,067
PCJPB	Gallery Car State of Good Repair Program	PROC	Allocated		\$339,161				\$339,161
PCJPB	F40 Locomotive Overhaul	PROC	Allocated		\$471,123				\$471,123
PCJPB	F40 Locomotive Overhaul - Added Maintenance #2	PROC	Allocated		\$81,007				\$81,007
PCJPB	F40 Locomotive Overhaul - Added Maintenance #3	PROC	Allocated		\$33,211				\$33,211
PCJPB	Gallery Car Support Program #2	PROC	Allocated		\$28,659				\$28,659
PCJPB	Gallery Car State of Good Repair Program	PROC	Allocated			\$515,982			\$515,982
PCJPB	Gallery Car Support Program #2	PROC	Allocated			\$85,974			\$85,974
PCJPB	F40 SEP-HIEP Overhaul/Replacement	PROC	Allocated			\$311,549			\$311,549
PCJPB	Rolling Stock SOGR	PROC	Allocated			\$133,000			\$133,000

**New and Renovated Vehicles - PCJPB (EP 17P)
Programming and Allocations To-date**

Last Update: February 03, 2014

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2009/10	2010/11	2011/12	2012/13	2013/14	
PCJPB	Undesignated - Caltrain Vehicle Projects	PS&E, CON	Programmed			\$334			\$334
PCJPB	Rolling Stock SOGR	PROC	Allocated				\$1,000,000		\$1,000,000
PCJPB	Undesignated - Caltrain Vehicle Projects	PS&E, CON	Programmed				\$0		\$0
PCJPB	Undesignated - Caltrain Vehicle Projects ¹	PS&E, CON	Programmed					\$0	\$0
PCJPB	MP 36 SEP HEP Replacement ¹	CON	Allocated					\$1,000,000	\$1,000,000
Total Programmed in 5YPP				\$1,412,363	\$953,161	\$1,046,839	\$1,000,000	\$1,000,000	\$5,412,363
Total Allocated and Pending in 5YPP				\$1,412,363	\$953,161	\$1,046,505	\$1,000,000	\$1,000,000	\$5,412,029
Total Deobligated in 5YPP				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPP				\$0	\$0	\$334	\$0	\$0	\$334
Total Programmed in Amended 2009 Strategic Plan *				\$1,412,363	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,412,363
Deobligated from Prior 5YPP Cycles **				\$1					\$1
Cumulative Remaining Programming Capacity				\$1	\$46,840	\$1	\$1	\$1	\$1

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

** "Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period, excluding deobligations incorporated in the first 2009 Strategic Plan amendment, as of December 31, 2012.

¹ 5YPP amendment to add MP 36 SEP HEP Replacement (Resolution 14-29, 10.22.2013).

Undesignated - Caltrain Vehicle Projects: Reduced programming by \$1,000,000 in Fiscal Year 2013/14. Programmed

Pending Allocation/Appropriation

Board Approved Allocation/Appropriation