# Draft as of 10/5/23

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



	Project Name and Sponsor			
Project Name:	Cable Car Curved Track Replacement			
Implementing Agency:	SFMTA			
	Prop L Expenditure P	lan Information		
Prop L Program:	06- Muni Transit Maintenance,	Rehabilitation, and Replacement		
Prop L Sub-Program (if applicable):				
Second Prop L Program (if applicable):				
	Project Infor	mation		
Brief Project Description for MyStreetSF (80 words max):	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:	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			
Supervisorial 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 Re- initiative for Capital Programs & state of good repair of the rail s accessibility. The Project will re- probability of derailment, redu- improve the quality of the ride. Cable Car rails were replaced i wear. The Project will reconstru- and Powell/Mason Cable Car li reconstructing the curved track and two switches), provide acco- bulb-outs, add drainage and el frames, as needed. replace slot	placement project is part of the State of & Construction. The Project is intended to system and improve transit priority, safety place aging and deteriorating trackwork, ce noise, diminish the need for track main In addition, the Project will improve serv n the 1980s and are approaching the lim loct ten curved tracks at seven locations or nes totaling approximately 2000 linear fe essibility improvements including 32 curv lectrical improvements, replace pulley bo t rails at curves, restore pre-emption sign	Good Repair o enhance the /, and , decrease the ntenance, and ice reliability. The it of allowable n the Powell/Hyde eet. In addition to ck work (five frogs o ramps and five ox covers and aling systems	



	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 embassador 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.
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Atttachment 1: Key Map with Track Replacement Locations Attachment 2: Site Photos
Type of Environmental Clearance Required:	Categorically Exempt
<b>Coordinating Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	San Francisco Public Works (SFPW) Disability Access Coordinator; SFPW Hydraulics, - Thomas Won, Project Engineer; Bureau of Street Use and Mapping - Bernie Tse, Permit Manager.

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<b>Project Delivery Milestones</b>	Status	Work	Sta	rt Date	E	nd 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						



Project Name:	Cable Car Curved Track	Replacement								
		-								
Project Cost Estimate			Fundi	ng Source						
Phase		Cost	Prop L	Other	Source of Cost Estimate					
Planning/Conceptual Engin	eering	\$ 251,669	-	\$ 251,669	actual					
Environmental Studies (PA&	kED)	•	•	•						
Right of Way		۔ ج	۔ ج	- -	-					
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					Cash Flow for <b>F</b>	rop L Only (i.e	. Fiscal Year of Rei	mbursement)	
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	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	\$ 2,792,000
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	\$ 2,792,000
Notes										



Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.			
Project Name	Cable Car Curved Track Replacement		
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		
San Francisco Transportation Plan Alignment (SFTP)	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.		



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 infrastucture 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.			
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Hyde and Beach

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Hyde and Jackson



Hyde and Jackson







Hyde and Jackson







Hyde and Washington





Hyde and Washington







Mason and Jackson



Mason and Jackson









Mason and Washington



Mason and Washington









Mason and Washington









Mason and Washington



























Powell and Jackson







Powell and Washington



Powell and Washington