

DRAFT 2014 PROPOSITION K
5-YEAR PRIORITIZATION PROGRAM

ADVANCED TECHNOLOGY AND INFORMATION
SYSTEMS (SFgo)

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:

“Advanced Technology and Information Systems (SFgo): Programmatic improvements using advanced technology and information systems to better manage roadway operations for transit, traffic, cyclists, and pedestrians. Includes interconnect and traffic signal controller technology and related communications systems to enable transit and emergency vehicle priority; dissemination of real time information to transit passengers; and management of vehicular flows and signalization to enhance bicycle and pedestrian safety (Priority 1). Closed circuit TV and communications systems (e.g. Variable Message Signs) for incident and special event traffic management as well as responsive/adaptive signal control and traveler information (Priority 2). Includes project development and capital costs. Sponsoring Agency: DPT, MUNI. The first \$17.3M is Priority 1 and the remainder is Priority 2. Total Funding: \$100.0M; Prop K: \$19.6M.”

DPT stands for Department of Parking and Traffic and MUNI stand for San Francisco Municipal Railway. DPT and MUNI are now under the San Francisco Municipal Transportation Agency (SFMTA).

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 10 points allocated programwide criteria and 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. For the next five years, SFMTA is proposing to use Prop K SFgo funds to purchase upgraded signal controllers and cabinets to support implementation of transit signal priority. In collaboration with the Transit Effectiveness Project, SFMTA will prioritize corridors located on the Muni Rapid Network, but, will also consider intersections located along the Local Network, Community Connectors and Specialized Service routes – benefitting 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 SFgo category, the Prop K Expenditure Plan assumes that every \$1 of every dollar of sales tax revenue spent would leverage about \$4 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)
SFgo	80%	TBD

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

During the next 5 years, SFMTA has proposed using the Prop K SFgo funds to procure signal controllers and cabinets. SFMTA is unable to determine leveraging at this time, since controllers would be installed separately and as part of other projects, some of which may be partially or entirely funded with Prop K funds.

**Table 2. Project Delivery Snapshot
Advanced Technology and Information Systems (SFgo)**

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)	\$2,841,300	\$2,872,328	101%
2009 5YPP (FY 2009/10 -2013/14) *	\$2,974,700	\$1,470,850	49%
Total *		\$4,343,178	

* 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	\$ 35,903	100%
SFMTA	2005/06	3rd Street Integrated Transportation Management System	Construction	\$ 695,132	100%
SFMTA	2005/06	Center-to-Center Communications	Construction	\$ 70,000	100%
SFMTA	2005/06	Network Communication Equipment - Pilot Project	Planning, Design	\$ 20,000	100%
SFMTA	2005/06	Oak and Fell Streets Integrated Transportation Management System Deployment	Design	\$ 113,018	100%
SFMTA	2006/07	Oak and Fell Streets Integrated Transportation Management System Deployment	Construction	\$ 1,134,346	100%
SFMTA	2007/08	Traffic Signal Controller and Cabinet Replacement	Procurement	\$ 340,630	100%
SFMTA	2008/09	Oak and Fell Streets Integrated Transportation Management System Deployment - Additional Funds	Construction	\$ 463,300	100%

**Table 2. Project Delivery Snapshot
Advanced Technology and Information Systems (SFgo)**

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
SFMTA	2009/10	SFgo Franklin and Gough Streets (Van Ness Corridors) Improvements	Procurement, Construction	\$ 1,470,850	75%

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
Advanced Technology and Information Systems (SFgo) (EP 32)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA			Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Provides Benefits to Multiple Users	Muni Rapid Network	
<i>Total Possible Score</i>	4	3	3	4	3	3	20
SFgo Controller Upgrades	Locations will be scored at the time of allocation. See text for details and appendix for a prioritized list.						

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 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 is located on a WalkFirst Safety Streets corridor (four points) or allows for a signal upgrade (e.g. pedestrian countdown signals) (two points).

Provides Benefits to Multiple Users: Projects receives one point each for addressing the needs of pedestrians, bicyclists, and/or transit users.

Muni Rapid Network: Project is located on the Muni Rapid Network.

Table 4 - Draft Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Advanced Technology and Information Systems (SFgo) (EP 32)
Programming

Agency	Project Name	Phase(s)	Status	Fiscal Year					Total	
				2014/15	2015/16	2016/17	2017/18	2018/19		
SFMTA	SFgo Controller Upgrades	PROC	Planned		\$2,000,000					\$2,000,000
SFMTA	SFgo Controller Upgrades	PROC	Planned				\$506,611			\$506,611
SFMTA	SFgo Controller Upgrades	PROC	Planned					\$500,000		\$500,000
Total Programmed in 5YPP				\$0	\$2,000,000	\$0	\$506,611	\$500,000		\$3,006,611
Total Programmed in 2013 Strategic Plan Baseline				\$531,925	\$560,028	\$589,434	\$620,201	\$705,023		\$3,006,611
Cumulative Remaining Programming Capacity				\$531,925	(\$908,047)	(\$318,613)	(\$205,023)	\$0		\$0

