

| Project Name and Sponsor | | |
|---|---|--|
| Project Name: | Cable Car Curved Track Replacement | |
| Implementing Agency: | SFMTA | |
| Prop L Expenditure Plan Information | | |
| Prop L Program: | 06- Muni Transit Maintenance, Rehabilitation, and Replacement | |
| Prop L Sub-Program (if applicable): | | |
| Second Prop L Program (if applicable): | | |
| Project Information | | |
| Brief Project Description for MyStreetSF (80 words max): | The Project will reconstruct ten curved tracks at seven locations along the Powell/Hyde and Powell/Mason Cable Car lines totaling approximately 2000 linear feet. In addition, the Project will replace special track work, add accessibility improvements that include curb ramps and bulbouts, replace pulley box covers and frames, replace slot rails at curves, restore pre-emption signaling systems demolished during rail replacement, provide bus substitution during construction, and train signal maintenance staff on new equipment. The Cable Car Curved Track Replacement project is part of the State of Good Repair initiative for Capital Programs & Construction. The Project is intended to enhance the state of good repair of the rail system and improve transit priority, safety, and accessibility. The Project will replace aging and deteriorating trackwork, decrease the probability of derailment, reduce noise, diminish the need for track maintenance, and improve the quality of the ride. | |
| Project Location and Limits: | The Project is located at seven locations along the Powell/Hyde and Powell/Mason Cable Car lines: 1. Powell and Washington 2. Powell and Jackson 3. Mason and Jackson 4. Mason and Washington 5. Hyde and Washington 6. Hyde and Jackson 7. Hyde and Beach | |
| Supervisory District(s): | Citywide | |
| Is the project located on the 2022 Vision Zero High Injury Network ? | Yes | Is the project located in an Equity Priority Community (EPC)? Yes |
| Which EPC(s) is the project located in? | Chinatown | |
| Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero). | The Cable Car Curved Track Replacement project is part of the State of Good Repair initiative for Capital Programs & Construction. The Project is intended to enhance the state of good repair of the rail system and improve transit priority, safety, and accessibility. The Project will replace aging and deteriorating trackwork, decrease the probability of derailment, reduce noise, diminish the need for track maintenance, and improve the quality of the ride. In addition, the Project will improve service reliability. The Cable Car rails were replaced in the 1980s and are approaching the limit of allowable wear. The Project will reconstruct ten curved tracks at seven locations on the Powell/Hyde and Powell/Mason Cable Car lines totaling approximately 2000 linear feet. In addition to reconstructing the curved tracks, the Project will also replace special track work (five frogs and two switches), provide accessibility improvements including 32 curb ramps and five bulb-outs, add drainage and electrical improvements, replace pulley box covers and frames, as needed, replace slot rails at curves, restore pre-emption signaling systems | |

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| | <p>demolished during rail replacement, provide bus substitution during construction, and train signal maintenance staff on new equipment. The Project has a Public Outreach and Engagement Plan. Outreach will focus on informing all affected stakeholders about the upcoming cable car system upgrades and related benefits and that bus substitution will be required on the Hyde and Mason lines. Customer outreach will be conducted utilizing various channels and will utilize ambassador support, social media and traditional media channels to inform community stakeholders, MUNI customers, and tourists. The target audience will also include interested groups in the travel and tourism sectors such as SF Travel, SF Hotel Council, airport and port authority, as well as neighbors and local merchants, etc. The Project team will use DotMaps to coordinate with utility providers as well as other projects in the area. The Project will coordinate Accessible Business Entrance (ABE) work with business building owners and tenants. Providing a safe and reliable transit system option enhances climate adaptation and resilience by reducing the vehicle miles.</p> |
| <p>Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.</p> | <p>Attachment 1: Key Map with Track Replacement Locations Attachment 2: Site Photos</p> |
| <p>Type of Environmental Clearance Required:</p> | <p>Categorically Exempt</p> |
| <p>Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.</p> | <p>San Francisco Public Works (SFPW) Disability Access Coordinator; SFPW Hydraulics, - Thomas Won, Project Engineer; Bureau of Street Use and Mapping - Bernie Tse, Permit Manager.</p> |

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| Project Delivery Milestones | Status | Work | Start Date | | End Date | |
|--|-------------------|---|--------------------|--|--------------------|--|
| Phase | % Complete | In-house - Contracted - Both | Quarter | Fiscal Year (starts July 1) | Quarter | Fiscal Year (starts July 1) |
| Planning/Conceptual Engineering | 100% | In-house | Q2-Oct- Nov-Dec | Previous | Q4-Apr- May-Jun | 2018/19 |
| Environmental Studies (PA&ED) | 0% | | | | | |
| Right of Way | | | | | | |
| Design Engineering (PS&E) | 10% | In-house and Contracted | Q1-Jul-Aug- Sep | 2023/24 | Q1-Jul- Aug-Sep | 2024/25 |
| Advertise Construction | 0% | In-house | Q2-Oct- Nov-Dec | 2024/25 | | |
| Start Construction (e.g. Award Contract) | 0% | Contracted | Q3-Jan- Feb-Mar | 2024/25 | | |
| Operations (i.e. paratransit) | | | | | | |
| Open for Use | 0% | In-house | | | Q3-Jan- Feb-Mar | 2026/27 |
| Project Completion (means last eligible expenditure) | 0% | | | | Q1-Jul- Aug-Sep | 2027/28 |
| Notes | | | | | | |
| | | | | | | |

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Project Name: Cable Car Curved Track Replacement

| Phase | Cost | Funding Source | | Source of Cost Estimate |
|---------------------------------|---------------|----------------|---------------|-------------------------|
| | | Prop L | Other | |
| Planning/Conceptual Engineering | \$ 251,669 | \$ - | \$ 251,669 | actual |
| Environmental Studies (PA&E) | \$ - | \$ - | \$ - | |
| Right of Way | \$ - | \$ - | \$ - | |
| Design Engineering (PS&E) | \$ 5,248,881 | \$ - | \$ 5,248,881 | engineer's estimate |
| Construction | \$ 15,852,470 | \$ 8,378,000 | \$ 7,474,470 | engineer's estimate |
| Operations (i.e. paratransit) | \$ - | \$ - | \$ - | |
| Total Project Cost | \$ 21,353,020 | \$ 8,378,000 | \$ 12,975,020 | |
| Percent of Total | | 39% | 61% | |

Funding Plan - All Phases - All Sources

| Fund Source | Prop L Program | Phase | Fund Source Status | Fiscal Year of Allocation (Programming Year) | Total Funding | Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement) | | | | |
|-----------------------------|------------------------------|---------------------------------|--------------------|--|----------------------|---|---------------------|---------------------|---------------------|---------------------|
| | | | | | | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 |
| AB664 Bridge Tolls | | Planning/Conceptual Engineering | Allocated | Previous | \$ 55,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| FTA 5337 | | Planning/Conceptual Engineering | Allocated | Previous | \$ 196,669 | \$ - | \$ - | \$ - | \$ - | \$ - |
| AB664 Bridge Tolls | | Design Engineering (PS&E) | Allocated | 2022/23 | \$ 484,320 | \$ - | \$ - | \$ - | \$ - | \$ - |
| FTA 5337 | | Design Engineering (PS&E) | Allocated | 2022/23 | \$ 523,331 | \$ - | \$ - | \$ - | \$ - | \$ - |
| FTA 5337 | | Design Engineering (PS&E) | Allocated | 2022/23 | \$ 500,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| FTA 5337 | | Design Engineering (PS&E) | Programmed | 2023/24 | \$ 2,725,550 | \$ - | \$ - | \$ - | \$ - | \$ - |
| General Fund Prop B Transit | | Design Engineering (PS&E) | Programmed | 2023/24 | \$ 32,362 | \$ - | \$ - | \$ - | \$ - | \$ - |
| GO Bond | | Design Engineering (PS&E) | Programmed | 2023/24 | \$ 200,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Operating | | Design Engineering (PS&E) | Programmed | 2023/24 | \$ 146,565 | \$ - | \$ - | \$ - | \$ - | \$ - |
| PTMISEA | | Design Engineering (PS&E) | Allocated | 2020/21 | \$ 636,753 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Prop L | 06- Muni Transit Maintenance | Construction | Planned | 2024/25 | \$ 8,378,000 | \$ - | \$ 2,793,000 | \$ 2,793,000 | \$ 2,793,000 | \$ 2,792,000 |
| TSF Developer Fees | | Construction | Programmed | 2024/25 | \$ 550,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| FTA 5337 | | Construction | Programmed | 2025/26 | \$ 4,367,929 | \$ - | \$ - | \$ - | \$ - | \$ - |
| FTA 5337 | | Construction | Programmed | 2025/26 | \$ 2,556,541 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total By Fiscal Year | | | | | \$ 21,353,020 | \$ - | \$ 2,793,000 | \$ 2,793,000 | \$ 2,793,000 | \$ 2,792,000 |