Table 4 - Draft Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Advanced Technology and Information Systems (SFgo) (EP 32)
Cash Flow

Project Name	Phase	Fiscal Year							Total	
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21		
SFgo Controller Upgrades	PROC		\$666,666	\$666,667	\$666,667					\$2,000,000
SFgo Controller Upgrades	PROC				\$253,306		\$253,305			\$506,611
SFgo Controller Upgrades	PROC							\$250,000		\$500,000
Total Cash Flow in 5YPP										
Total Cash Flow in 2013 Strategic Plan Baseline		\$0	\$666,666	\$666,667	\$919,973	\$253,305	\$250,000	\$250,000		\$3,006,611
Cumulative Remaining Cash Flow Capacity		\$265,962.50	\$545,977	\$574,731	\$604,818	\$662,612	\$352,512	\$0	\$0	\$3,006,611
		\$265,963	\$145,273	\$53,337	(\$261,819)	\$147,489	\$250,000	\$0	\$0	\$0



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

Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	ii. System Operations, Efficiency and Safety
Prop K EP Project/Program:	b. Advanced Technology and Information Systems (SFgo)
EP Line (Primary):	32
Other EP Line Number/s:	
Fiscal Year of Allocation:	2015/16
Project Information	
Project Name:	SFgo Controller Upgrades
Project Location:	TBD
Project Supervisorial District(s):	TBD
Project Description:	Implementing transit signal priority city-wide to advance the City's Transit First policy is a key initiative of the SFgo Program since its inception. To accommodate the implementation of a transit priority system, the SFMTA must first replace its traffic signal controllers and cabinets with advanced traffic signal controller technology. In collaboration with the Transit Effectiveness Project (TEP), SFgo will identify signalized intersections that are located along Muni's Rapid Network, Local Network, the Community Connectors and Specialized Services routes. These locations will receive the Type 2070 controllers and the accompanying cabinets first whenever possible. The unit cost per controller is approximately \$5,000, with the correct cabinet in place.
Purpose and Need:	Type 2070 controllers are key components of SFgo's ITS infrastructure, and are necessary for accommodating transit priority, fiber network communications and future ITS enhancements. While SFMTA is still developing the exact locations and number of controllers and cabinets, intersections with transit will be a high priority.
Community Engagement/Support:	There have been numerous opportunities for public input related to the SFgo project.
Implementing Agency:	SFMTA
Project Manager:	Cathal Hennessy
Phone Number:	415-701-4548
Email:	cathal.hennessy@sfmta.com
Environmental Clearance	
Type:	
Status:	
Completion Date (Actual or Anticipated):	

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Fiscal Year	Quarter	Fiscal 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

The proposed programming is for procurement placeholders in Fiscal Years 15/16, 17/18, and 18/19. Once locations are determined with scope, schedule, cost, and funding (including leveraging) information, proposed projects will be scored.



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

Project Name: Sligo Controller Upgrades

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$ -	\$ -	\$ -
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
	Design Engineering (PS&E)	\$ -	\$ -	\$ -
	R/W	\$ -	\$ -	\$ -
	Construction	\$ -	\$ -	\$ -
	Procurement (e.g. rolling stock)	\$ 3,006,611	\$ 3,006,611	\$ -
	Total Project Cost	\$ 3,006,611	\$ 3,006,611	\$ -
	Percent of Total		100%	0%

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	19/20		20/21
Procurement (e.g. rolling stock)	Prop K	Planned	15/16	\$ -	\$ 666,666	\$ 666,667	\$ 919,973	\$ 253,306	\$ 253,306	\$ 250,000	\$ 250,000	\$ 2,253,306
Procurement (e.g. rolling stock)	Prop K	Planned	17/18									\$ 506,612
Procurement (e.g. rolling stock)	Prop K	Planned	18/19							\$ 250,000	\$ 250,000	\$ 500,000
												\$ -
												\$ -
												\$ -
												\$ -
												\$ -
												\$ -
												\$ -
Total By Fiscal Year				\$ -	\$ 666,666	\$ 666,667	\$ 1,173,279	\$ 253,306	\$ 250,000	\$ 250,000	\$ 250,000	\$ 3,259,918

Comments/Concerns

2009 Prop K 5YPP - Program of Projects
Advanced Technology and Information Systems (SFgo) (EP 32)

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	
MTA	SFgo Controller Upgrades	PROC	Programmed			\$1,503,850			\$1,503,850
MTA	SFgo Franklin and Gough (Oak to Lombard)	PROC, CON	Allocated	\$1,470,850					\$1,470,850
Total Programmed in 5YPP				\$0	\$0	\$1,503,850	\$0	\$0	\$2,974,700
Total Allocated				\$1,470,850	\$0	\$0	\$0	\$0	\$1,470,850
Total Unallocated				\$0	\$0	\$1,503,850	\$0	\$0	\$1,503,850
Total Programmed in Amended 2009 Strategic Plan				\$1,470,850	\$0	\$1,503,850	\$0	\$0	\$2,974,700
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