Notes

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



| Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects. | |
|---|--|
| Project Name | <i>Cable Car Curved Track Replacement</i> |
| Relative Level of Need or Urgency (time sensitive) | The Project will replace aging and deteriorating trackwork and reduce the probability of derailment, reduce noise, diminish the need for maintenance, improve the quality of the ride, and improve service reliability, thus, there is a need to proceed in proposed timeframe to enable its construction. The schedule allows for the shutdown period in late Winter/early Spring which is the preferred timeframe to avoid the tourist season in the Summer. |
| Prior Community Engagement/Level and Diversity of Community Support (may attach Word document): | The Project will improve service reliability, decrease the probability of derailment, and improve safety. It will provide access to a more reliable and safe transit system to all communities, including Equity Priority Communities (EPC) in the Project area. |
| Benefits to Disadvantaged Populations and Equity Priority Communities | The Project will replace aging and deteriorating trackwork and improve service reliability, decrease the probability of derailment, and improve safety benefitting disadvantaged populations and Equity Priority Communities (EPC). The Project will also provide accessibility improvements that include curb ramps and bulb-outs and will coordinate with business building owners for Accessibility Business Entrance (ABE) work. The Project area bounded by Washington, Jackson, Powell, and Mason Streets is an EPC that includes all the EPC with 70-90% minority, more than 35% low income, more than 15% over 75 yrs population, 10-25% disabled population, more than 30% zero vehicle HH, 10-20% single parent, and 15-25% rent burdened. |
| Compatability with Land Use, Design Standards, and Planned Growth | Yes |
| <u>San Francisco Transportation Plan Alignment (SFTP)</u> | Economic Vitality, Equity, Safety and Livability A more accessible, safe, and reliable transit system improves access to jobs for all communities including Equity Priority Communities (EPC), advancing the SFTP goals of equity, economic vitality, safety and livability. |

**Prop L Sales Tax Program
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The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

06- Muni Transit Maintenance, Rehabilitation, and Replacement

| | |
|---|---|
| Safety | The Project will replace aging and deteriorating trackwork and improve service reliability, decrease the probability of derailment, and improve safety. |
| Need (Asset Useful Life) (Vehicles Sub-program) | N/A |
| Improves Efficiency of Transit Operations (Vehicles Sub-program) | N/A |
| Need (Asset Useful Life) (Facilities and Guideways Sub-program) | The Project will replace aging and deteriorating trackwork. The Cable Car rails were replaced in the 1980s and are approaching the limit of allowable wear. |
| Improves Efficiency of Transit Operations (Facilities and Guideways Sub-program) | Aging infrastructure has the potential of delaying Transit operations, and the possibility of derailment. Replacing the aging infrastructure with new equipment will provide a more reliable, safe, and efficient system. Accessibility improvements such as curb ramps and bulb-outs provide improved efficiency of transit. |
| This cell intentionally left blank. | |

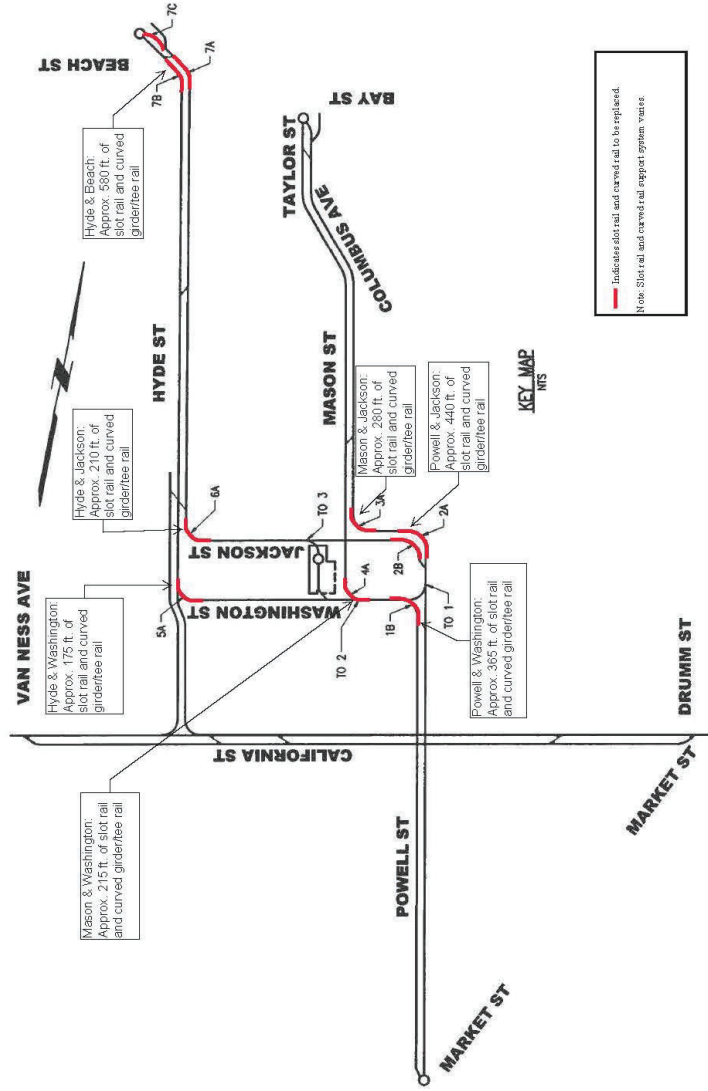


Figure No. 1 - Key Map with Track Replacement Locations