FOOTNOTES:

**2009 Prop K 5YPP - Program of Projects
Advanced Technology and Information Systems (SFgo) (EP 32)
Programming and Allocations To-date**

Last Update: April 30, 2013

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2009/10	2010/11	2011/12	2012/13	2013/14	
SFMTA	SFgo Contoller Upgrades ¹	PROC	Programmed			\$1,495,850			\$1,495,850
SFMTA	2013 5YPP Development ¹	Plan	Allocated				\$8,000		\$8,000
SFMTA	SFgo Franklin and Gough (Oak to Lombard)	PROC, CON	Allocated	\$1,470,850					\$1,470,850
Total Programmed in 5YPP				\$1,470,850	\$0	\$1,495,850	\$8,000	\$0	\$2,974,700
Total Allocated and Pending in 5YPP				\$1,470,850	\$0	\$0	\$8,000	\$0	\$1,478,850
Total Deobligated in 5YPP				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPP				\$0	\$0	\$1,495,850	\$0	\$0	\$1,495,850
Total Programmed in Amended 2009 Strategic Plan *				\$1,470,850	\$0	\$1,503,850	\$0	\$0	\$2,974,700
Deobligated from Prior 5YPP Cycles **				\$5,522					\$5,522
Cumulative Remaining Programming Capacity				\$5,522	\$5,522	\$13,522	\$5,522	\$5,522	\$5,522

* 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.

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

¹ 5YPP amendment to add 2013 5YPP Development (Resolution 13-49, 04.23.2013).

SFgo Contoller Upgrades: Reduced programming by \$8,000 in Fiscal Year 2011/12.

2013 5YPP Development: Added project with \$8,000 in Fiscal Year 2012/13 planning funds.

SFgo Prioritized List

June 2014

	Rapid Transit Corridor or Preferential Street	Key Bicycle Route	High Pedestrian Volumes	Improve Safety ¹	MTS Route ²	Joint Projects ³	Existing SFgo ⁴	High Traffic Volumes	Leveraging funds	Replace Old System ⁵	Advance SFgo Initiatives	Improve Maint. ⁶	Project Readiness ⁷	Emergency Route ⁸	Geographic Dispersion ⁹	Total Score
1	Van Ness Ave., Franklin, Gough and Polk Sts	3	1	1		1	1	1	3	1	1		1	2		19
2	Controller Upgrades/Transit Signal Priority	2		1			1		1	1	1	5	3	2	1	18
3	19th Ave	1		1		2	1	1	3	1	1	1	3	2	1	16
4	Central Freeway	2	1	1		1	1	1	2	1	1	1	3	2	1	16
5	Geary	3	1	1		1	1	1	3	1	1	1	1	2	1	16
6	Market	3	1	1		1	1	1	1	1	1	1	1	2	1	14
7	South Van Ness			1		1	1	1		1	1	5	1	2	1	14
8	Turk			1		1	1	1		1	1	5	1	2	1	14
9	Howard	1	1	1		1	1	1	2	1	1	1	1	2	1	13
10	Columbus	2	1	1		1	1	1		1	1	1	1	2	1	12
11	Golden Gate			1		1	1	1		1	1	5	1	2	1	12
12	Potrero	2	1	0		1	1	1		1	1	1	1	2	1	11
13	Folsom	1	1	1		1	1	1		1	1	1	1	2	1	11
14	Geneva	1	1	1		1	1	1		1	1	1	1	2	1	11
15	Bay St	2		1		1	1	1		1	1	1	1	2	1	11
16	Cesar Chavez	1		1		1	1	1		1	1	1	1	2	1	10
17	Mission St	2	1	1		-2	1	1		1	1	1	1	2	1	9
18	Embarcadero	2	1	1		1	1	1		1	1	1	1	2	1	9
19	Wireless - various locations	1		1			1	1		1	1	1		2	1	8
20	Harrison			1			1	1		1	1	1	1	2	1	8
21	1st St. & Fremont	2		1			1	1		1	1	1	1		1	8
22	Masonic	1	1	1			1	1		1	1	1		2	1	7
23	California	1	1	1			1	1		1	1	1		1	1	7
24	Software Enhancements			1			1	1			1	1	1			4

Notes:

- ¹ SFgo can be used to improve the safety of a corridor.
- ² MTS: Metropolitan Transportation System
- ³ Joint projects: F. The corridor can be upgraded as part of a joint project (signal upgrade or pavement resurfacing).
- ⁴ The corridor will build upon existing SFgo infrastructure.
- ⁵ The corridor's traffic signal infrastructure is obsolete and deteriorating.
- ⁶ The proposed upgrades would improve maintenance response times and reduce related costs.
- ⁷ The project is ready (or nearly ready) for implementation once funding has been secured.
- ⁸ The corridor has been designated by the City as an emergency route.
- ⁹ The expansion promotes the geographical dispersion of SFgo's infrastructure.